

TOWN OF PLAINFIELD PLAN COMMISSION

DATE: 03-05-2026
Project Page: [Crew Carwash West](#)
CASE NO.: PP-25-061
 FDP-25-61
PETITIONER: Katherine Rayner, Crew Carwash
REQUESTED ACTIONS: Architectural and Site Design Review for a proposed car wash; Amendment to existing Primary Plat
LOCATION: Ventura Boulevard at West Main Street
PARCEL SIZE: 3.74 acres +/-



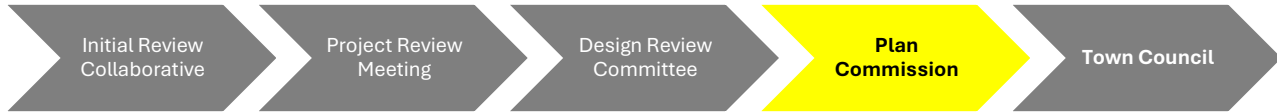
| EXISTING ZONING AND LAND USE | | THRIVE! COMPREHENSIVE PLAN | |
|-------------------------------------|---|-----------------------------------|-------------------------|
| Site: | PUD: Hines Property PUD | Site: | CC: Corridor Commercial |
| North: | GC: General Commercial AG: Agriculture LI: Light Industrial (1) | North: | CC: Corridor Commercial |
| South: | PUD: Hines Property PUD | South: | SMU: Suburban Mixed Use |
| East: | GC: General Commercial | East: | CC: Corridor Commercial |
| West: | PUD: Hines Property PUD | West: | CC: Corridor Commercial |

(1) Hendricks County Zoning

PROJECT DESCRIPTION

- Requested Action:**
- Architectural and Site Design for a proposed car wash
 - Amendment to existing Primary Plat
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- Concurrent Actions:**
- None
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- Future Action(s):**
- Improvement Location Permit (ILP) or other necessary permits (Administrative)

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PROJECT REVIEW

At the January 5, 2026, Plan Commission meeting, the applicant brought forth 3 petitions. The staff report for those petitions can be found [here](#). At the public hearing, significant concerns were raised by the community, the Plan Commission, and staff regarding the orientation of the car wash on the site and its relationship with the nearby neighbors in the Legacy Farms neighborhood. The Plan Commission approved PUD-25-061, an amendment to the [Hines Property Planned Unit Development](#) adding land and modifying setbacks. At that meeting, the Plan Commission moved to continue the two remaining petitions, PP-25-061 (an amendment to an existing primary plat) and FDP-25-061 (architectural and site design review for a proposed car wash) were continued up to 60 days so the applicant could address these concerns, primarily by aligning the building to be parallel to U.S. 40.

