

TOWN OF PLAINFIELD PLAN COMMISSION REPORT

DATE: May 1st, 2023

CASE NO.: [DP-22-114](#)

PETITIONER: Plainfield Retail Management LLC

REQUESTED ACTIONS: Development Plan Approval for a Drive-Through Restaurant

LOCATION: 6102 Cambridge Way

PARCEL SIZE: 1.3 acres+/-

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



EXISTING ZONING AND LAND USE			COMPREHENSIVE PLAN		
Site:	GC	General Commercial	Site:	LC	Local / Corridor Commercial
North:	GC	General Commercial	North:	LC	Local / Corridor Commercial
South:	GC	General Commercial	South:	LC	Local / Corridor Commercial
				POS	Parks & Open Space
East:	GC	General Commercial	East:	LC	Local / Corridor Commercial
West:	GC	General Commercial	West:	LC	Local / Corridor Commercial

PROJECT DESCRIPTION

The applicant is seeking Development Plan approval for a Chick-fil-A drive-through restaurant located at 6102 Cambridge Way. The proposed use includes a 5,972 square foot building with a double drive-through, outdoor seating area, off-street parking, dumpster enclosure, and other site improvements.

PLANNING OVERVIEW

The site is situated between Quaker Boulevard and Cambridge Way near the I-70 interchange and was formerly a Bob Evans restaurant. The property was platted as a part of Cambridge Square West, Phase I, and is approximately 1.3 acres, which is slightly smaller than the 1.5-acre Chick-fil-A site on Main St. There are two nonconforming ground (pylon) signs that would be removed as part of the project and the existing building would also be demolished. The site is currently accessed by two driveway cuts on Cambridge Way.

On January 23rd, 2023 the Plainfield Town Council adopted new standards for drive-through facilities within [Article 4.1 – Accessory Uses and Structures](#). An application for filing readiness was received on 12/15 prior to the effective date of the ordinance, therefore the project will not be subject to the new standards. Staff has encouraged the applicant to consider using a different layout based upon its proximity to hospitality land uses, as a different layout with the building closer to the street would promote walkability and improve the Cambridge Way streetscape, the narrative states that the applicant prefers the proposed layout as it is best

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suited for the restaurant’s business operations.

While the project is not required to comply with the Town’s newly adopted drive-through design standards, it is subject to Article 4.10: Off-Street Parking regulations which specifies that parking be located behind or beside the building unless deemed impractical by the Plan Commission. The applicant has requested that parking be allowed between the building and Cambridge Way. The lot does have two frontages, making it more difficult to meet the location requirement, but the preferred location of the parking would be to west of the building – not between the building and Cambridge Way.

The petitioner’s preferred site plan does not meet the applicable development standards for the GC: General Commercial district at the time of submittal, and is relying upon a Depth of Yard Development Incentive to reduce the front yard along the west and east property lines to accommodate the drive-through lanes. If approved, the incentive would allow the applicant to reduce the front yards from 30’ to 20’. The ordinance does not allow interior access drives, such as drive-through lanes, to be located within a front yard.

The purpose of the Depth of Yard development incentive is “...to facilitate urban development and improve quality of landscaping in the built environment.” As part of the review process, the applicant is to provide plan documentation including two sketch plans:

1. Sketch Plan One which depicts the development in full compliance with all use and development standards of the applicable zoning district, and
2. Sketch Plan Two showing the development with the incentive and associated requirements (in this case additional landscaping).

The comparison between the two sketches helps illustrate how the intent of the incentive would be accomplished. Sketch Plan One is required so that an applicant can demonstrate that the project (including desired parking, accessory uses, etc.) would meet the ordinance requirements without the need for variances. In this case the incentives appear to be needed to accommodate a design that may be too intense for the site. The Sketch Plans also do not appear to have been subjected to the same baseline development standards, which is explained in further detail in the staff comments below.

