

TOWN OF PLAINFIELD PLAN COMMISSION

DATE: 05-04-2026

Project Page: [Wawa Main Street](#)

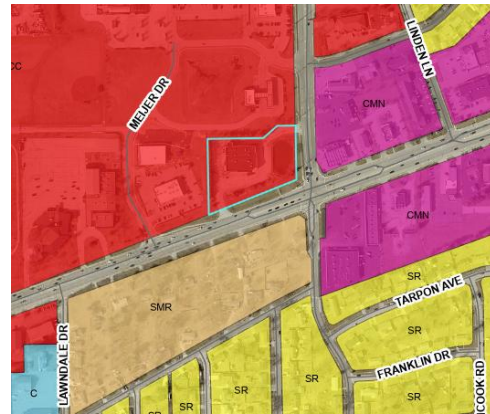
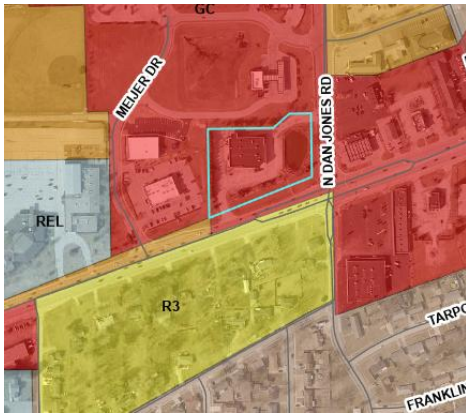
CASE NO.: RZ-25-103: Requesting a Zone Map Amendment of 2.63 +/- acres from GC: General Commercial to AC: Automotive Commercial
DP-25-103

PETITIONER: Chad Mayes, Kimley-Horn & Associates

REQUESTED ACTIONS: RZ-25-103: Requesting a Zone Map Amendment of 2.63 +/- acres from GC: General Commercial to AC: Automotive Commercial and Modification of Commitments associated with the property.
DP-25-103: Architectural and Site Design Review for a proposed 6,372 +/- square foot gas station convenience store with associated 16 fuel pumps.

LOCATION: Northwest corner of Main Street & Dan Jones Road (Former Walgreens site)

PARCEL SIZE: 2.63 acres +/-



EXISTING ZONING AND LAND USE		THRIVE! COMPREHENSIVE PLAN	
Site:	GC: General Commercial	Site:	CC: Corridor Commercial
North:	GC: General Commercial	North:	CC: Corridor Commercial
South:	R3: Medium Density Residential	South:	SMR: Suburban Mixed Residential
East:	GC: General Commercial	East:	CMN: Community Mixed Node
West:	GC: General Commercial	West:	CC: Corridor Commercial

PROJECT DESCRIPTION

- Requested Action:
- Zone Map Amendment from GC: General Commercial to AC: Automotive Commercial for a 2.63 +/- acre property.
 - Architectural and Site Design Review for a proposed 6,372 +/- square foot gas station convenience store with associated 16 fuel pumps.
 - Modification and termination of certain existing commitments associated with the property.

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Concurrent Actions: • Two Variance of Development Standards from the Board of Zoning Appeals pending outcome of subject petitions.

Future Action(s): • Improvement Location Permit (ILP) or other necessary permits (Administrative)



