

# 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 27, 2023  
Re: DP-22-114  
Transportation Comments on Chick-Fil-A Development Plan

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## OVERVIEW

Given Chick-Fil-A's popularity and its proven skill as meeting customer expectations through adapting its processes to provide faster customer service to increasing demand, it seems inevitable to me that any Chick-Fil-A is going to pose some level of traffic concern. **This memo is my attempt to identify and highlight some of those concerns based upon the proposed site plan.**

Generally, in as much as possible, I intend to avoid commenting on the following, though I would stress that these considerations should be weighed by the Plan Commission in considering the Petitioner's request:

- From a traffic perspective, does this location fit well within the community knowing that a Chick-Fil-A is expected to draw high volumes of vehicles?
- Is it reasonable to expect that offering a 2<sup>nd</sup> Chick-Fil-A option in Plainfield will serve to balance out the number of customers making trips across two locations?
- How many of these trips will be new trips from I-70 that would otherwise not decide to stop at Plainfield's hospitality? Are more outside trips viewed as better or worse?
- Of all of the concerns this particular site may pose from a traffic perspective, how many would likely exist at most other sites that would reasonably be considered for this project & use?

Most of these questions do not come with clear answers...which is why I am choosing not to specifically address...but I wish to make clear that they have not been ignored by Staff...only that they fall beyond the purview of my stated intent in providing this memo.

## CRITICAL CONSIDERATIONS FROM THE PROPOSED SITE PLAN

Based upon my review of the proposed site plan, there are two critical design choices that I would attest should be considered when deciding whether the development plan complies or does not comply:

1. Is sufficient distance offered on the private property that business patrons would not be forced to utilize the public right-of-way for the business' queuing?

2. Does the expected increased traffic at the proposed driveway create an inappropriate concern given the proximity to an existing public street intersection?

I don't mean to suggest the Commission should limit itself to considering only these two design choices by the Petitioner; I only identify them specifically because they are design choices I have determined may introduce negative impacts within the public right-of-way.

### Site Queuing

The site has been designed to push the drive-thru lines around the perimeter. This has the benefit of maximizing the usable distance while also eliminating a concern at other similar restaurants (including the existing Chick-Fil-A) where in-dining customers are forced to park and walk through the drive-thru vehicle queue.

Staff requested the Petitioner provide a comparison sketch indicating how this new site compares to the existing Chick-Fil-A that residents are familiar with. Those two sketches have been amended to this memo for convenience and are summarized as follows:

- Existing Chick-Fil-A                      over 805 linear feet                      approx. 39 vehicles
- Proposed Chick-Fil-A                      over 798 linear feet                      approx. 39 vehicles

The vehicle determination is based upon using 20.5'/vehicle.

Admittedly, these queuing figures are in excess of the minimum requirements stipulated by the Town's ordinances (6 vehicles from menu board). Clearly, however, Chick-Fil-A's popularity warrants this type of design when seeking to not disrupt other nearby uses.

With similar cited queuing distances, it is appropriate to point out two clarifications:

- The existing Chick-Fil-A has recently been modified to increase its available queuing beyond the 805' illustrated.
- The entry drive to the existing Chick-Fil-A connects to a private interior access drive. Historically, backups have been witnessed to extend onto the access drive, blocking access to other adjacent businesses. While this is undesirable, I would advise that experiencing similar situations on the Town's public right-of-way is even less desirable.

### Drive Locations

The site has been offered with two drives; 1 for entry and one for exit. The exit drive is proposed with 2 lanes for left and right turning movements.

[When considering the recommendations from the Petitioner's TIA (Traffic Impact Analysis), it is important to point out the fairly wide pavement width that currently exists on Cambridge Way; offering sufficient width in many places where 5 traffic lanes can be accommodated. This affords the possibility of accommodating right turn lanes and single through lanes for each direction, as well as select left turn lanes without making major modifications to the pavement section. Admittedly, the use of the existing pavement to accommodate needs for the proposed site design is a topic I am unfamiliar

with and a key reason that I offer a recommendation below that a potential approval should be conditioned upon an agreement with the Town Council.]

