

# TOWN OF PLAINFIELD PLAN COMMISSION

**DATE:** 11-03-2025

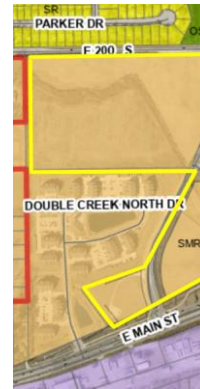
**CASE NO.:** [PUD-25-062](#) and [FDP-25-062](#):

**PETITIONER:** Brown Capital Group

**REQUESTED ACTIONS:** [PUD-25-062](#): Requesting an amendment to the 2023 Village at Plank Road Planned Unit Development  
[FDP-25-062](#): Requesting Final Detailed Plan approval for Phase I of the revised Village at Plank Road Planned Unit Development

**LOCATION:** West of the Hendricks/Marion County line, north of East Main Street, south of Bradford Road, east, north, and south of Double Creek Flats

**PARCEL SIZE:** 31.07 +/- acres



<u>EXISTING ZONING AND LAND USE</u>			<u>THRIVE! COMPREHENSIVE PLAN</u>		
<b>Site:</b>	PUD	<a href="#">Village at Plank Road PUD</a> <i>vacant</i>	<b>Site:</b>	SMR	<a href="#">Suburban Mixed Residential</a>
<b>North:</b>	R-4	Medium Density Residential <i>Bentwood subdivision</i>	<b>North:</b>	SR	<a href="#">Suburban Residential</a>
<b>South:</b>	GC	General Commercial <i>Pace Freight</i>	<b>South:</b>	SMR	<a href="#">Suburban Mixed Residential</a>
<b>West:</b>	AGR	Agricultural Residential <sup>(1)</sup> <i>Residence</i>	<b>West:</b>	SMR	<a href="#">Suburban Mixed Residential</a>
	GC	General Commercial <i>Sod Farm</i>			
	PUD	<a href="#">Double Creek PUD</a> <i>Double Creek Flats Apartments</i>			
<b>East:</b>	C7	High Intensity Commercial <sup>(2)</sup> <i>Vacant</i> <i>Self Storage</i>	<b>East:</b>		Neighborhood Commercial <sup>(2)</sup>
	I2	Light Industrial <sup>(2)</sup> <i>Vacant</i> <sup>(2)</sup> <i>Cemetery</i> <sup>(2)</sup>			

<sup>(1)</sup> Hendricks County  
<sup>(2)</sup> City of Indianapolis

## PROJECT DESCRIPTION

- Requested Action:
- Requesting an amendment to the [Village at Plank Road](#) Planned Unit Development
  - Requesting Final Detailed Plan approval for Phase 1 of the Revised Village at Plank Road Planned Unit Development.

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Concurrent Actions: • None Required

- Future Action(s):
- Final Detailed Plan approval for Phases 2-4 of the Revised Village at Plank Road Planned Unit Development.
  - Primary Plat (the removal of a proposed public street and creation of an additional lot will require a replat.)
  - Secondary Plat (*Administrative*)
  - Improvement Location Permit and other required permits (*Administrative*).



## HISTORY OF THE SITE

In early 2023, the Town Council approved a multi-family development called Village at Plank Road. This was on land previously owned by the Town. The developer, Strategic Capital Partners, could not construct the plan due to financial issues and sold the land to the applicant, Brown Capital Group.

The Zoning Ordinance was amended in 2004 to allow multi-family dwellings to exceed 8 units per acre up to a maximum of 12 units per acre by increasing quality with specific improvements. In 2019, the Town Council stated that density was not an issue, so long as the project was of a quality that merited an increase in density over the standard.

The chart to the right shows how the proposed amendment to the Planned Unit Development compares to the original Planned Unit Development and the neighboring Double Creek Flats.

