

# TOWN OF PLAINFIELD PLAN COMMISSION REPORT

**DATE:** October 5, 2020

**CASE NO.:** RZ-20-107, DP-20-108

**PETITIONER:** Greg Martz with GM Development on behalf of the Town of Plainfield

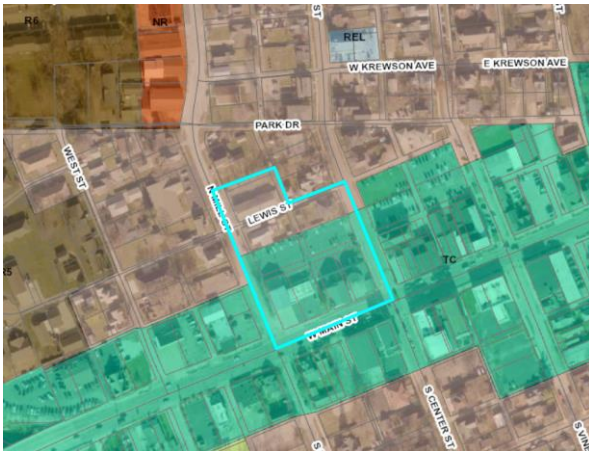
**REQUESTED ACTIONS:** RZ-20-107: Map amendment to rezone approximately 2 acres from [TC: Town Center](#) and [R-4: Medium Density Residential](#) to [MUN: Municipal Use District](#).

DP-20-108: Architectural and site design review for a proposed Government Center and Performing Arts Center.

**LOCATION:** 206 W. Main St.

**PARCEL SIZE:** 3 acres

**APPLICABLE REGULATIONS:** Plainfield Zoning Ordinance  
Plainfield Subdivision Control Ordinance  
Plainfield Comprehensive Plan



	<u>EXISTING ZONING AND LAND USE</u>	<u>COMPREHENSIVE PLAN</u>
<b>Site:</b>	<a href="#">TC: Town Center</a> <a href="#">R4: Medium Density Residential</a>	<b>Site:</b> Mixed-Use / Downtown
<b>North:</b>	<a href="#">R4: Medium Density Residential</a>	<b>North:</b> Mixed-Use / Downtown
<b>South:</b>	<a href="#">TC: Town Center</a>	<b>South:</b> Mixed-Use / Downtown
<b>East:</b>	<a href="#">TC: Town Center</a>	<b>East:</b> Mixed-Use / Downtown
<b>West:</b>	<a href="#">TC: Town Center</a> <a href="#">R4: Medium Density Residential</a>	<b>West:</b> Mixed-Use / Downtown

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## PROJECT OVERVIEW

The applicant is proposing to construct a new Government Center and Performing Arts Center on behalf of the Town of Plainfield. The proposed Development Plan is accompanied by a request to rezone the property to [MUN: Municipal Use](#) and therefore the site would be subject to Master Plan Approval. Although the location is within a Gateway Corridor and within 600' of a residential area, the Gateway Corridor standards are not applicable to [TC: Town Center](#) or the [MUN: Municipal Use](#) district unless specified in the Design Review section below. It is also worth noting that in certain instances "alternate standards" may be approved as a part of a Municipal Use Master Plan.

## DESIGN REVIEW

This request was reviewed by the Design Review Committee (DRC) at its September 1, 2020 meeting. The committee recommended approval of the petition subject to the following comments:

1. Access to the parking garage needs to be reviewed. The committee expressed concerns with mid-block pedestrian crossing movements on Center St. **The applicant has provided a written narrative in response to this concern.**
2. Trash enclosure details need to be provided and the doors need to meet the standards for enclosures in the Gateway Corridor. **Enclosure elevations are provided on the Additional Site Details Sheet A-003. The revised narrative states that the generator and dumpster enclosure will include fabricated steel gates [leaf(s), supports, and hardware]. The Gateway Corridor provisions require wood or composite gates however these standards are applicable to commercial and industrially zoned sites. A municipal use may provide an alternate standard.**
3. The rooftop mechanical equipment screening should match the coping around the structures. **Appears to comply.**

The following development and design criteria were reviewed for this project:

1. **Minimum Lot Area** – *There shall be no minimum Lot Area requirement provided sufficient land area is available for all Buildings, Parking Areas, other improvements and landscaping as appropriate for the site.*

Compliance is dependent upon design requirements imposed by the Plan Commission.