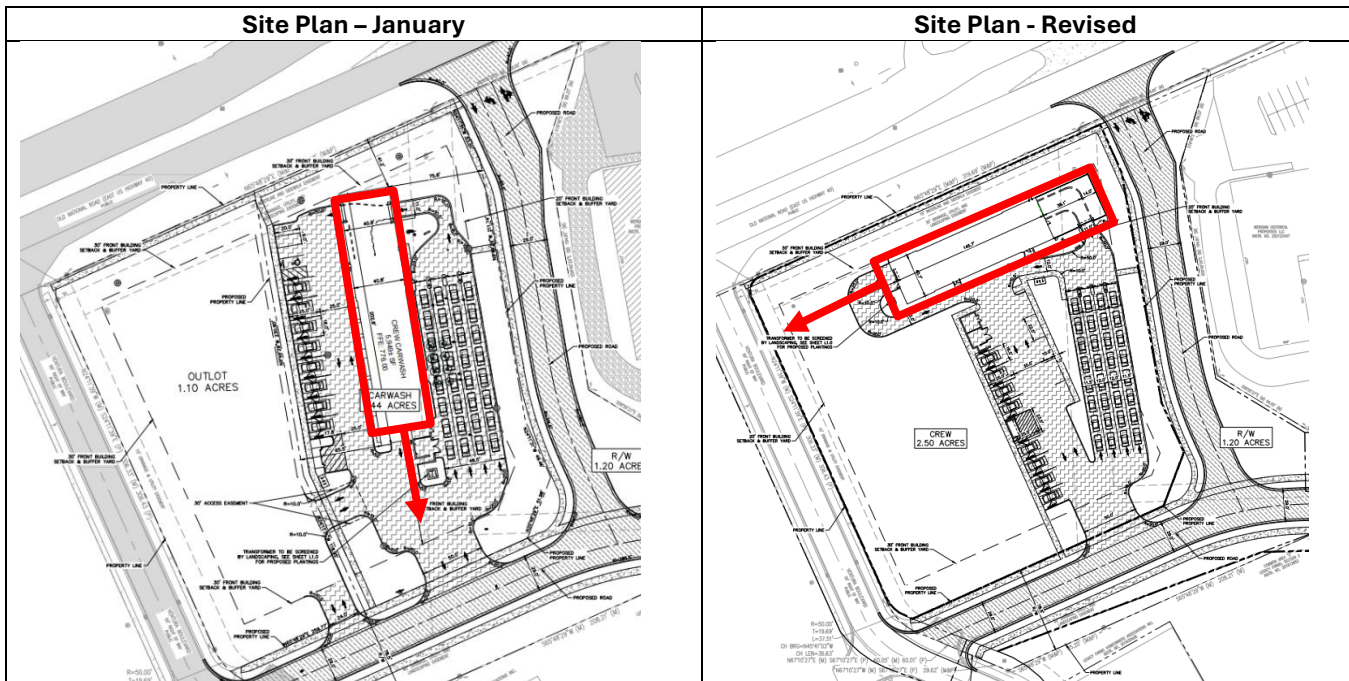
The applicant has returned within the given 60-day continuance with a newly proposed site plan. This staff report will highlight the changes made to the proposed development as compared to what was presented at that January meeting.

STAFF COMMENTS

Planning:

Building Orientation

The applicant has returned with a site plan that turns the building to be parallel with U.S. 40 as the Plan Commission requested. A table with the prior site plan as well as the newly submitted plan have been included below. The building footprints have been highlighted in red.



The proposed building now runs parallel to U.S. 40 with the carwash entrance located on the northeast side of the building

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and the exit on the west. This orientation faces the exit dryers away from neighboring residential and towards undeveloped, commercially planned land. Additionally, the applicant has elected to retain the interior entrance tunnel for the facility, shielding vehicle's entry point into the carwash from U.S. 40 entirely.

Remaining Concerns

This building orientation seems to have changed the applicant's intention to create an out lot adjacent to their site as was shown at the January meeting. Questions regarding the use of vacant land shown on the newly proposed site plan remain, especially with the applicant no longer subdividing the property.

The applicant's landscaping plan as submitted does not meet ordinance requirements. The chart below indicates which areas of the landscaping plan are not compliant.

| Landscaping Type | Required Plant Unit Value | Achieved Plant Unit Value |
|-------------------------|----------------------------------|----------------------------------|
| South Perimeter | 12.76 | 6.4 |
| East Perimeter | 4.39 | 3.25 |
| West Perimeter | 4.21 | 0 |
| South Foundation | 1.45 | .95 |
| East Foundation | .41 | 0 |

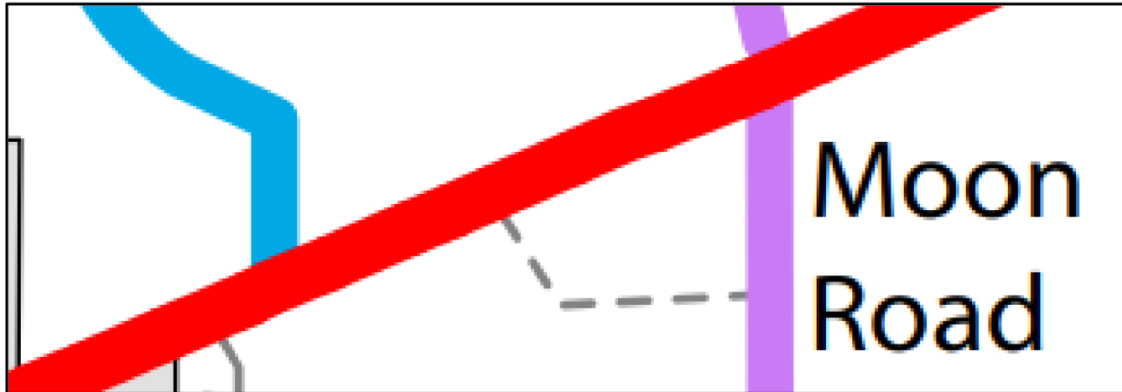
The south perimeter landscaping is of particular note. The ordinance requires more landscaping of commercially zoned properties adjacent to residentially zoned properties. Due to this, a Plant Unit Value of 12.76 is required for the south perimeter of the site. While the applicant has rotated the building as requested, that does not change the need for significant sound buffering between this property and Legacy Farms. Additionally, the applicant has not provided any landscaping along the western perimeter of the property along Ventura Boulevard.