Project	Units	Acres	Units/Acre
Double Creek Flats (2014)	280	21.4	13.08
Village at Plank Road (approved 2023)	525	28.4	18.49
Village at Plank Road (proposed 2025)	582	28.5	20.42

## STAFF COMMENTS

**PLANNING:** See “Planned Unit Development” and “Relationship to the Comprehensive Plan” below.

**PUBLIC UTILITIES:** Water mains exist along a portion of Raceway Road, Main Street and Bradford Road near the sites under consideration. In order to support the project an existing water main on Bradford will need to be extended east approximately 500 feet along Bradford Road and then through the site to complete a loop through the project. Pressure and flow verification will need to be accomplished if the project advances. Sanitary sewer mains exist along Raceway Road and Main Street that are accessible to the sites. The area proposed for development is currently served by a public lift station located near Main Street. A study of the capacity of the pump station and downstream sewer system indicates that improvements to the downstream system will need to be implemented prior to or as part of this project. Storm drainage is in place or is proposed that will adequately serve the site if the project advances.

**FLOODPLAIN:** No flood hazard is shown on the property.

**TRANSPORTATION:** Please see [Traffic Memo](#) provided by Scott Singleton that addressed this site when it was previously re-zoned. The Town made a major investment in the realignment of Raceway Road and anticipated increased traffic from the parcels being proposed for

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development. The proposed development is largely less intense than the assumptions made at that time, thus no additional Traffic Impact Study was required for this specific development. At the request of Staff, the Petitioner has provided a supplemental memo to clarify this updated zoning request remains similar to the previous approval, albeit with just over an 8% increase in daily trip volumes.

A significant change from the previous approval is it appears Phase 1 and Phase 2 are being developed with the intent to create separate lots for different ownership. However, no formal plat has been filed. The previously approved Primary Plat [PP-22-118](#) proposed a single lot for the entire area north of Double Creek Flats. This has raised questions from Staff about ownership and maintenance agreements regarding the proposed detention ponds, particularly those that are shown to be within dedicated right-of-way of the 'Concept Plat'. These questions could be addressed as part of the future plat filing, though it is admittedly unclear whether that would affect the requested PUD zoning amendment.

## DESIGN REVIEW COMMITTEE (DRC)

The Design Review Committee reviewed this project at the October 6, 2025 meeting and had substantial comments about the design and materials. They were concerned about the lack of building variety. They recommended approval subject to the following:

1. Lightening up the color palette. **Applicant made the change.**
2. Changing concept plan for Phase II and Phase III back to reflect the original PUD. **Was not changed.**

## PLANNED UNIT DEVELOPMENT AND FINAL DETAILED PLAN

### Documents Compared to Legal Notice.

The plans, narrative, and documents submitted allude to Phase 1 being the only phase seeking approval. The applicant also testified to the Design Review Committee that Phase 1 was the only phase to be considered. The legal notice, however, [seems to indicate that Phases 1 through 4 of Final Detailed Plan](#) (see *highlighted area*) are on the agenda. Staff views this as an error, not as a modification made after the Design Review Committee heard the project and has written the potential motion to refer to Phase 1 only.

### The Intent.

One of the ten intents of a Planned Unit Development, as stated in the Plainfield Zoning Ordinance is that the district should *"(a)chieve a higher quality of product design than could be accomplished through the strict application of a general use district or a set of general use districts."* (Plainfield Zoning Ordinance, Article 6.1.A.1.a). Comparing to other recent multifamily planned Unit Developments shows that the proposed product design does not reach the level of quality of those designs.



Village at Plank Road (proposed 2025)



Hobbs Station

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Crossing 5 (Bo-Mar Apartments)



Encore

A comparison to the approved 2023 plan shows a clear difference in that there will be 15 nearly identical buildings. These buildings will be same type, shape, materials, and of a very similar size in the 2025 proposal. The 2023 Planned Unit Development had 5 similar buildings, a carriage house building, and two signature buildings that framed the entrance to Plainfield and the Bradford Road/Raceway Road intersection.