DESIGN REVIEW

This request was reviewed by the Design Review Committee (DRC) at its April 6th, 2023 meeting. The committee recommended approval of the petition subject to the following comments:

1. The building elevations must meet the material percentage requirements of the Gateway Corridor. *Completed.*
2. Increase the parapet height to screen the rooftop mechanical units by elevation view from all sides. *Completed.*
3. Include evergreen trees along the west perimeter and space the landscaping to screen the drive-through stacking area. *Completed.*
4. Work with staff to address the light pole height concern. *The height was reduced from 27’ to 22’ and matches the height of the building.*
5. Contact the Town’s Director of Transportation (Scott Singleton) regarding access comments and concerns. *See transportation comments.*

The following items are identified by the Zoning Ordinance as standards for Development Plan review:

Design Review Summary			
	Compliance unknown / needs attention		
			Does not comply
Review Area	Code Reference	Status	Questions / Comments

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Building Design			
Minimum Yards and Building Setbacks	2.11.B	Compliance dependent upon Plan Commission approval	The applicant is requesting Development Incentives
Maximum Building Height	2.11.B	Complies	
Building Materials	5.5.C.3.2	Complies	
Site Design			
Loading Space Orientation	5.5.C.4.b	Not applicable	
Outside Storage	5.5.C.4.c	Not applicable	
Outdoor Seating/Dining	4.17	Complies	
Parking Area Location	4.10.C	Compliance dependent upon Plan Commission approval	Off-Street Parking regulations specifies that parking be located behind or beside the building unless deemed impractical by the Plan Commission
Off-Street Parking Area Cross Access Connection	4.10.D.7	Complies	Applicant has stated that Discussions are in process with the adjacent property owner.
Bicycle Parking	4.10.E	Complies	Bicycle parking shown within the outdoor dining area
Parking Spaces	4.10.F	Compliance dependent upon Plan Commission approval	Market-based parking requires justification from developer and approval by Plan Commission. The plan includes 48 proposed parking spaces.
Site Lighting	4.9.B.4.d.1 5.5.C.6	Complies	
Mechanical Equipment:	5.5.C.4.d	Complies	
Trash Enclosure / Trash Compactor	5.5.C.4.e	Complies	
Pedestrian Connectivity	5.5.C.4.g	Complies	
Landscaping			
Gateway Corridor Yard Landscaping	5.5.C.5	Complies	
Perimeter Yard Landscaping	4.7.C	Complies	
Foundation Landscaping	4.7.D	Complies	
Parking Lot Trees	4.7.E	Complies	
Parking Lot Screening	4.7.E	Complies	
Trash Enclosure Landscaping	5.5.C.4.e	Complies	
Other			
Signs:	7	Signs will be reviewed for compliance when applications for an improvement location permit are submitted.	The proposed monument signs meet the height and size requirements of the ordinance.

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3. Article 4.10.D.7.a requires a parking area cross-access connection which has been shown on the plans. Staff had conveyed to the applicant that this connection is required by the ordinance to minimize drive cuts on public rights-of-way. The property to the south has an existing drive cut which aligns directly with Manchester.

Public Utilities

This site is adequately served by drainage, water and sewer systems. Details for demolition of prior services to the former restaurant and addition of new service lines for the proposed building will be reviewed as part of construction plan review if the project moves forward.

Floodplain

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

Transportation

The Petitioner has provided a Traffic Impact Assessment (TIA) and a pair of diagrams that compare the available drive-thru queuing at the existing Plainfield Chick-Fil-A to compare to this proposed site design at Cambridge. The two locations offer similar queuing capacity though recent modifications to the existing site has actually increased that location slightly compared to what is illustrated.

The Town's Director of Transportation is providing a separate memo to supplement this report that speaks to some of the expected traffic impacts to be considered as part of this request.

Note that the conclusion of that memo results in an included condition below that any development plan approval, if granted by the Plan Commission, is recommended to include entering into an Agreement with the Town Council to approve any ingress/egress details for the site. Staff anticipates that public street improvements would need to be looked at more closely if the drives and lane assignments as offered are supported by the Development Plan approval.

MOTIONS

Motion 1: Development Incentive - I move that the Plan Commission **approve** / **deny** / **continue** the Depth of Yard Development Incentive finding that:

1. The Plant Unit Value to be provided in the required Yard or required Bufferyard **exceeds** / **does not exceed** the normal standard for such Yard by a multiple of 2.0 or more;
2. The proposed development **is** / **is not** appropriate to the site and its surroundings; and
3. The proposed development **is** / **is not** consistent with the intent and purpose of this ordinance.

Motion 2: Development Plan - I move that the Plan Commission **approve** / **deny** / **continue** [DP-22-114](#) as filed by Plainfield Retail Management LLC requesting Architectural Site Design approval for a proposed drive-through restaurant on a 1.3 acre parcel zoned GC: General Commercial within a 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;

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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 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; 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 May 1, 2023.
2. An Agreement is reached with the Plainfield Town Council approving ingress and egress to the site.