

# Advisory Plan Commission

## Town of Brownsburg

Assigned Staff: Elizabeth Williams, Planning Consultant

Report Date: 1/16/2026

Request Type: Primary Plat

### General Information

<b>CASE NUMBER</b>	PCPP-25-3
<b>APPLICANT</b>	Lindsey Phipps on behalf of David Weekley Homes
<b>LOCATION</b>	32-02-34-275-002.000-026, 32-02-34-100-012.000-001, 32-02-34-100-013.000-001
<b>PARCEL SIZE</b>	72.39 total subdivision acreage

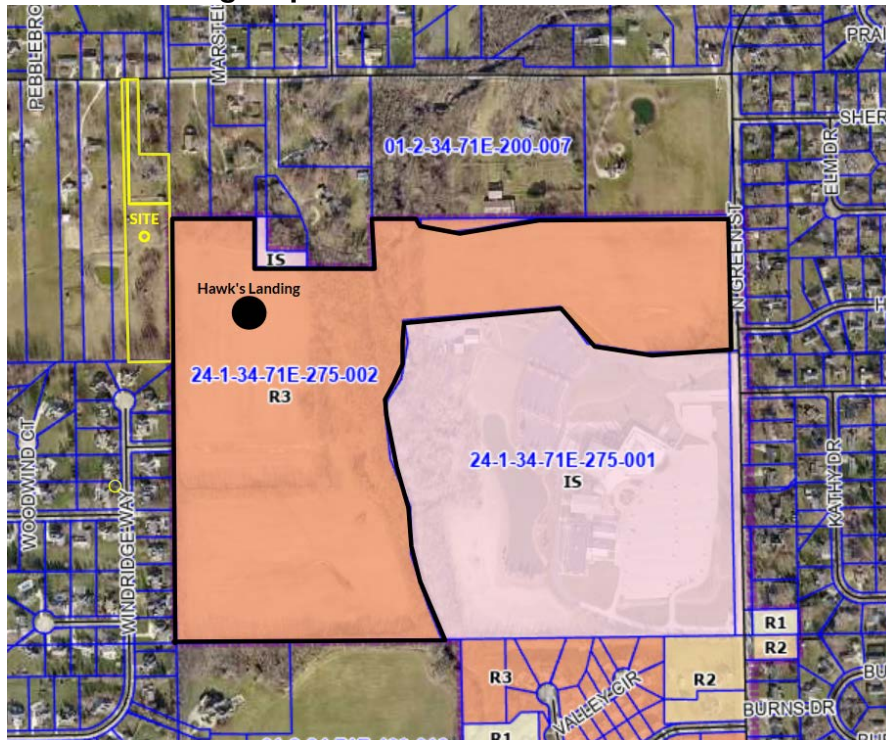
### Cross References

<b>Previous APC Cases</b>	PCPP-03-18-1715/CPSP-05-19-1733 (Plat separating extra acreage) PCMA-07-21-1929 (Rezone of extra acreage to R3) PCPP-10-21-1954 (Hawk's Landing Primary Plat) PCCZ-24-3 (Conditional Rezone to R-3, extension of Hawks Landing for entrance)
<b>Relevant BZA Cases</b>	N/A
<b>Other</b>	

### Attachments

<input checked="" type="checkbox"/>	Tech Review & Response
<input checked="" type="checkbox"/>	Site Plan/Civil
<input checked="" type="checkbox"/>	Landscape Plan
<input type="checkbox"/>	Architectural Plans
<input checked="" type="checkbox"/>	Other: Traffic Study, Crossroad Engineer's Review Letter, Memorandum of Understanding, Updated Letter of Intent; Plat Lot Width Exhibit

### Site and Zoning Map:



### Project and Site Background:

The two smaller parcels in the northwest corner were brought in to be used for an entrance on to County Road 800 for Hawk's Landing, a single-family residential subdivision. The proposed new access road is called Hawk Hollow Bend and is a public street. Right-of-ways do not require annexation in order to put an entrance on the land. The houses that were proposed along this new entrance at the April 28th APC meeting have since been removed. The new proposal breaks the development into two more distinct sections, this will help with traffic dispersion going onto other roads. The original development project has been revised and will not have a vehicular bridge being built across the creek. The bridge is not feasible nor desirable in terms of ongoing maintenance and infrastructure costs. The habitat disruption, erosion, stream maintenance and mitigation and the multi-million-dollar expense were all factors in the removal of the bridge from the design. The conditional rezone request (PCCZ-24-3) was withdrawn at the April 28th APC meeting. The church to the southeast of Hawk's Landing has attempted to sell their land for some time, but the balance of the site faces various hurdles regarding entrances due to the largely landlocked west side of the church parcel (32-02-34-275-001.000-026).