2. **Minimum Lot Width** – *100 feet. Complies.*
3. **Minimum Lot Frontage** – *100 feet on a Public Street. Complies.*
4. **Maximum Lot Coverage** – *Not applicable.*
5. **Minimum Yards and Building Setbacks**  
*Front - a minimum Front Yard and Building Setback measured from the Proposed Municipal shall be provided as follows, unless an alternate standard is specified in an approved Municipal Use Master Plan:*

*Primary Arterial Street: 30'*

The project includes 0' setbacks as an alternate standard.

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*Side Yard and Rear Yard - a minimum Side Yard and a minimum Rear Yard shall be provided along all Side Lot Lines and Rear Lot Lines as follows:*

- (1) *Primary Building – 10'*  
The building is more than 10' from the northern extent of the site.
- (2) *Accessory Buildings or Structures – 10'*  
Complies.

*A minimum 25' Side and Rear Bufferyard shall be provided along all Side and Rear Lot Lines for the following uses: Electric Relay Station, Public Utility Substations, Pumping Station, Water Towers, Water Treatment Plant, Right-of-Way / State Maintenance Facility, Storage Tanks (non hazardous), Penal or Correctional Institution, Neighborhood Recycling Point, Recycling Facility, and Resource Recovery Facility. N/A.*

6. **Use of Minimum Yards and Bufferyards** - *All Minimum Yards and Bufferyards shall be landscaped with grass, trees, shrubbery, or hedge, or in combination with other suitable ground cover materials and shall remain free from Structures except where specifically permitted below:*

*Minimum Front Yards and Front Bufferyards – may include: Driveways, greenways, trails, or walkways and shall otherwise be maintained as open space free from Buildings or Structures.*

*Minimum Side Yards, Minimum Rear Yards, Minimum Side Bufferyards and Minimum Rear Bufferyards – may include: Interior Access Driveways, or greenways, trails, or walkways connecting to adjoining projects or subdivisions, provided the remainder of said Yards or Bufferyards shall be landscaped with grass and shrubbery, trees, or hedge, or in combination with other suitable ground cover materials and maintained as open space free from Buildings or Structures. Complies.*

7. **Maximum Building Height**  
*Primary Building – 35', unless a greater height is specified in an approved Municipal Use Master Plan.*

The narrative indicates that the max height will be 75'.

*Accessory Building or Structures – 25', unless a greater height is specified in an approved Municipal Use Master Plan.*

8. **Minimum Main Floor Area** – *Not Applicable.*
9. **Off-Street Parking** – *See Article 4.10 – Off-Street Parking Regulations.*

Parking will be provided on-site and available in the parking garage.

10. **Signs** – *The regulations contained in Article 7.6, D., for "Business and Other Uses permitted in the Residential Districts" shall apply to the [MUN: Municipal Use District](#), unless, however, other permanent Signs or Temporary Signs included in an overall Sign Program (which includes the general number, size, type and location of Signs) which is approved by the Plan Commission as part of an approved Municipal Use Master Plan.*

Sign information is provided in the "Additional Site Details" plans and on the elevations.

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11. **Landscape Requirements** – *Landscaping shall comply with the provisions of Article IV regarding landscaping for [OD – Office District](#) or [I2 – Office Warehouse Industrial District](#) developments where Bufferyards are required, unless an alternate standard is specified in an approved Municipal Use Master Plan.*

Given the location and type of use, the “OD and I-2” landscape requirements may not be suitable for an urban facility and it is probably more appropriate to compare the project with the TC: Town Center standards. The DRC did not recommend any revisions or changes to the landscape plan.

12. **Lighting Requirements** – *See Article IV and Article 5.5, C., 6., unless an alternate standard is specified in an approved Municipal Use Master Plan for any outdoor lighting fixture, including lighting fixtures for Parking Areas. Lighting details provided and appear to comply.*
13. **Building Materials** – *The following provisions of Article 5.5 shall be applicable to all Buildings, unless an alternative standard is specified in an approved Municipal Use Master Plan:*

*New Construction – See Article 5.5, C., 3., a., (2) Commercial Districts.*

The primary building materials are brick / limestone and metal panels.