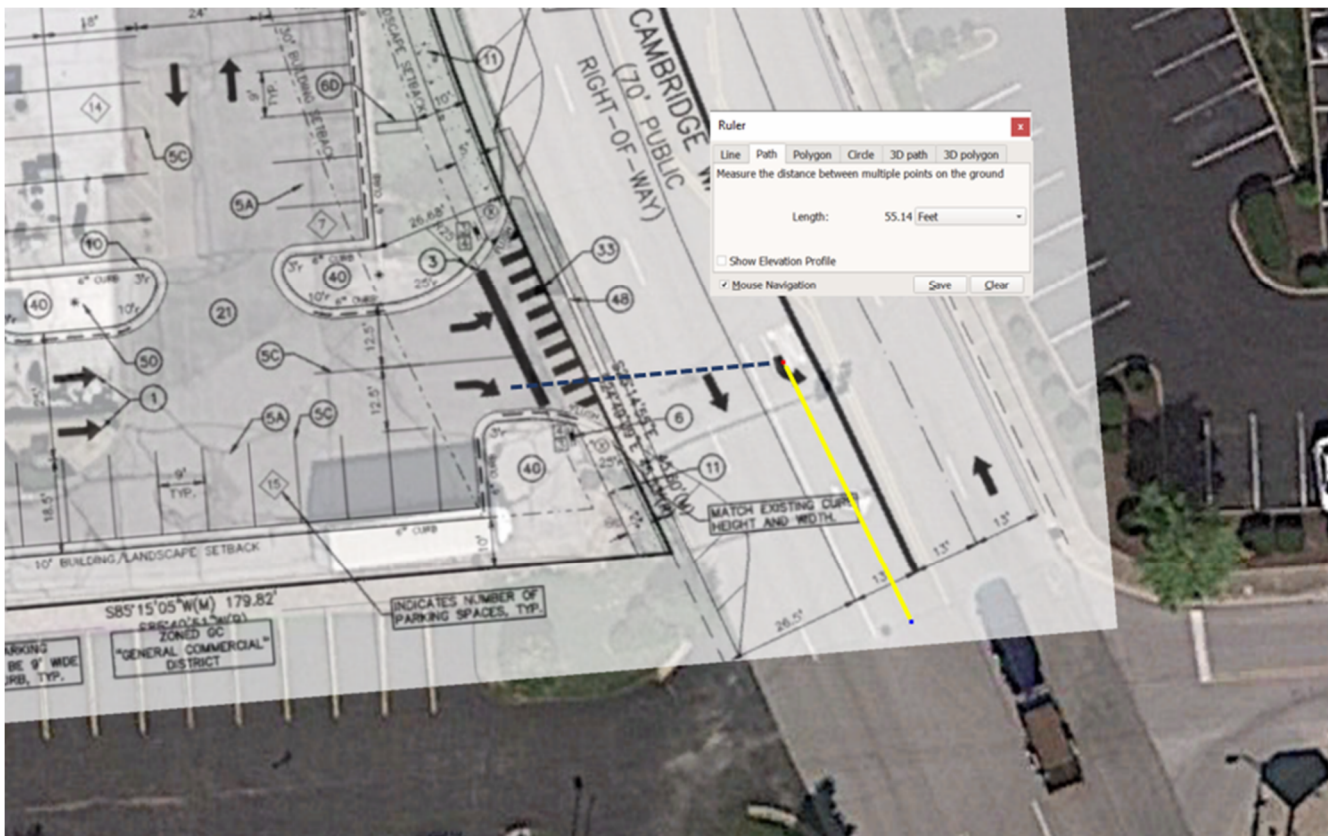
The entry drive is positioned where it could potentially benefit from lane reassignments that would provide a right turn lane and a left turn lane.

The exit drive, however, has been a point of concern highlighted by Staff to the Petitioner. Historically, the drive serves as a back entry to the Bob Evan’s as more of a utility use. The proposed site plan directs 100% of the exiting traffic to this location. The Petitioner TIA provides a comparison of the significant trip changes that are expected:

**Table 2: Trip Generation Comparison**

Land Use	ITE Code	Amount	Units	MD Peak Hour (vph)			PM Peak Hour (vph)		
				In	Out	Total	In	Out	Total
Chick-fil-A	N/A	5,028	SF	194	194	388	162	161	323
High-Turnover Sit Down Restaurant (Bob Evans)	932	5,417	SF	41	33	74	30	19	49
<b>Difference</b>				<b>153</b>	<b>161</b>	<b>314</b>	<b>132</b>	<b>142</b>	<b>274</b>

The challenge is that the proposed drive would exist within the functional area of the public street intersection between Cambridge and Manchester. I am roughly measuring that the centerline of a vehicle prepared to exit would be approximately 55 feet away from the existing striping that extends into the intersection.



