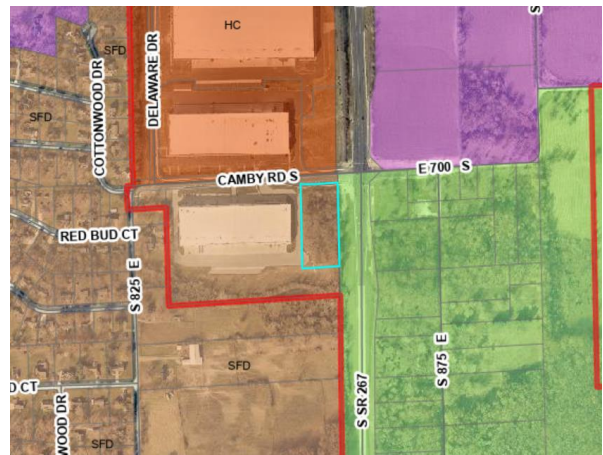


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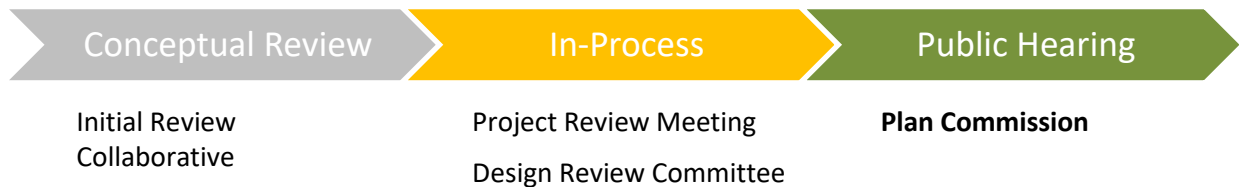
DATE: 02-05-2024
CASE NO.: [DP-23-094](#)
PETITIONER: Unicorp National Developments
REQUESTED ACTIONS: Architectural and Site Design Review for a fueling station / convenience store
LOCATION: SW corner of Quaker and Camby
PARCEL SIZE: 3.03 acres+/-



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

PETITION OVERVIEW AND STATUS

The applicant is seeking to construct a 6,026 square foot Wawa fueling station / convenience store at the southwest corner of Camby Road and Quaker Boulevard.



PLANNING OVERVIEW

The site is located at a main intersection and near the I-70 corridor, making it a desirable location for fueling station operators. The petitioner had originally proposed a project at this location in 2023 which would have

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required seven (7) variances to the Town's zoning ordinance ([BZA-23-072 A-G](#)). Three (3) of the variances were related to development standards applicable to all commercial uses including parking lot location, interior access drive location, and orientation of trash enclosure gates. The remaining four (4) variances were associated with standards specifically applicable to fueling stations, one of which included a request to allow the use within 500' of residentially zoned property located in Hendricks County's unincorporated area. The Board of Zoning Appeals denied that request in October based upon the overall lack of compliance with the Town's standards and the number of variances associated with the project.

In the months following the denial, staff reviewed Article 4.18: Architectural Standards for Fueling Stations as part of an ongoing ordinance re-write process. The standards were created in 2016 when fueling stations were allowed in most commercial areas throughout Plainfield and were appropriate at the time. The zoning ordinance has since been amended to limit fueling stations to the AC: Automotive Commercial and HB: Highway Business districts. Other zoning ordinance amendments, such as limitations on parking area location, had placed additional design restrictions on all commercial uses. These types of changes had mitigated the need for certain architectural standards.

During the review other areas within the standards were identified as needing additional regulation or clarification. Staff also examined the distance requirement to ensure that fueling stations could be developed in appropriate locations, while still allowing for physical separation and buffering from residential structures.

Staff proposed several amendments to the fueling station standards which received input from the Plan Commission. The amendments were forwarded with a favorable recommendation to the Town Council, which subsequently adopted an ordinance that [amended](#) the standards in the following manner:

- A provision that canopies must extend over the fueling areas was added. The requirement for a hip or gable roof design was removed.
- An example of a fuel dispensing pump was included for clarity.
- The requirement for a public entrance along all street frontages was modified to include other streetscape and pedestrian-oriented design elements to offer design flexibility with corner lots.
- The requirement to connect the canopy with the building was replaced with a requirement for a clearly identified pedestrian route between the fueling pumps and the main entrance.
- The limitation on the maximum number of fuel pumps was removed and replaced with language focusing on ensuring adequate aisle widths for vehicular circulation.
- The distance requirement from residentially zoned property was reduced from 500' to 250'. An additional distance requirement from primary residential structures was added along with new screening requirements.

The amendments referenced above removed the necessity for several variances associated with the Wawa project. The petitioner revised the site plan as follows to address the remaining non-compliant items:

1. A parking area that had been proposed between the building and Camby Rd. was removed.
2. An interior access drive located within a front yard setback between the building and Quaker Blvd. was removed.
3. The orientation of the trash enclosure gates was oriented away from the front yard.

The proposed project was also revised to meet the following newly added requirements:

1. A dedicated pedestrian route between the building and the pumps was added to the site

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plan.

2. A level 8 Plant Unit Value (PUV) landscape buffer was included along the south property line.
3. A sidewalk and foundation plantings were added along the east side of the building.

Gateway Corridor

The site is 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:

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.

PROJECT REVIEW

This request was reviewed by the Design Review Committee (DRC) at its January 2024 meeting. The committee recommended approval of the petition subject to the following:

1. The committee did not support the exterior ladder facing Camby Rd. and requested that it either be screened, moved to the interior, or replaced with a different design. *The ladder has been moved to the interior.*
2. The graphic elements shown as artwork on the façade appear to be signage. The committee recommends that the petitioner consider a different design or removal. *Artwork has been replaced with glass.*

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.

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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	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	Complies.	
Mechanical Equipment:	5.5.C.4.d	Complies	
Site Design			
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	Complies.	“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.
Landscaping			
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	Complies.	The ordinance requires a level 8 PUV along the south yard which has

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			been 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

Planning

The project represents the first attempt by a fueling station operator to provide a “building forward” design in Plainfield which will enhance both the Camby Rd. and Quaker Blvd. corridors. The project will establish a desirable development pattern for other future commercial uses at the intersection.

Utilities

Water and sanitary sewer systems are in place along Camby Road. An onsite storm sewer system is planned to direct flow into detention to the south. All systems are sufficient to serve the project.

Transportation

Under previous rezone RZ-22-085, Staff clarified that previous traffic impact studies made development assumptions for this property to forecast anticipated land use and traffic trip generation. DP-23-094 is generally consistent with the traffic volumes that were assumed for previous studies. The improvements constructed along Camby Road and at the intersection of Quaker Boulevard are sufficient to handle the added volumes this development is expected to generate.

The development plan illustrates site access from a platted easement that provides access to the Camby Road public right-of-way.

MOTION

I move that the Plan Commission **approve / deny / continue** [DP-23-094](#) as filed by Unicorp National Developments requesting Architectural Site Design approval for a proposed fueling station on a 3 acre parcel zoned HB: Highway Business 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;
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 February 5th, 2024.