

# TOWN OF PLAINFIELD DESIGN REVIEW COMMITTEE REPORT

DATE: April 4<sup>th</sup>, 2023  
CASE NO.: Not Docketed  
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. 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 23<sup>rd</sup>, 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 proposed site plan appears to be using a Depth of Yard Development Incentive to reduce the front yard along the west and east property lines to accommodate the drive-through lanes. The incentive would allow the applicant to reduce the front yards from 30’ to 20’. The purpose of the 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 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 necessary 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.

## DESIGN REVIEW

Staff requests that the Design Review Committee review the proposed development project and provide comments and / or design recommendations to the applicant and staff. 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
<b>Building Design</b>			
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	Does not comply	The use of brick veneer would require a waiver. The secondary material (manufactured stone) is not a minimum of 20% of the facade. Additionally the elevations appear to be labeled incorrectly.
<b>Site Design</b>			
Loading Space Orientation	5.5.C.4.b	Not applicable	
Outside Storage	5.5.C.4.c	Not applicable	

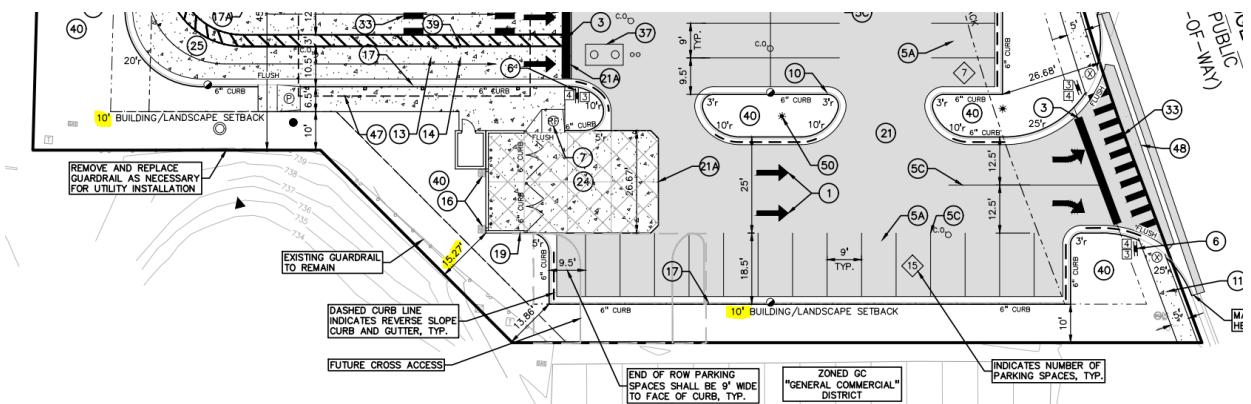
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Outdoor Seating/Dining	4.17	Complies	
Parking Area Location	4.10.C	Compliance dependent upon Plan Commission approval	Off-Street Parking regulations specifies that parking be located behind or beside the building unless deemed impractical by the Plan 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	The project includes light poles that are 27' tall. Staff has recommended 15'.
Mechanical Equipment:	5.5.C.4.d	Does not comply	All roof mounted mechanical equipment shall be screened based upon an elevation view of the building on all sides
Trash Enclosure / Trash Compactor	5.5.C.4.e	Does not comply	Gates shall be located on the non-solid-walled side of the trash enclosure and shall be covered with a wood, simulated wood or a similar material painted a compatible color with the primary building. Metal gates shown.
Pedestrian Connectivity	5.5.C.4.g	Complies	
<b>Landscaping</b>			
Gateway Corridor Yard Landscaping	5.5.C.5	Complies	
Perimeter Yard Landscaping	4.7.C	Does not comply	The east perimeter yard indicates that there are 17 shrubs, which appears to include those required for parking lot screening.
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	
<b>Other</b>			
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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## STAFF COMMENTS, QUESTIONS AND CONCERNS

1. The development is relying upon incentives which are intended to “...facilitate urban development and improve quality of landscaping in the built environment.” While the required additional landscaping has been provided (except along the east perimeter but this could be easily resolved or clarified), the incentives appear to be needed to accommodate an additional drive-through lane for the business operation.
2. The rationale for allowing parking between the building and Cambridge Way notes that “The Declaration of Covenants and Restrictions for Cambridge Square West further provides for 30-foot minimum building setbacks from street rights-of-way and 20-foot building setbacks from side and rear lot lines.” The 20’ side yard setback appears to have been applied to all improvements, including pavement, to Sketch Plan One, whereas the site plan for the desired layout shows a 10’ setback along the south property line. The zoning ordinance requires a 5’ setback for side yards in an integrated center.

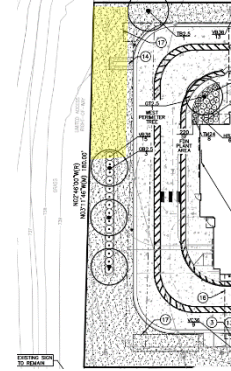


3. Transportation Director Scott Singleton has expressed concern that the south drive is not far enough away from the intersection where a driver can be expected to separate out the following two movements:
  - a. Right hand turn into the SB left turn lane of Cambridge
  - b. Make left hand turn from Cambridge to Manchester



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4. The dumpster enclosure gates are facing the front of the property. The applicant indicated that location for the dumpster is limited due to the addition of cross-
5. There is a noticeable “gap” in the landscaping along the west perimeter which will allow the drive-through operational area to be highly visible from Quaker Blvd.
6. Two of the 14 trees provided in the perimeter yards are evergreen. As the committee has noted in the past, evergreen trees provide year-round greenery, are more effective at screening, and diversify the mixture of planting materials.



has access.