PROJECT REVIEW

PROJECT COMPLIANCE SUMMARY

Compliance unknown / needs attention
 Does not comply

Review Area	Code Reference	Status	Questions / Comments															
Building Design																		
Minimum Yards and Building Setbacks	14.2.D.2	Compliant	<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 30%;">Setback Side</th> <th style="width: 20%;">Required</th> <th style="width: 50%;">Shown</th> </tr> <tr> <td style="border: 1px solid black;">South</td> <td style="border: 1px solid black;">20</td> <td style="border: 1px solid black;">20'</td> </tr> <tr> <td style="border: 1px solid black;">West</td> <td style="border: 1px solid black;">10'</td> <td style="border: 1px solid black;">10'+</td> </tr> <tr> <td style="border: 1px solid black;">East</td> <td style="border: 1px solid black;">20</td> <td style="border: 1px solid black;">20'+</td> </tr> <tr> <td style="border: 1px solid black;">North</td> <td style="border: 1px solid black;">10</td> <td style="border: 1px solid black;">10'+</td> </tr> </table>	Setback Side	Required	Shown	South	20	20'	West	10'	10'+	East	20	20'+	North	10	10'+
			Setback Side	Required	Shown													
			South	20	20'													
			West	10'	10'+													
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North	10	10'+																
Maximum Building Height	14.2.E.2	Compliant																
Building Materials	4.21	Compliant	<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 60%;">FAÇADE POINTS</th> <th style="width: 20%;">Required</th> <th style="width: 20%;">Shown</th> </tr> <tr> <td style="border: 1px solid black;">Front (Primary)</td> <td style="border: 1px solid black;">600</td> <td style="border: 1px solid black;">800</td> </tr> <tr> <td style="border: 1px solid black;">Rear (Primary)</td> <td style="border: 1px solid black;">600</td> <td style="border: 1px solid black;">800</td> </tr> <tr> <td style="border: 1px solid black;">Left (Primary)</td> <td style="border: 1px solid black;">600</td> <td style="border: 1px solid black;">800</td> </tr> <tr> <td style="border: 1px solid black;">Right (Primary)</td> <td style="border: 1px solid black;">600</td> <td style="border: 1px solid black;">800</td> </tr> </table>	FAÇADE POINTS	Required	Shown	Front (Primary)	600	800	Rear (Primary)	600	800	Left (Primary)	600	800	Right (Primary)	600	800
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			Front (Primary)	600	800													
			Rear (Primary)	600	800													
Left (Primary)	600	800																
Right (Primary)	600	800																
Mechanical Equipment:	4.1G	Compliant																
Building Lighting	4.9.C	Compliant																
Site Design																		
Drive-Through Facilities	4.1.D	Compliant																
Loading Space Orientation	4.11.C.1.d	Compliant																
Outside Storage	4.16.B.9	Compliant																
Outdoor Seating/Dining	4.16.E	Compliant																
Parking Area Location	4.10.C	Compliant																
Off-Street Parking Area Cross Access Connection	4.10.D.7	Compliant																
Bicycle Parking	4.10.E	Compliant																
Parking Spaces	4.10.F	Compliant																
Site Lighting	4.9.D 5.5.C.6	Compliant																

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Trash Enclosure / Trash Compactor	4.1.J	Not Compliant	Applicant will need to seek a Variance of Development Standards to allow for the dumpster opening to face the street.
Pedestrian Connectivity	4.1.H	Compliant	
Landscaping			
Perimeter Yard Landscaping	4.7.C	Not Compliant	Applicant is seeking a Variance of Development Standards for the perimeter landscaping on the south property line
Foundation Landscaping	4.7.E	Compliant	
Parking Lot Trees	4.7.F	Compliant	
Parking Lot Screening	4.7.F	Compliant	
Trash Enclosure Landscaping	4.1.J	Compliant	

STAFF COMMENTS

Planning:

Rezone:

The petitioner is requesting a Zone Map Amendment from GC: General Commercial to AC: Automotive Commercial to allow for a gas station and convenience store use. The requested rezoning to Automotive Commercial would permit a broader range of more intensive automotive-oriented uses beyond the proposed gas station and convenience store.

The Thrive! Comprehensive Plan designates this area as Corridor Commercial (CC), which is intended to accommodate a wide range of commercial uses serving both local and regional markets, particularly along major transportation corridors and at key intersections. The subject site’s location at the intersection of Main Street and Dan Jones Road is generally consistent with this vision.