## **APPLICABLE PLANNING POLICIES**

### **Public Utilities**

Utilities are available at the site. Significant effort is being made to move existing overhead utilities to underground where possible.

### **Floodplain**

The property is not located within a Special Flood Hazard Area.

### **Transportation**

Generally, day-to-day traffic operations surrounding the Government Center are not expected to create a significant change compared to how traffic operates currently.

The development of the new GC & PFAC was conceptualized as part of the Town’s Downtown Redevelopment Plan and the transportation accommodations were considered as part of that planning effort. A key component of the plan elevates the functionality of Krewson Street to provide improved east/west travel. Currently, traffic from Mill and West Streets seeking to travel east on Main St. often utilize the Town Hall parking lot to gain access to a signalized intersection given the inability, particularly during peak hours, to find gaps in traffic that allow for left turns. Use of the Town Hall parking lot with its two-way travel width has been the preferred alternative to past practices of using the narrow alleys. However, proposed design will no longer provide the same access to Center St.

Additional accommodations must be complete before Krewson Street can be constructed with its full intended functionality. As an alternative, the GC & PFAC project includes the construction of what is essentially a short-term solution by widening and realigning Park Dr. between Mill and Center Streets. The road will serve local traffic in the same way that the Town Hall parking lot does currently and will provide incentive for local traffic to avoid cutting through alleys, which has been a past concern. The

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Park Dr. realignment will not be built to Town Standards, but will accommodate truck traffic expected to navigate the area as part of the traveling performance groups. Once the final alignment of Krewson Street is completed, Park Drive is expected to be removed, though there is no scheduled timeline for this to occur.

The site's local access points are focused toward Mill Street. A pickup/dropoff lane is available for convenience and in anticipation of increased use of ride share services, particularly for events. Several street parking stalls on Mill Street have been included for similar purposes. The rear parking lot driveway also connects to Mill Street. The existing driveway to Center Street will be removed, replaced by increased pedestrian traffic coming to the site from the new parking structure. Pedestrians will have the option to use a mid-block crossing at the north end of the parking structure near Lewis Street or may choose to cross at the Center Street signalized crosswalk.

What will be unique is the handling of performances. Admittedly, given that the PFAC is several years away from completion, consideration is still being made towards how to best manage event traffic. The petitioner has provided a document as part of its materials submission, offering a preliminary approach that includes signing before the event to guide traffic to its desired location. Post event traffic is expected to be forced to exit south out of the Parking Structure where the signal at Main and Center Street will be manually operated to accommodate peak traffic. Staff will be continually working with the petitioner, performance managers, and our local police department to develop a more comprehensive approach to traffic management ahead of any performance schedules, but it should be understood that events are likely to increase congestion in the downtown area as they occur.

## **STAFF COMMENTS, QUESTIONS AND CONCERNS**

1. The site will need to be re-platted to create new lots for each building.

## **MOTIONS**

### **Motion 1: Rezone**

I move that the Plan Commission certify the zone map amendment RZ-20-107 requesting rezoning of 2 acres at 206 W. Main St. from [R-4: Medium Density Residential](#) and [TC: Town Center](#) to [MUN: Municipal Use](#) with a **favorable recommendation** / **unfavorable recommendation** / **no recommendation**.

### **Motion 2: Development Plan**

I move that the Plan Commission **approve** / **deny** / **continue** DP-20-108 as filed by Greg Martz with GM Development on behalf of the Town of Plainfield requesting Architectural and Site Design Review as proposed by a Municipal Use Master Plan for a proposed Government Center and Performing Arts Center finding that:

1. The Development Plan **complies** / **does not comply** with all applicable Development Standards of [MUN: Municipal Use District](#) for which a waiver has not been granted;

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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 proposed development **is** / **is not** consistent with the Comprehensive Plan;
4. The proposed development **is** / **is not** appropriate to the site and its surroundings; and,
5. The proposed development **is** / **is not** consistent with the intent and purpose of this Ordinance.

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

1. Substantial compliance with the development plan file as of October 5, 2020.