Despite Manchester and Cambridge being a relatively low volume intersection, I am skeptical that it is an appropriate decision to allow for the forecasted volume of vehicles exiting the Chick-Fil-A to be directed toward this movement.

Given the continued expressed desire by the Petitioner to maintain this location, Staff has suggested two mitigation solutions:

1. Obtain an easement with the neighboring parcel to the south to utilize their existing drive cut as shared access. The Petitioner attempted to pursue this option but advised Staff it could not reach an agreement with the private property owner.
2. Push the drive location out further into the Cambridge Way right-of-way where an exiting vehicle would only need to cross a single thru-lane to enter the southbound left turn lane. [Note the Petitioner has provided a drawing showing pavement markings encumbering portions of the pavement; without an adjustment to the drive location.] While this is a better option than having to cross two thru-lanes, it still results in a movement that many drivers will inevitably turn into a single movement by traversing at a diagonal directly over to head eastbound on Manchester Drive.

Through email conversation, the Petitioner’s consultant offered the following table from the INDOT Driver Permit Manual indicating that a commercial drive could be approved on a Local Street (which is accurate for both Cambridge and Manchester) at a minimum distance of 75’. This drive is close enough that the point of measurement may allow it to meet that minimum. However, I have advised the Petitioner that it is not likely an appropriate decision to expect a Chick-Fil-A drive to barely satisfy the minimum standard in this case.

2. Access Point Separation from Intersections – All single-family and two-family driveways shall be separated from the nearest right-of-way of an intersecting street by at least \_\_\_\_\_ feet **[USUALLY AT LEAST 50 FEET, MORE IF LOT SIZES ARE LARGE]**. Driveways for all other land uses shall be separated from the nearest right-of-way of an intersecting street, according to Table A2-3 below:

**Table A2-3  
Minimum Access Point Spacing from Street and Other Intersections\***

Location of Access Point	Minimum Spacing for a Full Movement Driveway or other Access Point	Minimum Spacing for a Driveway Restricting Left-turns (channelized for right-turn-in and right-turn-out only)
Along Arterial or from • Expressway Ramps • Railroad crossings • Bridges • Median openings	300 feet [600 FEET IS BETTER] Contact INDOT for a site specific determination 100 feet 75 feet	300 feet [600 FEET IS BETTER] Contact INDOT for a site specific determination 100 feet 75 feet
Along Arterial or from another Intersecting Arterial	300 feet	125 feet
Along Arterial Intersecting a Collector or Local Street	200 feet	125 feet
Along a Collector	125 feet	75 feet
Along a Local Street or Private Road	75 feet	50 feet

\* Arterials and Collectors are as classified in the \_\_\_\_\_ Comprehensive Plan (Thoroughfare Plan or on Map \_\_\_\_\_ in this Ordinance).

## **OTHER CONSIDERATIONS INHERENT WITH THE SITE AND ITS SURROUNDINGS**

Regardless of design decisions surrounding the site layout, there remains other peripheral items that are worth pointing out when considering this project:

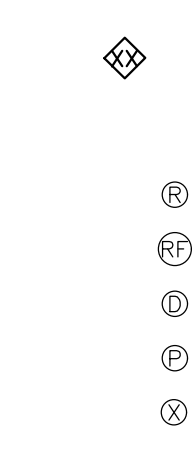
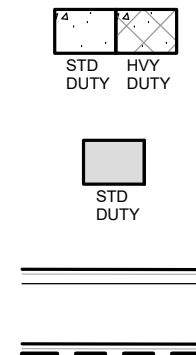
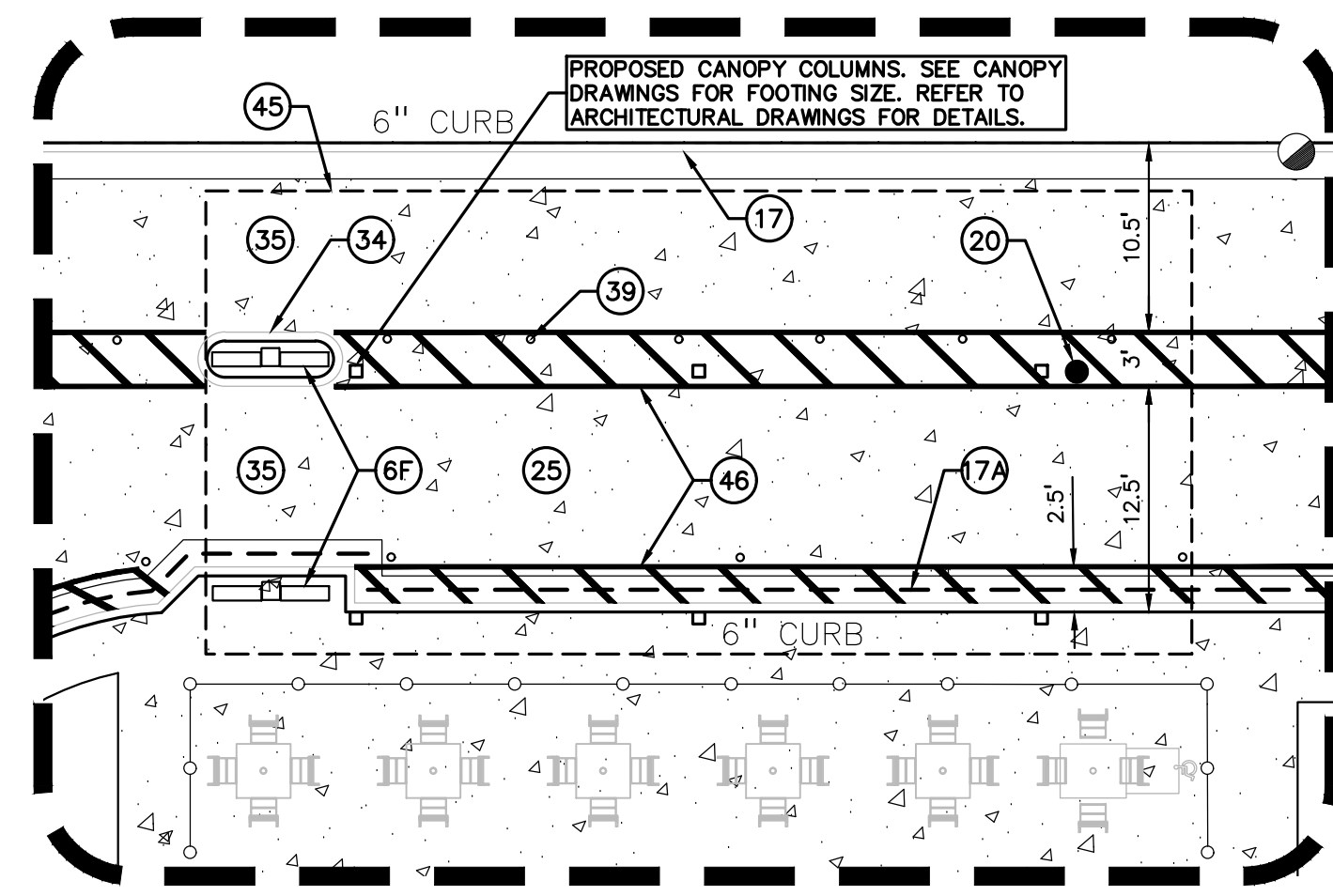
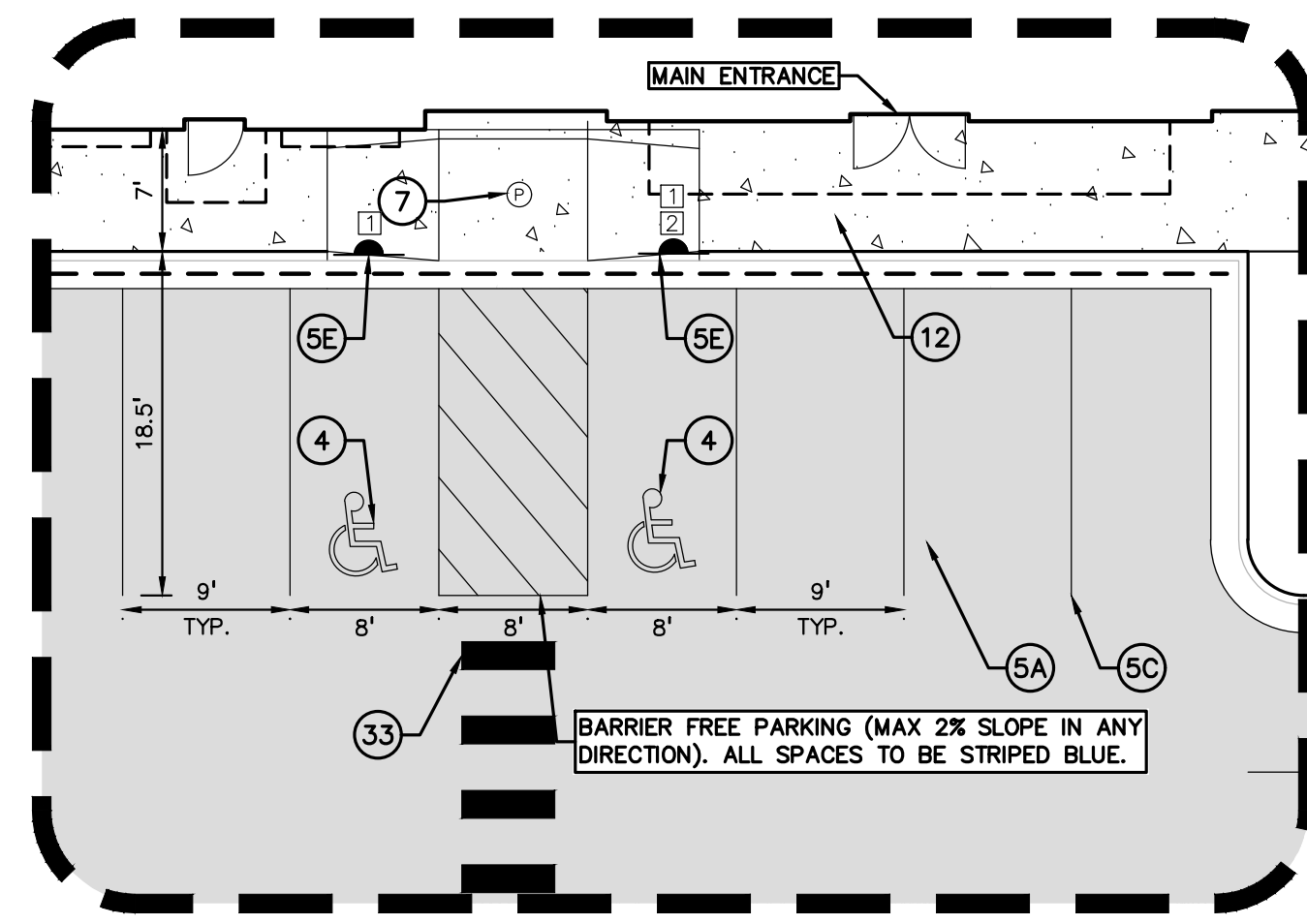
- The intersection of Cambridge and Perry Road has historically suffered from unintended movements by drivers. The initial development of the intersection as a rural interchange stop has given way to an overwhelmed and physically constrained location in too-close proximity to a major signalized intersection. [For this reason, it is notable that the Town's Scoping and Alignment Study completed in 2022 recommends that intersection get converted to RI/RO only.]
- Drivers in smaller vehicles approaching Perry Road heading north, but desiring to turn west, at times make illegal left turns given the intersection geometry and what has been the Town's historical desire to permit for EB left-turns.
- Some drivers use the intersection correctly and turn right, but travel a short distance east only to perform an illegal U-turn maneuver (i.e. not at an intersection) at the end of the median divider.
- Similarly, in an effort to avoid either of these options, other drivers choose to utilize the nearby McDonald's parking lot as a cut-through alternative that allows them to exit to Perry Road to travel west.
- All of these patterns should be expected to increase with any development that would add trips, but obviously, a high-volume user serves to exacerbate each individual issue further by comparison to a low-volume user.
- For drivers looking to travel from Cambridge and head west back to Quaker Boulevard (& I-70), the preferred & signed route is to use Manchester Drive to Clark's Creed Road to Perry Road. This overall distance is nearly 0.5 mile and includes a 'Stop' intersection and a traffic signal. Admittedly, this situation is not desirable but is left as a remnant solution to historical decisions made many years ago. Unfortunately, the reality is that the time and distance serves to disincentivize driver's to use the preferred route. It is difficult to predict how driver's will respond as volumes increase in this area.