Corridor Commercial areas are intended to facilitate a variety of commercial uses, including auto-oriented development. However, the Plan also emphasizes the importance of buffering and improving transitions between incompatible land uses, particularly where more intensive commercial development is located adjacent to residential areas.

In this case, the subject property is located directly across the street from residentially zoned properties to the south. The proposed use represents a more intensive, auto-oriented commercial use that may not provide an appropriate transition to the adjacent residential area.

The site layout has been designed to place the most intensive components of the use, including the fuel

Corridor Commercial

Corridor Commercial areas feature commercial development adjacent to arterial roads and highways that serve the region or multiple neighborhoods. Existing development is characterized by buildings set back far from the street behind large surface parking areas. Over time, new development and redevelopment in these areas is encouraged to raise design quality and improve mobility and accessibility for all users of the corridor. This could be partially achieved by placing buildings by the street and decreasing the setback.

INTENT

- » Accommodate a wide range of commercial uses to serve a regional market.
- » Concentrate future commercial development at major intersections.
- » Improve/provide public realm features such as signs, sidewalks, lighting, landscaping, and street trees.

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pumps, toward the interior of the site and as far from the adjacent residential properties as practicable, which helps to reduce potential impacts. However, some visibility of these intensive elements will remain for the neighbors to the south.

Existing commitments associated with the property currently limit certain uses that would otherwise be permitted within the Automotive Commercial district. The proposed modification of those commitments is discussed further below in this document.

Given these considerations, while the site is located within an area identified for commercial development, the proposed rezoning and associated use may present short-term and long-term compatibility concerns with neighboring properties.



Commitment Changes:

When the property was originally developed in 1999 as a Walgreens, a Statement of Commitments was established to guide development on the site. The current petitioner is proposing both the termination of some commitments and modification of other commitments to accommodate the proposed use.

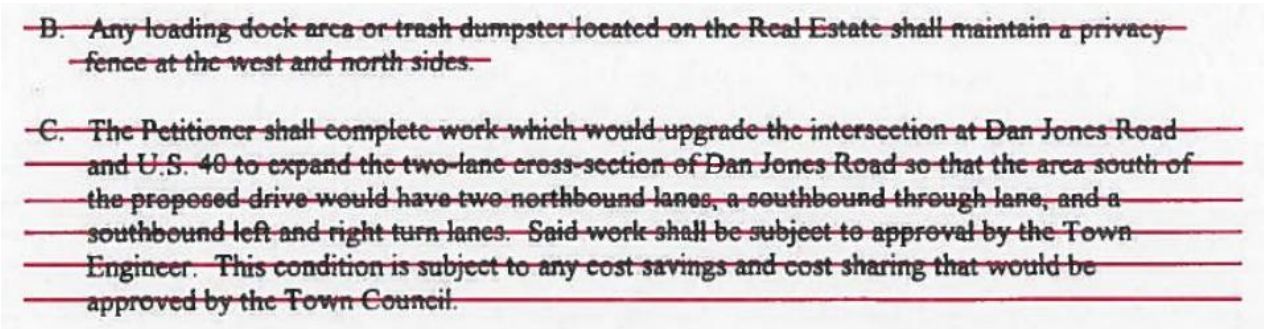
Several of the original commitments were specifically intended to limit more intensive automotive-oriented uses, including gas stations. The proposed modifications would remove or alter these restrictions, thereby allowing the requested development to occur.

