

# TOWN OF PLAINFIELD DESIGN REVIEW COMMITTEE REPORT

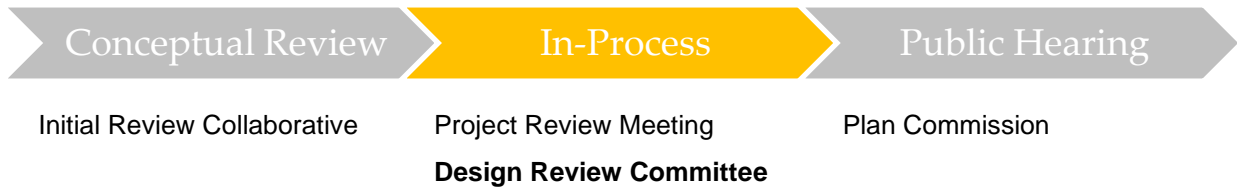
**DATE:** 01-09-2024  
**CASE NO.:** [Not Docketed](#)  
**PETITIONER:** Kimley-Horn  
**REQUESTED ACTIONS:** Architectural and Site Design Review for a fueling station / convenience store  
**LOCATION:** SW corner of Quaker and Camby  
**PARCEL SIZE:** 3.03 acres+/-



Existing Zoning Classification		Comprehensive Plan – Future Land Use	
<b>Site:</b>	HB Highway Business	<b>Site:</b>	SFD Single-Family Detached
<b>North:</b>	HB Highway Business	<b>North:</b>	HC Highway Commercial
<b>South:</b>	I-2 Office/Warehouse Distribution	<b>South:</b>	SFD Single-Family Detached
<b>East:</b>	GC General Commercial	<b>East:</b>	POS Parks and Open Space
	AG Agriculture		
<b>West:</b>	I-2 Office/Warehouse Distribution	<b>West:</b>	SFD Single-Family Detached

## PETITION OVERVIEW AND STATUS

The applicant is seeking to construct a 5,125 square foot fueling station / convenience store at the southwest corner of Camby Road and Quaker Boulevard. This use is not currently permitted at this site due to a lack of compliance with the Town’s current architectural standards for fueling stations. This project review is being conducted based upon anticipated amendments to certain standards within the Plainfield Zoning Ordinance. As such, certain comments are conditional and may be revised as needed.



## PLANNING OVERVIEW

The site is located within 600’ of a Gateway Corridor (Quaker Boulevard) and residential property. The Gateway Corridor requirements of Article 5.5 are applicable in both situations. The ordinance states the following as the intended purpose of the Gateway Corridor requirements:

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*In order to: promote innovation and creativity in the design of the built environment along the major corridors within the town; protect residential neighborhoods from the potential negative impacts of nearby commercial or industrial development; minimize the negative impacts on the town associated with strip commercial development, service facilities, loading facilities, storage facilities; minimize sign clutter and the intrusion of signs on the landscape; and minimize the use of incompatible building design features, all development located within 600 feet of the right-of-way of any Gateway Corridor or within 600 feet of a residential district shall be subject to the approval of a development plan by the Plan Commission or by the Director.*

The Plan Commission may approve a development plan for architectural and site design review as proposed upon finding that:

1. The development plan complies with all applicable development standards of the underlying District for which a waiver has not been granted;
2. The development plan complies with all applicable provisions of the Subdivision Control Ordinance for which a waiver has not been granted;
3. The proposed development is consistent with the Comprehensive Plan;
4. The proposed development is appropriate to the site and its surroundings; and
5. The proposed development is consistent with the intent and purpose of this ordinance.

Additionally, the site is subject to Article 4.18: Architectural Standards for Fueling Stations. As noted above, this review is based upon potential amendments to the Town's standards. Any comments with respect to project compliance are conditioned upon future standards which may or may not be adopted.

## 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. Comments from reviewing agencies are also provided following the compliance summary.

## PROJECT COMPLIANCE SUMMARY

Compliance unknown / needs attention

Does not comply

Review Area	Code Reference	Status	Questions / Comments
<b>Building Design</b>			
Minimum Yards and Building Setbacks	14.2.D.2	Complies.	
Max. Height – Building and Canopy	14.2.D.2 4.18.A.9.m	Complies.	
Building Materials	5.5.C.3.2 4.18.A.2	Complies.	
Façade Modulation and Articulation	4.18.A.3	Complies.	
Canopy Support Columns	4.18.A.9.h	Complies.	
Canopy Ceiling Finish	4.18.A.9.k	Compliance unknown.	The canopy ceiling should be textured and/or have a flat finish. Glossy or highly reflective materials are not permitted. – Applicant has indicated that they expect to have an answer for this question at the meeting.

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Mechanical Equipment:	5.5.C.4.d	Complies	
<b>Site Design</b>			
Canopy Location	4.18.A.9.a	Complies.	
Loading Space Orientation	5.5.C.4.b	Complies.	
Outside Storage	5.5.C.4.c 4.18.A.5	Complies.	
Outdoor Seating/Dining	4.17	Not applicable.	
Parking Area Location	4.10.C	Complies.	
Off-Street Parking Area Cross Access Connection	4.10.D.7	Not applicable.	
Bicycle Parking	4.10.E	Complies.	
Parking Spaces	4.10.F	Compliance dependent upon PC approval.	An explanation of the parking count is provided in the narrative.
Site Lighting	4.9.B.4.d.1 5.5.C.6	Complies.	
Trash Enclosure / Trash Compactor	4.1.J	Complies.	
Pedestrian Connectivity	4.1.H	Would comply with proposed standard.	"A clearly identified pedestrian route, distinguished by varied paving treatments, shall be provided between the fueling pumps/canopy and the primary pedestrian entrance(s) to the building." Provided.
<b>Landscaping</b>			
Gateway Corridor Yard Landscaping	5.5.C.5	Complies.	
Perimeter and Foundation Landscaping Doubled	4.18.A.9.b	Complies.	
Perimeter Yard Landscaping	4.7.C	Would comply with proposed standard.	Proposed amendments would require a level 8 PUV along the south yard. – Provided.
Foundation Landscaping	4.7.D	Complies.	
Parking Lot Trees	4.7.E	Complies.	
Parking Lot Screening	4.7.E	Complies.	
Trash Enclosure Landscaping	4.1.J	Complies.	

### STAFF COMMENTS, QUESTIONS, AND CONCERNS

1. Lighting must be directed downward and adjustments to the angle of the light source beyond 90 degrees is not permitted. Additionally, this area is within the flight path of a future Indianapolis International Airport runway so additional care must be taken to avoid light spillage or glare that could impact future aircraft operations.
2. Roof access is shown to be via an exterior ladder which would face the front property line (Camby Rd.)