

TOWN OF PLAINFIELD PLAN COMMISSION REPORT

DATE: October 6th, 2025

CASE NO.: [DP-22-114](#)

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:	H	Hospitality
North:	GC	General Commercial	North:	H	Hospitality
South:	GC	General Commercial	South:	H	Hospitality
East:	GC	General Commercial	East:	H	Hospitality
West:	GC	General Commercial	West:	H	Hospitality

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 5,027 square foot building with a double drive-through, outdoor seating area, off-street parking, dumpster enclosure, and other site improvements.

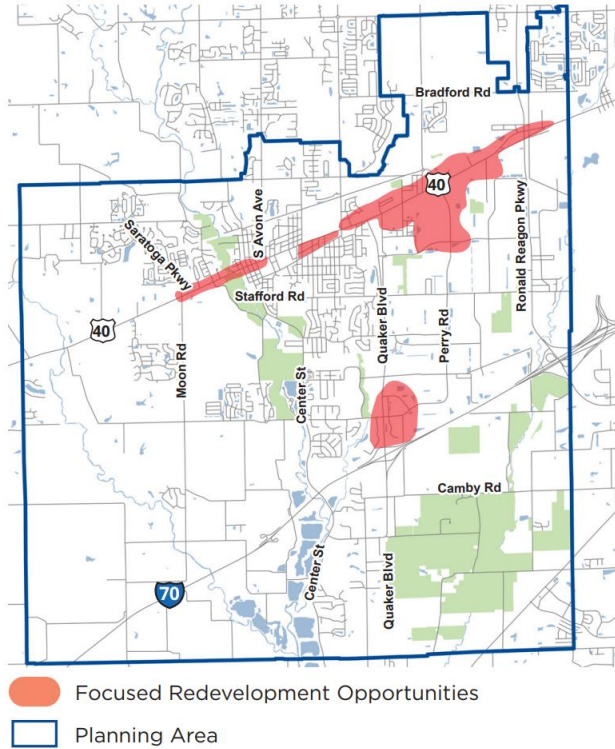
PLANNING OVERVIEW

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, which is slightly smaller than the 1.5-acre Chick-fil-A site on Main St. 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.

The [Thrive! Comprehensive Plan](#) recommends the “Hospitality” Land Use and Character Type for this site and calls out the area for “Focused Redevelopment” on the Conceptual Framework Map. Because the subject property is in a hospitality area surrounded by hotels and restaurants, it is important that the site be designed to support walkability and present an attractive streetscape. Visitors who stay in nearby hotels often travel on

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foot between lodging, dining, and entertainment options, and residents also benefit from safe and comfortable pedestrian connections. Similarly, thoughtful building placement, landscaping, lighting, and pedestrian amenities create an inviting atmosphere that leaves a positive impression on visitors while also enhancing the daily experience for residents.



FOCUSED REDEVELOPMENT OF COMMERCIAL AREAS

As depicted in the map to the left, there are areas of existing commercial development in the Town that vary in design quality and provide opportunity for infill and redevelopment. As infill and redevelopment advance, these areas can be improved with respect to design quality and amenities to make them more attractive and distinctive. A larger, more detailed map showing these areas and more information on them can be found on page 23 of Chapter 2, Future Character and Land Use.

The petitioner had initially filed for a Development Plan in December 2022. At the time of the filing, a 30' front yard setback was required along both Quaker Boulevard and Cambridge Way. The ordinance provided the ability to reduce the setback to 20' through the grant of a "Development Incentive" by the Plan Commission. On August 7th, 2023 the Plan Commission denied the requested Development Incentives, citing concerns with the plan's proposed site access (vehicular and pedestrian), parking, building orientation, and site layout. The Plan Commission subsequently voted to table the Development Plan to allow the petitioner an opportunity to consider alternative plans for the site.

After the petitioner filed for a Development Plan in December 2022, and before the initial public hearing was held in June 2023, the Town passed two (2) relevant amendments to the Plainfield Zoning Ordinance which enabled a new design to be brought forward to the Plan Commission:

1. **01/23/23** the Plainfield Town Council adopted new standards for drive-through facilities within [Article 4.1 – Accessory Uses and Structures](#).
2. **04/24/23** the Town Council [amended the Zoning Ordinance to reduce the front setback](#) for most commercial districts 30' to 20'.

The petitioner has provided a revised site layout using the currently required 20' setback and applicable drive-through standards referenced above. This new layout appears to have addressed most, if not all, of the issues associated with the prior proposal by including the following notable modifications:

1. **Building and Drive-Through Design** – the building includes an integrated canopy which is compatible with

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the appearance of the building façade. The canopy features matching brick and stone veneer as well as a window grid (without glazing) along Cambridge Way. This allows a portion of the drive-through to appear as though it is interior to the building, while providing adequate ventilation for guests and employees. Chick-fil-A has used similar designs in other locations including [Denver, CO](#), [Roswell, GA](#), and [Alpharetta, GA](#).



NORTHEAST PERSPECTIVE VIEW



SOUTHEAST PERSPECTIVE VIEW

2. **Building Orientation** – the building has been shifted to the east side of the property along Cambridge Way. The location will enhance the Cambridge Way streetscape and improve pedestrian access, which is important due to presence of nearby hotels and desired walkability for the area.
3. **Parking** – the site plan includes 39 parking spaces onsite and proposes an additional 14 spaces along Cambridge Way, which would be subject to Town Council approval. The narrative also notes that there is an agreement with the adjoining property to the south to use 14 existing spaces along the shared property line.
4. **Vehicular Access** – Site access has been limited to a single driveway for ingress and egress located at the north end of the property along Cambridge Way. The previous plan had shown a second drive located near southern end of site.

STAFF COMMENTS

Planning

All prior comments from planning staff have been resolved through the resubmittal. The distinctive appearance of the building and functionality of this site should support the Town's vision for development and contribute positively to the overall character of the hospitality district.

Public Utilities

This site is adequately served by drainage, water and sewer systems. Details for demolition of prior services to the former restaurant and addition of new service lines for the proposed building will be reviewed as part of construction plan review if the project moves forward.

Floodplain

The property is not located within a Special Flood Hazard Area.

Transportation

The Petitioner has responded to previous concerns from Staff by proposing a single driveway for all ingress/egress to the site. This reconfigured site does not significantly alter the traffic patterns assumed by the [previous Traffic Impact Study](#)...which is being relied upon as the basis for the expected impacts to local traffic patterns. But what it does create is a clearer movement for exiting traffic to head south and approach the intersection of Cambridge and Manchester.

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Other traffic concerns that were cited by the TIS were summarized as follows by a [Staff memo](#) that was written ahead of the previous public hearing:

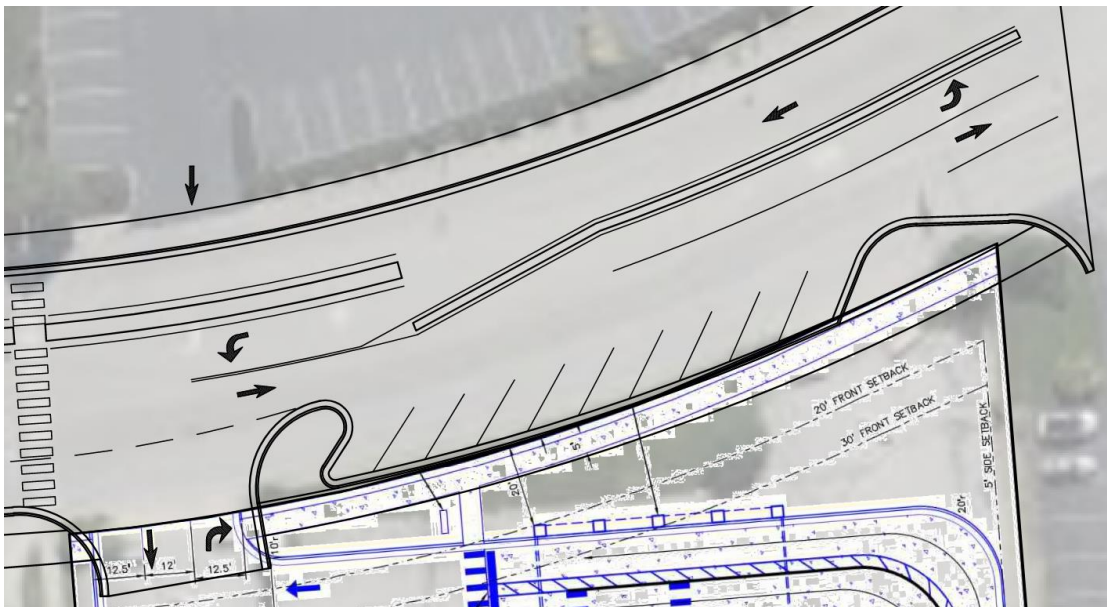
Ultimately, the recommendations of the Traffic Impact Study remain the same as presented previously with some minor exceptions. These recommendations include:

- Restripe one of the southbound lanes of Cambridge Way to act as a dedicated right-turn lane into the Chick-fil-A entry driveway.
- Add a striped pedestrian crosswalk on the south leg of Cambridge Way at Manchester Drive.
- An implicit change from previous that directs all exiting traffic from Chick-fil-A to travel south on Cambridge Way.
- Provide 'centerline hardening' on Cambridge Way restrict left-hand turns and to provide improved direction to drivers for using the southbound left-turn lane.

The updated site plan illustrates the 'centerline hardening' as a typical 4' median with a slotted left turn lane design. This design option allows for improved turning movements of delivery trucks in and out of the site while also offering a better obstruction for vehicles attempting to exit the Chick-fil-A by turning left.

Of note is the expectation for street parking to be incorporated as part of the project. Previous discussions about having sufficient parking have resulted in the Chick-fil-A securing a lease arrangement with the abutting parcel to the south. With an estimated 15-20 employees per shift, these additional 14 spaces have been represented as a targeted location for employee parking. While the Chick-fil-A Narrative reports to seemingly indicate it has sufficient parking, Staff recommends any approval the Plan Commission makes gets conditioned on the Petitioner reaching an agreement to ensure street parking is made available on Cambridge.

Lastly, and related to the street parking design, Staff has suggested to the Chick-fil-A that it felt inclined to consider back-in angled parking at this location. [Note the Chick-fil-A drawings show the more traditional nose-in design.] Here is an image created by the Town to illustrate this potential design:



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Back-in angled parking is a hybrid of traditional angled parking and parallel parking. The perceived benefit is that the driver performing the backing-in movement has better visibility of moving vehicles at that time. Chick-fil-A expressed their disapproval for this style of parking, and at the request of Staff, provided a [letter](#) outlining their reasoning. Their considerations are valid (though I wouldn't classify a suburb of Detroit as nearby)...but don't necessarily offer a convincing reason to implement an alternative option that offers known benefits.

For this reason, Staff would appreciate consideration made by the Plan Commission toward this option and will be happy to share that feedback with the Town Council, who ultimately serves as the regulatory agency for the public right-of-way. Admittedly, Staff is not expecting to pursue a design that does not have the support of the expected user, but we also recognize that decisions regarding parking at this location could set the precedent for the remainder of the corridor. As we continue to consider areas where we might improve on the traditional assumptions of design, it is always helpful to receive feedback from decision makers on what level of support exists for making such considerations.

MOTION

Development Plan - I move that the Plan Commission **approve / deny / continue** [DP-22-114](#) as filed by Plainfield Retail Management LLC requesting Architectural Site Design approval for a proposed drive-through restaurant on a 1.3 acre parcel zoned GC: General Commercial 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 October 6th, 2025.
2. An Agreement is reached with the Plainfield Town Council approving median construction for access control from the site and on-street parking along Cambridge Way.