## **RECOMMENDATION**

As is customary, I am not prepared to offer a recommendation to the Commission on how the site may fit with its surroundings. However, I am requesting that, if the Commission decides to take action offering an approval of the project as presented, that the approval be conditioned upon the Petitioner entering into an agreement with the Plainfield Town Council to approve the ingress and egress to the site. This is to ensure that the necessary support for mitigation measures to the public right-of-way have an opportunity to be fully considered and supported as deemed appropriate.

**BENCHMARK INFORMATION**  
 ORIGINATING BENCHMARK  
 L-61 (PID: KA0040)  
 1.2 MILES SOUTHEAST FROM PLAINFIELD  
 ABOUT 1.2 MILES ALONG STATE HIGHWAY 267 FROM ITS JUNCTION WITH U.S. HIGHWAY 40 AT PLAINFIELD, AT A CROSS ROAD, 45 FEET WEST OF AND ABOUT LEVEL WITH THE CENTER LINE OF THE HIGHWAY, 26 FEET NORTH OF THE CENTER LINE OF THE ENTRANCE TO THE EDWARD CUMMINGS FARM, 14 FEET NORTHWEST OF THE NORTH END OF A 12-INCH CORRUGATED PIPE CULVERT, 7 FEET WEST OF TELEPHONE POLE NO. 36-H 62, 4 FEET WEST OF A CONCRETE FENCE CORNER POST, AND 2 FEET EAST OF A WHITE WOODEN WITNESS POST. A STANDARD DISK, STAMPED L 61 1946 AND SET IN THE TOP OF A CONCRETE POST PROJECTING 8 INCHES ABOVE GROUND.  
 ELEV: 715.41 (NAVD 88)

**LAND DESCRIPTION**  
 LOT NUMBERED TWO (2) IN CAMBRIDGE SQUARE WEST, PHASE 1, A SUBDIVISION IN THE TOWN OF PLAINFIELD, HENDRICKS COUNTY, INDIANA, AS PER PLAT THEREOF AS RECORDED MARCH 4, 1988 IN PLAT BOOK 13, PAGES 34-35 AND SURVEYOR'S CERTIFICATE OF ERROR RECORDED MARCH 22, 1988 AS BOOK 114, PAGE 66 IN THE OFFICE OF THE RECORDER OF HENDRICKS COUNTY, INDIANA.