### New Information since October 2025:

Petitioners commissioned an update to the Traffic Study including new traffic counts both on a Thursday and Sunday. The traffic study has been reviewed by Crossroad Engineer's, the Town's consulting engineer and received feedback that the information provided is appropriate and the results on affects to selected intersections and recommended improvements meet acceptable performance standards. The study was also provided to the County Engineer. Petitioners previously worked with Indiana Department of

Transportation (INDOT), resulting in moving the location of the initial access point on SR 267 south to the current location. The petitioner entered into a Memorandum of Understanding with the Hendricks County Commissioners regarding the access point improvements on CR 800 North in July 2025.

The plat has been updated to meet the conditions of the 2021 rezoning. Petitioners have provided the following regarding the bridge connection: Linking the eastern and western portions of the development with any kind of bridge is not practical, would require the removal of trees within the riparian buffer along the creek as well as, disturbance of the floodway and wetlands.

It is staff's opinion that bridge location at this location and the resulting damage to the eco-system is not appropriate or desired. For these reasons it also the staff's opinion that the final engineering details support that the plat is as consistent as possible to the conceptual plan.

Petitioners have also provided an exhibit identifying and clarifying compliance with the lot width on the west side of the creek meeting the 90' width requirement.

### **Technical Review:**

The TECH review for this project took place on September 18, 2025. Planning Services commented that proposed amenities need to be labeled, calculations for required and proposed vegetation need to be added to the landscape plan, the tree preservation area needed to have a cross hatch added, and street names needed to be added with a public or private designation. The township information needed changed to reflect Brown Township and the size of existing water and sanitary sewer systems will have to be added to the legend. Capital Projects commented that depending on traffic, additional improvements may need to be done to N Green St (SR 267). The Fire Department discussed AutoTurn information for the Brownsburg Fire Territory ladder truck and has been working on a solution with the applicant for the Windjammer Court stub road that connects to the neighboring Windridge North subdivision. If a Knox Box was put in, that raised questions on emergency services maneuverability due to the lot count on the west side of Hawk's Landing. Other traffic calming mechanisms were suggested such as speed tables to not impede the second access point as substantially. The Wastewater Department mentioned that the routing of the sanitary force main has changed significantly from the original layout, safe accessibility will need to be provided. The development will need to complete downstream pump upgrades to the Maple Lift station at the time of sanitary line installation. The lift station is currently at capacity. The Water Department commented to make changes in water main sizes on future construction plans. Valves are needed on all sides of any tees, a valve on each side of the creek crossing, and hydrants should be spaced 300' apart with hydrant locations at cul-de-sacs per Town Standards.

The revised Traffic Study was provided to all Technical Review Committee members for review and comment.

### **Criteria:**

*Pursuant to Chapter 8 of the Brownsburg Unified Development Ordinance the Advisory Plan Commission shall make findings of fact on the following criteria:*

- 1) The subdivision of land meets the lot width, size, and area as provided in Chapter 2 or as modified by any waiver.

<https://www.brownsburg.org/DocumentCenter/View/3743/Brownsburg-UDO-PDF#page=30>

- a) The proposal meets the minimum dimensional requirements established for the R3 Single-Family Residential District in Chapter 2 of the UDO. Each lot provides a minimum lot area of 9,000 square feet, consistent with the required standard. Lot widths and depths have been designed to provide adequate building envelopes that accommodate required setbacks and easements.

*Based on the above information, staff believes this criterion has been met.*

- 2) The subdivision of land provides appropriate areas and easements for necessary public utilities and drainage in accordance with **Chapter 7: Subdivision Regulations.**

<https://www.brownsburg.org/DocumentCenter/View/3743/Brownsburg-UDO-PDF#page=168>

- a) The project has been designed to comply with the development standards of the Brownsburg Unified Development Ordinance (UDO), including all applicable requirements for setbacks, easements, lot coverage, and building height. There is a large pipeline easement that causes a break in the landscaping on the west side by the Windridge subdivision. The subdivision layout provides adequate public utility and drainage easements in accordance with Chapter 7: Subdivision Regulations. These easements are located along property lines and within common areas as needed to accommodate stormwater infrastructure, sanitary sewer, water, electric, and communication facilities.