It should also be noted that the January landscape plan proposed heavily landscaping the existing berm (shown below) as additional sound mitigation. The applicant is no longer proposing this landscaping, presumably due to the reorientation of the building. The applicant's submitted plans fall short of the required Plant Unit Value for this particular perimeter, in part due to the removal of the landscaped berm, so concern remains.



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Transportation: *Comments from Original Report* - This location is impacted by a future Local Commercial street alignment that was introduced as part of the 2019 Thoroughfare Plan update. This added alignment was included as a way to provide access to the commercial areas along US-40 from Moon Road without forcing vehicle and pedestrian trips to travel to the actual US-40 intersection with Saratoga Parkway.



The Petitioner has worked to incorporate this added connectivity into its site planning and appears to reasonably address this future need. The Primary Plat dedicates new right-of-way to allow for this connection to get extended east from the site as future development occurs outside of this site development.

The Petitioner has prepared a Traffic Impact Study that assigns other uses on the nearby outlots and projects trip generation consistent with the expectation that a traffic signal on US-40 will be warranted as uses develop. Currently, a new signal is anticipated at the intersection with the proposed Local Commercial street but is subject to final reviews by INDOT and their permitting process.

Early site plans indicated separate drives for ingress/egress, but Staff requested a single drive for both in order to provide increased room for a future drive by the abutting parcel to the west.

Based upon the success of the existing Crew Car Wash in Plainfield, vehicle queuing could pose concern with backups onto the new Local Commercial street connections. Crew has put some steps into place recently to try and curb these concerns at their existing location, but clearly there are limits to what can be expected during certain peak periods where conditions drive the public to be willing to wait in long lines for a wash. In this case, while certainly not desirable, backups would be getting extended onto local streets before they would disrupt any Collector level roadways. **The site plan updates do not significantly change the traffic impacts from the previous submission.**

Utilities: *Comments from Original Report* - When Legacy Farms was constructed, the outlots along US-40 were generally set up with nearby utility services, thus water and sanitary sewers are close to the site and are not expected to be a barrier to the development. Additionally, considerations will be made for the proposed tie-in and locations as part of the Infrastructure Plan Review. **The updates made do not warrant any changes.**

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POTENTIAL MOTIONS.

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

I move that the Plan Commission approve / deny / continue PP-25-061: A request for Primary Plat approval to create one lot on 3.74 acres (+/-) zoned Planned Unit Development, finding that:

1. Adequate provisions **have** / **have not** been made for regulation of minimum lot width, minimum lot depth and minimum lot area;
2. Adequate provisions **have** / **have not** been made for the widths, grades, curves and coordination of subdivisions public ways with current and planned public ways; and
3. Adequate provisions **have** / **have not** been made for the extension of water, sewer, and other municipal services.

And that such approval shall be subject to the following conditions:

1. Compliance with the Plainfield Town Code and Plainfield Town Standards;
2. Substantial compliance with the primary plat submitted for approval.
3. As per the Plainfield Subdivision Control Ordinance, no permits shall be issued for these sites until the recording of the secondary plat.
4. The rights-of-way that require vacation are vacated prior to the recording of the secondary plat.

MOTION 2: Development Plan—Crew Carwash - West

I move that the Plan Commission approve / deny / continue petition FDP-25-61: Architecture and Site Design review for a 7,925 (+/-) square foot building on a 3.74 acre (+/-) parcel to be created in a concurrent primary plat within an area zoned Planned Unit Development, 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 January 5, 2026.
2. The secondary plat shall be recorded prior to the issuance of any Improvement Location Permits.