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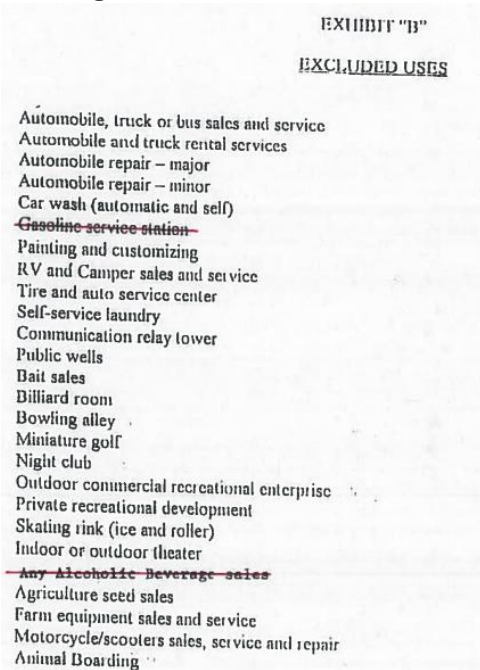
Additionally, certain commitments – such as those related to roadway improvements – have already been satisfied and are no longer applicable. Other elements, such as dumpster enclosure screening, would not meet current Town standards and would be addressed through today’s development requirements.

Overall, the proposed changes represent a shift away from the original intent of the commitments, which were designed to limit higher intensity uses on the site. The exact changes to the existing commitments are shown below.

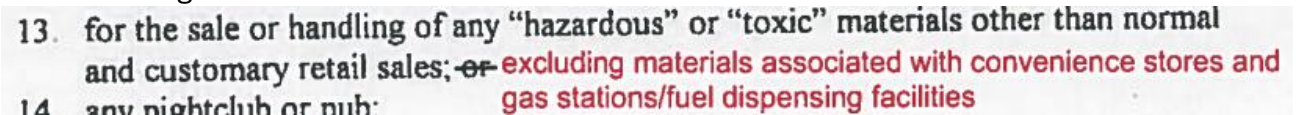
- The applicant is proposing striking the following language from the existing commitments:



- The applicant is proposing eliminating the following uses from the “Excluded Uses” list of the existing commitments:



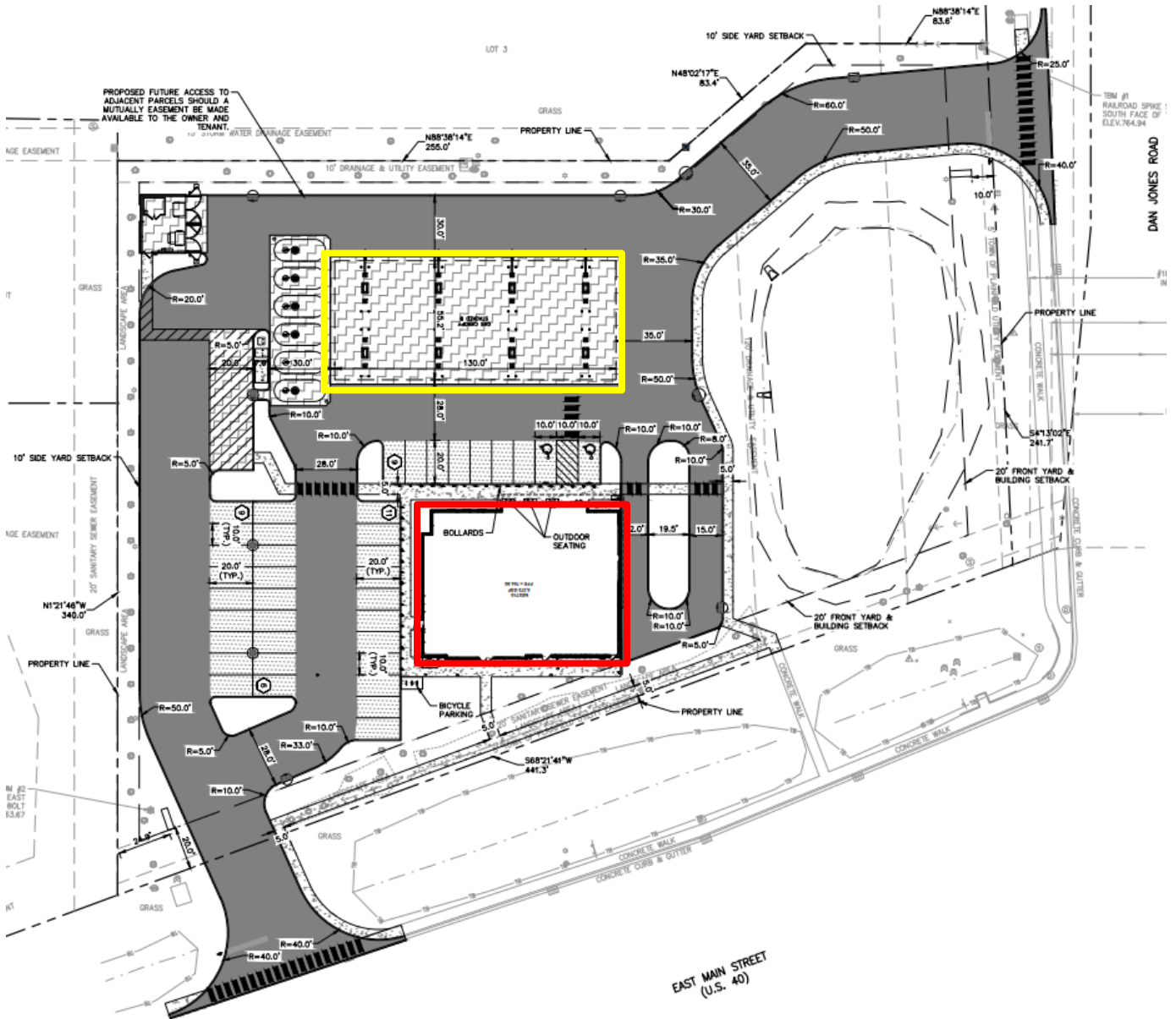
- The applicant is proposing the addition of the following language regarding hazardous materials to the existing commitments:



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Site Design:

The applicant's proposed site design has been refined throughout the review process in response to staff feedback. The current site plan (shown below, building highlighted in red, pump canopy highlighted in yellow) reflects improvements to circulation, building placement, and the overall organization of the site.



The site design presented for public hearing on May 4th demonstrates a high level of attention to detail. The applicant has been responsive to prior feedback regarding the site's visibility and presence along Main Street, resulting in a revised layout that brings the building closer to the corridor and adjusts its orientation.

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The plan provides defined pedestrian connections with access to the building from multiple points on the site. The drive-through component has also been incorporated in a way that fits cohesively with the overall layout.

Throughout the review process, the applicant has made revisions in response to comments by Staff and has submitted materials that reflect those updates.

Landscaping

The applicant will be seeking a Variance of Development Standards from the Board of Zoning Appeals (May 18th meeting) pending a successful petition at the Plan Commission on May 4th. This variance will be for the perimeter landscaping requirement along the southern property line (Main Street).

The Plainfield Zoning Ordinance stipulates significant landscaping along this particular property line. Due to the use of the property and the southern property line being adjacent to residential zoning, a Plant Unit Value (PUV) of 33.6 is being called for. For reference, the remaining three property lines call for a PUV of 4.2, 3.0, and 3.5 respectively. Should the applicant move forward with their Variance of Development Standards request, an alternate target PUV for the south perimeter will need to be determined.

The applicant has provided sufficient landscaping in all remaining aspects of the site.

Other Concerns

The applicant will additionally be seeking a Variance of Development Standards (pending successful petition at the Plan Commission) related to the placement of the trash enclosure on the site.

The Plainfield Zoning Ordinance directs that trash enclosures, among other things, shall face a side or rear lot line (Section 4.1.J.1.c). In this instance, the trash enclosure faces Dan Jones Road, a front lot line.

Transportation:

From a traffic impact perspective, the transition from a Walgreens to a gas station/convenience store is expected to result in an overall increase in traffic, largely due to higher trip generation. However, with the proposed improvements discussed below and the likelihood of future intersection modifications, Staff does not identify any critical or imminent long-term concerns that, on their own, rise to a level of significant concern.

Ordinance minimum requirements did not require that a Transportation Impact Study (TIS) be generated, but recognizing that traffic pattern changes would create concern, Staff requested the review and the Petitioner obliged. The TIS was prepared by qualified professional engineers by a consultant firm known to work in this design field. The TIS was submitted and accepted by INDOT, given the existing access to Main St. (US-40) and a significant change in use. Both the TIS and the

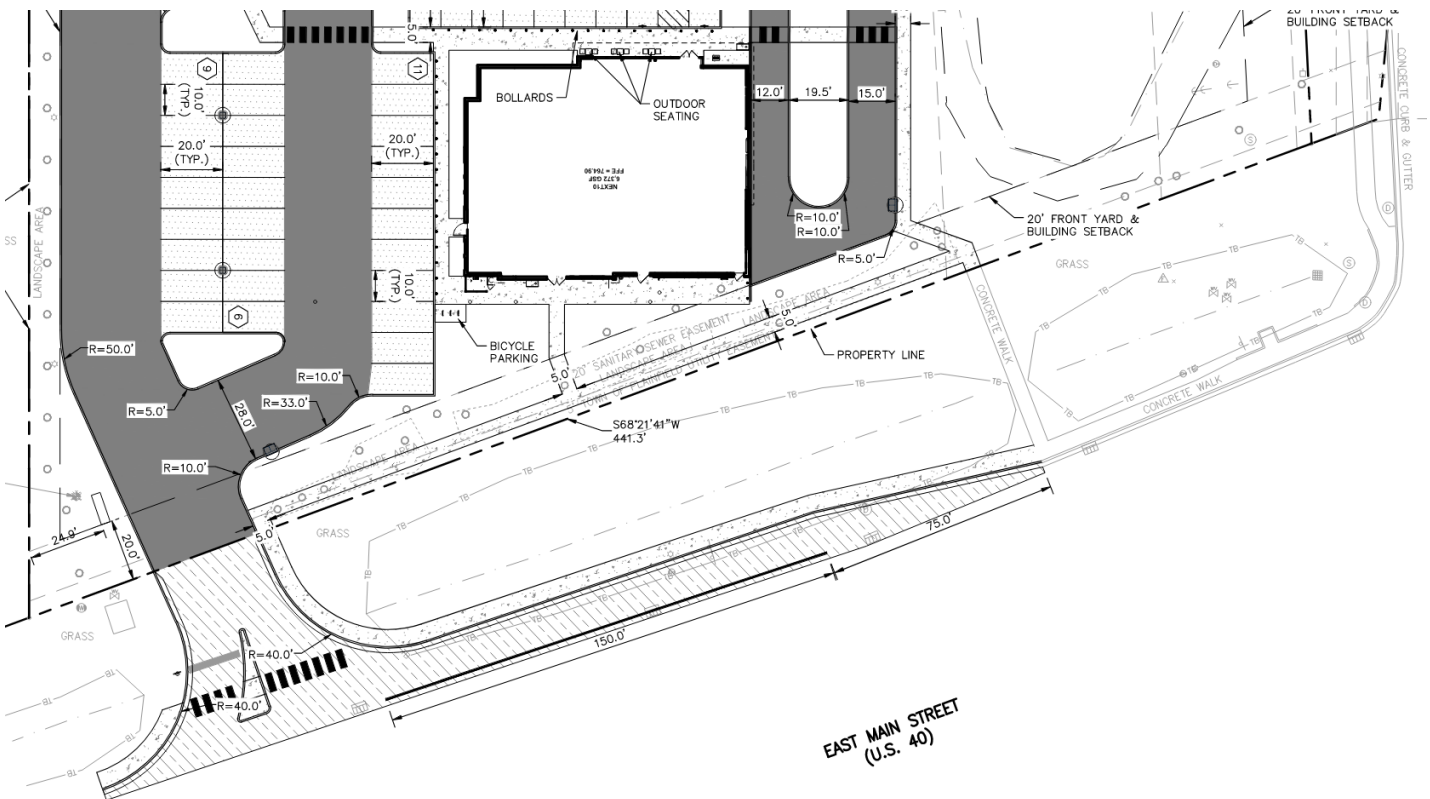
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INDOT response are provided materials.

The summarized recommendations of the TIS, including INDOT comments, include:

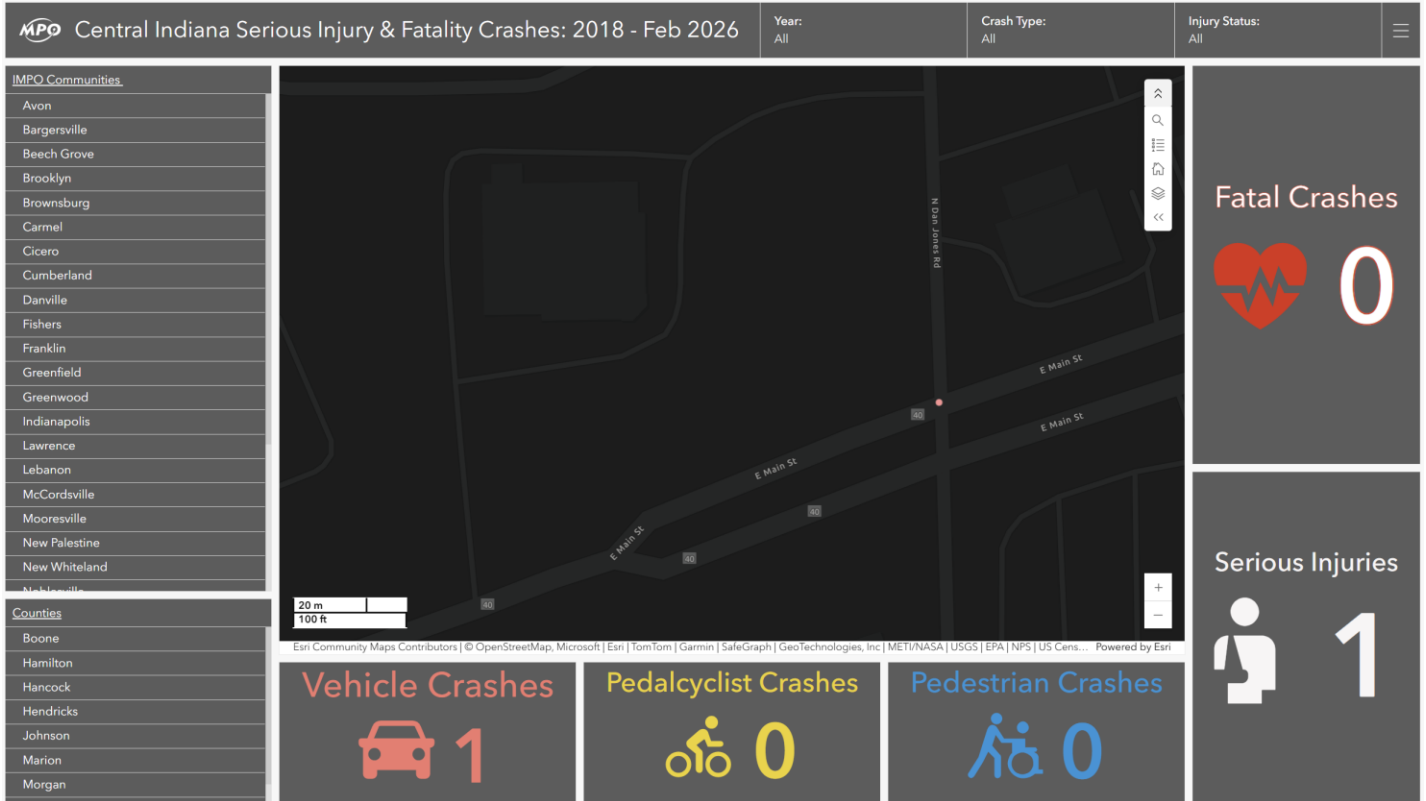
- Access drive to Main St. include a drive island designed to allow for right-in, right-out, and left-in
- Add a WB right turn lane with 150' length and a 75' taper
- Adjust signal timings to optimize, once traffic pattern changes are observed

The Petitioner has submitted an updated site plan reflecting these INDOT requirements along Main Street, shown below.



The TIS does not make any recommendations for access control to Dan Jones. During early discussions, the Petitioner stated it would not consider this project with a restricted access at that location. The TIS seeks to support this decision through a 3-year crash analysis, wherein the results indicate a total of 5 crashes...which does not translate to high frequency. A review of the MPO serious crash data helps to support this by showing 0 through an 8-year period, and only 1 having occurred at the actual intersection.

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Still, Town staff advised the Petitioner that it should anticipate that access getting restricted at some point in the future, however, agreed this restriction may not be a conditional ‘red-flag’ at this time...particularly given the ongoing [INDOT corridor review of US-40](#).

It is also important to note that, given the subject property’s location at a major intersection and its existing GC: General Commercial zoning, traffic volumes at this site are expected to be relatively high regardless of the specific use.

In general, there are valid concerns regarding traffic when considering this site redeveloping, and in particular as a gas station. But there are potential positive outcomes as well. Many gas station trips are passer-by trips...meaning they would be on Dan Jones or US-40 anyway...as opposed to something that would create new trips. Also, this site, compared to the Speedway across Dan Jones, provides notably increased distance of their drives from the intersection. So it is reasonable to expect some of the movements that occur today at that Speedway will move to the Wawa...and be performed with an improved situation comparatively.

Utilities: Existing utilities are near the site.

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POTENTIAL MOTIONS.

The following motions are provided to the Plan Commission for the possible decisions that can be made on each of the petitions: **approve**, **deny**, and **continue**.

Conditions and/or commitments can be added as the Commission deems appropriate, even if no conditions or commitments have been provided/proposed by the applicant or Town Staff.

MOTION1: Termination and Modification of Commitments

I move that the Plan Commission **approve** / **deny** / **continue** the request for modification of recorded commitments associated with RZ-99-014, as recorded on 10/12-1999 in the Office of the Hendricks County Recorder, pertaining to the real estate described as Lot 1 in Dan Jones Commons, Section 1, subject to the following:

1. The modified commitments, as presented in the application and supporting materials, shall supersede the previously recorded commitments only as expressly revised herein.
2. All commitments not specifically modified by this request shall remain in full force and effect.
3. The petitioner shall record the approved modified commitments with the Hendricks County Recorder upon the final approval of the zone map change by the Town Council.

MOTION 2: Rezone

I move that the Plan Commission certify RZ-25-103, a Zone Map Amendment of 2.63 (+/-) acres from GC: General Commercial to AC: Automotive Commercial with a(n) **favorable recommendation** / **unfavorable recommendation** / **no recommendation** subject to the following condition(s):

1. General compliance with the documents on file as of May 4, 2026.

MOTION 3: Development Plan – Wawa Main Street

I move that the Plan Commission **approve** / **deny** / **continue** petition DP-25-103: Architecture and Site Design review for a 6,372 (+/-) square foot building on a 2.63 acre (+/-) parcel to be rezoned in a concurrent petition to 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 4, 2026.
2. The secondary plat shall be recorded prior to the issuance of any Improvement Location Permits.
3. Approval is subject to the ratification of the Zone Map Amendment ordinance by the Town Council.