While it can be correctly argued that architecture is a matter of personal taste, it can also be successfully argued that a diverse and complimentary slate of buildings within a development creates a higher quality development.

<b>2025 Proposed Elevations</b>	 2025 Building 1	 2025 Building 2
<b>2023 Approved Elevations</b>	 2023 Building 1	 2023 Building 3
	 2023 Building 4	 2023 Carriage House

## The Concept Plan.

The approved 2023 Village at Plank Road proposed 4 distinct residential buildings out of 9 buildings. These differed in size, height, and shape. The proposed amendment has only 2 largely *indistinct* residential buildings out of 15.

While the current petition primarily emphasizes Phase I of the development, the Concept Plan review is intended to evaluate the project in its entirety. The purpose of a Concept Plan is to present the complete development vision so the Plan Commission and Town Council can consider long-term site organization, connectivity, and compatibility before subsequent phases advance

The Concept Plan section of the Planned Unit Development Ordinance specifically refers to a review of the “(u)tilization of individual building designs which achieve an enhanced relationship between the development and the land.” (*Plainfield Zoning Ordinance, Article 6.1.C.2.h*). The buildings that do not have much individuality and, given that they are used interchangeably throughout the

### Concept Plan

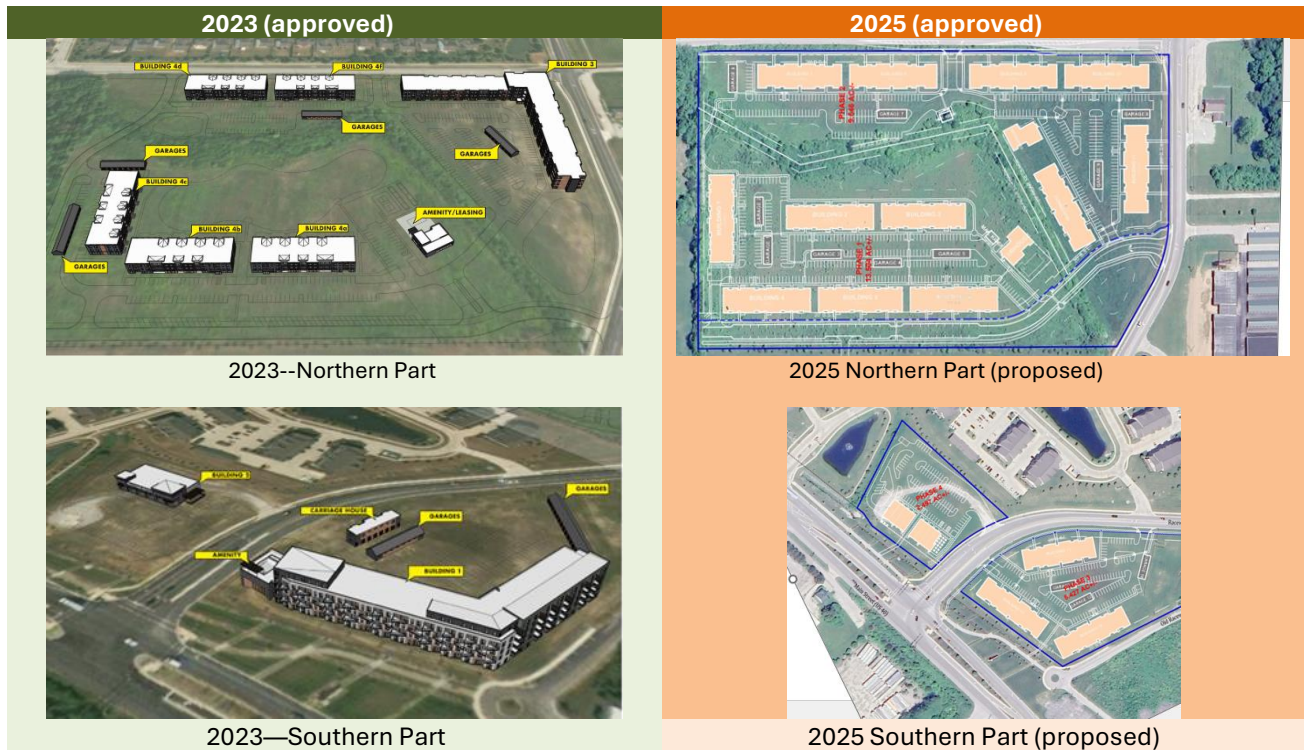
“An informal plan, which may include site, landscape, building elevations and material, sign or lighting information, intended to convey the scope, content and nature of a proposed development, but lacking sufficient detail to determine compliance with the provisions of this ordinance.”

