

TOWN OF PLAINFIELD PLAN COMMISSION REPORT

DATE: 05-05-2025 [*Revised from 4/10 report*]

PROJECT: [Crew Interior Clean](#)

PETITIONER: Katherine Rayner, Crew

REQUESTED ACTIONS: [RZ-25-005](#) Rezone of approximately 2.51 acres from GC: General Commercial and R-3 Medium Density Residential to AC: Automotive Commercial
[PP-25-005](#) Primary Plat approval for a one-lot commercial subdivision
[DP-25-005](#) Architectural and Site Design Review for a proposed Crew Interior Clean facility

LOCATION: 2674 & 2678 East Main Street

PARCEL SIZE: 2.51 acres+/- (proposed)



<u>EXISTING ZONING AND LAND USE</u>			<u>2016 COMPREHENSIVE PLAN</u>		
Site:	GC	General Commercial	Site:	RC	Regional Commercial
	R-3	Medium Density Residential		POS	Parks and Open Space
North:	GC	General Commercial	North:	SFD	Single-Family Detached
	R-3	Medium Density Residential		POS	Parks and Open Space
South:	GC	General Commercial	South:	RC	Regional Commercial
East:	GC	General Commercial	East:	RC	Regional Commercial
West:	GC	General Commercial	West:	RC	Regional Commercial
	R-3	Medium Density Residential		POS	Parks and Open Space

PROJECT DESCRIPTION AND PLANNING OVERVIEW

Requested Action:

- Architectural and Site Design Review for a 7,435 square foot interior vehicle cleaning building on a lot proposed to be rezoned from GC: General Commercial and R-3 Medium Density Residential to AC: Automotive Commercial

Concurrent Actions:

- Rezone and Primary Plat

Future Action(s):

- Secondary Plat (*Administrative*)
- Improvement Location Permit and other required permits (*Administrative*)
- Zone Map Amendment Ordinance (*Town Council*)

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The site is currently zoned GC: General Commercial and R-3: Medium Density Residential. An existing Crew Carwash facility has been operating at this location since 2001. The site also includes a commercial building (formerly Big Jon’s Used Appliance) which was constructed in 1964. The petitioner proposes to demolish this building and construct a new Crew Interior Clean facility.

The existing carwash is considered a “legal conforming” use in the GC: General Commercial district. Automotive-related uses were removed as permitted uses from this district in August 2020. The ordinance allows certain existing uses at the time that the ordinance was amended to continue operating, but the uses cannot be expanded. Redevelopment of the site will require a rezone to the AC: Automotive Commercial district. The petitioner has chosen to rezone the entirety of the site for consistency, as both facilities will function as a single operation on one proposed platted lot.

In preparing and considering proposals regarding zoning map changes, state statute specifies that the plan commission and the legislative body shall pay reasonable regard to:

1. The comprehensive plan;
2. Current conditions and the character of current structures and uses in each district;
3. The most desirable use for which the land in each district is adapted;
4. The conservation of property values throughout the jurisdiction; and
5. Responsible development and growth.

The 2016 Comprehensive Plan recommends “Regional Commercial” for this location. The **DRAFT** Thrive! Comprehensive Plan recommends the “Community Mixed Node” character type, specifically the Perry Main Mixed Node subtype. While this document has not yet been adopted by the Town, it does provide descriptions of the desired character, uses, and form attributes recently identified through the planning process. Community mixed nodes are “moderate-scale walkable mixed-use areas along major corridors” and are intended to provide a vibrant mix of uses that support a range of activities and amenities.

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Community Mixed Node

Community Mixed Nodes are moderate-scale walkable mixed-use areas along major corridors. These areas may incorporate office, retail, civic, residential, and community gathering spaces both vertically and horizontally and should provide connectivity to nearby neighborhoods.

INTENT

- » Provide a vibrant mix of uses that supports a range of activities and amenities.
- » Encourage streetscape continuity with respect to scale and character.
- » Reduce and consolidate surface parking while encouraging shared parking.
- » Integrate a housing mix of multi-family, single-family attached, and residential apartments above ground floor retail.

LAND USE MIX

<i>Primary Uses</i>	<i>Secondary Uses</i>
Commercial	Multi-family
Office	Vertical mixed use in certain sub-areas as indicated
Business incubator	Single-family, attached
Mixed-uses	Civic/Institutional

FORM ATTRIBUTES

BUILDING FORM

<i>Height</i>	<i>Setback</i>
Varies by sub-area	Varies by sub-area

TRANSPORTATION DESIGN FOCUS

<i>Primary Mode(s)</i>	<i>Secondary Mode(s)</i>
Automobile	Walk/Bike
<i>Parking</i>	<i>Streets</i>
On street, shared structures, or shared surface lots located to the side and rear of buildings.	Streets should promote a walkable setting with short block lengths, wide sidewalks, and street trees.

OPEN SPACE

Community and neighborhood parks, pocket parks, plazas, trails, green infrastructure, and public realm (spaces between buildings and the street) act as open space.

APPLICABLE SUB-TYPES

This character type includes four distinct sub-types: Perry Main Mixed Node, Midtown Mixed Node, Vestal Park Mixed Node, and New Commercial Mixed Node. The form and character of the four sub-types are presented below and on the following page.

Perry Main Mixed Node

Perry Main Mixed Node includes the existing Shops at Perry Crossing, Hobbs Station, and surrounding area centered at East Main Street and Perry Road. This includes both developed and currently undeveloped areas. There is significant opportunity for vertical mixed use (ground floor commercial with residential above) in the undeveloped areas. Roadway and sidewalk connections, street framing / sightlines, and other features should be incorporated as new areas are developed to help with a sense of coherence for the entire area. Parking should be generally located to the rear of buildings with some opportunity for on street parking in certain areas. Sidewalk connectivity should be prioritized. When possible landscaping and smaller pocket park areas should be integrated.

BUILDING FORM

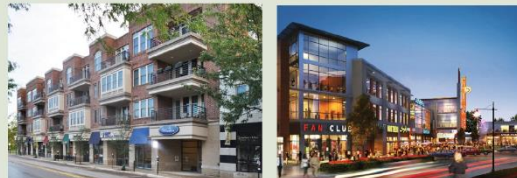
<i>Height</i>	<i>Setback</i>
Up to 6 stories	0-30 feet depending on street classification

- » Integrate a housing mix of multi-family, single-family attached, and residential apartments above ground floor retail.

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EXAMPLE PATTERN AND CHARACTER



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PROJECT REVIEW

The project has been reviewed for compliance with applicable Town ordinances and regulations. Items which do not comply or that need additional information to determine compliance have been identified below (if applicable). The development plan was reviewed by the Design Review Committee (DRC) at its March 11th meeting. The committee recommended approval of the petition.

PROJECT COMPLIANCE SUMMARY						
		 Compliance unknown / needs attention	 Does not comply			
Review Area	Code Reference	Status	Questions / Comments			
Building Design						
Min. Yards and Setbacks	14.2.D.2	Complies				
Max. Building Height	14.2.E.2	Complies				
Building Materials	4.21	Complies.	FAÇADE POINTS	Required	Shown	
			North (Primary)	600	777.3	
			South (Primary)	600	784	
			East (Primary)	600	763.5	
			West (Secondary)	550	763.5	
Mechanical Equipment:	4.1G	Complies.	RTUs shown on the roof and appear to be screened by the parapet.			
Building Lighting	4.9.C	Complies				
Site Design						
Drive-Through Facilities	4.1.D	Complies				
Loading Space Orientation	4.11.C.1.d	Complies				
Outside Storage	4.16.B.9	Not requested				
Outdoor Seating/Dining	4.16.E	Not applicable				
Parking Area Location	4.10.C	Complies				
Off-Street Parking Area Cross Access Connection	4.10.D.7	Complies				
Bicycle Parking	4.10.E	Complies				
Parking Spaces	4.10.F	Subject to PC approval.	Parking rationale provided within the narrative.			
Site Lighting	4.9.D / 5.5.C.6	Complies				
Trash Enclosure / Compactor	4.1.J	Complies				
Pedestrian Connectivity	4.1.H	Complies	Building does not include public entrances requiring sidewalk connections			
Landscaping						
Perimeter Yard Landscaping	4.7.C	Complies				
Foundation Landscaping	4.7.E	Complies				
Parking Lot Trees	4.7.F	Complies				
Parking Lot Screening	4.7.F	Complies				
Trash Enclosure Landscaping	4.1.J	Complies				

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STAFF COMMENTS

Planning

1. The proposed development has been designed to include a building extension not typically found at other Crew locations. The purpose of this modified design is to ensure that the vehicle entrance does not directly face Main St. While the Thrive! Comprehensive Plan has not yet been adopted, this project would likely support the plan’s goal of creating attractive and distinctive places.
2. *[Added from 4/10 report: Access to the site has been modified (sometime between 2018 and 2020) since the property was originally developed in 2001. Staff have been unable to locate documentation indicating that the curb modification was approved by the Town. Initially the petitioner stated that the original design would be restored as a part of this project, and the plans submitted and reviewed by staff and the Design Review Committee (DRC) reflected this intent. Upon release of the original staff report for the April 10th public hearing, the petitioner conveyed to staff that the existing access and curb design would remain unchanged, citing concerns with ongoing maintenance and repair associated with vehicles damaging the previous configuration. While the petitioner’s concerns are valid, other options such as a mountable curb could decrease the likelihood of damage while providing a more defined point of access.*

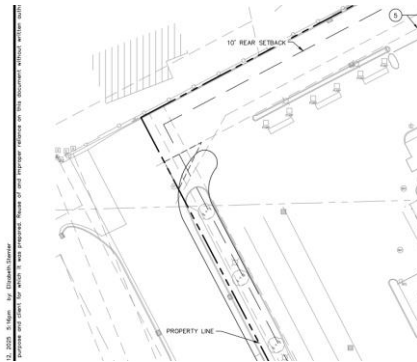
The petitioner has provided a set of draft commitments which propose potential future access reconfiguration upon certain conditions being present. The commitments are addressed in further within the Transportation comments.



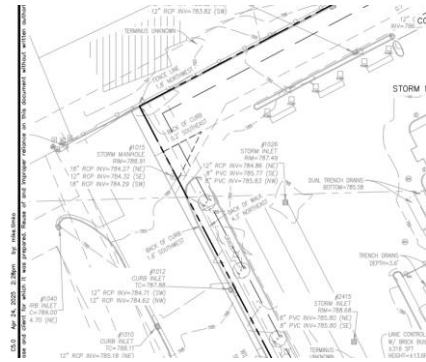
2002 Aerial Photo



2023 Aerial Photo



Initial Site Plan (02/13/25)



Revised Site Plan (04/28/25)

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Transportation

Several key considerations have been discussed with the applicant regarding current and future traffic operational issues:

1. Williams Trace, currently a Private Street, is expected to get extended north in the future to connect to Station Boulevard. At that time, the Town would request that Williams Trace become a Public Street.
2. Due to its overall popularity, subscription model, and seasonal uses, this Crew Car Wash can be significantly overwhelmed with customers to the point where queuing far exceeds the available space on site, can consume the entire entry lanes of Williams Trace, and can even create some backups at Main Street.
3. The site has not historically allowed for cross-parcel access to the east. Cross-parcel access is expected to have increased benefits for drivers as traffic volumes continue to grow on Main St.