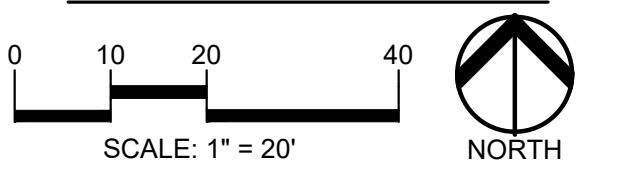


*Chick-fil-A*

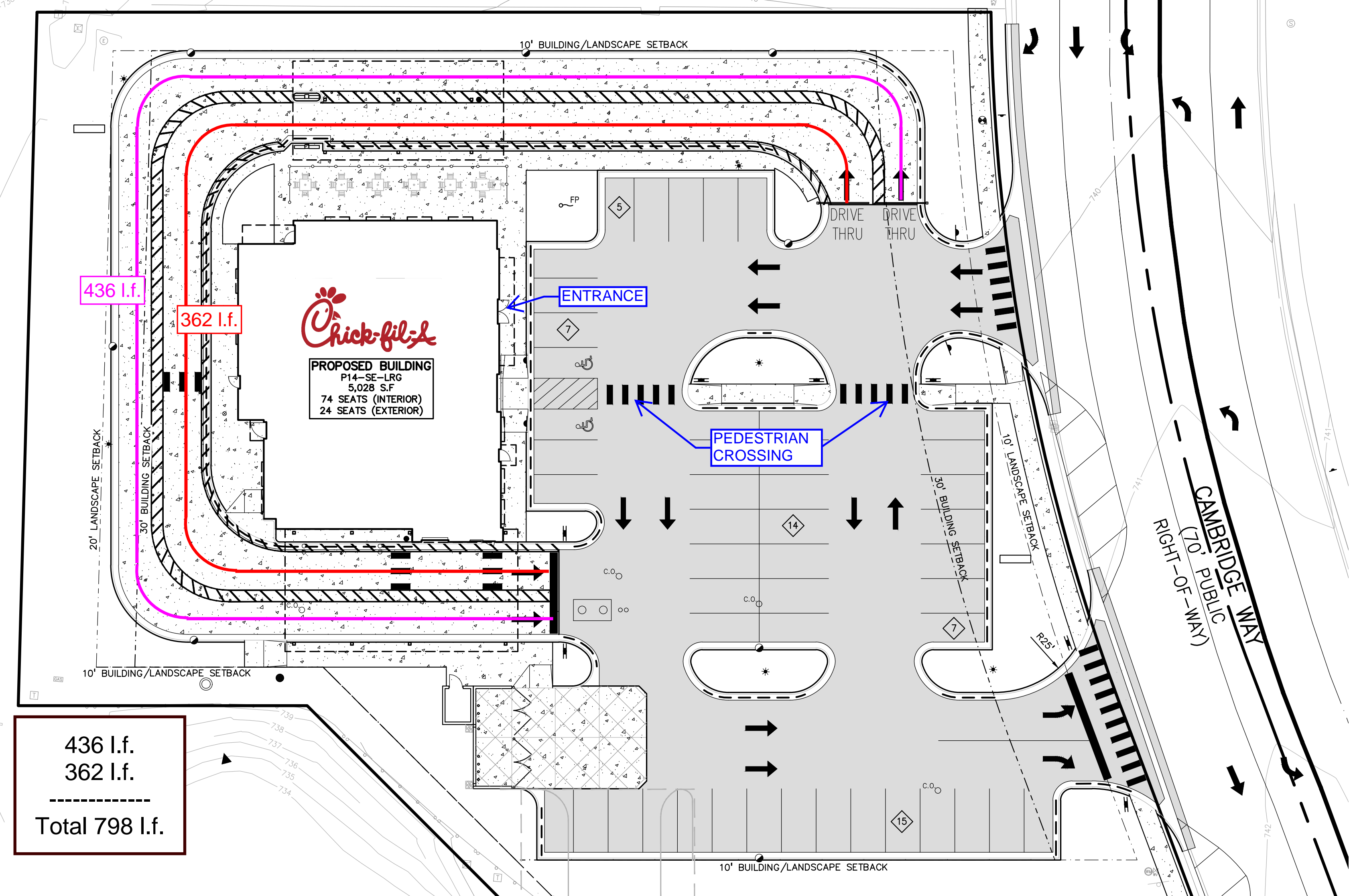
**Chick-fil-A**  
 5200 Buffington Road  
 Atlanta, Georgia 30349-2998

**PEA GROUP**

t: 844.813.2949  
 www.peagroup.com



STATE ROAD 267  
 (PUBLIC RIGHT-OF-WAY)



**CHICK-FIL-A**  
 PLAINFIELD  
 6102 CAMBRIDGE WAY  
 PLAINFIELD, IN 46168

**FSR#05219**  
 BUILDING TYPE / SIZE: P14-SE-LRG  
 RELEASE: AUGUST 2022

**REVISION SCHEDULE**

NO.	DATE	DESCRIPTION

CONSULTANT PROJECT # 2022-1054  
 PRINTED FOR SPA  
 DATE APRIL 14, 2023  
 DRAWN BY AJM

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SHEET PRELIMINARY SITE PLAN

SHEET NUMBER

**C-200**

2687 E Main St, Plainfield, IN 46168

Chick-fil-A Stacking

Legend

2687 E Main St

310 l.f.  
204 l.f.  
85 l.f.  
206 l.f.  
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Total 805 l.f.



Crossing two lanes to enter restaurant



Crossing two lanes to enter restaurant

206 l.f. additional stacking

85 l.f.

2687 E Main St

204 l.f.

310 l.f.