-Plainfield Zoning Ordinance  
Article 13.2:Definitions

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development, do not have an enhanced relationship with the land.

A comparison of the concept plans shows this lack of diversity and commitment to higher quality development. The 2025 plan is more monotonous.



The 2025 proposed plan removes the approved north/south street and replaces it with a locked “emergency” gate cross access to Double Creek.

While the proposed secondary access may technically satisfy emergency access requirements, it does not promote the level of connectivity envisioned in the Town’s plans and policies.

Gated or restricted access connections reduce opportunities for integrated neighborhood design and limit circulation options for residents and visitors. From a planning perspective, developments should be designed to provide open, functional connections that enhance network connectivity, improve traffic distribution, and support safe, efficient access for all users at all times—not just during emergencies.



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## RELATIONSHIP TO THE COMPREHENSIVE PLAN

<i>Thrive!</i>	<i>Analysis</i>
The Thrive! plan denotes this as a <b>Suburban Mixed Residential</b> area. The intent of this area includes encouraging “integrated neighborhoods through shared open space amenities and vehicular/pedestrian connectivity” and calls for “a range of types of multifamily.	Does not meet the intent. Outside of connections to the public rights-of-way, there is no vehicular integration and minimal pedestrian integration to the adjoining properties. Additionally, the proposal is not providing a range of types of multifamily. The main differentiator between the proposed buildings 1 and 2 is façade treatments and one is about 10 feet longer than the other.
<i>Thrive!</i>	<i>Analysis</i>
“Through the creation and enhancement of places distinctive character, Plainfield will increase its desirability as a premier community in which to thrive.”	The proposed Concept Plan incorporates multiple buildings but utilizes only two building types, producing a largely uniform appearance. A more identifiable architectural treatment would better reflect the importance of this location as a key entry point into Plainfield.

## POTENTIAL MOTIONS.

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

### MOTION 1: Planned Unit Development

I move that the Plan Commission certify [PUD-25-062](#) with a(n) **favorable recommendation** / **unfavorable recommendation** / **no recommendation** subject to the following condition(s):

- 1.

### MOTION 2: Final Detailed Plan Phase I

I move that the Plan Commission **approve** / **deny** / **continue** [FDP-25-062](#) requesting Final Detailed Plan approval for Phase 1 the Village at Plank Road finding that:

1. The Final Detailed Plan **satisfies** / **does not satisfy** the Development Requirements and Development Standards specified in the PUD District ordinance establishing such District;
2. The Final Detailed Plan **accomplishes** / **does not accomplish** the intent set forth in Article 6 of the Zoning Ordinance;
3. The Final Detailed Plan **provides** / **does not provide** for the protection or provision of the site features and amenities outlined in Article 6.1, C., 2 of the Zoning Ordinance.

And that such approval shall be subject to the following condition(s):

1. Town Council approval of the Planned Unit Development Ordinance.
2. Plan Commission approval of the amended Primary Plat.
3. Substantial compliance with Phase 1 of Village at Plank Road Final Detailed Plan for file dated November 3<sup>rd</sup>, 2025.