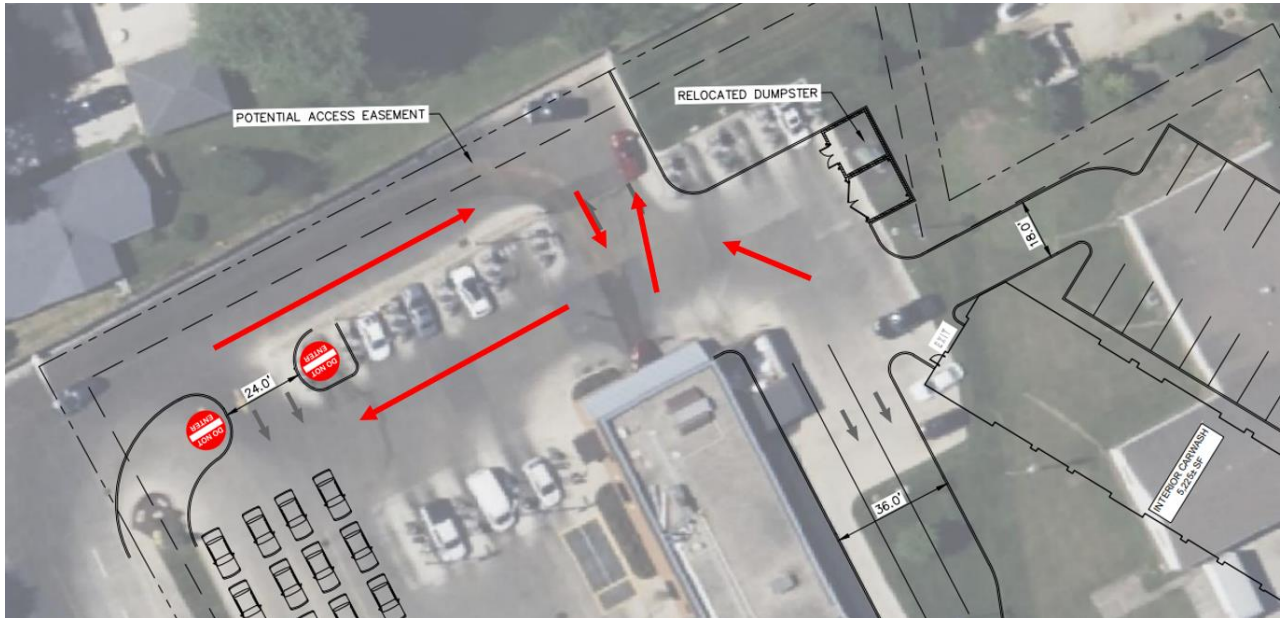
Each of these issues has been, to some level, addressed via the following:

1. Currently, Williams Trace is owned by Premier Ventures, LLC. And though Crew Car Wash, amongst others, has rights to access their property through the street, Staff has advised the Petitioner that the Town would prefer for Crew to take ownership of the street given its key reliance for access and operations. Crew has indicated it is taking steps to obtain ownership of the street parcel(s). *[Note: Beacon incorrectly labels a piece of Williams Trace as being owned by the Town]*
2. To start, Crew does not allow for an interior service without an exterior wash. This helps to ensure a predictable queuing alignment onto and through the site (eliminates a drive to Main St.), but more importantly, limits the expectation this site will receive significantly new traffic because of the proposed added service. Secondly, Crew has agreed to make a pair of changes that will help position the site to operate with reduced impacts to Main St., both now and in the future when Williams Trace extends:
 - i. Crew has agreed to implement what it is referring to as a Safety Plan, which effectively expands the onsite queuing to encumber space reserved for vacuums while also deploying a pair of signs at Williams Trace and Main St. to tell customers to "Return in 15 Minutes".
 - ii. Perhaps more importantly, Crew is agreeable to a future accommodation to shift their entrance to their eastern drive in order to create added queuing on their Interior Access Drive and in their own site area. This is expected to be a needed change once Williams Trace converts to a Public Street. *[Added from 4/10 report: And while the Petitioner is willing to commit to these changes, it has requested that these potential, future changes be deferred until some time in the future once Williams Trace gets extended and becomes public and a better determination of the public safety impacts under those conditions can be determined. The Petitioner has submitted a document titled 'Commitments Concerning Use and Development of Real Estate' that is intended to address these concerns and future accommodations. For the Plan Commission's consideration, Staff has included a proposed condition under the Motion for RZ-25-005 that would make this document a legal obligation by the Petitioner for the future when the identified conditions are satisfied.]*
3. Crew has confirmed that easements exists across both its current parcel and the new parcel getting assembled that will allow future cross-parcel access for the abutting Yeager Office Building. Evidence of the series of easements will get collectively shown on the proposed Secondary Plat.

Crew did advise it contacted the owner of the Yeager building but their response was they are not

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interested in coordinating a connection at this time. Still, Crew has laid out their new improvements so this connection is not prohibited in the future.



More broadly, Crew has expressed interest to Town staff of opening a 2nd site in Plainfield. This would go a long way in reducing some of the current (and future) traffic issues experienced at this site. But given the current limitations of this existing location, Town Staff recognizes that many of the current issues will continue to persist, though does not expect a significant negative impact with the proposed changes overall.

Utilities

Water and sanitary sewer service in the area of the proposed facility is adequate and can serve the demand. There are significant drainage areas from the north and east that pass through the current site in a large (36") storm sewer. The proposed plan causes a rerouting of the existing 36" pipe and that is recognized and shown on the plans along with underground detention for the new facility. If the project moves forward a final detailed drainage study will be required for review and approval before construction can begin.

MOTIONS

MOTION 1: Zone Map Amendment

I move that the Plan Commission certify [RZ-25-005](#): Zone Map Amendment from GC: General Commercial and R-3 Medium Density Residential to AC: Automotive Commercial , with a **favorable recommendation / unfavorable recommendation / no recommendation** subject to the following condition(s):

1. Full execution and recording of the 'Commitments Concerning Use and Development of Real Estate' offered with respect to the future extension of Williams Trace. *[Added from 4/10 report.]*

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MOTION 2: Primary Plat

I move that the Plan Commission **approve / deny / continue** [PP-25-005](#) requesting primary approval for a commercial subdivision consisting of one lot on 2.51 acres, finding that:

1. Adequate provisions **have / have not** been made for regulation of minimum lot width, minimum lot depth and minimum lot area;
2. Adequate provisions **have / have not** been made for the widths, grades, curves and coordination of subdivisions public ways with current and planned public ways; and
3. Adequate provisions **have / have not** been made for the extension of water, sewer, and other municipal services.

and that such approval shall be subject to the following conditions:

1. Compliance with the Town Standards, including but not limited to the following Chapters of the Plainfield Town Code;
 - Chapter 51: General Sewer Use and Wastewater Pretreatment
 - Chapter 52: Water Regulations;
 - Chapter 55: Drainage;
 - Chapter 56: Storm Water;
 - Chapter 93.15: Access to Public Streets and Thoroughfares;
 - Chapter 152: Flood Hazard Reduction; and,
 - Chapter 153: Subdivision Control Ordinance
2. Substantial compliance with the primary plat submitted for approval.
3. Approval is subject to the ratification of the Zone Map Amendment ordinance by the Town Council.

MOTION 3 – Development Plan

I move that the Plan Commission **approve / deny / continue** [DP-25-005](#) as filed by Katherine Rayner on behalf of Crew Carwash requesting Architectural Site Design approval for a proposed Crew Interior Clean facility on a 2.51 acre parcel to be rezoned AC: Automotive Commercial 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; 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 5th, 2025.
2. Approval is subject to the ratification of the Zone Map Amendment ordinance by the Town Council.