

TOWN OF PLAINFIELD PLAN COMMISSION REPORT

DATE: May 1, 2023

CASE NO.: [DP-22-113](#)

PETITIONER: JPS Consulting Engineers for Urban Air

REQUESTED ACTIONS: Architectural and Site Design Review for a 38,000 square foot indoor commercial entertainment facility

LOCATION: Northwest corner of the intersection of City Center Way and Plainfield Commons Drive

PARCEL SIZE: 4.9 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:	GC General Commercial	Site:	RC Regional Commercial
North:	GC General Commercial	North:	RC Regional Commercial
South:	R6 High Density Residential	South:	POS Park/Open Space
East:	GC General Commercial	East:	RC Regional Commercial
West:	GC General Commercial	West:	RC Regional Commercial

PROJECT DESCRIPTION

The applicant is seeking Architectural and Site Design approval for a 38,000 square foot indoor commercial entertainment facility including waivers for architectural materials percentages.

STAFF COMMENTS

Planning

The site is located at the northwest corner of the intersection of City Center Way and Plainfield Commons Drive.

Due to the non-right-of-way/private drive nature of Plainfield Commons Drive, more flexibility is allowed for setbacks, which Staff has encouraged to use in productive manners, including:

1. *The placement of the building.* Moving the building to the eastern side of the lot has created a building face that visually “connects” the building to the strip center to the north. Placement of the entrance on the east also orients the users to the strip center to the north as well as the commercial strip across Plainfield Commons Drive.

This was also important to help connect it to the development and redevelopment that we are seeing in the greater Perry/Main area.

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Bringing buildings toward the street frontage has been something that has been a part of much of the recent Perry Crossing developments, Apex, Hobbs Station, and Bo-Mar developments and has been approved with changes to the Zoning Ordinance. Of the over 2,100 residential units developed in this general area, less than 100 have been approved in a manner markedly different from this development. Of the nearly 1,000 residential units that have been conceptually discussed in this area, the only units that have been discussed to not follow this development pattern are behind those that already follow this pattern.

2. *Placement of parking along Plainfield Commons Drive.* Plainfield Commons Drive was constructed to the width of a commercial collector street, approximately thirty-six (36) feet in width—the equivalent of three lanes of an interstate highway. This width encourages motorists to drive faster than the posted speeds.

As a comparison, the streets at the Shops at Perry Crossing, which are approximately 30-32 feet and “neck down” to 24-26 feet. The Perry Crossing streets slow traffic down due to the lesser width and undulation. While this development does not reduce the road width to the level of the Shops at Perry Crossing, the drive-accessed parking creates a reason for motorists to slow down. Should the areas on the east side of Plainfield Commons Drive develop, similar parking strategies could be implemented as well. Allowing this parking strategies makes this overly wide roadway safer based upon the opinion of professional civil engineers not affiliated with this project.

If there is indeed a concern about traffic speed and hazard, a better solution could be for the parties involved to closer emulate the traffic calming at the Shops at Perry Crossing. Reducing the roadway with by 10-12 feet could allow the restaurants in that area to have larger outdoor seating areas, increase the visibilities both for and of the pedestrians, and shorten the amount of time and distance that pedestrians are within the same space as automobiles. If desired, Staff will work with the parties through the appropriate processes.

This parcel has been planned, approved, and platted as a part of the Plainfield Commons Integrated Center. The definition of *Integrated Center* has remained constant throughout the years.

INTEGRATED CENTER: An area of development (commercial, industrial, or any combination of commercial, industrial and residential uses) of one or more *Lots*, comprised of:

- (a) Two or more individual, non-related and separately operated uses in one *Building* that is at least 10,000 square feet in *Gross Floor Area* sharing common site facilities;
- (b) One or more *Buildings* containing non-related and separately operated uses occupying a common site, which utilizes one or a combination of common site facilities, such as *Driveways, Parking Areas, Interior Access Drives*, maintenance and similar common services; or,
- (c) One or more *Buildings* containing non-related and separately operated uses occupying individual sites, which are interrelated by the utilization of one or a combination of common facilities, such as *Driveways*, internal *Public or Private Street* network

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developed in accordance with an approved *Subdivision, Parking Areas*, maintenance or other services.

As such, facilities for the Plainfield Commons Integrated Center, such as drainage, access to the public rights-of-way, parking, and signage were master planned to work together for the whole of the development, not merely for any one individual owner.

Public Utilities: Water, sewer and drainage facilities exist at the site to support the proposed development.

Floodplain: No known flood plain issues. The site is not located within a Special Flood Hazard Area.

Transportation: Staff understands this development to be consistent with previous approvals that led to the platting and construction of Plainfield Commons Drive and City Center Way, two private streets that provide primary ingress/egress to public rights-of-way. Thus, no specific traffic impact analysis was requested for this development.

The development proposes to derive direct access through a driveway to Plainfield Commons Drive and from an unnamed Interior Access Drive that connects to City Center Way. Ownership of these private ways are by Sila Perry LLC, a group that has recently stepped in to consolidate much of the local private street network through the platting process for the nearby Apex Apartment development. The Petitioner has advised Staff that is has been in communication with the Sila Perry LLC group to obtain approvals for the presented improvements, including the resurfacing of Plainfield Commons Drive which was identified by Staff as needing maintenance. Lane striping is also proposed to provide better direction to drivers on the intended use of the existing pavement.

Other improvement considerations, such as parking and pedestrian access mentioned above have been coordinated to create a desired sense of activity at the street with the intent to maintain slow vehicle speeds and improved walkability. This includes the introduction of a 4-way stop at the new drive to Plainfield Commons Drive.

DESIGN REVIEW

The Design Review Committee, at their April 6, 2023, meeting, recommended approval of the site as shown based upon the following criteria:

Building/Architectural	Complies?	Question/Comments
Maximum Building Height	Yes	
Finished Façade Toward a Gateway	Yes	
Building Materials	Yes	
Site Design	Complies?	Question/Comments
Minimum Yards and Building Setbacks	Yes	Plainfield Commons Drive is neither a public nor private street, allowing for much greater latitude in siting buildings. This allows the building to closer mirror the development to the north. If the lot is split as shown in the future, development incentives and/or variances <i>may</i> be required.
Loading Space Orientation	Yes	
Outside Storage	Yes	No outside storage is proposed.
Parking Spaces	Yes	The applicant has provided on-site and on-street parking. Additionally, the site is a part of the Plainfield Commons integrated center.

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Site Lighting (Photometric and Cut Sheets)	Yes	The photometric plans comply. No tilt or tilt arm options are allowed for exterior lighting
Mechanical Equipment:	Yes	
Trash Enclosure / Trash Compactor	Yes	
Pedestrian Connectivity	Yes	
Signs:	Submitted	Final approval will be administrative
Landscaping	Complies?	Question/Comments
Perimeter Yard Landscaping	Yes	
Parking Lot Trees	Yes	
Parking Lot Screening	Yes	
Foundation Landscaping	Yes	

MOTION:

I move that the Plan Commission **approve / deny / continue** [DP-22-113](#) requesting Architectural and Site Design Review for a 38,000 square foot indoor commercial entertainment facility on a 4.9 acre +/- parcel zoned GC: General Commercial within the 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.