*Based on the above information, staff believes this criterion has been met.*

- 3) The plat provides the appropriate right-of-way for the extension of public roads and infrastructure and access to internal or adjacent lots.

- a) The applicant was instructed to work with Hendricks County and INDOT to determine what road and entrance improvements would be required. The project will be broken up into two phases. The smaller east side will be constructed first, followed by the west side. The Thoroughfare Plan has SR 267 marked as a Principal Arterial and CR 800 as a Major Collector. Major collectors collect traffic from local streets and move it to larger arterial roads, reducing congestion on small neighborhood roads. The proposed new streets provide 56' of right-of-way width for a local road.

*Based on the above information, staff believes this criterion has been met.*

- 4) The plat complies with any other applicable provision of **Chapter 7: Subdivision Regulations.**

<https://www.brownsburg.org/DocumentCenter/View/3743/Brownsburg-UDO-PDF#page=168>

- a) *7.4 Easement Standards:* A 20' drainage and utility easement is present along the front of the lots followed by the 25' building setback line. There are also 10' and 15' drainage easements on the back side of the lots visibly shown on the plat. The final plat shall include any applicable easement descriptions and required language from the UDO.
- b) *7.6 Open Space Standards:* The creek is a barrier to the connectivity of this subdivision. The subdivision will function as two separate entities, however the petitioner has amended the plat to

provide for larger amenity areas on the east and west sides of the creek, meeting the standards independently for each side. They have also provided parking at the west side amenity area for those wanting to utilize the shelter or game courts. The applicant put common areas, sidewalks, and trails in the submission. This project meets the open spaces standards for the district (12% minimum required 44% provided) and has also laid out an extensive tree preservation buffer (11.78 acres preserved).

- c) *7.9 Pedestrian Network Standards:* All concrete sidewalks, asphalt pathways, and crosswalk improvements must be constructed per the Town's Construction Standards and comply with requirements of the Americans with Disabilities Act (ADA). Sidewalks should be at least five feet wide. When abutting a curb, sidewalks must be at least 6 feet wide. Sidewalks must be provided on both sides of internal streets in all developments. This project meets those standards and has two walking trails in addition to sidewalks for amenities.
- d) *7.11 Access Standards:* The east side of the subdivision will get access to the site from Connection Pointe Dr once turning off of SR 267. You can then either take Winghaven Way or Horizon Bend to meander around that side of the neighborhood. The west side of the subdivision has two access points. You first have to turn off of E County Rd 800 N to access Hawk Hollow Bend or go through the stub road on Windridge Ct. Subdivisions cannot be designed to alienate or perpetuate the land-locking of adjacent undeveloped land. Connectivity must be considered and appropriate stub streets created for future connectivity. Where a stub street exists from a previous development, any new development shall connect to the stub street and use the existing road name.

*Based on the above information, staff believes this criterion has been met.*

5) The Plat Satisfies any **other applicable provisions** of the Unified Development Ordinance.

- a) No special provisions that relate to the plat are noted for this site. Overlay districts are not applicable to this project.

*Based on the above information, staff believes this criterion has been met.*

6) The Plat Satisfies the **construction requirements** of the Brownsburg Standard Details.

- a) The project did not request any waivers. Any remaining TECH comments will need to be completed before permitting. This was added as a condition of approval.

*Based on the above information, staff believes this criterion has been met.*

**Recommendations:**

*The Advisory Plan Commission may request conditions and commitments related to the project and criteria. Conditions or commitments must be made as part of the motion.*

***Based on the information provided and the criteria responses, staff recommends a motion to***

<input type="checkbox"/>	Approve PCPP-25-3 as presented.
<input checked="" type="checkbox"/>	Approve PCPP-25-3 with the following staff conditions: 1. All remaining technical review comments will be addressed prior to stamping the Primary Plat.

	<ol style="list-style-type: none"><li>2. The final plat shall be recorded in the Office of the Recorder of Hendricks County prior to issuance of any building permits.</li><li>3. The approval of the Findings of Fact and Report of Determination by the Plan Commission.</li><li>4. Petitioners shall comply with the Memorandum of Understanding with Hendricks County dated July 8, 2025.</li><li>5. Petitioners shall comply with the recommendations of the Traffic Study dated November 2025.</li></ol>
<input type="checkbox"/>	Deny PCPP-25-3 based on the following criteria: