

TOWN OF PLAINFIELD



COMPREHENSIVE PLAN

PREPARED BY HOUSEAL LAVIGNE ASSOCIATES • ADOPTED MARCH 2016

PLAINFIELD TOWN COUNCIL

RESOLUTION NO. 2016-14

**A RESOLUTION OF THE TOWN COUNCIL
OF THE TOWN OF PLAINFIELD, INDIANA,
APPROVING AN UPDATE TO THE
PLAINFIELD COMPREHENSIVE PLAN**

WHEREAS, I.C. 36-7-4, et seq., empowers the Town of Plainfield Plan Commission to prepare a Comprehensive Plan for the promotion of public health, safety, morals, convenience, order or the general welfare and for the sake of efficiency and economy in the process of development; and,

WHEREAS, I.C. 36-7-4, et seq., authorizes a Comprehensive Plan to include a variety of elements, including but not limited to any factors that are a part of the physical, economic and social situation within the Town of Plainfield, and to prepare reports and recommendations setting forth plans and policies for the development and improvement of the physical situation so as to substantially accomplish the purpose of the Comprehensive Plan; and,

WHEREAS, I.C. 36-7-4, et seq., authorizes a plan commission to adopt entire comprehensive plan, amendments to comprehensive plans or individual elements of a comprehensive plan; and,

WHEREAS, the Town of Plainfield Plan Commission conducted a public hearings on November 2, 2015, December 7, 2015 and January 4, 2016 in accordance with I.C. 36-7-4, et seq., with respect to a proposal to update and amend the Plainfield Comprehensive Plan of the Town of Plainfield, and,

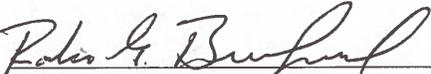
WHEREAS, the Town of Plainfield Plan Commission did certify said update and amendment of the Comprehensive Plan of the Town of Plainfield, Indiana to the Town Council of the Town of Plainfield with a unanimous affirmative vote on March 7, 2016 by adoption of Plan Commission Resolution 2016-01.

Now, Therefore, Be It Resolved by the Town Council of the Town of Plainfield, Hendricks County, Indiana, that:

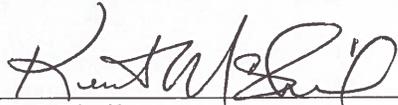
The Town Council of the Town of Plainfield, Indiana, hereby approves the update and amendment to the Plainfield Comprehensive Plan (a copy of which is attached hereto as Exhibit A and incorporated herein by this reference) and directs the Clerk of the Town of Plainfield, Indiana, to place one (1) copy of the Town of Plainfield Comprehensive Plan on file with the Recorder of Hendricks County, Indiana.

The foregoing Resolution was passed by the Town Council of the Town of Plainfield, Hendricks County, Indiana, this 28th day of March, 2016.

**TOWN COUNCIL, TOWN OF
PLAINFIELD
HENDRICKS COUNTY, INDIANA**



Robin G. Brandgard, President



Kent McPhail



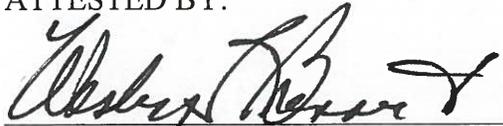
Bill Kirchoff



Dan Bridget

Lance Angle

ATTESTED BY:



Wesley R. Bennett, Clerk Treasurer, of the
Town of Plainfield, Indiana

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01

The Town of Plainfield Comprehensive Plan establishes a policy framework to serve the Town over the next 20 years. It is the result of a multi-faceted, 12-month process and represents the collective vision of the Plainfield community.



01

INTRODUCTION

The Comprehensive Plan is a dynamic document that can be referenced by town staff, elected officials, developers, and residents to inform decision making. The Comprehensive Plan functions as the Town's primary policy guide for growth and development, transportation, community facilities, and parks, natural areas, and community image and identity. This framework allows Plainfield to achieve its desired future as it grows and develops.

PURPOSE OF THE COMPREHENSIVE PLAN

A Comprehensive Plan is a municipality's most powerful tool to guide future growth and development. Title 36-7-4 of the Indiana Code empowers municipalities to adopt comprehensive plans, which must state the objectives and policies for future land use and development as well as public ways, places, structures, and utilities.

The Town of Plainfield Comprehensive Plan includes the required elements, plus additional policies and recommendations aimed at fostering a high quality of life for the Plainfield community. The policies and recommendations contained in this document are based on careful analysis through data provided by the Town of Plainfield, field observations, community workshops, on-line outreach, external data sources, and interviews with key local stakeholders. This process and key findings are summarized in the Community Profile chapter of this document and can also be viewed in more detail in the Existing Conditions Report as a supplement to the Comprehensive Plan.

COMMUNITY VALUES

Plainfield is a unique town that puts community and family values in high regard. In 1991, community leaders, organizations, and citizens developed 12 values—one for each month—that define the Plainfield community and could continue to guide the town going forward. These values were taken into consideration during the Comprehensive Plan process and are listed below to reinforce their importance to the community.

January: Equal Opportunity

Equal opportunity is defined as permitting equal participation and choice in employment and other areas regardless of race, religion, sex, age, or mental or physical disability if otherwise qualified.

February: Honesty

Honesty is defined as being truthful and honorable in relations with others.

March: Reliability

Reliability is defined as acting in a responsible, dependable, and trustworthy manner.

April: Respect for the Environment

Respect for the environment is defined as taking actions which protect our natural resources.

May: Integrity

Integrity is defined as being of good character and behavior.

PLANNING AREA

There is a general consensus that over the 20-year life of the Plan, the Town of Plainfield may be presented with opportunities to annex areas north to Avon's boundaries, south of I-70 towards the Morgan County line, and west beyond Moon Road (County Road 600E) to the western extent of Liberty Township. Plainfield is effectively landlocked to the east by the Marion County line and the Indianapolis International Airport.

BOUNDARY AGREEMENTS AND OTHER RELEVANT GOVERNMENT ENTITIES

The Town of Plainfield does not have any existing boundary agreements with its primary neighbors, Avon, Mooresville, Danville, and Clayton. The Town of Plainfield is located within Guilford, Washington, and Liberty Townships and anticipates growth in all three jurisdictions; all of these Townships are located within Hendricks County.

PLANNING JURISDICTION

A comprehensive plan generally addresses issues within a Town's municipal boundary as well as unincorporated areas adjacent to the Town, which is often called the "planning area". Under Indiana Code, municipalities may plan for the contiguous unincorporated area that bears reasonable relation to the development of the municipality up to two (2) miles from the corporate boundary (IC 36-7-4-205). State law (IC 36-7-4-206) also allows for county-level governments to adopt comprehensive plans for unincorporated areas, and Hendricks County adopted Growing Smarter: The Hendricks County Quality Growth Strategy in 2006. Therefore the Town of Plainfield coordinates with, and can continue to coordinate with, the County regarding growth within the planning area.

KEY THEMES

Much of Plainfield can be defined by its many attractive natural areas, trails, and parks. These environmental assets were continually brought to the forefront by comments made by residents and stakeholders throughout the planning process. As such, the Comprehensive Plan includes recommendations that serve to enhance sustainable development practices and preserve the Town's natural environment. These recommendations will be presented as call-outs throughout the document to reinforce the Town's commitment to maintaining its identity as a community rich in natural features.

June: Justice

Justice is defined as acting honorably and fairly in accordance with recognized law, respecting authority, not stealing, respecting the national flag, the Constitution of the United States, and the Constitution of the State of Indiana.

July: Respect for Law and Rules

Respect for laws and rules is defined as taking responsibility to avoid violation of laws in a community.

August: Truth

Truth is defined as being factual and sincere.

September: Dignity / Self-Esteem

Dignity / Self-Esteem is defined as having a degree of self-respect which inspires respect for others.

October: Responsibility and Accountability

Responsibility / accountability is defined as accepting the consequences of one's behavior.

November: Respect for Others' Rights

Respect for others' rights is defined as acknowledging legal and moral privileges of others.

December: Kindness

Kindness is defined as acting with goodwill and compassion.

PLANNING PROCESS

The Comprehensive Plan process included:

STEP 1: PROJECT INITIATION

The Comprehensive Plan "kicked-off" with meetings involving Town officials and the Comprehensive Plan Advisory Committee (CPAC) in September and October 2014.

STEP 2: COMMUNITY OUTREACH

Outreach efforts began in September 2014 using a variety of tools, including an interactive project website, on-line surveys, sMap (an on-line community issues mapping tool), public workshops, and one-on-one interviews.

STEP 3: EXISTING CONDITIONS ANALYSIS

This step concluded with the production of the Existing Conditions Report. The analysis is based on information provided by the Town, feedback from community outreach, independent data sources such as ESRI and the U.S. Census, fieldwork, surveys, inventories, and analyses of past plans, studies, and policy initiatives.

STEP 4: COMMUNITY VISION, GOALS, AND OBJECTIVES

Following a hands-on community workshop that invited the public to illustrate their vision for the future of Plainfield in January 2015, goals, objectives, and policies were prepared for the plan.

STEP 5: SUB-AREA PLANS AND COMMUNITY-WIDE PLANS AND POLICIES

Following Step 4, plans for growth and annexation, land use, transportation and mobility, open space and environmental features, parks and recreation, community facilities and infrastructure, urban design and community character, community sustainability, and art and culture were drafted. These future plans act as the "core" for the Comprehensive Plan and reflect both community input and the Town's Goals and Objectives. Three Subarea Plans were also created, which provide more detailed analysis and recommendations specific to those parts of Plainfield.

STEP 6: COMPREHENSIVE PLAN DOCUMENT AND ADOPTION

The final step included the production of a draft and final version of the Comprehensive Plan. The draft plan was made available for local public review and discussion and revised to create a final plan that was presented at a public hearing to the Plan Commission. Following review by the Plan Commission, the Plan was submitted for adoption by the Town Council.



02

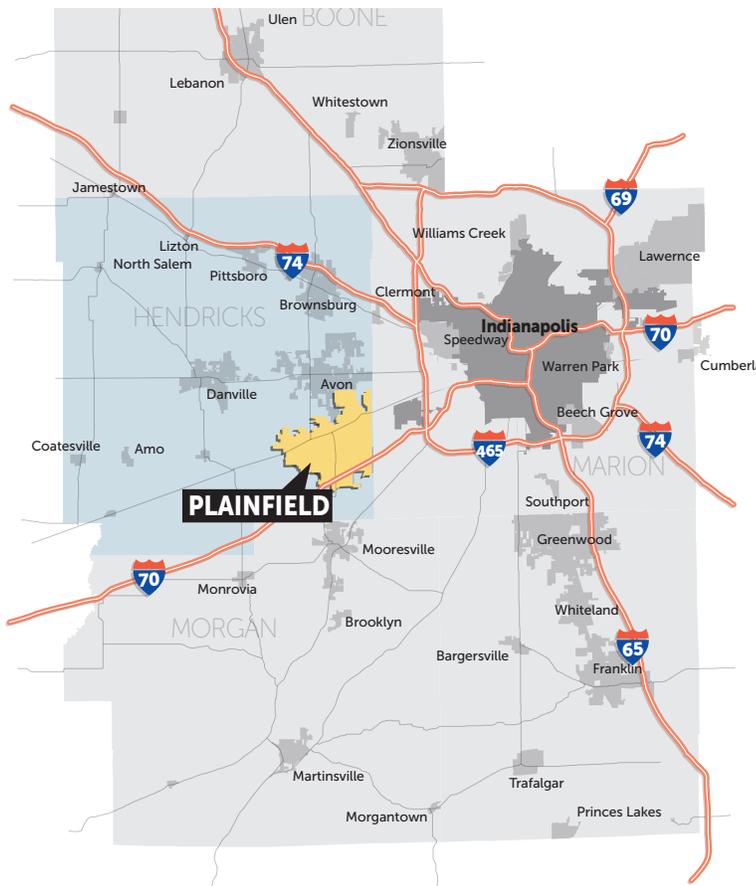
The Comprehensive Plan is built from a strong understanding of the existing conditions that have contributed to the Town's development and growth patterns.



02

COMMUNITY PROFILE

Plainfield's history, local context in Hendricks County, role within the greater Indianapolis metropolitan region, and community aspirations have shaped and will continue to shape the Town. This chapter summarizes the history, policies, demographics, market influences, and existing land uses that form the foundation for the Comprehensive Plan.



REGIONAL SETTING

Plainfield, Indiana is located in southeastern Hendricks County along U.S. 40, adjacent to Marion County and approximately 15 miles southwest of Downtown Indianapolis. The Town is accessible via several major highways, including I-70, U.S. 40, I-465, and Ronald Reagan Parkway, and Plainfield's eastern edge borders the Indianapolis International Airport. Plainfield is generally bordered by the Town of Avon to the north, unincorporated county land and the Town of Clayton (approximately 5 miles) to the west, and unincorporated county land near the Town of Mooresville (approximately 3 miles) to the south.

Plainfield is one of the Indianapolis region's "West Side" suburbs, including Brownsburg and Avon, which in recent decades have transitioned from agricultural areas into one of the State's fastest growing urbanized counties. Plainfield includes a wide diversity of development types, stretching from areas near Raceway Road that feature older, inner-ring suburban development adjacent to Marion County, to the Town's western and southern growth areas that still retain rural elements like active agricultural lands and undisturbed woods near Moon Road.

COMMUNITY HISTORY

The fertile farmlands adjacent to White Lick Creek were originally settled by the Delaware Tribe, but as American settlers journeyed into central Indiana the tribe moved further west. One such early American settler was Jeremiah Hadley, who purchased a tract of land in Hendricks County in 1822 and later sold it to his son, Elias Hadley. Along with Levi Jessup, Elias Hadley officially platted the Town of Plainfield in Guilford Township in 1832.

Much of Plainfield's early history is closely tied to the Quaker community, and the Town's name is reportedly derived from the "plain" clothes and mannerisms of early Quaker settlers. The Quakers opened Plainfield's first library and established its first high school, and even to this day, Plainfield High School's mascot is a Quaker. Plainfield grew during the 19th century as an agricultural community, drawing settlers and passers-by from the National Road that connected Maryland to Illinois, which today is Main Street and U.S. 40. The Town eventually transitioned into a center of 20th century commerce and suburban residential development, and today stands as family-friendly community where residents enjoy a high quality of life.

PAST PLANS, STUDIES, AND REPORTS

This section contains a review of past local and regional plans and studies that have guided growth and development in the past and may have additional impact on future decisions within the Town, including the recommendations of the policies of this Comprehensive Plan.

LOCAL PLANS

Plainfield 2025 Comprehensive Plan (2004)

The Plainfield 2025 Comprehensive Plan has been the guiding policy document for the Town of Plainfield for the past decade. The Plan provides recommendations for land use, housing, transportation, urban design, and community facilities. The Plan focused on growing undeveloped areas, promoting lower density development, maintaining a jobs-housing balance, establishing public and private streetscape features, and providing adequate east-west access through Town.

Plainfield Town Center Plan (2003)

In 2002, the Town initiated the Plainfield Town Center Plan to develop a vision for the redevelopment of Downtown and create a distinct "sense of place." The Plan includes an existing conditions assessment and recommendations that address Downtown district organization and finance, business development, marketing and communication, and physical improvement and maintenance. The Town Center Plan also provides design guidelines and targeted action-items to fully implement the Town Center vision.

National Register Town Center Historic District (2010)

The Plainfield Town Center Historic District includes 177 contributing buildings and was added to the National Register of Historic Places in 2010. The District is approximately 64 acres in size and is roughly bounded by Lincoln Street to the north; S East Street to the east; Ash Street to the south; and Mill Street to the west. The contributing buildings include a mix of residential, commercial, and religious structures that showcase 19th century architecture, including Late Victorian Gothic, Italianate, Queen Anne, and Stick/Eastlake design.

Neighborhood Action Plans

In recent years, the Town created Action Plans for its established neighborhoods both north and south of Downtown Plainfield. These planning efforts provided a forum for residents to discuss their thoughts and concerns about their neighborhood, and to develop actions and strategies in coordination with Town Hall.

Duffy Neighborhood (2008)

Located north of Main Street, the neighborhood identified issues including the need for more sidewalks, slower traffic, and a new neighborhood park. The Neighborhood Action Plan aimed to address these concerns by creating objectives and projects targeted to this specific neighborhood.

Carter's Neighborhood (2010)

Located south of Main Street, the neighborhood identified issues including increased crime, the need for sidewalk repairs, and the deteriorated appearance of Downtown Plainfield. The Neighborhood Action Plan stressed the creation of a neighborhood committee which would take ownership of the Plan and lead certain action-items, such as the creation of a neighborhood watch program.

U.S. 40 Streetscape Master Plan (2005)

The U.S. 40 Streetscape Master Plan provides a guide for the streetscape design of the corridor from Saratoga Parkway to Raceway Road. The Plan divides the corridor into four areas: Suburban District, Historic Commercial District, Historic Residential District, and Commercial District. Each district has a unique cross-section that caters to the adjacent land use, but all are tied together using a similar design aesthetic.

Quaker Boulevard Gateway Corridor Master Plan (2012)

This plan provides guidance for the beautification of the Quaker Boulevard Corridor. As the primary gateway into Plainfield, the plan seeks to convey a positive image for the community through the use of landscaped medians, colorful intersection plantings, and the expansion of the trail system. While the plan will undoubtedly improve the image of the corridor, it does not consider land uses along the corridor with regard to proposed trails and crosswalks. The plan has insufficient crosswalks to provide safe access from residential and commercial areas to other service and retail commercial uses at the intersection of SR 267 and Hadley Road and the intersection of SR 267 and U.S. 40.

REGIONAL PLANS

Indianapolis 2035 Long Range Transportation Plan

The Indianapolis 2035 Long Range Transportation Plan, completed by the Indianapolis Metropolitan Planning Organization, is a comprehensive, regional transportation plan. It identifies strategies and policies on a 20-year planning horizon that consider roadways, transit, non-motorized transportation, and intermodal connections. The Plan also includes a list of potential roadway capacity projects as well as places emphasis on transit planning, which includes a possible light rail station to connect Downtown Plainfield to Downtown Indianapolis.

Growing Smarter: The Hendricks County Quality Growth Strategy (2006)

The Hendricks County Quality Growth Strategy serves as the County's comprehensive plan which seeks to address the transition and growth of the County through smart growth strategies and policies. The Plan addresses a range of topics that include growth management, character, parks and open space, environmental conservation, economic development, utilities, and agriculture.

The Plan envisions medium to high density residential development in the unincorporated areas adjacent to Plainfield and places an emphasis on connectivity as well as creating transitional uses between varying levels of development intensity. It emphasizes the importance of stormwater management and includes recommendations to acquire land in order to implement a county-wide trail program, which includes a linear trail along the former Vandalia Railroad right-of-way.

Ronald Reagan Corridor Master Plan and Ronald Reagan Corridor Design Guidelines (2006)

The Ronald Reagan Corridor Master Plan is a guide for the completion of the Ronald Reagan Parkway to ultimately connect I-70 to I-74 through Hendricks County, linking Plainfield, Avon, and Brownsburg. The primary purpose of the Plan is intergovernmental coordination between the County and these municipalities.

The Guidelines serve as a companion document to the Ronald Reagan Corridor Master Plan and provide a more detailed, visual plan for the Ronald Reagan Corridor. The Guidelines illustrate conceptual designs for gateway signage, median markers, bridge treatments, lighting, wayfinding signage, a multi-use trail, and landscape treatments.

Neither the Master Plan or Design Guidelines were formally adopted by the Town of Plainfield, but they nonetheless continue to provide direction for future growth and development along the corridor.

Indianapolis Airport Authority Airport Property Land Use and Development Strategy (2011)

This plan guides the creation of an Aerotropolis, an airport-centered development concept that leverages the Indianapolis International Airport as a catalyst. It outlines seven development zones, including a land conservation area, runway expansion zone, an education and technology park, and a logistics park. This development concept directly impacts Plainfield because its proposed Zone 6 outlines a "Multi-Modal Transport Park" for the Ronald Reagan Parkway corridor, including existing warehouse properties extending west to SR 267. The vision for this area proposes a light-rail link between the terminal and future business uses, which include hotels, offices, and entertainment destinations. The Town of Plainfield is indirectly impacted by the vision for Zone 7, which along with a major conservation area proposes road extensions and limited industrial development south of I-70.

Indianapolis Airport Authority Noise Exposure Map Update (2013)

The Indianapolis Airport Authority (IAA) Noise Exposure Map Update provides information regarding levels of annual noise exposure to areas surrounding the Indianapolis International Airport. Last updated in 2013, the IAA Noise Exposure Map Update estimates expected noise exposure boundaries for the next five years and provides mitigation measures. While only two housing units are currently affected by high noise levels, the IAA Noise Exposure Map Update recommends that the Town of Plainfield update its noise overlay zone and include impacts of airport noise when considering variances and special uses. It also recommends the continued voluntary sale and purchase of properties located within an Acquisition Program Area, as well as sound insulation assistance.



DEMOGRAPHIC AND MARKET ANALYSIS

An analysis of Plainfield's demographic and market conditions was conducted to guide the planning process and provide the necessary background information for developing market-viable recommendations. The analysis focuses on six topics: (1) population demographics, (2) employment, (3) housing market, (4) retail market, (5) office market, and (6) industrial market. Each section presents and assesses current trends, notes important market implications, and makes projections for future growth and development opportunities. Where applicable, Plainfield is compared with Hendricks County to provide better context. Collectively, this information provides a snapshot of Plainfield's competitive position within the Indianapolis region and throughout the Midwest.

Data Sources

The demographic and market analysis includes data from a variety of sources. Demographic data was obtained from ESRI Business Analyst and the U.S. Census Bureau. All employment data was obtained from the U.S. Census Bureau, the Hendricks County Economic Development Partnership, and the State of Indiana's Department of Workforce Development. Housing market data was obtained from the U.S. Census Bureau and ESRI Business Analyst, as well as Zillow and Trulia, both national providers of real estate data. Lastly, data for the commercial market section is from 2013-2014 and was obtained from ESRI Business Analyst, a national provider of market data.

DEMOGRAPHICS OVERVIEW

Plainfield has a growing population, although it has slowed in comparison to previous decades. The population of the town is also growing older and becoming more diverse. As the population is projected to increase, so are incomes.

- Plainfield’s most recent (2014) population is estimated at 30,409 people and is expected to grow by 4,000 people between 2010 and 2019.
- The population increase (+17.3%) is greater than what is projected to occur in Hendricks County (+14.8%) during the same period.
- Between 2010 and 2019, the Town’s median age is expected to increase slightly from 35.5 years to 36.0 years.
- The percentage of the population older than 55 years is expected to increase from 21.8% in 2010 to 25.9% in 2019.
- Between 2014 and 2019, the median household income is projected to rise by more than \$10,000 to \$66,718.
- Plainfield’s projected annual 3.5% income growth between 2014 and 2019 is expected to outpace inflation.
- Between 2010 and 2019, the percentage of the population identifying as a racial minority is projected to grow from 14.7% to 19.6%.

Market Implications

After several decades of explosive population growth, Plainfield is projected to experience moderate growth in the next five years. This relative stability will allow for sounder planning and development in the short term, and reduce the need for annexation and rapid but costly infrastructure expansion. Plainfield’s population is also expected to age, and become wealthier and more racially and ethnically diverse. A larger and wealthier population will likely lead to an increased demand for goods and services, and an aging population may require a more senior-friendly housing stock of townhomes, senior apartments, and multi-family units.

DEMOGRAPHIC SUMMARY (2010, 2014, 2019) PLAINFIELD AND HENDRICKS COUNTY

PLAINFIELD					
	2010	2014	2019	Projected Change (2010-2019)	
Population	27,631	30,409	32,399	+4,768	+17.3%
Households	9,747	10,478	11,385	+1,638	+16.8%
Average Household Size	2.57	2.58	2.59	+0.02	+0.8%
Median Age	35.5	35.8	36.0	+0.5	+1.4%
Median Household Income	--	\$56,154	\$66,718	+10,564*	+18.8%*
Race and Ethnicity¹					
White	85.2%	84.0%	80.5%	--	-4.7%
Black	7.9%	9.0%	11.3%	--	+3.4%
Asian	3.3%	3.0%	3.5%	--	+0.2%
Other	3.5%	4.0%	4.8%	--	+1.3%
Hispanic (Any Race) ²	4.0%	4.7%	5.5%	--	+1.5%

HENDRICKS COUNTY					
	2010	2014	2019	Projected Change (2010-2019)	
Population	145,448	154,504	166,992	+21,544	+14.8%
Households	52,368	55,571	60,143	+7,775	+14.8%
Average Household Size	2.71	2.71	2.71	0.0	0.0%
Median Age	36.6	37.4	37.6	+1.0	+2.7%
Median Household Income	--	\$68,961	\$79,357	+10,396*	+15.1%*
Race and Ethnicity (%)¹					
White	90.1%	88.1%	85.3%	--	-4.8%
Black	4.9%	6.1%	7.7%	--	+2.8%
Asian	2.1%	2.4%	2.7%	--	+0.6%
Other	2.9%	3.4%	4.0%	--	+1.1%
Hispanic ²	3.0%	3.7%	4.4%	--	+1.4%

* = denotes "projected change" is from 2014 to 2019. The 2010 U.S. Census did not collect income data
 1 = certain totals may not added up due to rounding errors
 2 = denotes that the U.S. Census considers Hispanic an ethnicity and is not mutually exclusive from the White, Black, Asian, and Other categories

Sources: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

CENSUS POPULATION DATA AND CORRECTIONAL FACILITIES

Given Plainfield’s inmate population at the Plainfield Correctional Facility, it is important to note that the income of the community’s prison population is not included in U.S. Census median household income statistics. Correctional facilities and detention centers are considered “group quarters” as opposed to “households.” Only when income statistics refer to data on a per capita basis are inmates included. It should be noted; however, that inmate populations are included within the overall Plainfield population.

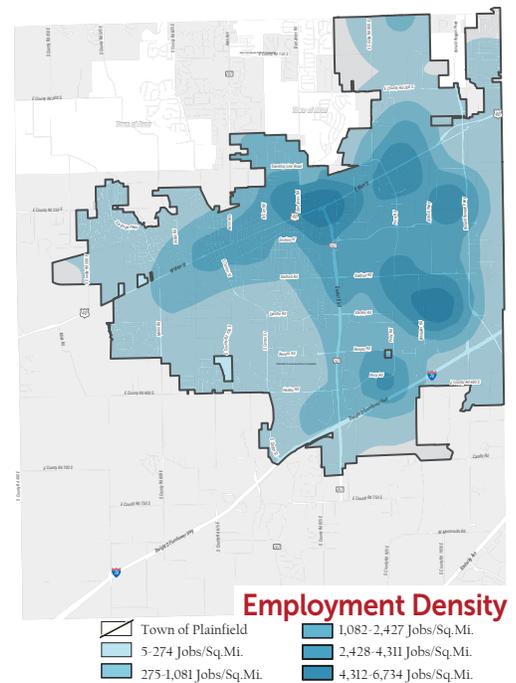
EMPLOYMENT OVERVIEW

Employment in Plainfield has risen significantly since 2002 with major job hubs emerging near the convergence of Quaker Boulevard (IN SR 267) and Main Street (U.S. 40), as well as around I-70 in the southeastern portions of the town. The Town is projected to steadily gain jobs, with a concentration in the transportation and warehousing industry as well as the retail and wholesale trade industries.

- In 2011, Plainfield contained 20,248 jobs, nearly double the amount it contained in 2002 (11,602 jobs).
- Given Plainfield's regional job share for Region #5, which contains all of Hendricks County, as well as the counties of Boone, Hamilton, Madison, Hancock, Shelby, Johnson, and Morgan, it can be estimated that Plainfield could stand to gain roughly 3,100 new jobs between 2012 and 2022.
- In 2010, roughly 1 in 4 of Plainfield's jobs fell within the transportation and warehousing industry (4,279 jobs).
- More than 18,000 non-residents commute into Plainfield for work, and more than 11,000 Plainfield residents travel outside of the Town for work every day.

Market Implications

Plainfield has seen a steady rise in employment levels due to its attractive Midwestern location, proximity to Indianapolis International Airport, growth in population, and business friendly climate. Job growth will continue to support expansions in residential and retail development. While the Town contains a diversity of industries, roughly 1 in 4 jobs falls within the transportation and warehousing industry, an industry expected to see significant growth regionally over the next decade (according to the State of Indiana). This is extremely advantageous to Plainfield, however, the Town could continue to diversify its industries in order to reduce reliance on any single industry and to help buffer against market fluctuations.

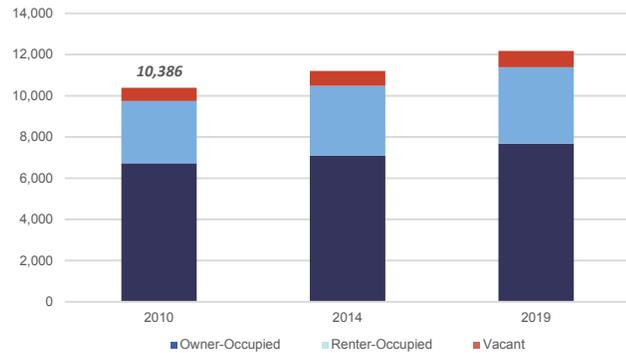


HOUSING MARKET OVERVIEW

Plainfield has a strong housing market, with an estimated 11,206 units in 2014. The number of housing units is projected to increase and new construction will likely be similar to the average home in Plainfield, which is an owner-occupied, three-bedroom single family detached home. The majority of the Plainfield housing stock is relatively new and the values of homes continues to rise; however, median home values are roughly \$20,000 lower than Hendricks County. New construction is occurring at a slower pace than prior to the recession, but remains fairly robust. Furthermore, the Town holds a strong rental market, on average earning higher rents than Indianapolis.

- Between 2010 and 2019, the number of units is projected to increase by roughly 1,800 units.
- Roughly 70% of all units are single family detached homes, with 18% of the stock identified as multi-family units and the remainder either single family attached, duplex, or mobile home units.
- Compared to Hendricks County, Plainfield has a much more diverse housing stock with 69% single-family homes vs. 83% in Hendricks County.
- Roughly half (49.6%) of the Town's housing stock was built after 1990 and nearly all (92.6%) after 1950.
- By 2019, the median home value is projected to increase by about 20% from \$158,598 to \$191,428.
- Rental property in Plainfield averaged \$1,250 per month in 2014, which is higher than the Indianapolis metro region (\$1,191/month) but lower than national levels (\$1,337/month).

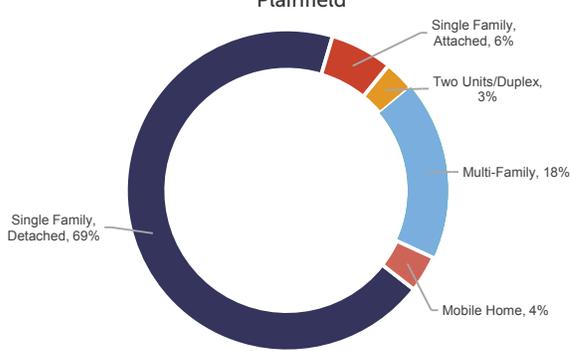
Total Housing Units (2010, 2014, 2019)
Plainfield



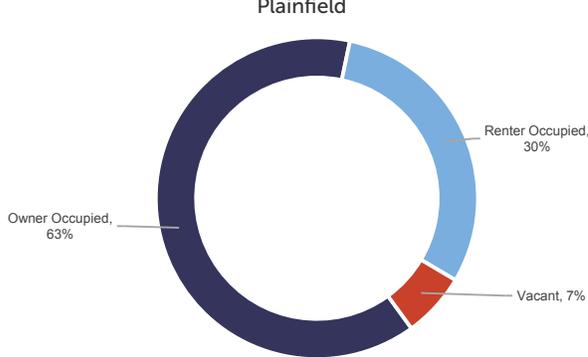
Median Home Value (2014, 2019)
Plainfield and Hendricks County



Housing Type (2008-2012 Avg.)



Housing Tenure (2014)



Market Implications

The Plainfield housing market is fairly robust in the wake of the recession. Asking prices and rents are on the rise, and the Town continues to see a significant level of new construction based on the number of residential building permits issued on an annual basis. The Town is also growing in population, which will help reduce vacancy levels and stimulate new home construction moving forward. On the whole, the housing market (by type and tenure) in Plainfield is fairly diverse for a suburban municipality, however, recent national trends suggest that the Town may want to continue to diversify its stock by adding more multi-family and townhome units, which are popular among seniors and young professionals.

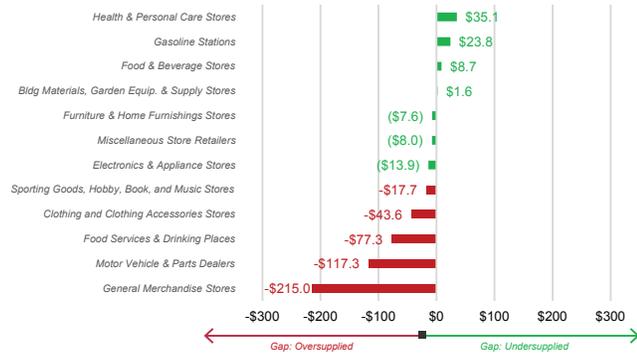
RETAIL MARKET OVERVIEW

In 2014, the Town of Plainfield contained 224 retail businesses and 81 restaurants and bars. Most of these businesses can be found along major corridors, such as Main Street, Perry Road, I-70, and Quaker Boulevard. The only large retail developments within a 10 minute drive from the center of Plainfield are (a) Plainfield Commons, totaling 650,000 square feet and containing Target, Kohl's, PetSmart, among others, and (b), the Shops at Perry Crossing, totaling 650,000 square feet and anchored by JCPenney, Dick's Sporting Goods, and Barnes and Noble. Three existing concentrations of retail in neighboring municipalities compete with Plainfield: (a) the Avon Commons in Avon, containing 26 stores and 800,000 square feet of space, (b) the 436,000 square feet Brownsburg Station in Brownsburg, comprised of 30 stores including Lowe's and Kohl's, and (c) Speedway SuperCenter in Speedway with 571,410 square feet of space and a Kohl's and Sears, among others.

- The local market (10 minute drivetime) is oversupplied by \$431.4M, which indicates there is a "surplus" or larger amount of supply within a particular retail category or more than consumers spend.
- The majority of local market retail categories are oversupplied, but several categories show potential for growth. This includes healthcare and personal care stores, food and beverage stores, and building materials and garden stores.
- The regional market (15 minute drivetime) is oversupplied by \$227.0M.
- Several regional market areas are experiencing leakage, which indicates consumers are spending dollars outside of the market area, and there may be an opportunity for expansion in these market sectors. These include healthcare and personal care stores, furniture and home furnishings, electronics and appliance stores, clothing stores, and sporting and hobby stores.

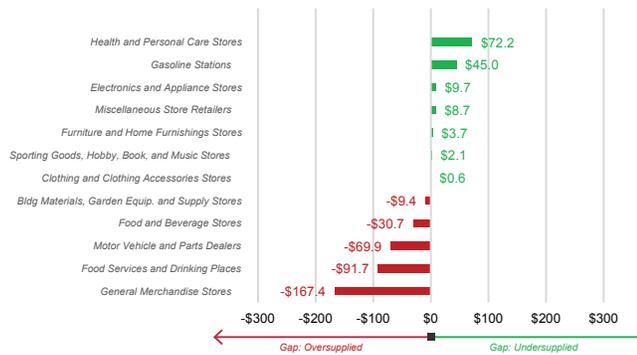
Local Market: Oversupplied by \$431.4M

Plainfield - 10 Minute Drivetime from Perry and Main



Regional Market: Oversupplied by \$227.0M

Plainfield - 15 Minute Drivetime from Perry and Main



RETAIL GAP

Plainfield's retail market potential is assessed through two different lenses: a local market and a regional market. As consumers shop based on convenience and proximity, a drivetime best models consumer shopping behavior as opposed to using jurisdictional boundaries or mileage. Consumers will generally travel short distances for groceries and day-to-day needs, but travel longer to purchase more durable items such as refrigerators, cars, or high-end clothing. For this analysis, the local market is defined as a 10 minute drive from the intersection of Perry Road and Main Street; the regional market is defined as a 15 minute drive from that intersection.

A retail gap analysis is a comparison of retail supply and demand within a defined market area. Its findings help establish what types of new retail could or could not be supported. The gap analysis compares the availability of goods and services ("supply") with consumer expenditures ("demand") within both this 10 minute and 15 minute drivetime. When consumers spend more than existing businesses can accommodate (demand > supply), this means that consumers are spending dollars outside of the market area. This is referred to as "leakage," and is displayed in green on the accompanying table. Typically, market areas with leakage represent potential opportunities for growth, as local demand for these goods and services already exists but is unmet by existing supply.

Conversely, when there is a larger amount of supply within a particular retail category or more than consumers spend (supply > demand) in a market area, there is market saturation. This is referred to as a "surplus," and is depicted in red on the accompanying table. A retail category with surplus is challenging for new retail development because it is already oversupplied.

It is important to note, however, the difference between market potential ("leakage") and the tangible development of a particular site or location. While leakage may exist, the success of recapturing that lost revenue depends on a variety of factors beyond spending habits, including the availability of developable land, construction costs, rents, road conditions, competition from nearby municipalities, and/or the business climate. Equally, indications of market saturation should not immediately preclude opportunities for development. While supply may exist in a particular category it may not be adequately serving the market in terms of product offerings, quality, accessibility and other issues.

Retail Potential in Square Footage

In addition to surplus and leakage figures, the accompanying charts also include supported retail potential in square footage. Converting leakage figures into square footage allows a visualization of what size and scale of retail *could* be supported. While sales-per-square-foot revenues vary by individual retailer and industry sources, general assumptions of supportable square footage can be made by using a benchmark average. A generally accepted range for national retailers is \$200 to \$400 per-square-foot. The use of a per-square-foot amount on the higher end of this range allows for a more conservative approach so as not to overstate retail potential. As shown in the Gap Analysis tables, when a per-square-foot amount of \$400 is applied, demand is effectively translated to a potential number of square feet that could be supported within a defined drivetime. It is important to note, however, that calculations cannot be effectively applied to uses such as car dealerships or gas stations. This same methodology is applied to each of the market areas analyzed.

To help envision development potential in square footage, the following provides the average size of an assortment of retail stores, based off of data obtained by industry sources. Supported square footage from the Retail Gap Analysis can be compared to this list for context. It is important to note that these stores are listed merely for contextual purposes and not to support development of any particular brand over another.

- Dunkin Donuts – 2,250 ft²
- Chipotle – 2,650 ft²
- CVS – 19,856 ft²
- Buffalo Wild Wings – 5,600 ft²
- Olive Garden – 7,336 ft²
- The Gap – 12,503 ft²
- Barnes & Noble – 25,525 ft²
- Whole Foods – 33,739 ft²
- Best Buy – 38,631 ft²
- Kohl's – 75,230 ft²
- Walmart – 102,683 ft²
- Home Depot – 105,192 ft²
- Cabela's – 148,148 ft²
- Macy's – 181,946 ft²

Market Implications

Generally speaking, both the local and regional retail markets are saturated with consumer spending. This is not necessarily surprising given Plainfield's concentration of retail as well as options for consumers to travel to the Avon Commons and other retail destinations. On the whole, Plainfield's existing retail base presents a strong foundation to build off of, even in a tight market environment.

Several categories show opportunities for growth and if positioned correctly, could attract retail businesses away from other developed areas. It is important to note, however, the ability to capture leakage or its proportional share is contingent on many factors and influences, such as competition, demographics, business climate, infrastructure, site availability, access, infrastructure and more.

RETAIL GAP ANALYSIS SUMMARY

PLAINFIELD (2013)

Summary Demographics	10 MINUTE DRIVETIME	15 MINUTE DRIVETIME
2013 Population	63,823	164,041
2013 Households	22,591	61,118
2013 Median Disposable Income	\$48,255	\$40,975
2013 Per Capita Income	\$25,646	\$24,010

Summary	RETAIL GAP (\$M)	
	10 MINUTE DRIVETIME	15 MINUTE DRIVETIME
Total Retail Trade and Food and Drink	(\$431.4)	(\$227.0)
Total Retail Trade	(\$354.4)	(\$135.4)
Total Food and Drink	(\$77.3)	(\$91.7)

Industry Group	Retail Gap (\$M)	Potential ¹	Retail Gap (\$M)	Potential ¹
Motor Vehicle and Parts Dealers	(\$117.3)	(293,338)	(\$69.9)	(174,625)
Furniture and Home Furnishings Stores	(\$7.6)	(18,976)	\$3.7	9,367
Electronics and Appliance Stores	(\$13.9)	(34,865)	\$9.7	24,202
Bldg Materials, Garden Equip. and Supply Stores	\$1.6	3,977	(\$9.4)	(23,437)
Food and Beverage Stores	\$8.7	21,640	(\$30.7)	(76,765)
Health and Personal Care Stores	\$35.1	87,626	\$72.2	180,420
Gasoline Stations	\$23.8	59,511	\$45.0	112,380
Clothing and Clothing Accessories Stores	(\$43.6)	(109,107)	\$0.6	1,517
Sporting Goods, Hobby, Book, and Music Stores	(\$17.7)	(44,354)	\$2.1	5,210
General Merchandise Stores	(\$215.0)	(537,566)	(\$167.4)	(418,489)
Miscellaneous Store Retailers	(\$8.0)	(19,875)	\$8.7	21,821
Food Services and Drinking Places	(\$77.3)	(193,200)	(\$91.7)	(229,200)

¹ Potential based on an average annual sales per-square-foot of \$400.

Nonstore retailers excluded from analysis. Totals are subject to rounding errors.

Source: ESRI Business Analyst ; Houseal Lavigne Associates

OFFICE MARKET OVERVIEW

This section summarizes conditions and trends in both the regional and local office markets. Information was obtained from CBRE (Q3 2014), Colliers International (Q2 2014), and Jones Lang LaSalle (Q3 2014), all reputable providers of real estate information.

Indianapolis Regional Market

The Indianapolis regional office market spans from roughly Carmel in the north to Greenwood in the south, from Plainfield and Brownsburg in the west to Cumberland in the east. In total, the market contains nearly 38 million square feet of space, of which roughly 17% or 6.5 million square feet are currently vacant. Colliers International notes that the market "continues to strengthen" and that "office-intensive sectors of the metro economy [are outpacing] nearly every other industry." Compared to the previous year, vacancy rates are on the decline while net absorption and rental rates are on the incline in both the downtown and suburban office markets. Positive market momentum is expected to continue for well-positioned submarkets.

West Submarket and Market Implications

The Indianapolis regional office market is comprised of 10 submarkets. Plainfield sits in the West Submarket, which also contains Brownsburg, Speedway, the Indianapolis International Airport, and Avon. It contains 1.3 million square feet of inventory, which nearly 1/3 is currently vacant. This vacancy rate (32.19%) is the second-highest of all 10 subareas and is nearly double that of the regional market. Sizable levels of available inventory have translated into low rents, with rents hovering just north of \$14 dollars per square foot, the third lowest of all subareas. The northern suburban areas, such as the Carmel/Meridian Corridor, Keystone Crossing, and Northeast continue to have the lowest vacancy rates and highest rents in the region, and continue to be the most attractive for investment. While the regional office market is trending in a positive direction, the West Submarket is challenged by high vacancy, low net absorption, and low rents. Plainfield's status as a hub for transportation and distribution could position it well for office uses associated with these more industrial and logistical operations.

OFFICE MARKET SNAPSHOT (Q2 2014) GREATER INDIANAPOLIS MARKET AND WEST SUBMARKET

	Total Inventory Sq. Ft.	Vacancy Rate	YTD Net Absorp. Sq. Ft.	Average Weighted Rent \$/ Sq. Ft.
West Submarket	1,308,323	32.2%	11,464	\$14.66
Regional Market	37,990,469	17.2%	108,629	\$16.59

Sources: Colliers International; Houseal Lavigne Associates



Indianapolis Regional Office Submarkets

INDUSTRIAL MARKET OVERVIEW

This section details industrial market trends within both the regional and local industrial markets. Data was obtained from Colliers International (Q3 2014), CBRE (Q3 2014), and Jones Lang LaSalle (Q3 2014).

Indianapolis Regional Market

The Indianapolis regional industrial market contains roughly 280 million square feet of industrial space and was trending in a very positive direction. Colliers International notes that “not only has [it] stabilized since the downturn, but [it] is quickly becoming one of the premier industrial markets in the nation.” 2014 is a record year for industrial construction in the region, with an estimated 8 million square feet of new industrial space to come on-line by end of year. While vacancy has risen slightly over the previous year, net absorption, construction, and rental rates remain very positive. Vacancy still remains lower than what was experienced in 2008, 2009, 2010, and 2011. Some concern exists over the high level of speculative construction that is occurring. Vacancy rates could spike if tenancies are not locked in by the expected date of completion.

INDUSTRIAL MARKET SNAPSHOT (Q3 2014) GREATER INDIANAPOLIS MARKET AND SOUTHWEST SUBMARKET

	Total Inventory Sq. Ft.	Vacancy Rate	YTD Net Absorp. Sq. Ft.	Average Weighted Rent \$/ Sq. Ft.
Southwest Submarket	70,861,972	9.3%	1,922,856	\$4.03
Regional Market	282,640,273	6.6%	3,409,448	\$4.55

Sources: Colliers International; Houseal Lavigne Associates

Southwest Submarket and Market Implications

The Indianapolis region industrial market is divided into 9 submarkets. Plainfield is contained in the Southwest submarket, which is considered one of the best performing submarkets and contains roughly 1/4th of the region’s industrial square footage. Although its vacancy rate is notably higher than other submarkets, this is mostly a reflection of a variety of speculative properties coming on-line. Colliers notes that the Southwest submarket “continues to be at the epicenter of construction activity,” and that several large new properties including a 1.14 MSF Walmart on-line sales fulfillment facility and a 760,000 SF Tempur-Pedic fulfillment center were recently completed in Plainfield.

Plainfield and the Southwest submarket are extremely desirable for new growth due to access to Indianapolis International Airport, several major interstates, and the second largest FedEx distribution center in the country. Four of the Indianapolis region’s largest industrial deals were completed in Plainfield, including Dart Care, DSG Ashley Furniture, and Black Horse Carriers. Moving forward, positive regional market trends bode well for Plainfield, suggesting that if positioned properly, the Town’s industrial areas could continue to experience sizable levels of expansion.



Indianapolis Regional Industrial Submarkets



EXISTING LAND USE AND ZONING

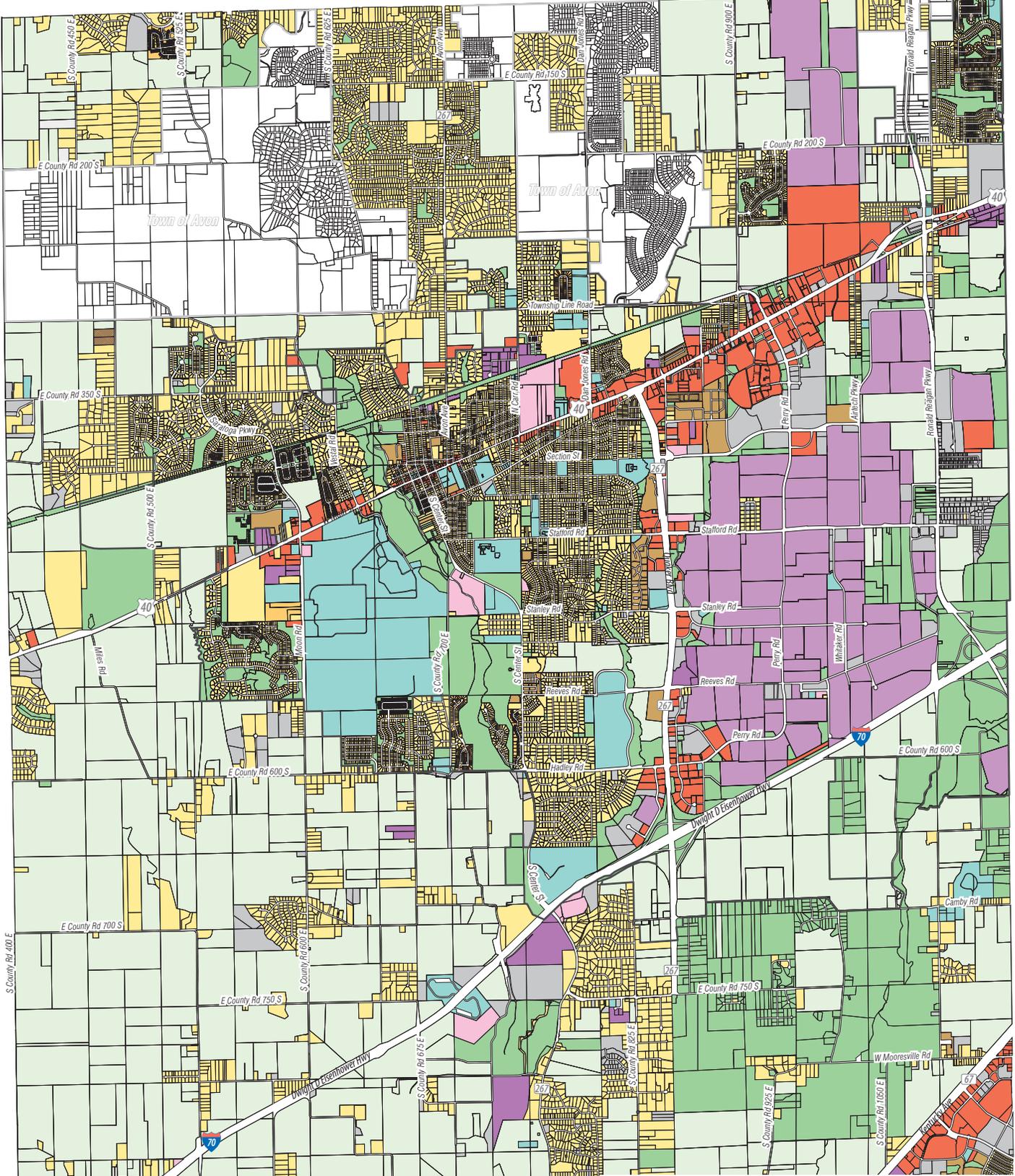
EXISTING LAND AND DEVELOPMENT

Having a firm understanding of the existing land use and development pattern within the Town helped support the foundation for future land use recommendations within the Comprehensive Plan. The land use and development patterns in Plainfield have been shaped by a variety of factors. These include the Indianapolis International Airport, which has contributed to a strong warehousing and distribution market, and the many environmental features, including White Lick Creek and large wooded areas near the Sodalis Nature Park.

The existing land uses in Plainfield were documented through a detailed inventory based on fieldwork reconnaissance conducted in the fall of 2014. This accompanying map identifies existing land uses for every parcel within the planning area and provides insight about Plainfield's recent growth.

The Town of Plainfield is comprised of a variety of land uses and development types and every parcel has been categorized into one of 12 land use designations. These categories include:

- Agriculture;
- Single Family Detached;
- Single Family Attached;
- Multi-Family;
- Mobile Home;
- Commercial;
- Light Industrial;
- Warehouse and Distribution;
- Public/Semi-Public;
- Parks and Open Space;
- Utility; and
- Vacant/Undeveloped.



Existing Land Use

- | | | |
|------------------------|----------------------------|----------------------|
| Town of Plainfield | Mobile Home | Parks and Open Space |
| Agriculture | Commercial | Utility |
| Single Family Detached | Light Industrial | Vacant/Undeveloped |
| Single Family Attached | Warehouse and Distribution | |
| Multi-Family | Public/Semi-Public | |

ZONING AND DEVELOPMENT CONTROLS

The Town of Plainfield Zoning Ordinance was adopted in 1998 and most recently amended in 2013. The Zoning Ordinance defines 27 separate zoning districts, including 2 overlay districts and Planned Unit Development (PUD).

Zoning Districts

The Plainfield Zoning Ordinance includes a lot of detail and specificity, however, there may be opportunities to reduce the number of districts while still achieving the Town's land use policy goals. For example, of the Town's 27 zoning districts, seven are residential districts, and although their minimum lot sizes and corresponding lot coverage minimums vary from district to district, they could be consolidated and still achieve desired development outcomes.

Five of the districts within the zoning ordinance—G, RR, R-U, and MU—have not been assigned to any parcels within Plainfield. In particular, RU and MU uses, which are intended to create denser, walkable neighborhoods, have yet to be applied to areas near the Town Center or other appropriate areas such as near the Shops at Perry Crossing.

Height and Density

Density within Plainfield is generally low and there are very few tall buildings, which contributes to the small-town feel of the community. The highest density housing is no greater than eight dwelling units per acre, permitted in the R-6 districts. The tallest structures are permitted within GC and I-2 districts at 75 feet and residential developments are limited to no more than three stories (25-40 feet) in height. An important variation is that lot minimum reductions and density bonuses up to 12 dwelling units per acre are permitted in several residential districts for the use of specific architectural and site design features.

Parking Regulations

The parking requirements in the Zoning Ordinance are generally in-line with current development practices. Specifically, residential parking requirements mandate two off-street parking stalls per unit, and the R-U and MU Districts allow for off-street parking reductions when used in combination with adjacent on-street parking.

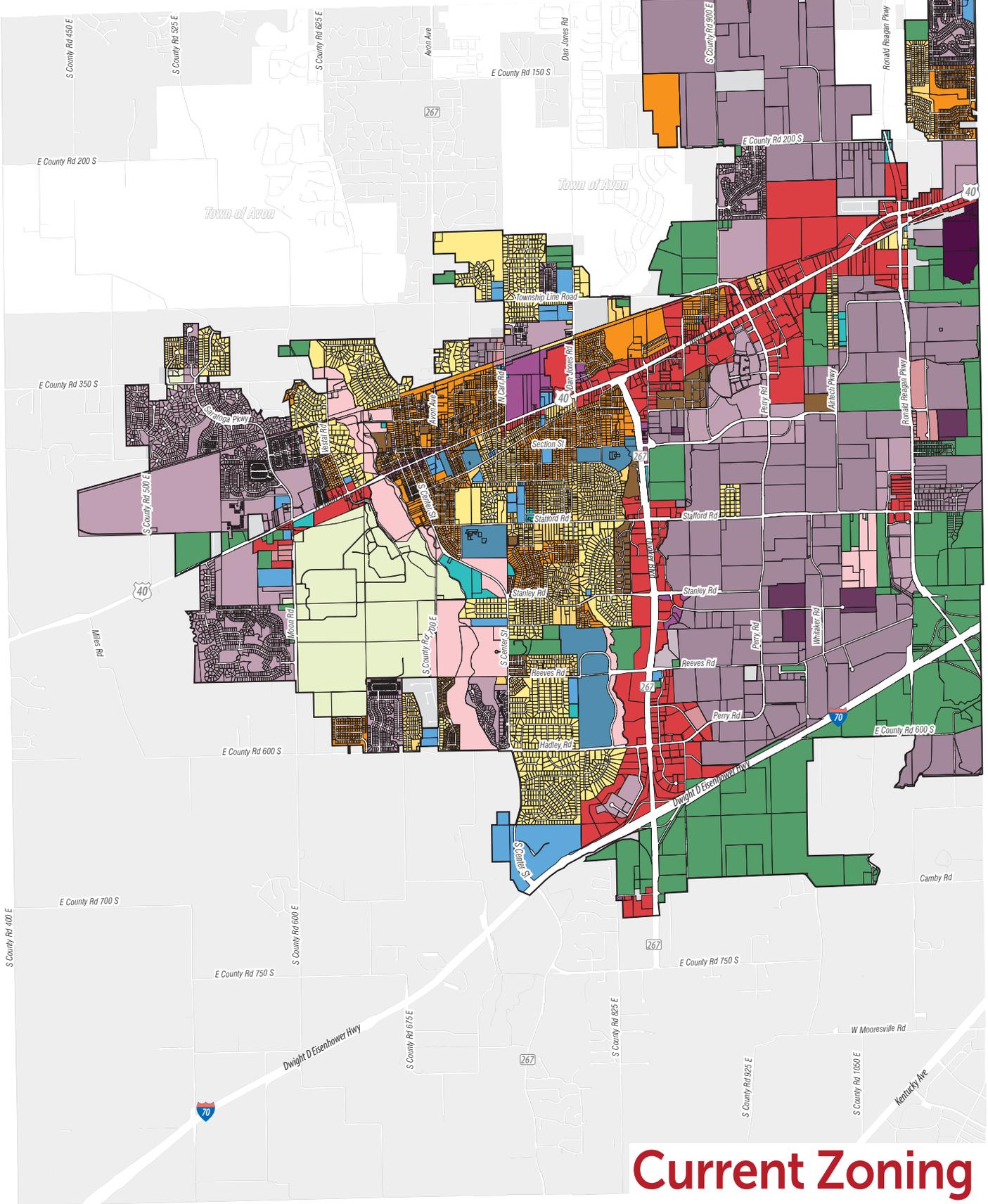
The Zoning Ordinance is unique in comparison to other suburban communities because of its requirement for internal cross-access between commercial parking lots and bicycle parking requirements. Further, the Ordinance offers development incentives for a 10% reduction of the overall number of required parking spaces for two or more uses.

Zoning Ordinance Organization

The Zoning Ordinance lists the permitted uses under each district, as well as minimum lot sizes and front, side, and rear yard minimums. These long lists are repetitive given they are consistent for each of the 27 zoning districts, and a table, or series of tables, that organizes the permitted uses and requirements for each category would provide for better legibility and create a more user-friendly document.

TOWN OF PLAINFIELD SUBDIVISION CONTROL ORDINANCE

The Subdivision Control Ordinance dictates requirements for plat filing and approval processes, lot arrangement and orientation, street design, water, wastewater, and drainage. The ordinance emphasizes the inclusion of pedestrian and/or bicycle facilities, with pedestrian access easements required based on Plan Commission discretion. The Town could evaluate making the requirements stronger in the future and universally-applied.



Current Zoning

Town of Plainfield	R4 - Medium Density Residential	PUD - Planned Unit Development	GC - General Commercial	I2 - Office/Warehouse/Distribution Industrial	REL - Religious Use
R1 - Low Density Residential	R5 - High Density Residential	OD - Office District	CI - Commercial/Industrial	I3 - Light Manufacturing Industrial	MUN - Municipal
R2 - Low Density Residential	R6 - High Density Residential	NR - Neighborhood Retail Commercial	II - Research/Office Industrial	I4 - Heavy Manufacturing/Industrial	S - Schools
R3 - Medium Density Residential		TC - Town Center			AG - Agriculture
					P - Parksure
					G - Golf Course

03

Community outreach is an integral part of the planning process. The community outreach activities utilized during the course of the Plainfield Comprehensive Plan included a variety of in-person, traditional outreach activities, as well as several web-based tools. Many of the recommendations within the Plan are based on the issues and opportunities identified by the community, including residents, business owners, developers, service providers, and town officials.



03

COMMUNITY OUTREACH

IN-PERSON OUTREACH ACTIVITIES

Residents, business owners and operators, and key stakeholders had the opportunity to provide feedback through face-to-face workshops and interviews. Four workshops were organized in a similar manner, using a four-part questionnaire focused on key issues and concerns, potential projects, and strengths and assets.

COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC) WORKSHOP

An initial Comprehensive Plan Advisory Committee (CPAC) kickoff meeting and workshop was held on September 25, 2014 and was attended by 13 CPAC members, 2 members of town staff, and the consulting team. The meeting's purpose was to introduce the members of the newly formed CPAC, review the planning process and objectives, and gather initial feedback about the community.

COMMUNITY WORKSHOP

On the evening of Thursday, October 30, 2014, 40 members of the Plainfield community gathered at the Town of Plainfield Recreation and Aquatic Center to discuss the issues and opportunities facing Plainfield. During the workshop, participants were asked a series of questions to identify concerns and issues facing the Town of Plainfield. The first question required participants to write down the top issues and concerns affecting the community, and these issues were then later ranked based on priority, with each participant voting for their three most important issues. Specifically, traffic congestion was the most often cited issue, followed by the need to retain the Town's small-town character.

BUSINESS WORKSHOP

Eighteen members of the Plainfield business community gathered on the morning of Wednesday, October 29, 2014 at the Town of Plainfield Recreation and Aquatic Center to discuss issues and concerns surrounding the local business climate. The Business Workshop provided the opportunity for the business community to voice their concerns and opinions about owning and operating a business in Plainfield. Attendees ranged from small business owners that have just started, to larger companies that have been in the community for years.



STUDENT WORKSHOP

Student workshops were held at Plainfield High School to engage the Town's youth and gather their perspectives and insights. Approximately 150 students from Mr. Brian Pelkey's Government class and Mr. Chris Cavanaugh's U.S. History and "We the People" classes participated in the outreach event. Students overwhelmingly identified transportation-related problems in Plainfield as primary issues, with specific problem areas located at the intersection of SR 267 and Perry Road, as well as at the intersection of Stafford Road, Gary Drive, and Simmons Street, adjacent to the Library. Additional concerns included not having enough activities and a lack of variety in retail and dining options.

KEY PERSON INTERVIEWS

In October and November 2014, confidential interviews were conducted with approximately 20 individuals to discuss existing conditions and opportunities within the Plainfield community. These sessions allowed the planning team to capture first-hand insight into the community from a diverse range of perspectives.

SUMMARY OF COMMON KEY ISSUES

During the course of the traditional outreach activities, there were common issues or areas of concern that were frequently discussed. Those key issues have been aggregated and summarized below.

GROWTH AND ANNEXATION

Many participants cited that one reason Plainfield is so successful is because it did not allow itself to be developed as a residentially-dominated bedroom suburb of Indianapolis. Participants stressed a need to continue to permit new residential subdivisions in balance with other types of growth, most notably in expanding the Town's existing industrial areas. Most participants anticipate Hendricks County and Plainfield will receive a large portion of new regional development. However, participants do not want to grow too quickly or lower its standards. Participants stressed they think it is important that Plainfield remain well-managed, strategic, and long-range in evaluating how to allocate what remaining developable land exists for the community.

Participants nearly unanimously agreed Plainfield could continue to expand west and southwest along the U.S. 40 and I-70 corridors well beyond Moon Road, and ultimately extend towards unincorporated Belleville near SR 39 (albeit likely beyond the 15 year life of the plan). With regard to warehouse and distribution development, some participants stated that available land exists along the Ronald Reagan Parkway and to the west of Moon Road, which could be pursued. This avoids complicated land ownership and federal restrictions on areas south of I-70. Other participants stated that the warehouse district could expand south, beginning near the SR 267 interchange, and that the Town could be more assertive in expanding utilities and infrastructure to accelerate that growth.

TRANSPORTATION NETWORK

Participants routinely cited Plainfield's robust network of well-planned streets as an asset, but expressed concern that recent and anticipated growth will ultimately tax this system to capacity. Participants expressed a desire to invest in a wide range of transportation improvements, spanning from a new I-70 interchange at Moon Road, to completing the Perimeter Parkway, to improvements to Hadley Road, to intersection improvements on Ronald Reagan Parkway, to identifying a new east-west crossing over White Lick Creek. Concerns were expressed about growing traffic congestion, specific difficult intersections (particularly on SR 267 and Ronald Reagan Parkway) and a need for the Town, County, and INDOT to continue to be proactive in transportation management. Participants were also interested in expanding multi-modal transportation options, including repairing and adding sidewalks, building new trails, adding bicycle lanes, and even expanding mass transit options in Plainfield.

SR 267

Participants discussed the importance of SR 267 (Quaker Boulevard) to Plainfield, particularly the corridor stretch from Kroger to I-70. Some participants had enough knowledge of INDOT's offer to the Town to absorb jurisdiction, and generally agreed that the Town should only do so if the conditions are ultimately a benefit to the community. Regardless, most participants feel that the Town could continue to pursue jurisdiction transfer and that it is important for Plainfield to control the planning and traffic management of this arterial. Specifically, participants felt the gateway at I-70 could be a major "community front door," and that the length of the corridor could be branded with streetscaping and other public realm improvements. Further, participants wanted the Town to study the road's intersections and look for improvements, as well as identify areas where new frontage roads could better position infill real estate for development use.

COMMUNITY CHARACTER

Although participants recognized Plainfield is a modern, metropolitan suburb of Indianapolis, they also significantly value its “small town” character and tight-knit group of residents and community organizations. Participants expressed a desire that Town leaders remain selective about what development is approved in the community, and want to maintain existing community character features like limited traffic congestion, ample parks, open spaces, and trails, high-quality schools with manageable student-to-teacher ratios, low crime, and a predominantly single-family residential land use pattern.

ECONOMIC DEVELOPMENT

Most participants were heavily focused on strategies to ensure Plainfield fully leverages its potential for economic development. Participants want Plainfield to build on its national reputation as a logistics hub, but there is also a desire to further establish Plainfield as a regional retail destination, as well as more effectively compete in the suburban Indianapolis Class-A office market. There were a variety of opinions on the highest and best use of real estate along the Ronald Reagan Parkway corridor. Some participants proposed the area is the logical expansion of the warehouse district, while others feel it could be targeted for office park development, even if the Town needs to use incentives to encourage such growth.

There is also interest in more retail businesses in the western part of Plainfield, such as the recent opening of Walmart Neighborhood Market, but many participants also expressed concern about how much demand there was in the local area and whether future commercial growth near Moon Road would come at the expense of established shopping centers closer to Perry Road. Many participants mentioned the old Walmart site and the vacant shopping centers as a concern and questioned the strength of those properties, and further expressed concern that a blighted U.S. 40 corridor in proximity to the Shops at Perry Crossing may ultimately negatively impact that property as well. Most participants felt that the Town would ultimately have to be more proactive and more involved in redeveloping older retail sites in the eastern part of Plainfield, but also felt it was important to do so.

COMMUNITY GATEWAYS, IMAGE, AND BRANDING

Participants generally cited of the community’s three main entry gateways as U.S. 40 from the east at I-465, the Ronald Reagan Parkway interchange from the south, and SR 267 from the I-70 interchange. Most participants also stressed that all three of these entrances fail to convey Plainfield’s identity or any of its accomplishments and success as a community. Participants felt that improving these gateway corridors to match the community quality found throughout the rest of Plainfield was an important first effort in establishing a more prominent regional brand. More generally, participants felt a formal community marketing and branding campaign within the Indianapolis region would be an effective investment.

SHOPS AT PERRY CROSSING AND U.S. 40 RETAIL CORRIDOR

Participants frequently cited concern about the Shops at Perry Crossing (formerly known as Metropolis Mall) and its future success. The retail destination was universally identified as a community asset, but there was a lot of discussion about the recent change of ownership, the splintered ownership in that commercial corridor more generally and a lack of a cohesive vision, and the degree of deferred maintenance and deterioration at the property itself. Participants were concerned that existing retail vacancies along U.S. 40 would be worse if the Shops at Perry Crossing fails, which, when combined, would be devastating for the eastern part of the community. Therefore, participants commonly cited a need for the Town to work with the mall’s new ownership group to ensure reinvestment and renewed success in that part of Plainfield.

LAND USE DIVERSITY

Plainfield's warehouse district was frequently cited as a community strength, not only for the employment opportunities it brings to the area, but also for the portion of the tax burden it carries for Town residents. It was apparent many residents and other stakeholders are aware that the warehouse district helps fund many of their high-quality local facilities, services, and infrastructure. However, there was also some concern that the Town is becoming overly reliant on this type of industrial investment and a desire to see Plainfield diversify its employment base. Participants expressed that more office and professional jobs would help Plainfield's economic resiliency and attract new people to Town. Participants were also concerned that Plainfield increasingly lacked a diversity of new housing types and price-points, and there is a desire to offer more development choices in the future.

CUSTOM HOME SITES AND RESIDENTIAL DESIGN STANDARDS

Many participants stated that Plainfield could appeal to more of the higher-income workers that commute to Downtown Indianapolis and that the Town features many of the quality of life amenities that demographic seeks, except for the lack of high-quality, custom home sites. Some participants expressed concern about the proliferation of tract homes and mass-marketed subdivisions, and questioned these areas' ability to maintain their values over time. Generally, participants felt the Town could have a long-term residential development vision and could maintain higher standards for approving new subdivisions.

QUALITY OF LIFE AND COMMUNITY FACILITIES

A common point of conversation was that despite all of Plainfield's commercial and industrial growth, the Town has still focused on developing a community aimed at families and delivering a high quality of life to residents. Participants stressed it is important that commitment is not compromised in the future. Community assets like Splash Island, the Rec Center, the trails, the robust supply of parks and open space, the many community events and youth programming, and the top-notch police, fire, and ambulatory response are all important hallmarks of life in Plainfield. Participants stressed that as the community expands and adds new population, it is critical for the Town to plan for that growth and continue to expand its municipal service and facility offerings.

DOWNTOWN

Many participants discussed Downtown as an asset to Plainfield but also expressed concern and disappointment it has not been more successful. Participants expressed that the Town has been effective in making impactful investments in the public realm but also acknowledged that private investment was still lacking. Participants generally expressed that Downtown lacks an identity and has no singular character; some participants stated that Downtown businesses are an eclectic mix of offices, services, quick-serve restaurants, government facilities, and underused upper-story residential spaces. Furthermore parking was either considered sufficient, close to sufficient, or completely deficient. There was a sense that the Town would have to be heavily involved in recruiting and assisting the development of one or two signature, destination businesses and marketing the district for it to succeed (such as the Village Theatre or a microbrewery).

DEPARTMENT OF CORRECTION FACILITIES AND INDIANA LAW ENFORCEMENT ACADEMY

Participants frequently cited the DOC facilities as an asset for Plainfield because of the employment base and the fact it brings a lot of non-Town and non-Hendricks County law enforcement personnel into Plainfield, generally elevating safety and security for the residents. Participants cited that the State has been cooperative in transferring property along White Lick Creek near the old Boys School for public recreation use, and some participants made a point to cite the new Miracle Field as a major point of pride for Plainfield. There is a desire to see this transition continue and that the land closest to the creek and Downtown continue to become more of a public use area.

Two areas of concern were expressed in regards to these facilities. First, participants stated that the inmate population is collected as part of Plainfield's Census statistics, which ultimately gets bundled into the types of demographic analysis that developers, retailers, and restaurants use when evaluating where to invest; participants stressed they felt this unique "glitch" was directly impacting their competition with the Town of Avon for certain businesses. Secondly, some participants felt that the prison on Moon Road would ultimately impact the type of residential development that could occur in proximity to that site. There was a feeling that a new Moon Road interchange would help mitigate that impact, particularly for Downtown Indianapolis commuters, who could access a lot of developable land without traveling north of Hadley Road.

AGING IN PLACE

Some participants noted that Plainfield is aging and will feature a lot of retired Baby Boomers over the life of the plan, many of which they anticipate will desire to remain in the community as seniors. Although it was noted that Plainfield and Hendricks County offers some programming and services to support retirees and seniors, and senior living developments are being actively built (i.e. Del Webb), most participants stressed that the Town will need to work to ensure that Plainfield develops as an affordable community to age in place. Some participants offered that a senior living resource center at Town Hall (like Hendricks County) would maybe be an approach to connect residents to resources.

COMMUNITY LEADERSHIP

Many participants cited that one of the main reasons Plainfield has been so successful is that although it retains its small town charm, it has never suffered from "small town, petty politics." Participants cited the businesslike conduct and vision of Town officials, and argued their long tenures and general stability has created an organizational culture where they have been able to recruit and retain top-level talent, all of which has built an effective, professional municipal government. Participants stated that this environment helps recruit development and business. Participants stressed the importance of the next generation of Plainfield leaders to understand the partnerships and policies that have generated the Town's success, and also value and respect those historical relationships.

COMMUNITY STRENGTHS AND ASSETS

At the conclusion of each traditional outreach activity, participants were asked to list the strengths and assets of Plainfield. This exercise provided important insight into what makes Plainfield a good place to live, work, and visit, which can be integrated within the Comprehensive Plan. The responses are listed below, in no particular order:

- Plainfield is a community of shared values and engaged residents that work together to solve problems and help each other out.
- Plainfield's schools are a major asset that attracts new families to the community, as well as helps maintain high rates of home-ownership and continued reinvestment in the residential neighborhoods.
- Plainfield has a great system of parks and trails and a beautiful natural setting.
- The Town's location adjacent to the Airport, FedEx hub, and I-70 provides a lot of development opportunity while also being an amenity for current residents.
- The community has benefited from proactive planning by Town officials, particularly their intent to separate the warehouse and industrial uses to the east of SR 267 and create a high-quality residential community to the west of that corridor.
- Plainfield continues to experience a lot of economic development and new construction, even during the recession, including new homes, new retail businesses, and new industrial properties.
- The Shops at Perry Crossing is a convenient community asset that increases local residents' quality of life while drawing in visitors from throughout Hendricks County.
- Plainfield's historic areas provide a community character that many other suburbs desire.
- It is easy to start a business in Plainfield and Town Hall is professional and responsive.
- The cost of doing business in Plainfield is very competitive.
- Plainfield has a long, rich community history.
- There is a lot of potential for positive, controlled growth to the west of Town.
- Plainfield has demographics that are conducive to starting a new business.
- Plainfield has a really low crime rate and the Indiana Law Enforcement Academy creates an even greater sense of safety.
- There is a healthy, constructive working relationship among the Town government, schools, and Chamber of Commerce, and it could be maintained, celebrated, and expanded.
- Plainfield's character offers the best of both worlds – city amenities and country/rural character.
- Plainfield continues to be a really affordable place to live, which appeals to lots of diverse income groups.
- Plainfield is a tightly-knit but welcoming community with a lot of engaged, caring citizens.
- The Village Theater is a unique asset that could be improved and reopened.
- Plainfield is a very clean community.
- Plainfield residents are physically active and enjoy outdoor recreation.
- Plainfield's roadway network is well connected and it is easy to drive from one place to another – lots of options.
- Plainfield has maintained its small town feel despite recent growth and that's a valued part of life in the community.

ON-LINE OUTREACH ACTIVITIES

Web-based outreach activities provided an additional opportunity to garner public input. These on-line tools were intended to supplement in-person outreach and provide an alternative means for community members to participate in the Comprehensive Plan process.

PROJECT WEBSITE

A project website was created to provide a single source for all information related to the Comprehensive Planning process. Accessible via the Town's homepage, the project website contained project information and updates, meeting notices, and downloadable copies of draft documents. The project website also contained links to on-line questionnaires and the sMap mapping tool, all of which remained active during the course of the planning process.

RESIDENT QUESTIONNAIRE

The project website includes a link to an on-line resident questionnaire. It was launched in September 2014 and at the conclusion of the public outreach process, a total of 256 residents submitted answers to the questionnaire.

Questionnaire respondents consisted of residents who have lived in Plainfield from just under one year to more than 30 years. A plurality (32%) had located to Town from Indianapolis, while 20% had moved from another part of Indiana. People reported moving to Plainfield for the quality of the schools, housing, or for an employment opportunity. Twenty-six percent of respondents live and work in Plainfield, while 19% commute to Downtown Indianapolis. The majority travel by private vehicle.

The top rated items that influence living in Plainfield include the schools, parks and recreation, location, and residential neighborhoods. Major disadvantages include the lack of mass transit options, the ease of access to regional transportation,

and a lack of arts and culture. Town services were overwhelmingly marked as good, with the single exception of cultural facilities and programs.

Residents reported that for future developments they would like to see more restaurants, retail stores, and entertainment options, and less apartment buildings and gas stations. In addition, existing commercial shopping areas and Downtown were ranked as Plainfield's greatest weaknesses.

Overall, residents are satisfied with life in Plainfield. The majority of respondents feel that Plainfield is either staying the same or getting better. The greatest threats to the Town's quality of life include poorly maintained or vacant properties and traffic congestion.

BUSINESS QUESTIONNAIRE

An on-line questionnaire targeted at capturing input from the Plainfield business community was also posted to the project website. The survey was launched in September 2014, and remained open and available throughout the visioning portion of the planning process. Participation was lower than anticipated with a total of 11 respondents answering the questionnaire; however, it should be noted that this is a typical response rate for communities with large, national chain businesses who do not typically participate in local planning efforts.

Of the 11 business owners and representatives that submitted responses, the majority also work in Plainfield (73%). The represented businesses are located throughout the town, within establishments Downtown, along the U.S. 40 corridor, at the Shops at Perry Crossing, and along the SR 267 corridor. They included small professional offices, restaurants, and retail goods and services, and have been in operation from a year to more than 10 years.

Respondents ranked security, proximity to home, and community character as the largest advantages to having a business in Plainfield. Conversely, nearby competition, access to a local employment base, and visibility were ranked as the biggest



disadvantages. The quality of government services was also ranked high; however, 37% of respondents do not feel that the local government is effectively dealing with business-related issues and concerns.

Business owners would like more support for local businesses as well as more residential development, in particular higher end, custom homes. Several respondents noted the need for marketing to recruit both customers and higher-income households, which would bolster the business climate in Plainfield. In addition, business owners would like the same regulations and tax incentives to apply across the board without favoritism to larger corporations.

VISUAL PREFERENCE SURVEY

A Visual Preference Survey (VPS) was used to gauge the Plainfield community's preferred development and architectural character. A link to the VPS was provided on the project website, and included 77 images to survey public opinion with regard to residential, downtown, commercial, industrial developments, as well as gateways, pocket parks, and streetscapes. Participants rate the images on a scale of 1 to 5, with 1 being the least appropriate or undesirable development and 5 indicating the most appropriate or desirable development for the Plainfield community. The results of the VPS are included throughout the Comprehensive Plan document.

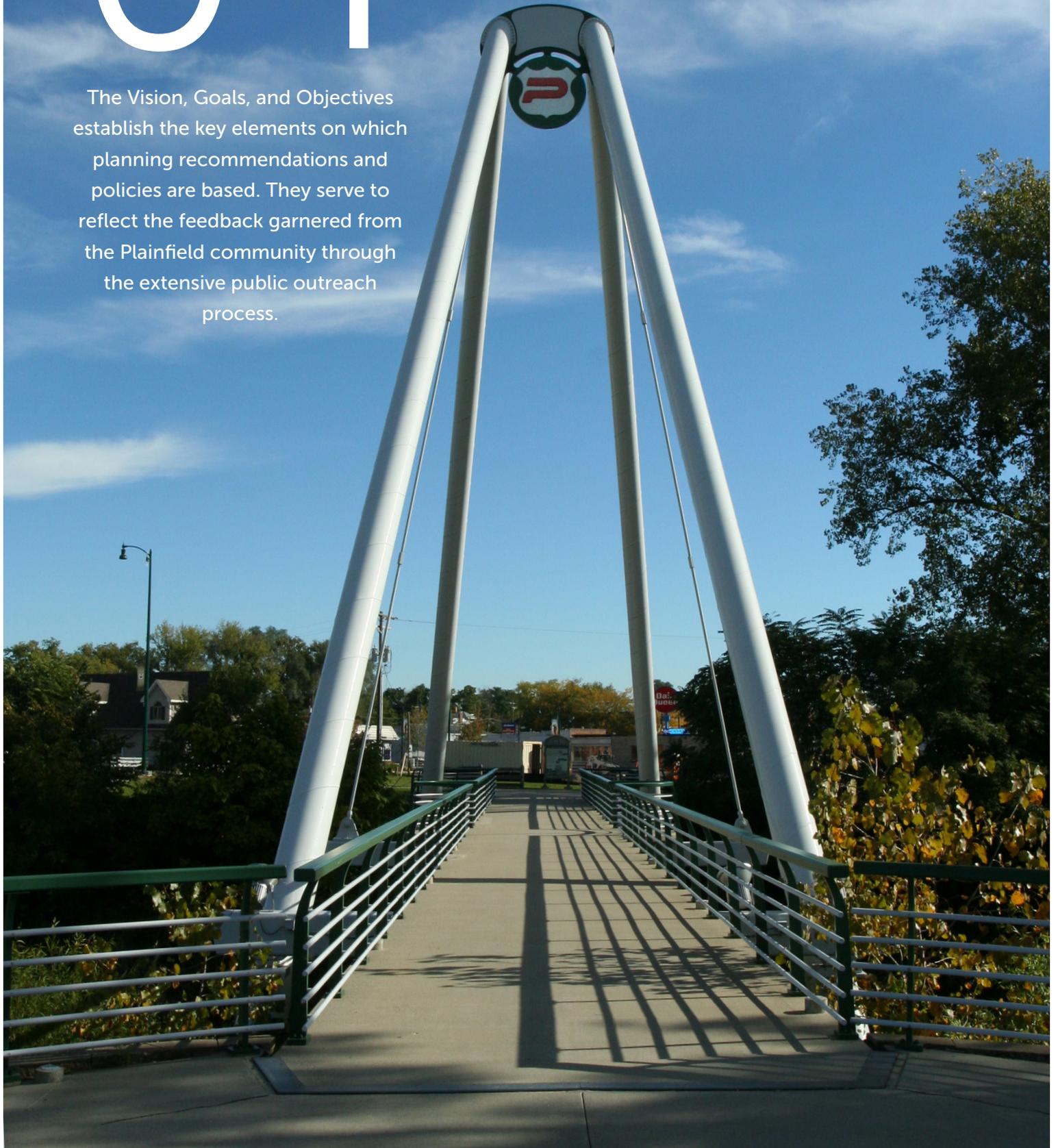
SMAP

sMap is an on-line mapping tool that residents used to create their own custom maps of Plainfield and share their priority issues, concerns, and suggested improvements. Residents geographically tagged specific locations with regard to public safety concerns, undesirable uses, key transit destinations, desired developments, poor appearance, community assets, priority development sites, problematic intersections, and more. A total of 13 maps were created with a total of 292 points. A summary of the points are below:

- Commonly identified community assets include parks and recreational facilities.
- The relocated Oasis Diner on Main Street was noted as a major asset in 33% of the maps.
- The majority of problematic intersections were identified along SR 267, U.S. 40, and Stafford Road.
- The areas around the Shops at Perry Crossing are considered priority development sites
- The areas in Downtown are identified as public safety concerns for pedestrians.
- Identified areas of poor appearance include the intersection of SR 267 and U.S. 40, and areas to the east and west of Avon Avenue adjacent to the Vandalia Trail.

04

The Vision, Goals, and Objectives establish the key elements on which planning recommendations and policies are based. They serve to reflect the feedback garnered from the Plainfield community through the extensive public outreach process.



04

VISION, GOALS, AND OBJECTIVES FOR 2035

VISION

The Vision Statement describes what Plainfield will look like 20 years from now. The vision is broad in scope; nonetheless, it focuses attention on key aspirations identified by the community. It is written as a retrospective in the year 2035, chronicling the accomplishments and achievements that have been implemented since the adoption of the Comprehensive Plan.

IN 2035...

Twenty years after the adoption of the Comprehensive Plan, the Town of Plainfield has emerged as a thriving retail and residential center of west Indianapolis while maintaining its strong foothold in the warehousing and distribution market. Plainfield offers a high quality of life for residents, providing a variety of housing options including custom home sites, award winning schools, an extensive park and trail system, and a business-friendly climate.

Plainfield has grown in both size and population, but has done so responsibly. Growth and annexation have been well balanced and managed, which has helped ensure the community's services have not been overtaxed and the "small town" charm has not been lost. Consistent with the 2015 Comprehensive Plan, residential development of all types has occurred over the past 20 years, allowing anyone to make Plainfield their home.

Young professionals, first time home buyers, families of all sizes, and senior citizens are all able to find quality housing. Larger national and regional home builders have continued to build in Plainfield's periphery, but several custom home sites on infill parcels have further diversified the community's housing options, including custom higher-end housing that has attracted executives of Plainfield's burgeoning businesses community.

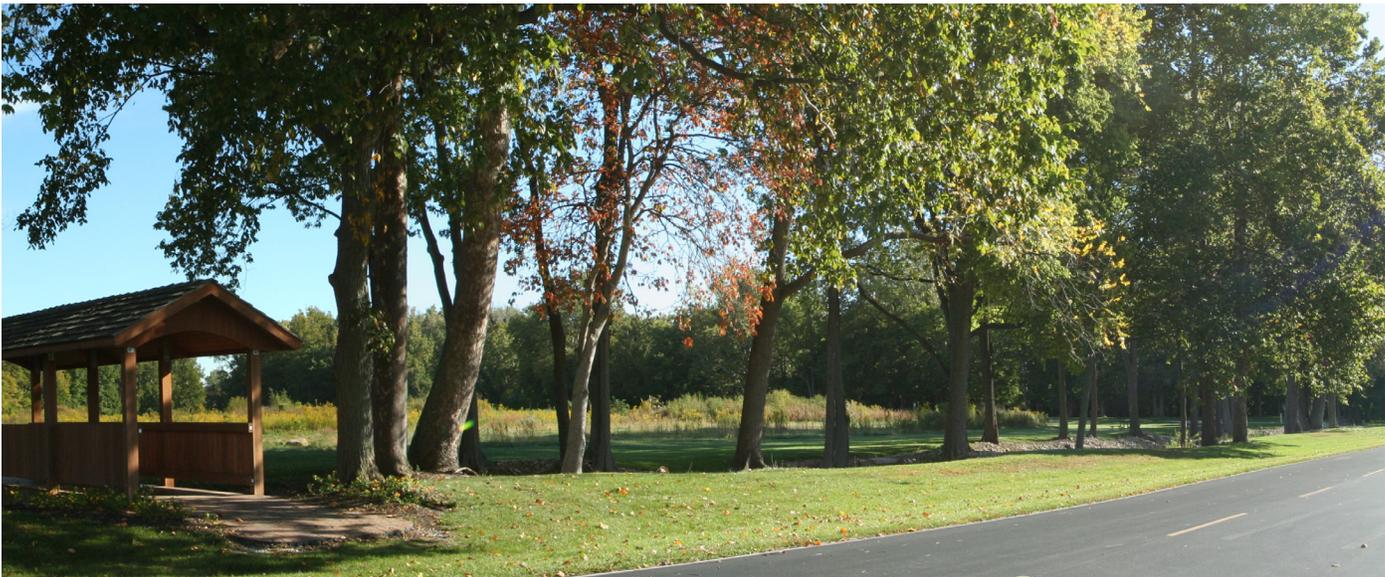
Downtown Plainfield is another success of the 2015 Comprehensive Plan. Leveraging the Downtown's historic architecture and street grid, the Town has successfully infused energy and investment into Plainfield's core. Today, Downtown Plainfield can be best described as a bustling pedestrian-oriented mixed use neighborhood that is home to some and a destination for many. Residential units above storefronts compliment a mix of new and restored traditional homes and row-houses, providing a substantial population of residents that walk to and patronize Downtown business. Visitors also come Downtown, attending special events and Town celebrations, catching performances at the Village Theater, visiting specialty shops, and enjoying restaurants, and lively nightlife. Downtown is easily accessible and navigable through the use of wayfinding signage that directs visitors to available parking spaces and several trails that provide safe and convenient access for bicyclists and pedestrians.



Plainfield's extensive park and recreation system further adds to the quality of life enjoyed by Town residents. Although residential growth has occurred, the Town has worked with developers to ensure new subdivisions include centrally located parks and linkages to the Town's extensive trail network. Splash Island has been expanded to accommodate increased demand, lighting has been enhanced at Franklin Park as well as other neighborhood parks, and the Al and Jan Barker Sports Complex with the Miracle Movers Field continues to offer an exciting venue for people of all ages and abilities. In addition to adding several smaller neighborhood parks, Plainfield has also managed to conserve several large areas of land, which serve to reduce flooding and provide natural habitats for endangered species such as the Indiana Bat.

The community's trail system also provides recreational opportunities and access to many destinations in and around Plainfield. Bicyclists can ride the Vandalia trail west to Putnam County or east to Indianapolis, and the White Lick Creek Trail provides a scenic route north to Avon and south to Mooresville. Well-lit and maintained local trails connect residential neighborhoods to commercial, civic, and recreation destinations. With friendly waves between cyclists, joggers, and walkers, the trail system continues to influence the identity of Plainfield as a bustling municipality with a small-town feel.

The community's stable and diverse tax-base has also helped Plainfield residents enjoy a high-quality of life. Logistics and office uses continue to thrive along the Ronald Reagan Parkway and the interchanges with I-70, providing a range of jobs and job types, ranging from executives and office professionals to skilled and unskilled labor. While a new western interchange has been built, opening access to the west side of Plainfield, making this



a higher priority. Moon Road and Township Line Road have been improved, completing the outer parkway and facilitating flow around the Town and increasing regional mobility from the south side of Plainfield. Additionally, designated and enforced truck routes keep large trucks separated from local traffic, and increased public transportation service has helped commuters travel within Plainfield and to Indianapolis.

From the east, U.S. 40 serves as an attractive and inviting gateway into Plainfield. Guided by the Comprehensive Plan, many of the old and obsolete buildings that once lined portions of the U.S. 40 corridor have found new uses or have redeveloped entirely. Catering to both local and regional consumers, the corridor is attractive and welcoming. The private investment along the corridor has been complemented by public investment that further strengthens the corridor’s appeal including attractive street lights, landscaping, and an attractive gateway sign. Today, visitors and residents know they have arrived in Plainfield.

Almost in concert with the adoption of the Comprehensive Plan, the Shops at Perry Crossing received a makeover and boost. Formerly known as Metropolis Mall, the Shops at Perry Crossing was rebranded and remodeled 20 years ago, which served to catalyze the development of the remainder of the site. Today it continues to anchor the corridor’s strong retail base, attracting visitors from the entire region. Best described as a “lifestyle center”, the Shops include a number of retailers, restaurants, and entertainment uses that provide a diverse range of goods and services.

In 2035, twenty years after the adoption of the 2015 Comprehensive Plan, The Town of Plainfield continues to be a key destination for families and professionals. Its safe environment, wealth of trails, and entertainment and retail opportunities afford residents a high quality of life. The 2015 Comprehensive Plan has allowed Plainfield to chart its own course, managing and directing its growth consistent with the community’s vision for the Town.



GOALS AND OBJECTIVES

The Vision is supported by goals and objectives, which establish the framework for more detailed recommendations and actions within the Comprehensive Plan. Together, the goals, objectives, and recommendations serve as the “ways, ends, and means” of the Comprehensive Plan. The goals establish the “ends,” or the broad, long-range desired outcomes. The objectives provide the “ways,” which are more precise and measurable guidelines for planning action aimed at achieving a desired goal. Finally, the recommendations within the Plan provide the “means,” identifying specific techniques and resources to carry out the objectives.

The goals and objectives are based from input received from the Comprehensive Plan Advisory Committee, Town staff, and the community at-large through in-person and on-line mediums. They are presented within the following categories:

- Growth and Annexation;
- Neighborhoods and Housing;
- Commercial and Industrial Areas;
- Downtown;
- Community Facilities and Services;
- Open Space, Recreation and Environment;
- Transportation and Mobility; and
- Image and Identity.

GROWTH AND ANNEXATION

Goal

Consider managing future growth and annexation incrementally.

Objectives

- Consider prioritizing infill growth and development opportunities that are contiguous to existing Town boundaries to prevent piecemeal development.
- Consider ensuring the Town can accommodate new maintenance and infrastructure needs as Plainfield grows.
- Consider evaluating the use of impact fees as a tool to mitigate or defray the cost of capital improvements as growth occurs.
- Consider evaluating the potential for an Adequate Public Facilities Ordinance as part of a more flexible approach to impact fees and development requirements.
- As growth occurs, consider coordinating service distribution and land use development with Hendricks County, Guilford Township, Liberty Township, and Washington Township.
- Consider developing a budget impact tool to evaluate new development and impacts.
- Consider coordinating future land uses near the eastern gateway with Marion County and Indianapolis International Airport.

NEIGHBORHOODS AND HOUSING

Goal

Consider providing a diverse range of high-quality housing options to attract and retain residents and maintain Plainfield's unique character.

Objectives

- Consider working with developers, home builders, and property owners to incentivize the development of custom, single-family home sites.
- Consider maintaining established residential neighborhoods through active code enforcement.
- Consider utilizing design and landscaping standards to maintain and enhance community character.
- Consider utilizing incentives to encourage homeownership.
- Consider creating local bicycle and pedestrian connections to neighborhood commercial, civic, and recreational uses.
- Consider encouraging senior housing development to allow residents to age in place.
- Consider utilizing conservation design in new residential developments to protect natural areas and increase open space and recreational opportunities.
- Consider concentrating residential density near downtown and regional commercial areas.
- Consider establishing programs to encourage and incentivize reinvestment in the established housing stock.
- Consider evaluating residential island sites adjacent to industrial development for redevelopment, particularly the residential islands.
- Consider establishing a Crime Free Housing Program to reduce and prevent crime at multi-family and rental housing properties.
- Consider a property rental registry program to increase landlord and lessee accountability.

COMMERCIAL AND INDUSTRIAL AREAS

Goal

Consider promoting the development of industrial and commercial nodes and corridors that provide a variety of goods and services to meet the service and employment needs of the community and region.

Objectives

- Consider continuing to work collaboratively with business owners and start-ups to encourage business growth.
- Consider utilizing the Comprehensive Plan as a tool for business recruitment.
- Consider actively utilizing development tools such as Tax Increment Finance (TIF) districts and tax abatements to recruit businesses and promote redevelopment of vacant and underperforming commercial areas and structures.
- Consider evaluating methods to ensure attractive commercial building design and development through zoning regulations and design standards.
- Consider allowing flexibility of land uses along the Ronald Reagan Parkway Corridor to include office, light industrial, and warehouse development.
- Consider utilizing incentives to support businesses that provide local employment opportunities at competitive wages.
- Consider identifying strategic partnerships between local employers and educational providers for workforce development programs and evaluate a new satellite community college campus.
- Consider working with business owners to revitalize surface parking lots by integrating sustainable and green parking lot design practices.
- Consider evaluating methods to ensure industrial and commercial areas are well screened and buffered to minimize impacts to adjacent incompatible land uses.
- Consider working with the Shops at Perry Crossing and adjacent commercial property owners to coordinate land use and development, evaluate development tools, and promote build-out of adjacent areas to promote a thriving regional retail district.
- Consider streamlining the regulatory environment by revising and simplifying the Zoning Ordinance.
- Consider continuing to work closely with the Hendricks County representative for the Indianapolis Airport Authority to coordinate growth and development with regard to future development and land holdings.
- Consider working with the Hendricks County Economic Development Partnership and Plainfield Chamber of Commerce to develop an economic development program that targets new businesses and expands existing businesses.
- Consider hosting quarterly meetings with Duke Energy to identify opportunities to promote reinvestment and job retention in their current location.
- Consider supporting neighborhood commercial business growth in emerging residential areas to the south and western areas of Plainfield that cater to the local population.

DOWNTOWN

Goal

Consider promoting downtown Plainfield as a local destination that provides entertainment, retail, and social gathering opportunities.

Objectives

- Consider explore funding opportunities to transform the Village Theater into a multi-functional entertainment venue and destination.
- Consider managing downtown parking utilizing wayfinding and directory signage.
- Consider exploring alternative downtown parking management strategies that may include reorganization of on- and off-street parking and a municipal parking garage.
- Consider leveraging the Downtown Historic District designation for grant funding and revitalization opportunities.
- Consider methods of stabilizing and improving homes within the Downtown Historic District.
- Consider implementing placemaking strategies to provide opportunities for community interaction and reinforce a sense of place.

COMMUNITY FACILITIES AND INFRASTRUCTURE

Goal

Consider providing a system of community facilities, infrastructure, and services that is responsive to the needs of the community and accommodates growth in a well-managed, economically responsible manner.

Objectives

- Consider engaging the Police Department, Fire Department, and school districts to increase communication and preparedness with regard to future growth.
- Consider working with the Plainfield Community School Corporation and private education providers to establish a Safe Routes to School Program that encourages students and parents to walk and bike.
- Consider coordinating with the school district on planning capacity and evaluate the compatibility of potential school locations with future land uses.
- Consider working with the Indiana Department of Correction to stay informed about potential growth or operational changes at the Plainfield Correctional Facility and Heritage Trail Correctional Facility.
- Consider encouraging sustainable design and construction practices for municipal projects.
- Consider identifying and planning for future infrastructure needs that will accommodate increased industrial uses along Ronald Reagan Parkway and residential growth to the south and west.
- Continue work to separate the Town's combined stormwater sewer system.
- Consider working with Hendricks Regional Health, IU Health West Hospital, and other regional healthcare providers to expand medical facilities in the community.
- As development occurs, consider methods to ensure property owners and developers comply with the wellhead protection program to safeguard the community's groundwater.
- Consider working with Leadership Hedricks County to train future community leaders and ensure leadership continuity.



OPEN SPACE, RECREATION AND, ENVIRONMENTAL FEATURES

Goal

Consider evaluating methods to ensure Plainfield remains a community that is rich in parks, trails, and recreational opportunities.

Objectives

- Consider strengthening the parkland dedication ordinance and amend it to include fee-in-lieu provision to ensure new development is well-served by area parks.
- Continue working closely with developers in the design and trail connections within emerging developments.
- Consider enhancing park and trail safety through creative lighting and regular safety patrols.
- Consider systematically expanding the trail system to provide increased access to neighborhoods, community amenities, and the regional trail and bikeway system.
- Consider maximizing the benefits of the trail system by ensuring safe crossings and connections with adjacent neighborhoods.
- Consider evaluating methods to ensure all Town parks include safe and efficient access from all modes of transportation.
- Consider enforcing development buffers around wetlands and floodplains to support stormwater management and preserve natural ecosystems.
- Consider coordinating with the Indianapolis Airport Authority, U.S. Department of Fish and Wildlife and Hendricks County to develop a long-range plan for the bat conservation area and adjacent parcels.
- Consider prioritizing park development in underserved residential areas.
- Consider creating and finalizing a community-driven vision for Franklin Park.
- Consider implementing the Parks and Trails Master Plan to ensure the Splash Island expansion project and future parks and recreational facilities meet the needs of the community.
- Consider methods to ensure the Parks and Recreation Department provides adequate programming for youth and seniors.
- Consider reviewing industry best practices and community benchmarking from resources such as the Government Finance Officers Association and National Recreation and Park Association and establish Capital Improvement Program (CIP) expenditure targets for parks, open space, trails, and conservation investments by Town Council.
- Consider integrating sustainable building and development practices throughout the community to preserve and enhance Plainfield's unique environmental assets.

TRANSPORTATION AND MOBILITY

Goal

Consider designing a multi-functional transportation system that promotes economic vitality and provides access and mobility for all forms of transportation.

Objectives

- Consider prioritizing roadway capacity improvements for Moon Road and Township Line Road.
- Consider working with the Indiana Department of Transportation and Federal Highway Administration to analyze the potential for a new interchange at I-70.
- Consider prioritizing improvement and reconstruction projects on low-lying, flood-prone roadways.
- Consider supporting and enhancing ridership and service coverage of the Plainfield Connector.
- Consider working with the Central Indiana Regional Transportation Authority and IndyGo to understand the need for transit service to Indianapolis and a park-and-ride facility.
- Consider prioritizing sidewalk installation in downtown and around Plainfield Community School facilities.
- Consider prioritizing streetscape and pedestrian improvements on Quaker Boulevard.
- Consider creating and improving local pedestrian connections to community and recreational facilities to increase safety and accessibility.
- Consider exploring the adoption of a Complete Streets policy.
- Work with Hendricks County, the Indianapolis Metropolitan Planning Organization, and the Central Indiana Regional Transit Authority to ensure Plainfield is served by a regional transit network.
- Consider increasing and improving lighting on U.S. 40 and arterial roads to improve lighting and safety.
- Consider adopting a connectivity ordinance to increase access, mobility, and safety as new roadways are constructed.

ART, CULTURE, AND COMMUNITY CHARACTER

Goal

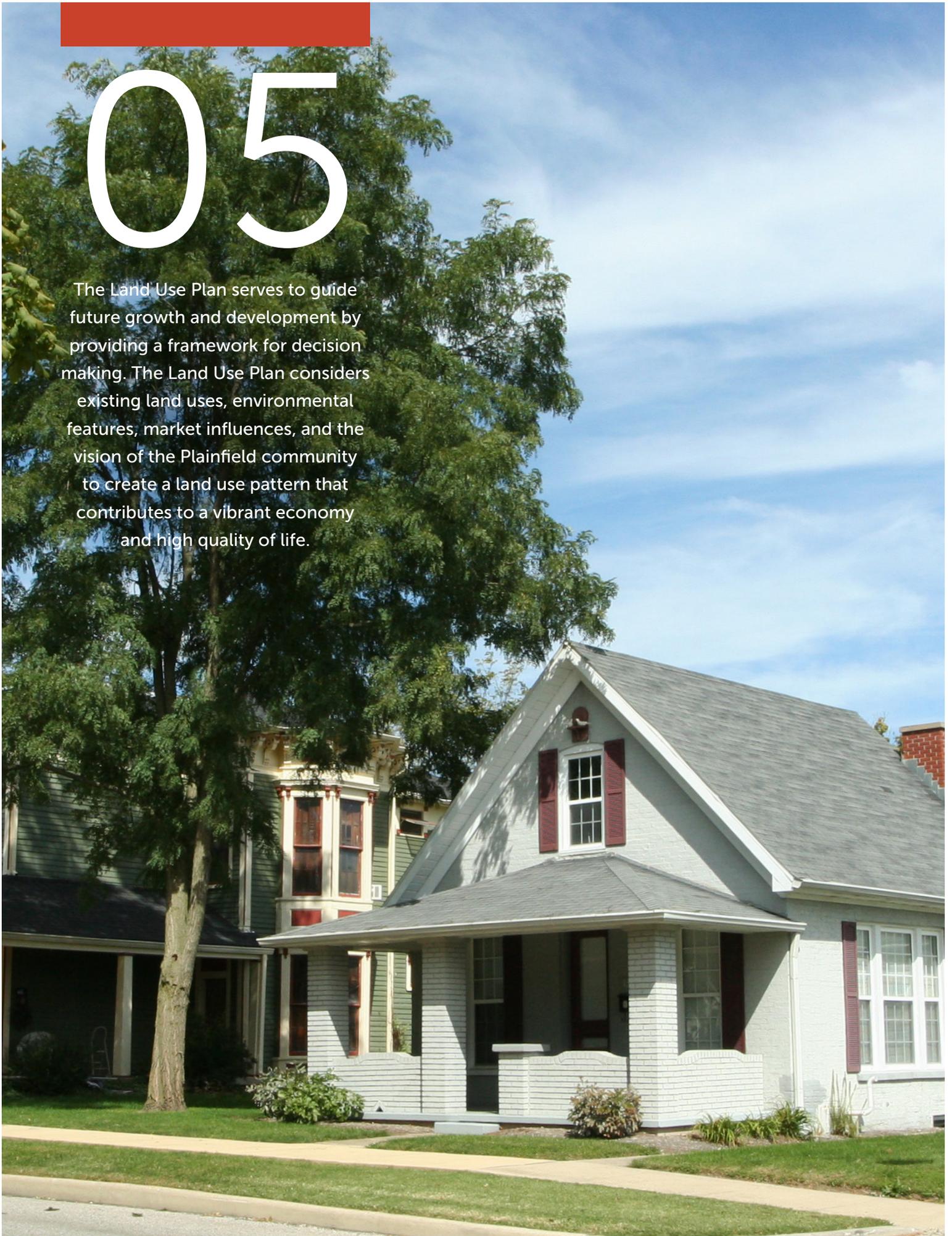
Consider enhancing and reinforcing the identity of Plainfield as a safe and attractive town with strong community values and thriving arts and culture.

Objectives

- Consider expanding and utilizing community events to celebrate the history of Plainfield and reinforce its family-friendly identity.
- Consider integrating public art as part of a strategic streetscape plan along U.S. 40, at local parks, and as part of new commercial developments.
- Consider standardizing and utilizing the Plainfield brand in all marketing and promotional efforts to reinforce the town's unique identity.
- Consider developing and implementing a regional marketing plan to promote Plainfield and serve as an economic development tool.
- Consider updating wayfinding signage as new community amenities are constructed.
- Consider installing gateway signs at key roadway intersections and interchanges to distinguish and identify Plainfield.
- Consider working with Hendricks County Economic Development Partnership, Plainfield Chamber of Commerce, Visit Hendricks County, and other west side municipalities to develop and promote a "West Side suburban" brand within Indianapolis region.
- Consider developing a new, family-oriented museum in the Town of Plainfield to increase access to art and culture and serve as a regional destination.
- Consider leveraging the history of the National Road as a tourism opportunity that incorporates informational signage and area tours.

05

The Land Use Plan serves to guide future growth and development by providing a framework for decision making. The Land Use Plan considers existing land uses, environmental features, market influences, and the vision of the Plainfield community to create a land use pattern that contributes to a vibrant economy and high quality of life.



05

LAND USE AND DEVELOPMENT

Plainfield includes a diverse range of land uses that accommodate residential, commercial, and industrial users. The Town's residential neighborhoods are comprised of historic homes and new subdivisions, while the retail commercial sector caters to both local and regional consumer bases. Warehousing and distribution uses dominate the east end of Plainfield, taking full advantage of the proximity to the Indianapolis Airport and I-70 corridor.

LAND USE AND DEVELOPMENT INFLUENCES

Much of Plainfield's growth since its founding in 1832 can be attributed to its location along the National Road (U.S. 40). While U.S. 40 continues to be a significant point of entry into town, as Plainfield has grown and expanded, new development influences have emerged that have shaped and will continue to shape future growth.

RIPARIAN CORRIDORS AND DENSE TREE COVER

Plainfield's landscape includes several creeks and densely wooded areas. These natural features not only serve as important stormwater management resources but are also defining community characteristics. The Land Use Plan is designed to preserve and protect areas with dense tree cover, creek corridors, and associated floodplains within Plainfield and its planning area.

INDIANAPOLIS AIRPORT

Plainfield is located on the western edge of the Indianapolis International Airport, which serves as a key FedEx hub. The airport's runway alignment limits the viability of residential and commercial development due to the environmental impacts such as noise and vibration from incoming airplanes. Nevertheless, Plainfield has developed a flourishing warehousing and distribution industry in this area. Market demand for more large distribution centers remains steady; however, real estate experts estimate the amount of immediately available developable land will be consumed within the next few years.

HABITAT CONSERVATION

Construction of the Six Points Interchange (I-70 and Ronald Reagan Parkway) greatly improved traffic flow and access to both Plainfield and the Indianapolis International Airport; however, the interchange impacted the habitat of the Indiana Bat, an endangered species. Habitat impacts were mitigated through the creation of a Conservation Area south of Camby Road, which is owned by the Indianapolis International Airport and overseen by the U.S. Fish and Wildlife Service. Under the Habitat Conservation Plan created to guide mitigation of the interchange project, some parts of the conservation area is protected from future development in perpetuity.

LAND USE CATEGORIES

Each parcel has been designated under one of 13 land use categories. The descriptions below indicate the type of development that falls under each category.

RURAL RESIDENTIAL/ AGRICULTURE

The Rural Residential/Agriculture land use category consists of large estate single family homes and land that is cultivated for raising crops and livestock. It also includes land used for the storage of equipment and goods related to agricultural processes. As Plainfield continues to grow, parcels that fall under this land use category may be subdivided and developed as alternative uses.

SINGLE FAMILY DETACHED

Single family detached homes comprise the majority of residential land use within the Town of Plainfield and could remain the predominant housing type. Single family detached homes are stand-alone structures for individual families that are typically owner-occupied, although some may include rental homes. Single family detached land uses can range in density; however, new residential subdivisions could employ conservation design.

SINGLE FAMILY ATTACHED

Single family attached structures are individual housing units that are attached horizontally with separate entrances. Examples of single family attached structures include townhomes and duplexes, which following the Plainfield Residential Design Standards, can be integrated within single-family neighborhoods. Single family attached structures provide entry-level homeownership opportunities and are generally well-suited for empty nesters looking to downsize and age in place.

MULTI-FAMILY

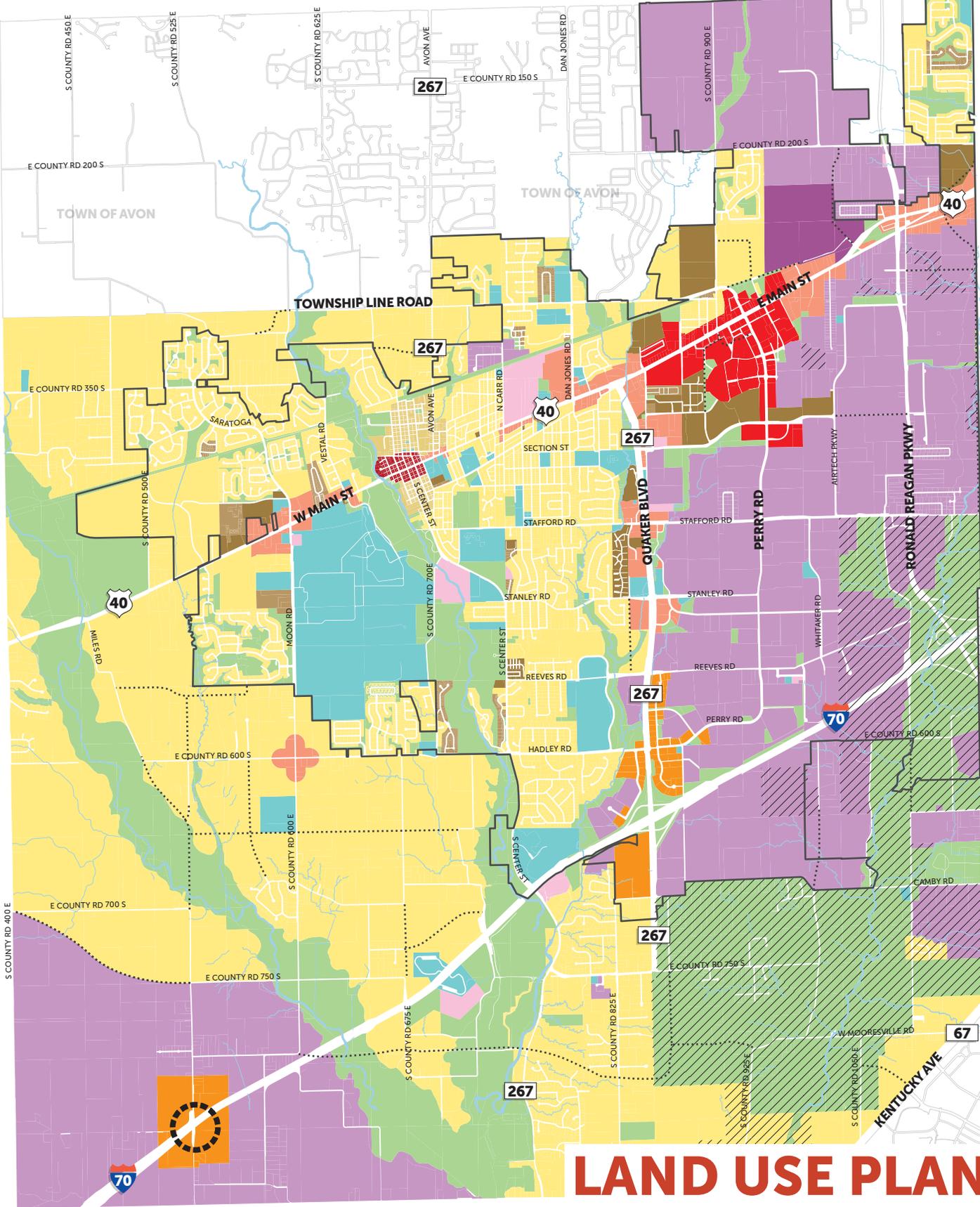
Multi-family residential structures include multiple housing units stacked vertically and horizontally. These buildings have a single point of entry, with common hallways and shared amenities. Apartment complexes and senior housing facilities are included under the multi-family land use designation. Multi-family land uses can serve as a transition land use between single family home neighborhoods and commercial areas.

HISTORIC DISTRICT RESIDENTIAL

This land use category includes land within and adjacent to the Plainfield Downtown Historic District. Residential uses within this area could be predominantly single-family homes; however, more dense housing types such as townhomes and multi-family structures could also be permitted. Regardless of housing type, all residential uses within this category could emulate the architecture that defines the Plainfield Downtown Historic District.

ADESA

The ADESA auto auction site is a unique land use due to its function and its size, and is therefore classified separately from other commercial areas. The existing site is primarily surface parking lots, although it does feature one main building and a number of accessory structures. The site is adjacent to warehouses to the north, residential neighborhoods and agricultural lands to the east and west, and most of the U.S. 40 frontage to the south is undeveloped. ADESA will likely remain in operation in the near-term future; however, there is interest to reposition it for other uses over the long-term. The ADESA site is large enough to accommodate multiple potential developments, and its long-term use could be carefully evaluated by the Town should the current owners engage a potential land sale in the future.



LAND USE PLAN

Town of Plainfield	Adesa	Commercial	Residential
Roadway Improvements/Connections	Light Industrial/Warehousing	Local/Corridor Commercial	Single Family Detached
*Conservation Areas	Public/Semi-Public	Highway Commercial	Single Family Attached
Potential Interchange	Parks & Open Space	Regional Commercial	Multi-Family
	Utility/Infrastructure	Mixed Use/Downtown	Historic District Residential

*For more information about the Conservation Area, please refer to page 45 of the Town of Plainfield Comprehensive Plan.

LOCAL/CORRIDOR COMMERCIAL

Local and corridor commercial areas in Plainfield are located along U.S. 40 and SR 267 and primarily include small retail, restaurant, auto service, neighborhood service, and professional office uses that cater to the local community. This type of commercial growth is projected to expand on U.S. 40 west of White Lick Creek, as well as develop around a new node at the intersection of Moon Road and Hadley Road, as Plainfield continues to expand westward. Local/corridor commercial structures could be of a size and scale that complements adjacent residential uses.

HIGHWAY COMMERCIAL

Highway Commercial uses include businesses that leverage their proximity to high traffic corridors and the interstate while catering to motorists at a regional scale. These areas are primarily found along SR 267 near the I-70 interchange and include uses such as hotels, fast service and sit-down restaurants, gas stations, and destination businesses such as Indy West Harley-Davidson and The Palms Banquet and Conference Center. A potential future interchange at I-70 and I-69 would lend itself to similar commercial uses and development patterns.

REGIONAL COMMERCIAL

Regional Commercial uses are businesses that serve a market area much larger than the Town of Plainfield. This area is anchored by The Shops at Perry Crossing (the former Metropolis Mall site), and include adjacent retail shopping centers on Perry Road and U.S. 40. Uses include big box retail stores, multi-story office buildings, a variety of restaurant categories, strip malls, health clubs, and grocery stores. This area is described in greater detail in the Commercial Framework Plan and the Perry and Main Subarea Plan.

DOWNTOWN MIXED USE

The Downtown/Mixed Use category encompasses areas within and around the Historic Downtown District. The category allows for a mix of both residential and commercial land uses. Multiple uses may be incorporated within a single structure, with commercial uses on the ground floor and multi-family residential units on upper floors, or alternatively, single-use residential and commercial structures may be juxtaposed within the district. The intent is to create a lively downtown neighborhood with an active pedestrian environment.

LIGHT INDUSTRIAL AND WAREHOUSING

The Light Industrial and Warehousing category is intended to accommodate low-impact manufacturing, warehousing and distribution uses, and professional offices within a campus-like setting. Uses may include material assembly, storage and distribution, low intensity fabrication operations, and professional offices. These uses are generally buffered from other uses with operations contained within a closed setting. Access management and truck routing are key elements that could be considered with regard to the warehousing and distribution land use category. Business parks could incorporate heavy landscaping and buffers, incorporating large tree stands and other environmental features into the site design.

PARKS AND OPEN SPACE

Parks include public or private sites and facilities that provide active and passive recreational amenities. Open space areas include land that has not been designated as active parks, but may contain environmental features such as large tree stands, streams, and wetlands such as White Lick Creek and Clarks Creek. In addition, large stormwater detention ponds in residential subdivisions and warehouse developments as well as cemeteries and land associated with trail rights-of-way are included in the open space land use category.

GREEN BUILDING AND CONSTRUCTION

According to the National Trust for Historic Preservation, buildings are responsible for 41% of all energy used in the United States and account for 73% of all electricity consumption according to the Department of Energy. As Plainfield continues to grow and impacts the environment, more pressure will be put on existing energy and water infrastructure. By encouraging the use of green building and construction

practices such as Leadership in Energy and Environmental Design (LEED), Energy Star, or Living Building Challenge, Plainfield stands to see reduced energy consumption, lower utility costs, increased local water quality, reduced flood risks, and increased environmental stewardship.

To encourage increased green building in construction in Plainfield, the Town

could review and amend the Zoning Ordinance and Subdivision Control Ordinance to support green building technology and energy efficiency. This includes defining green building terminology as well as permitting and regulating the use of green building elements. Additional incentives include fast tracking building permits or reducing permit fees for buildings that pursue green building certification.

PUBLIC/SEMI-PUBLIC

Public/Semi Public land uses include public-access elements and consist of government, education, medical, and religious uses. Government uses include municipal facilities, police and fire protection, and other government-related uses on the local, state, or federal level. Educational uses include local schools and libraries. Medical uses includes large hospitals, small medical offices, and private practices. Finally, religious uses include facilities where congregations gather for worship. These uses could be easily accessible by all modes of transportation and new facilities under this category could be well-analyzed to understand impacts to the transportation network.

UTILITIES/INFRASTRUCTURE

Utility uses include sites and facilities that accommodate critical infrastructure, wastewater treatment sites, water towers, power generation and substations, and electrical support towers.

AIRPORT CONSERVATION AREAS

These are mitigation areas set aside for conservation due to impacts to the Indiana bat that occurred during the construction of the Six Points Interchange (I-70 and Ronald Reagan Parkway). The land is owned by the Indianapolis International Airport and managed by the U.S. Fish and Wildlife Service. It ensures that the Indiana bat, an endangered species, has a protected habitat area free from future development.

I-69'S POTENTIAL LAND USE IMPLICATIONS

The most significant impact on the Town of Plainfield's future growth could be a result of the final alignment of I-69. During this planning process, the Indiana Department of Transportation (INDOT) completed their evaluations for the 14 potential routes for I-69 Section 6 between Martinsville and Indianapolis and narrowed the ongoing process to 5 potential alternatives. The preferred corridor is expected to be determined and announced in 2017. Two of the five alternatives (B and D) intersect I-70 just west of Plainfield. If either of these two alignments are selected and constructed, they carry considerable impact to land use and development in Plainfield.

The Town could consider forming a coalition of supporters in Hendricks County to demonstrate support for these alternatives, from both the public and private sectors. The Town could also promote a local exit in proximity to the I-70 and I-69 interchange, potentially at County Road 525 E. This local exit could serve a north-south arterial west of the creek, which parallels the Moon Road corridor and similarly connect new development to U.S. 40 to the north.

An I-69 interchange in proximity to Plainfield likely will accelerate development west along the I-70 corridor, which may not otherwise occur during the life of this plan. In the absence of an I-69 alignment, the areas west of the West Branch of White Lick Creek will likely remain agricultural and rural residential land uses. However, with the addition of this potential interstate infrastructure, the area will likely develop with warehouses and other industrial uses similar to the established district along Perry Road and Ronald Reagan Parkway. The interchange area itself will likely develop with a mix of highway commercial uses, including hotels, restaurants, and service businesses that cater to regional traffic.

GROWTH AND ANNEXATION

Between 2010 and 2019, the Town of Plainfield is anticipated to grow by more than 17% in population and the demand for additional large-scale distribution facilities is projected to continue to expand. Plainfield is both limited in its outward expansion as well as presented with some significant areas for growth. Land to the north is quickly being annexed by Plainfield and the Town of Avon, and Plainfield is landlocked to the east at the Marion County line adjacent to the airport. However, areas to the west and south of existing municipal boundaries provide opportunities for additional growth. The following text includes strategies to ensure Plainfield grows in a well-managed and incremental manner.

GROWTH STRATEGY

The Plainfield Growth Strategy is intended to provide a guide for incremental growth and annexation. It gives priority to infill development opportunities and growth adjacent to existing development. This ensures Plainfield will leverage existing infrastructure and avoid leap-frog development. The growth strategy approach includes three growth areas: primary, secondary, and tertiary.

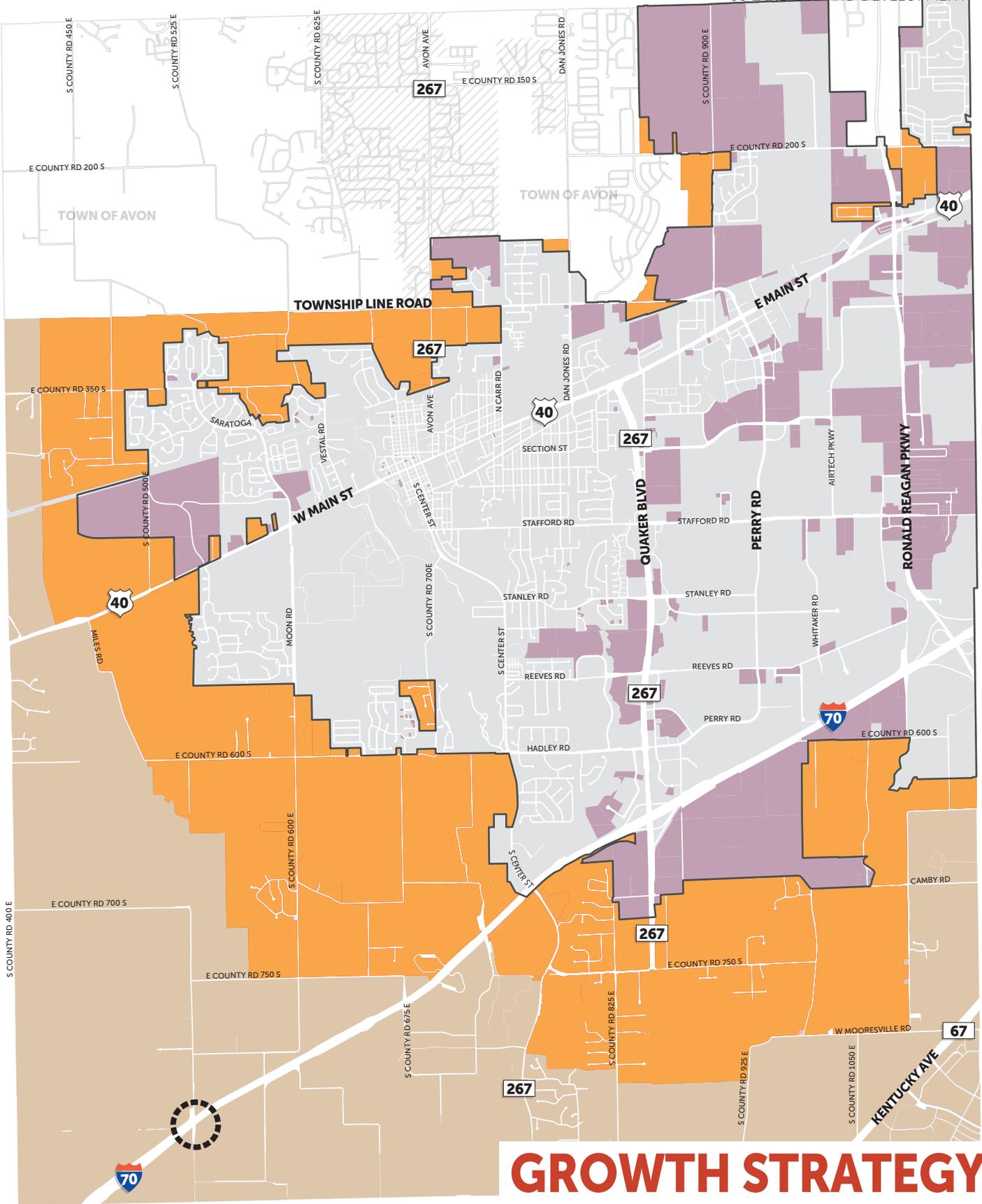
Primary Growth Area

The primary growth area includes vacant, undeveloped, underutilized, or agricultural land that is currently within Plainfield's municipal boundaries. Following the Land Use Plan, the primary growth area is comprised of residential, commercial, light industrial, and warehousing and distribution sites. These sites are generally serviced by existing roads, infrastructure, and municipal services, which limits the need for additional infrastructure investment. The Town could consider working to develop available sites within existing Plainfield boundaries prior to annexation.

Several sites within the primary growth area consist of residential development opportunities. These residential areas include new subdivision development and the completion of existing subdivisions, many of which were under construction during the release of the Comprehensive Plan. New residential construction could mimic the size and scale of adjacent neighborhoods and follow the Residential Design Guidelines.

The majority of sites within the primary growth area are best suited for commercial, office, and warehouse uses. Commercial infill opportunities include vacant parcels on U.S. 40 as well as several outlots near the Shops at Perry Crossing and along SR 267. Also included are infill commercial or mixed use development opportunities in the Downtown Historic District. Areas south of I-70 can accommodate corporate campuses that integrate the existing wooded areas and complement the Sodalis Nature Park to the south.

With regard to warehouses, annexation of agricultural land to the north as well as available land along Ronald Reagan Parkway provide sites suitable for large distribution centers. However, given the size of newer distribution warehouses, some sites identified in the primary growth area may require parcel assembly of adjacent sites in order to accommodate structures that fall within current industry standards.



GROWTH STRATEGY

- Town of Plainfield Existing Corporate Limits
- Potential Interchange
- Primary Growth Area
- Secondary Growth Area
- Tertiary Growth Area
- Unincorporated Hendricks County Residential Areas



Secondary Growth Area

The secondary growth area includes land that is immediately adjacent to existing Town boundaries. Development of sites within the secondary growth area would require annexation and careful planning by Town officials and staff to ensure newly annexed areas can be serviced by town infrastructure without jeopardizing existing service obligations. Additional attention could be paid to annex unincorporated islands to reduce jurisdictional challenges for service providers as well as dissolve any physical or perceptual divide between town and township residents.

Growth within the secondary growth area will primarily consist of single family detached land uses, but could also include areas of denser, single family attached and multi-family housing units. As residential development occurs, new streets and trails could be aligned to connect to the existing roadway network and existing neighborhoods. Local commercial uses may emerge at the intersection of new or expanded arterial roads that cater to adjacent neighborhoods. Regardless of land use type, new development could consider adhering to the Land Use Plan and be sited to preserve existing riparian corridors and wooded areas. These sites are likely well-positioned for the development of custom home sites because well preserved natural areas can add value and character to new housing.

Tertiary Growth Area

The tertiary growth area includes land that lies beyond the Secondary Growth Area. Similar to the secondary growth area, land within this area would require annexation. Future development could be planned with regard to several environmental features including the confluence of White Lick Creek and West Fork White Lick Creek, the Sodalis Nature Park, and several former quarries that have been transformed into lakes. Nevertheless, the Town could discourage development within the tertiary growth area until land within both the primary and secondary growth areas have been built out. This limits sprawl as well as conserves municipal resources by maintaining more compact and contiguous service coverage areas.

Both the primary and secondary growth areas have adequate land to accommodate projected growth in population for the next 15 years; however, should development reach within the tertiary growth area, the town could consider reevaluating the Comprehensive Plan.

One important factor to monitor in implementing the Comprehensive Plan is potential impacts from the construction of I-69. If the Town of Plainfield is also served by a new interchange in its western growth areas, it would shift this growth management approach. The Town should monitor InDOT's review of the I-69 project, and amend the Comprehensive Plan to reflect these impacts, as new information becomes available.

RESIDENTIAL AREAS FRAMEWORK PLAN

The Residential Areas Framework Plan provides a more detailed guide for the development of future housing units and the enhancement of existing residential neighborhoods. It builds off both the Land Use Plan and Growth Strategy to ensure Plainfield's residential growth is well-managed and reflects existing community character.

NEIGHBORHOOD REVITALIZATION AREAS

Homes in the Downtown Historic District, Duffy Neighborhood, and Carter's Neighborhood were built during the first half of the 20th century and struggle to meet the full needs of the current housing market. Lot sizes in these areas are generally smaller than new residential developments, which can limit redevelopment and potential home additions. As such, these neighborhoods are experiencing a higher level of disinvestment and deferred maintenance than other portions of Plainfield, with lower rates of owner-occupancy and signs of housing maintenance issues.

HISTORICAL CHARACTER

Several residential buildings within the Neighborhood Revitalization area are contributing structures within the Plainfield Downtown Historic District. As infill development and home improvements occur within the area, the Town could work closely with property owners to ensure that new developments, additions, and improvements emulate the character of existing homes within the Historic District. This will lend to a unique and distinct sense of place, reinforcing the Downtown Historic District character.

CODE ENFORCEMENT AND PROPERTY MAINTENANCE

Plainfield could be proactive in helping to stabilize and revitalize these areas through increased code enforcement and property maintenance. The Town can build upon its existing on-line presence and could consider establishing an on-line reporting system that allows residents to report building and property maintenance violations through e-government functions. In addition, the Town could establish a property maintenance code, a Rental Property Registration program, a Crime Free Multi-Family Housing program and/or a Residential Occupancy Permit program. These types of programs can leverage clearly stated maintenance standards alongside property inspections to pro-actively address deferred maintenance while increasing landlord accountability.

Some property owners may require assistance to comply with applicable codes. Neighborhood revitalization areas include U.S. Census tracts with higher percentages of seniors (over 65 years old) and lower household incomes when compared to the rest of the Plainfield community. The Town could consider providing senior assistance programs to mobilize community groups and resources to help the community's elderly population with property maintenance requests. In addition, the Town could establish an incentive and financial assistance program to aid low-income households with household repairs. Community Development Block Grants (CDBG) may be a funding source for these types of programs and the Town could evaluate their potential use.

INFRASTRUCTURE INVESTMENT

As noted in the Duffy Neighborhood and Carter's Neighborhood Action Plans, these areas are in need of sidewalks and some areas have undergone construction of the combined sewer separation project. In the interest of pedestrian safety as well as financial efficiency, the Town could consider installing sidewalks during future phases of the combined sewer separation project. Where combined sewer separation project has occurred, the Town could prioritize sidewalk installation, providing ADA accessibility and connections to community facilities such as parks and schools as well as commercial areas.

AGING IN PLACE

Plainfield's population is aging, with the percentage of the population older than 55 years anticipated to increase from 21.8% in 2010 to 25.9% in 2019. To allow seniors to "age in place" by remaining in the Plainfield community, new housing will need to accommodate the aging population. Given the proximity of older neighborhoods to commercial businesses and the trail system, the Town could encourage the development of housing in this area that caters to senior populations. The redevelopment of existing multi-family properties may be a good opportunity to introduce new senior housing and age-targeted developments to the neighborhood.

NEIGHBORHOOD PRESERVATION AREAS

The majority of Plainfield neighborhoods are thriving and stable. Through active code enforcement, infrastructure maintenance, and adherence to existing neighborhood character, existing neighborhoods can preserve existing property values and allow residents to enjoy a high quality of life.

CODE ENFORCEMENT AND MAINTENANCE

Proactive efforts by the Town to consistently enforce the codes is necessary in order to maintain the integrity of existing neighborhoods and prevent deterioration. The Town could be proactive with property inspections and enforcement and seek potential grant and incentive programs to assist homeowners that may be unable to finance repairs.

BICYCLE AND PEDESTRIAN CONNECTIVITY

Plainfield has an extensive trail system; nevertheless, several existing neighborhoods lack non-motorized connections to these trails. For example, parts of Stafford Road, Walton Drive, and Gary Drive, are neighborhood roadways with incomplete sidewalk networks. In order to provide neighborhood connectivity and allow for aging residential areas to remain competitive, the Town could work with property owners to complete the bicycle and pedestrian network with sidewalks and/or trails.

MUNICIPAL INFRASTRUCTURE AND SERVICE

As Plainfield continues to grow, it must ensure a base level of service and routine replacement investment is maintained throughout existing residential neighborhoods. The Town could work to partner with local neighborhood groups and block captains to track deteriorating conditions and the need for infrastructure investment. Further, the Town could work to dedicate a portion of the annual budget and capital improvement program for reinvestment strategies in existing residential areas.

RESIDENTIAL STORMWATER MANAGEMENT

The Hendricks County region receives, on average, 40 inches of rain per year. With more than 23% of Plainfield's land dedicated to residential uses, these areas have a significant impact on managing the area's yearly rainfall. Stormwater management strategies that can be used on residential land uses to decrease the amount of impermeable surface and aid in stormwater filtration include the following:

- Rain barrels to catch runoff from roofs and gutters for detention and reuse;
- Swales or "bioswales" for stormwater detention and filtration;

- Siting and Conservation Design for new projects to ensure proper drainage and maximum use of existing open space;
- Rain gardens to attenuate peak flows and provide stormwater treatment and filtration; and
- Permeable paving applications on driveways and walkways to decrease stormwater runoff rates.

To encourage the use of residential stormwater techniques, the Town could offer educational seminars, materials, and/or rebates for reducing the volume of stormwater released from residential properties.



Photo: mwms1916, flickr

PRIORITY RESIDENTIAL GROWTH AREAS

As indicated in the Land Use Plan and Growth Strategy, Priority Residential Growth Areas include parcels within the existing Plainfield municipal boundaries that are targeted for residential land uses. This ensures future growth takes advantage of existing roadway, water, and wastewater infrastructure. The Town could focus development in these areas, which includes infill development opportunities in the form of incomplete subdivisions, vacant parcels, and agricultural land.

Some residential parcels in older areas of Plainfield may be oddly shaped or are too small to construct new development that is both economically feasible and fits within the character of the neighborhood. As such, the Town could consider utilizing tax abatement as a tool to encourage infill residential development. Additional tools include assisting with parcel assembly by increasing housing unit density provisions.

CHARACTER AND DESIGN

As residential development occurs within and adjacent to existing neighborhoods, their design could reflect the existing built character of the community. In addition to following the Town's Residential Design Guidelines, residential structures could be designed to meet the desired community character and design as indicated in the Visual Preference Survey. For examples, single family homes could have multiple and varying gables, façade articulation, and garages that are not the dominant architectural feature. Single-family attached uses could be of a size and scale that blends with the surrounding community, while multi-family residences could use a variety of materials and exhibit well-designed and maintained landscaping.

NEIGHBORHOOD CONNECTIVITY

As priority residential growth areas develop, neighborhoods could include multiple roadway access points or trail segments to connect adjacent residential areas. The Town could ensure logical roadway connections through the extension of "stub" streets. Where feasible, priority residential growth areas could also provide connections to the existing trail network.

SECONDARY RESIDENTIAL GROWTH AREAS

Secondary Residential Growth Areas include unincorporated parcels designated as a residential use within the Land Use Plan that are adjacent to the existing Plainfield municipal boundary. These areas generally consist of agricultural land and are likely to develop as planned subdivisions. As growth occurs in these areas, the Town could consider the following recommendations.

CUSTOM HOME SITES

Although there are several areas of land suited for residential development, there is a need for custom home sites. Custom home sites include large-lot residential parcels (on average, 1 acre or 43,560 square feet in size) that allow for the construction of unique, customized single family homes. To encourage the construction of such homes, the Town of Plainfield can take both a regulatory and investment approach. A regulatory approach requires the Town to amend its Zoning Ordinance and Zoning Map to include a residential use zone that requires minimum lot areas of approximately 1 acre. As custom homes are more likely to be constructed on serviced sites, the Town could consider investing in water and wastewater infrastructure to future custom home sites. However, before making such an investment, the town could conduct a cost-benefit analysis to ensure the initial infrastructure installation and continued maintenance balance with future revenue from custom home development.

Visual Preference Survey Results

SINGLE FAMILY DETACHED Highest Rated



4.20



4.02

Lowest Rated

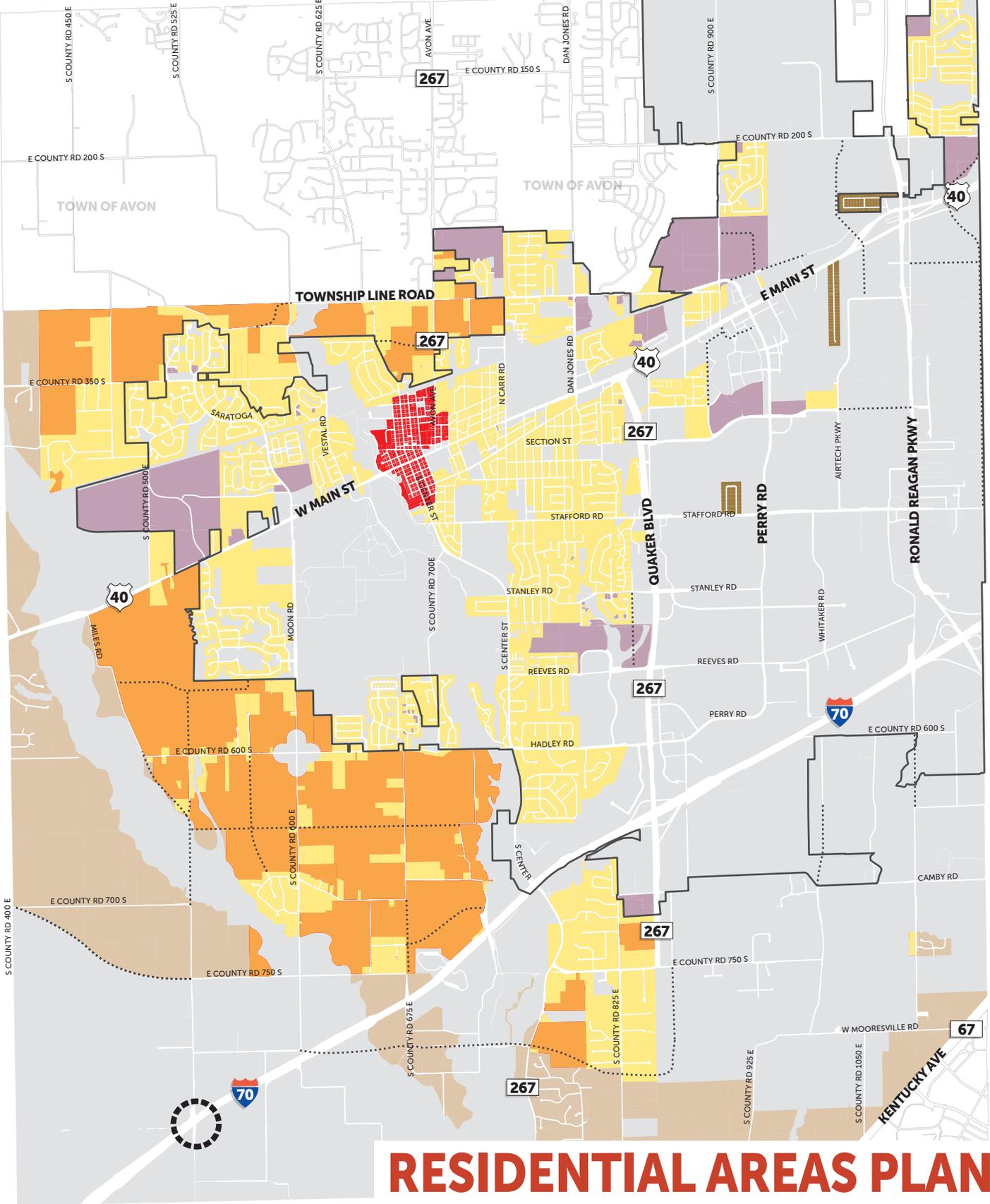


1.50



2.59

Preference among the single family detached home images showed a clear divide; with homes using brick and stone materials being highly favored over those that use vinyl siding. Another key distinction between the highest and lowest favored designs involved garages. Favored designs have garages that are set back from the main entrance or are accessible via alleys, while the lowest ranking designs have garages as their most prominent feature. As future single family residential neighborhoods are developed, the Town could work with developers and builders to create homes that exhibit preferred design concepts shown in the VPS, as well as mandate stylistic diversity so that no two adjacent homes are alike.



RESIDENTIAL AREAS PLAN

- Town of Plainfield Existing Corporate Limits
- Potential Interchange
- Neighborhood Revitalization
- Neighborhood Preservation
- Priority Growth Area
- Secondary Growth Area
- Tertiary Growth Area
- Residential Islands

CONSERVATION DESIGN

Secondary Residential Growth Areas include portions of West Fork White Lick Creek, White Lick Creek, and large tree stands. These natural features contribute to the identity of Plainfield as well as serve important roles with regard to neighborhood greenways, stormwater management, and sustainability. Conservation Design, also known as cluster development, is a residential land use pattern that preserve continuous areas of open space and natural areas by clustering smaller residential parcels. The overall housing density remains the same, but the side designs allows for larger areas of open space that can be used as community parkland or natural conservation areas. The Town could review the existing Subdivision Control Ordinance and Zoning Ordinance to incentivize or require the use of conservation design or cluster development to preserve open space and natural areas.

TRAIL INTEGRATION AND CONNECTIVITY

Plainfield’s trail system has repeatedly been cited as a significant asset to the community. As such, the Town could work with developers to encourage the construction of trails as part of new residential developments. In addition, new residential development could be required to provide safe, and efficient non-motorized connections to the existing trail system. This ensures that Plainfield’s trail system continues to grow and is accessible from all parts of the community.

HOUSING DIVERSITY

Plainfield has a diverse economy and could have a range of housing options that reflects that range of incomes in the community. While single family detached residential homes is preferred by the community and will likely remain the dominant, the Town could nevertheless encourage a breadth of housing products. This includes the development of townhomes and multi-family products that are both owner- and renter-occupied. These uses are best placed near commercial areas to encourage walkability and serve as a land use transition to single family residential neighborhoods.

Visual Preference Survey Results

SINGLE FAMILY ATTACHED

Highest Rated



3.18



3.10

Lowest Rated



1.68



1.50

Similar to the highest ranking images for multi-family and commercial buildings, preferred single family attached designs demonstrate façade articulation and varying rooflines. Preferred projects are oriented toward the street with pathways and entrances that are accessible from the sidewalk and garages that are located to the rear of the building, which is a design feature already addressed through the Residential Design Guidelines.

Visual Preference Survey Results**MULTI-FAMILY DETACHED**
Highest Rated

3.51



3.28

Lowest Rated

1.40



1.99

Multi-family buildings that received the highest ratings utilize a mix of building material to add visual interest, as well as varying rooflines. Preferred designs demonstrate both vertical and horizontal articulation and buildings entrances front the street, rather than parking lots. Of particular note, community members preferred buildings between 3-5 stories in height, indicating an approval of higher density projects that exhibit good design aesthetics and landscaping.

If the Town wants to more directly engage the management and maintenance of rental housing in the community, a proactive approach could include the establishment of a Crime Free Housing Program. Such a program requires cooperation between the community, property owners and the Police Department to deter illegal activity at rental properties. The Town could evaluate working with Plainfield Police Department and rental property owners to establish a Crime Free Housing Program at some point in the future.

RESIDENTIAL ISLANDS

Plainfield includes several residential areas located within warehouse and business districts. Warehouse and industrial uses are generally incompatible with these single family neighborhoods, given the noise and traffic impacts from business operations. In the short term, the Town could work with both residential property owners and adjacent businesses to install adequate screening and buffers where feasible. In the long-term, residential property in these areas may be shifted to commercial or industrial uses. The Town could work with potential developers to provide relocation assistance to residential property owners, which may include planning and advisory services.

**TERTIARY
RESIDENTIAL
GROWTH AREAS**

While the growth management strategy encourages future development to occur within the Primary and Secondary Growth Areas, it should not preclude future development in the Tertiary Growth Area. Should residential development occur within these boundaries, the Town could ensure future development follows the same requirements and design considerations of the Secondary Growth Area. This includes the use of conservation design, the integration of local and regional trails, and the inclusion of a diverse range of housing types and styles.

COMMERCIAL AND INDUSTRIAL AREAS PLAN

Commercial and industrial areas within Plainfield provide services to residents and visitors and support the local economy. From small business ventures to international corporations, the Town's commercial corridors and industrial districts not only drive economic development, but have a significant contribution to the overall identity and character of the Plainfield community. Further, unlike "bedroom" suburbs that are overwhelmingly housing, Plainfield has developed a strategic balance of land uses that ultimately mean businesses carry a portion of the overall tax burden and help elevate the residential quality-of-life of the community. The Commercial and Industrial Areas Framework Plan provides recommendations and strategies for the varied districts throughout Plainfield.

EASTERN GATEWAY

The Eastern Gateway District follows the U.S. 40 corridor from the Town's eastern boundary at Raceway Road to the Ronald Reagan Parkway. Future development on the corridor could focus on commercial retail and restaurant uses, catering to commuters, warehousing-related traffic, and logistics businesses. As the gateway into Plainfield from Marion County, structures on U.S. 40 corridor could have high landscaping and design standards, which includes landscaped buffers and appropriate signage. For more detailed recommendations, see *Chapter 6: Subarea Plans*.

AUTO CITY

The Auto City District is a unique opportunity to cluster similar uses in a centralized location. "Auto City" includes several car dealerships and auto service stations. The Town could encourage the strategic clustering of automotive-related businesses and services in this district, preserving other real estate for retail, office, and warehousing developments. For more detailed recommendations, see *Chapter 6: Subarea Plans*.



REGIONAL RETAIL

The Regional Retail District is centered at the corner of U.S. 40 and Perry Road. The District includes the Shops at Perry Crossing as well as several large-scale retail areas that consist of national big box stores and restaurants. The area has the potential to be repositioned to target infill development to support the existing retail businesses with a strategic mix of uses, including housing, office, medical service, and direct connectivity to industrial employment. This “mixed-use village” would leverage contemporary development trends and establish the Perry and Main area as the epicenter of life in modern Plainfield.

As the area continues to build-out, the Town could work with property owners to retrofit existing developments and ensure new developments include sidewalks and pedestrian areas through parking lots designated with striping, decorative pavers, landscaping, and signage. All future development could be required to provide direct pedestrian connections as well as infrastructure for bicycles such as bike racks. Retail structures themselves could include an architectural massing that provides focal points and attractive vistas. Commercial entry points could include attractive crosswalks, signage, and public art.

Examples of the desired community aesthetics are demonstrated in the *Visual Preference Survey* results for Commercial Areas. For more detailed recommendations, see *Chapter 6: Subarea Plans*.

DOWNTOWN/ MIXED USE

Downtown serves as the heart of Plainfield. The Town could prioritize infill development and focus effort to transform Mill Street and Main Street as traditional mixed use corridors. The remainder of Downtown could include horizontal mixed use, which allows for a range of residential and commercial uses, which are not necessarily located within the same structure. Pedestrians could be provided safe and convenient access throughout Downtown via multiple crosswalks. The Town could incentivize development and redevelopment of Downtown, while ensuring it maintains the historic character of the neighborhood. For more detailed recommendations of Downtown, see *Chapter 6: Subarea Plans*.

CORRIDOR COMMERCIAL

Corridor Commercial Districts include Main Street/ U.S. 40 and SR 267 and function as high-volume, high-speed highway districts. These areas cater to both local residents, commuters, and visitors, exhibiting a mix of large retailers, local establishments, professional offices, and medical uses. The Town could promote a mix of commercial uses that are compatible with the overall character of the community. The Town could enforce standards for design, site configuration, landscaping, buffering and screening, and signage for all commercial development, and ensure businesses provide direct pedestrian connections and help to complete the sidewalk and/or trail system. Because these development sites are served by high-volume highways, access management and internal circulation could be encouraged to limit curb cuts and promote cross access between businesses.

Visual Preference Survey Results

DOWNTOWN Highest Rated



3.85



3.83

Lowest Rated



1.80



2.53

The preferred images showcase downtown corridors with similar structures as Plainfield. Buildings display historical details such as decorative cornices, use of brick, and awnings. The least favored images include downtown buildings that are of a scale much larger than existing Downtown Plainfield and lack the design elements that embody early 20th century architecture. Although the preferred design characteristics are outlined in the Town Center District Development Requirements in the Plainfield Zoning Ordinance, developers and builders could look to the preferred images for design inspiration.

Visual Preference Survey Results

COMMERCIAL

Highest Rated



3.37



3.21

Lowest Rated



1.55



1.69

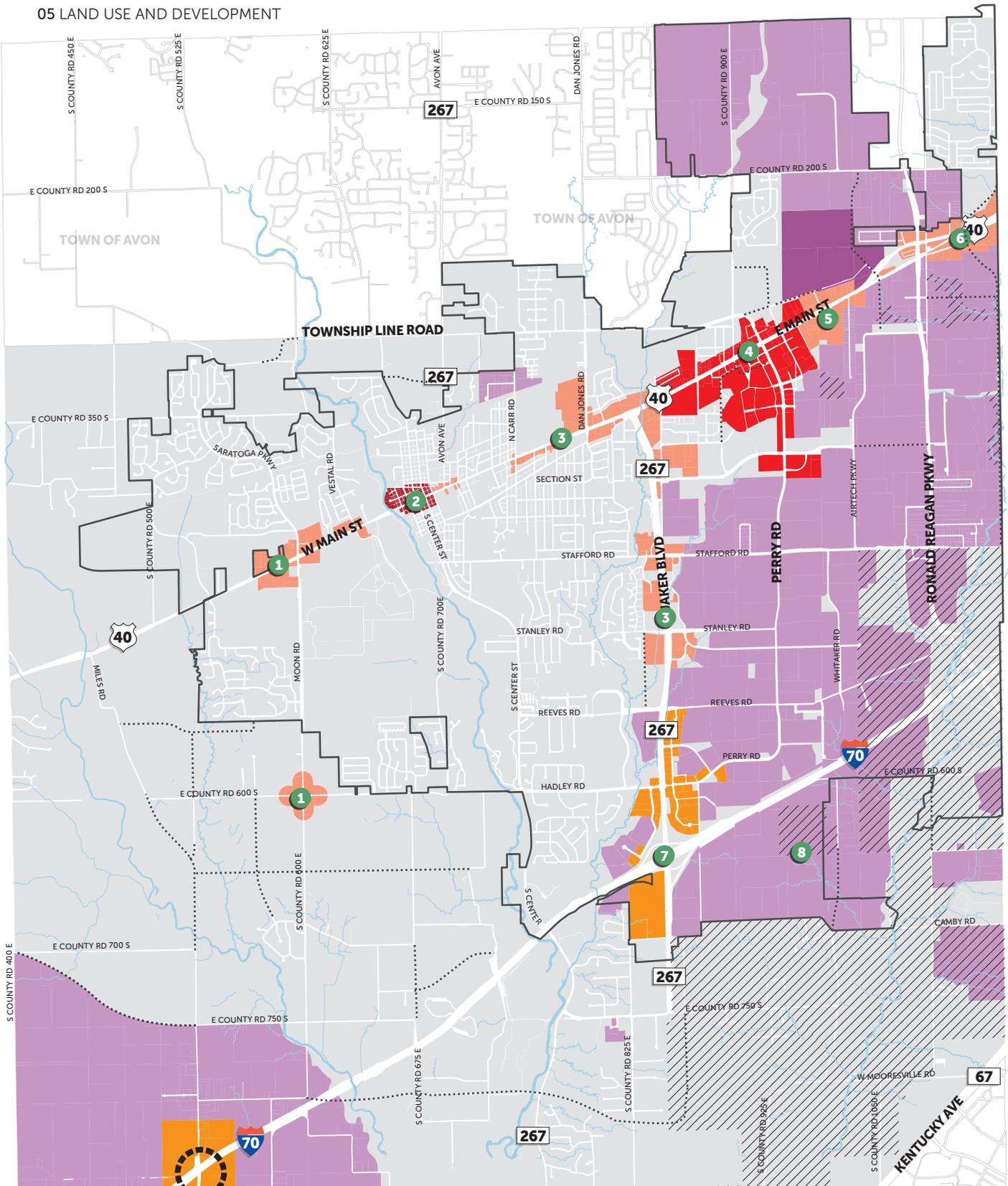
The highest-rated images for the commercial category includes those that exhibit varying rooflines and building articulation. Preferred designs use a variety and mix of materials, such as stone, brick, and stucco. In addition, preferred commercial designs utilize awnings, high levels of transparency, and exhibit building and perimeter landscaping. These designs contrast with the lowest-rated images, which present commercial business centers with flat store frontages and a singular roofline set among large, surface parking lots. Future commercial development could utilize a mix of materials, exhibit rooflines that features elevation changes through a combination of flat and sloped, and pitched roofs, and break up the exterior horizontal and vertical mass through columns, ribs, pilasters, and piers.

LOCAL COMMERCIAL

The local commercial districts include two primary areas: the intersection of U.S. 40 and Saratoga Parkway and a future commercial node at Moon Road and County Road 600/Hadley Road. These areas cater to adjacent neighborhoods, providing the retail and commercial services that meet the everyday needs of local residents. Businesses could be encouraged to share parking facilities and curb cuts could be kept to a minimum. The Town must ensure that local commercial areas are kept at a pedestrian scale and provide pedestrian and bicycle access and facilities. Finally, local commercial development could be of a size, scale, and character that reflect and complement adjacent residential neighborhoods.

HOSPITALITY DISTRICT

The Hospitality District is centered on the I-70 and SR 267 Interchange. Future land use and businesses could build off existing hospitality uses, which leverage access to the interstate and include a number of hotels and restaurants. To make the area more attractive and convenient for visitors, the Town could work with existing property owners and emerging developments to complete the existing sidewalk network. Special attention could be paid to the intersection of SR 267 and Hadley Road to increase safety and accessibility across the intersection for pedestrians and cyclists. The Town could work with Indiana DOT to install sidewalks, countdown signals, high-visibility crosswalks, and pedestrian refuge islands. These elements could be a part of a larger "district-branding" approach that further establishes the district as an appealing, distinctive gateway into Plainfield from I-70.



COMMERCIAL AND INDUSTRIAL AREAS

- | | | | |
|------------------------------|-------------------------------|--|--|
| Local Commercial 1 | Auto City 5 | Town of Plainfield  | Adesa  |
| Downtown 2 | Eastern Gateway 6 | Roadway Improvements/Connections  | Light Industrial/Warehousing  |
| Corridor Commercial 3 | Hospitality District 7 | Airport Conservation Areas  | Local/Corridor Commercial  |
| Regional Retail 4 | Corporate Campus 8 | Potential Interchange  | Highway Commercial  |
| | | | Regional Commercial  |
| | | | Mixed Use/Downtown  |

Visual Preference Survey Results

INDUSTRIAL AND BUSINESS PARKS

Highest Rated



3.33



3.33

Lowest Rated



1.42



1.39

Community members preferred industrial and office buildings that have distinct architecture with prominent front entrances. What distinguishes the preferred images from those that received poor ratings is the level of landscaping and trees, as well as use of transparency and building materials. The Town could strive to develop industrial buildings that utilize perimeter landscaping and screening that incorporates a variety of trees, as well as prohibit the construction of buildings that lack windows and utilize corrugated metal roofs and siding.

LIGHT INDUSTRIAL AND WAREHOUSING

Plainfield's warehousing and distribution industry, which dominates the Town's eastern development footprint, is recognized as one of the major logistics hubs in the Midwest. Within the distribution and fulfillment industry, Plainfield is a well-known destination and these land uses represent one of the Town's most strategic economic assets. While these warehouse facilities—some as large as 1,000,000 square feet—can dominate the landscape, the Town is achieving a good balance of business growth and community aesthetics. The Town not only accommodates large business development, but also promotes a positive identity of Plainfield by requiring landscaped buffers and screening, trail integration, bus transit, and truck routes. Ultimately, much of Plainfield's management of the warehouse districts reflects national best practices. The Town could continue to reinforce and apply these development practices as it manages future growth.

While warehousing and distribution could remain priority development types as allowed by available land, it could encourage smaller light manufacturing, light industrial businesses, and professional offices to infill smaller parcels. These businesses serve to diversify the local economy and provide valuable sources of local employment. Smaller light industrial development could be held to the same landscaping standards as larger warehouse and distribution structures.

GREEN PARKING DESIGN

Surface parking lots that serve Plainfield's commercial businesses are generally large asphalt lots with conventional storm drains. While landscaped islands provide some respite from large surface parking lots areas, contaminated runoff enters the stormwater system, which can cause significant environmental and flooding problems for area creeks and waterways. Large paved surfaces have also been shown to contribute to the urban heat island effect, which can increase temperatures in urban areas by more than 20 degrees F.

By designing parking lots using stormwater best management practices (BMPs),

much of the silt, oil, grease, and other material can be filtered before discharging into the stormwater system. The addition of landscaping also increases overall permeability, reduces heating and energy use, and increases the aesthetic quality of commercial areas. BMPs for parking lots include, but are not limited to:

- Minimizing the dimensions of parking lot spaces;
- Decreasing the required number of parking spaces;
- Establishing maximum parking standards;
- Using bioretention areas and bioswales to filter and treat stormwater;

- Using alternative pavement material such as pervious pavers and/or pavement;
- Providing economic incentives for structured parking;
- Encouraging shared parking; and
- Utilizing landscape and design treatments such as stormwater planters and tree box filters.

The Town could develop and apply surface parking lot design guidelines that require specific BMP and stormwater performance thresholds. These guidelines could be used as part of the design review process as a benchmark for approval of all developments containing surface parking lots.

SUSTAINABLE WAREHOUSE DEVELOPMENT

Plainfield's many distribution warehouses offer ample opportunities to leverage large roof surface areas for energy-saving, energy producing, and stormwater management elements. The installation of photovoltaic cells, solar water panels, and wind turbines have the power to produce on-site energy, while the addition of green roofs would not only regulate interior temperatures, but aid in stormwater management and reducing the urban heat island effect.

Given the history of flooding in Plainfield and the amount of permeable land that is covered by large warehouses, green roofs are an effective stormwater management technique. Green roofs can generally absorb 60-70% from 1" of rainfall. This reduces impacts to the stormwater system by decreasing the volume of rain and snow runoff, thus helping to prevent flooding. While the State of Indiana and Duke Energy both offer incentives for the use of on-site renewable energy sources such as solar water systems, neither provide incentives for green roofs. The Town of Plainfield could consider establishing a green roof program that provides financial incentives and/or technical assistance to property and business owners.

Example: Murphy Warehouse, Minneapolis, MN

Murphy Warehouse Co. is a Minneapolis-based company that owns and operates 12 warehouse sites, encompassing nearly 2.9 million square feet in the Twin Cities area. The company is an industry leader in green business practices, which has not only contributed to a cleaner environment but has saved the company hundreds of thousands of dollars. Four of the company's warehouses are LEED certified and others utilize energy-saving LED lighting. With funding assistance from the local energy utility and the government in the form of tax credits and grants, several

warehouses are equipped with solar power arrays that produce a combined total of 326 kW. This energy production saves the company approximately \$20,000 in electricity costs per year. By managing stormwater on-site and utilizing native landscaping at its facilities, the company saves an additional \$73,000 annually. While Murphy CEO acknowledged that upfront expenses for sustainability measures may appear to be cost prohibitive, in the long run they are an environmentally and economically effective approach to business that can make a reasonable return on investment.





CORPORATE CAMPUS

The Corporate Campus District provides an opportunity to leverage interstate visibility, proximity to Indianapolis International Airport, and convenient access to I-70 to create an area that caters to professional offices and business headquarters. Development could incorporate the existing large tree stands and consider accommodating multi-modal trails through the development. Lots fronting on SR 267 and I-70 could include decorative landscaping and attractive building design that conveys a professional image of the Plainfield community. The district has the potential to further establish Plainfield's identity in the Indianapolis region and act as a critical gateway into the community.

While areas south of I-70 present much of the Town's undeveloped land, the Corporate Campus District may be slower to develop than other areas of the community. Given the potential mitigation efforts associated with the area's bat habitats and availability of inexpensive land farther down I-70 in Hendricks County, there are other development opportunities that present fewer restrictions. Further, the real estate lacks the necessary public and utility infrastructure to support large-scale development at this time. Prior to expanding public infrastructure south of I-70, the Town could conduct a fiscal impact analysis to ensure infrastructure investments appropriately account for potential land use and net economic impact of such growth.

06

Building on the core components of the Comprehensive Plan, detailed Subarea Plans have been developed for the Eastern Gateway, Perry and Main, and Downtown districts. The Subarea Plans highlight key concepts and strategies for land use and development, transportation and circulation, economic development, and other improvements to these areas of Plainfield.



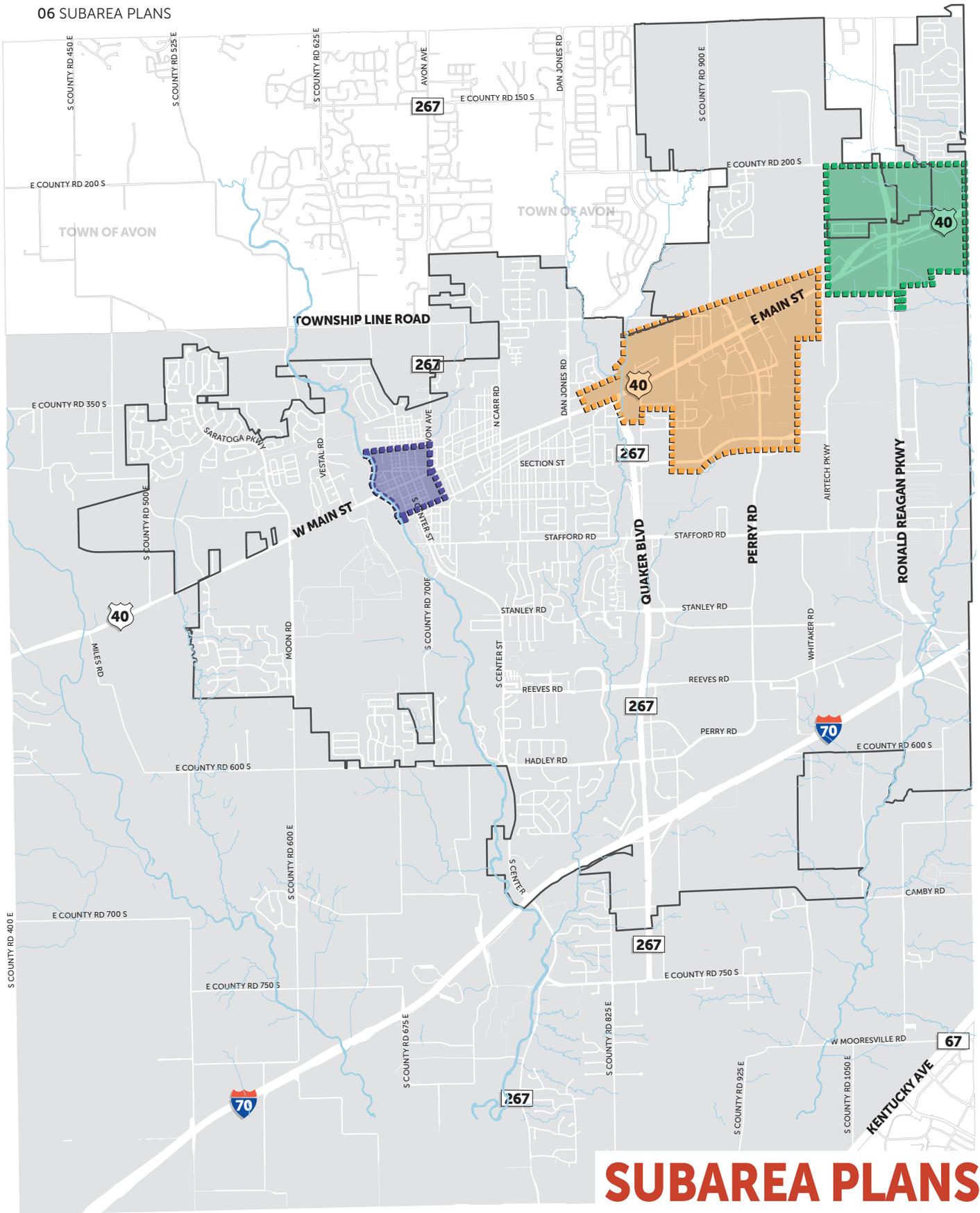
06

SUBAREA PLANS

The Subarea Plans provide more site-specific recommendations for these key areas of the Town, building upon the general policy framework established in the Comprehensive Plan. This approach will guide public improvements and reinvestment in each district, as well as provide a long-term growth and redevelopment vision for the business community.

The Subarea Plans will assist the Town in achieving the following goals, presenting in order from east to west:

- *Downtown* – Reinforce Downtown as the center of social, cultural, and recreational life in Plainfield by establishing the district as a vibrant, walkable, mixed-use neighborhood that caters to residents from throughout the community.
- *Eastern Gateway* – Improve the U.S. 40 and Ronald Reagan Parkway corridors as entrances to the Town of Plainfield, while investing in major roadway construction projects that will facilitate new commercial and industrial development.
- *Perry and Main* – Strategically reposition the established regional retail district as a mixed-use employment center that leverages the full potential of the Shops at Perry Crossing while reinforcing the existing automotive businesses on U.S. 40.



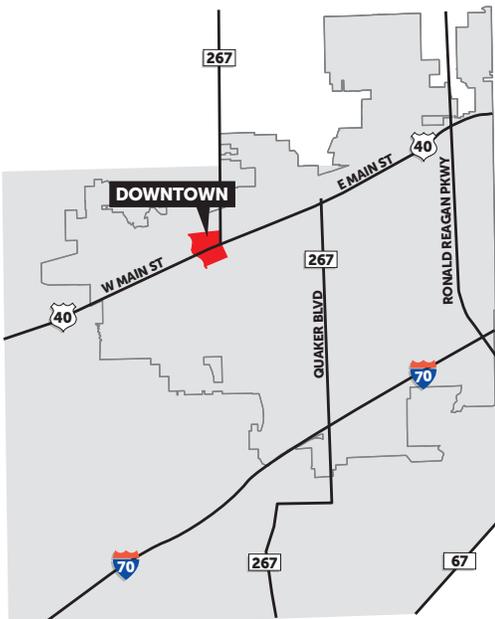
SUBAREA PLANS

Town of Plainfield Existing Corporate Limits

Downtown
Perry and Main
Eastern Gateway

DOWNTOWN

Plainfield is a historic Indiana town settled in the 19th century and like many such communities it features an appealing traditional, “central business district”. Downtown is centrally located in the Town and serves the community in a variety of ways, including government functions, opportunities to dine and shop, and hosting special events and festivals such as the Farmers’ Market and Quaker Day. Downtown is also home to a variety of unique historic sites, such as the National Road corridor, Plainfield Friends Meetinghouse, and the remnants of the Van Buren Elm. Downtown Plainfield is truly a classic, mixed-use neighborhood built on a walkable network of grid-pattern streets and wrapped by historic residential districts.



However, throughout outreach many public participants and community stakeholders expressed the desire to improve and “elevate” Downtown. Although there are some local gems, there is a desire for more restaurants, particularly unique destinations and establishments that serve a wider range of patrons, meeting more of their tastes and needs. Further, there is considerable interest in rehabilitating the Village Theatre and establishing that facility as a key community gathering space. And despite many seasonal draws and events, there is a desire to feature even more festivals and programming Downtown. The community knows Plainfield is going to continue to grow and expand, particularly south and west – and a core goal is to further establish Downtown as the vibrant center of activity and life that brings everyone in Town together. As this vision is achieved, it will further distinguish Plainfield as one of the most desirable communities in the Indianapolis region while reinforcing its hometown community character and identity.



THE VISION

Downtown already holds a significant amount of untapped potential today, and as Plainfield grows and continues to add more households, more families, and more disposable income, this unmet demand for Downtown businesses and community experiences will only grow as well. Further, Downtown Plainfield could not only serve local residents but also establish itself as a destination within Hendricks County, drawing in visitors and becoming a center for cultural and special events in the Indianapolis region. A successful, vibrant Downtown will further establish Plainfield's identity as a tightly-knit small-town, radiating outwards from a vintage Main Street, ultimately anchoring one of the more desirable communities in the Indianapolis region.

The vision for the Downtown Subarea will be to primarily serve as a "24/7" district that provides a variety of mixed-uses, including functioning as the Town's densest, most diverse neighborhood of housing types, a hub of office and small business employers, a node of unique local retailers and restaurants, a cluster of distinctive parks and public gathering spaces, and the center of many of Plainfield's community events and cultural attractions. Additionally, Downtown Plainfield will serve to unify and connect all of the Town's residents even as the community continues to diversify, grow, and expand.



THE STRATEGY

The strategic approach in Downtown Plainfield is to build on its recent reinvestment by identifying both public and private actions that will accelerate redevelopment and further create self-reinforcing momentum in the district. The near-term strategy primarily entails (1) leveraging future public investment in parks and trails, vehicle parking, and community facilities to strengthen Downtown's market appeal, while (2) recruiting and incentivizing key privately-owned businesses that will strategically function as catalytic destinations for the district. The strategic approach to redevelopment in the Downtown subarea district is captured in these seven priority actions:

- Strengthen physical connections within the Downtown area while also reinforcing Downtown's relationship throughout Town as the center of life in Plainfield.
- Reinforce the relationship between the mixed-use and commercial core of Downtown with the adjacent residential neighborhoods by implementing stabilization and community reinvestment strategies that strategically support both areas.
- Establish two distinct mixed-use districts within Downtown and promote infill redevelopment projects through incentives and other public investment.
- Continue the Town's existing efforts to manage and invest in Downtown parking.
- Leverage Downtown's access to parks, open space, and ability to host community events.
- Target existing multi-family properties for redevelopment that better position them for competition in a 21st century housing market.
- Permit and support a land use transition from Main Street into the core residential neighborhoods that supports a vibrant, mixed-use Town core.

DOWNTOWN IS PLAINFIELD'S TOWN CENTER

As the Town grows and expands, further establishing Downtown as the social and cultural center of life in Plainfield will be strategic and important. One strategy that could be pursued is strengthening Downtown's connectivity not only throughout the district, but also between Downtown and the other parts of Plainfield. From a Town-wide scale, U.S. 40 connects Downtown to the community east-to-west, and a combination of Avon Avenue and Center Street does so north-to-south. But an important path that connects newer subdivisions to Downtown is the Town's network of local trails that feed into the Vandalia Trail and White Lick Creek Trail – both of which can link residents to Downtown Plainfield. It is important for Downtown that this Town-wide trail network is expanded as new residential subdivisions are built.

Once visitors reach Downtown, pedestrian mobility could be convenient, simple to navigate, and safe for residents of all ages, ultimately creating a "park once" type of walkable, pleasant experience. Connectivity within the district can be improved by maintaining the bridge between White Lick Creek Trail and Main Street, while also evaluating a new pedestrian bridge at Buchanan Street. Additionally, Downtown sidewalk repairs, upgrades, and gap-filling could be prioritized in the Town's capital improvement program, as well as safety enhancements like additional lighting and emergency call boxes. A part of that effort could be evaluating the addition of new pedestrian-request traffic signals and crosswalks on Main Street, particularly at Mill Street.

REINFORCING DOWNTOWN WITH ITS HISTORIC NEIGHBORHOODS

Downtown Plainfield is surrounded by its two oldest residential neighborhoods, Duffy and Carter's, and they play a critical role in the health and vitality of the mixed-use and commercial parts of the area. Ultimately there are some signs of blight and disinvestment in these neighborhoods, which are sometimes located alongside instances of attractive home rehabilitations; the problems and potential of these areas is simultaneously clear. The two residential areas need to be marketed and positioned in a way that both supports and draws from Downtown's future success.

Living in proximity to a vibrant Downtown is a clear asset to these neighborhoods, but their blighted appearance and any potential decline in real estate values also drags down the potential of Main Street. Therefore a key part of a mixed-use Downtown strategy is targeting reinvestment in these residential neighborhoods. Strategies include promoting homeownership, offering incentive-based home improvement loans, and marketing these historic areas in partnership with active neighborhood organizations; as well as traditional municipal techniques like infrastructure investment, code enforcement, and community policing efforts. Some efforts may be assisted by new Town-led tools, such as form-based codes, promoting demolition through grants, and waiving permit fees on infill construction; whereas others must be led by private homeowners and residents, like historic home tours, litter clean-up outings, and block parties. The Town could revisit the Duffy (2008) and Carter's (2010) neighborhood plans and engage the residents in a strategic update built around clear 3-5 year action-items.

ESTABLISHING TWO DOWNTOWN DISTRICTS

Downtown Plainfield features two clear districts – Main Street and Mill Street. Both could be developed in a manner that complements each other while not diluting or undercutting the strengths of the other. Main Street could be the location for most of any proposed new infill construction, particularly in terms of multi-story, mixed-use development. The Town’s historic streetwall could be reinforced through new development and the majority of intense business uses could be located in this corridor. Mill Street presents a more eclectic character, both in terms of architecture as well as business mix. There is a strategic purpose and value to maintaining that character which will ultimately provide the market a more affordable alternative to Main Street that serves a different role.

For example, Main Street is likely best positioned to support a 3-story development that features a high-volume microbrewery requiring 15,000 or more square feet, with office or high-end loft apartments above it; whereas Mill Street is best suited for a small, 1,000 square foot local coffee shop located in a historic house that also uses the space as an art and photography gallery, perhaps with a studio upstairs. Or, Main Street would likely most easily accommodate a mid-sized engineering firm with 15 employees requiring two upper stories, whereas Mill Street may be a competitive location for a 3-person window installation company that needs a small showroom and minimal office space. In this scenario, both local residents as well as daytime employees could visit such establishments during morning, noon, and night, providing two distinctly different characters and experiences, both located Downtown and reinforcing the district as a center of activity and local variety.

MANAGING PARKING

Although there are public parking locations throughout Downtown, including certain blocks where on-street parking is permitted, some of the available parking is located on private property and generally reserved for private business tenants, while the Town owns many off-street lots as well.

These surface lots breakup Downtown’s continuity and fail to contribute to Downtown’s character, particularly along Main Street. The Town of Plainfield has made recent investments in adding more parking spaces Downtown, most notably the new lot on Mill Street behind Oasis Diner. However, like many central business districts, adequate parking continues to at least be a perception issue that must be engaged. Due to the urban design and configuration of Main Street, ultimately the most strategic method to add and manage parking appears to be leveraging the existing alleyway network that parallels Main Street.

Certain areas, such as behind Town Hall, Firehouse Bar & Grill, and the Village Theatre, already feature small parking lots accessed via the alley; these locations serve as models for the entire Downtown district. This approach could be repeated as infill projects are located on Main Street, providing vehicle circulation and an alternative route from Main Street. This alley design will also allow motorists to park near their destination and more evenly distribute available parking throughout the corridor. Ultimately some of this parking may be publicly-owned and in other locations it could be built and owned by a private developer; these determinations must be incremental based on project specifics over time. Finally, this clear line of alley-accessed parking lots, if appropriately screened and landscaped, will provide a defined transition from the core, multi-story, mixed-use part of Downtown and other, less densely developed areas.



LEVERAGING PARKS, OPEN SPACE, AND COMMUNITY EVENTS

Many successful Downtown districts feature the community's main open space destination – which may be used as a destination for major parades, the location of firework displays, and the host to signature community events. In recent years the Plainfield Friends Meetinghouse and grounds have been serving as such a destination, although technically private property. Further, Downtown Plainfield is located on the White Lick Creek greenway, which provides direct access to open space and trail networks. Beyond that greenway is the former Boy's School, which now functions as a Short Term Offender Program (STOP) Facility; however, there is a series of soccer, football, and baseball fields; the Miracle Movers Field; and parking lots, all located in the Town-managed Al and Jan Barker Sports Complex. The Al and Jan Barker Sports complex contains interesting historic facilities, such as the "apple house" and 19th century cottages, which could potentially be repurposed as unique community facilities.

The Town has been leveraging these athletic fields to host major youth sports events, such as the Westside Invitational Soccer Tournament, to partly function as an activity-generator for Downtown Plainfield. Other community events, such as the Farmer's Market and Quaker Day, have also acted as activity generators for Downtown. The Town could continue to add more sporting events, bicycle and trail-related special events, and new community festivals located Downtown to continue to steadily build activity and consistent foot traffic to support local businesses. Also, the Town of Plainfield could continue to engage the State of Indiana to leverage the real estate across the creek as an extension of Downtown and serve as one of the community's major parks.



DOWNTOWN TRAFFIC MANAGEMENT STRATEGIES

Traffic management on Main Street through Downtown Plainfield is a key issue to address. However, there is a delicate balance that must be struck between elevating the pedestrian movement and safety within the district and moving motorists through the area. Ultimately, U.S. 40 is a major regional arterial and its high traffic volumes do yield benefits to businesses and add greater visibility to Downtown Plainfield. The Town could employ passive traffic calming strategies that still accommodate and leverage high traffic volumes while also better incorporating pedestrian improvements. Potential strategies could include curb extensions at intersections (bump-outs), differentiated pavement for crosswalks, narrower traffic lanes, center lane medians, and pedestrian refuge islands.

REDEVELOP EXISTING MULTI-FAMILY PROPERTIES

Vibrant downtown neighborhoods are truly mixed-use and not only feature residential land uses, but also provide a wide variety of housing types and products, including multi-family units that are both rental and owner-occupied. Further, downtown housing could cater to a wide range of ages, with a particular focus on younger individuals and “starter home” families, as well as senior citizens and recent retirees. There is a considerable amount of multi-family property immediately north of Main Street in the Duffy neighborhood, but much of it is aging, featuring deferred maintenance, and potentially competitively obsolete in the 21st century housing market. Their conditions vary, but some properties lack modern amenities, include very small units, and/or generally lack marketability; other properties were later infill that are more auto-oriented and suburban in design, and therefore fail to capitalize on their proximity to Main Street.

Ultimately much of Downtown’s existing multi-family housing needs to be carefully evaluated for reinvestment strategies. The Town could consider directly engaging current landlords and property managers in developing strategies to reinvest, if not pursue demolition. Future infill development opportunities could consider more compact site designs that integrate with Downtown’s street grid, provide modern units in contemporary-designed buildings, and more effectively leverage views of White Lick Creek and close walking access to Main Street.



SUPPORT A TRANSITION IN LAND USES

Many successful Downtowns manage the transition from the core business district into quiet, residential neighborhoods through an intentional “step down” of mixed-use activity. The most effective approach is to permit home-based businesses and a targeted concentration of low-intensity commercial uses on the blocks immediately surrounding the core commercial district. Many of these uses, such as small-scale law offices, photography studios, eye doctors, and bed and breakfasts, for example, can operate from structures that were originally built as private homes. Plainfield features a number of blocks south of Krewson Avenue and north of Carter Street that currently feature a mix of residential and commercial activity; these areas could be promoted as a destination for such investment and activity.

This strategy will prioritize Main Street frontage for visibility-reliant retail and restaurant businesses, while creating a land use transition into the core residential neighborhoods beyond the heart of Downtown. It also helps to generate new daytime population for Downtown businesses while positioning the area to appeal to small businesses and local startups that cannot afford Class A office space. Ultimately, based on Main Street’s success with new infill projects, these blocks may be repositioned for new construction redevelopment, likely beyond the life of this plan.

FIREHOUSE REDEVELOPMENT SERVE AS A CATALYST

Municipal facilities, particularly historic buildings, are often some of the most iconic and architecturally interesting in a community. Fire stations and engine houses are often some of the most compelling buildings within this category, and hundreds if not thousands have been redeveloped across the United States. Many former firehouses have been converted into a wide variety of businesses, perhaps most often as distinctive restaurants, bars, breweries, and similar food establishments that draw from the building's unique history. However, fire stations have also been converted into office and incubator

space, art galleries, performance spaces and theatres, residential units (both multi-family condos/apartments and single-family homes), museums, community centers, and banquet halls. Such projects often garner considerable interest and regional media attention and can serve as a catalyst for a business district. Further, many public jurisdictions avoid the need to abate taxes or contribute financial incentives to these privately-led redevelopment projects because the structure and associated land is in effect an incentive through an in-kind, or discounted market rate, contribution to the project.



OPPORTUNITY SITES

1 STATION 122

The Town of Plainfield is expected to construct a new firehouse and department headquarters near the intersection of Main Street and Moon Road. Further, they have no certain future plans for the existing facility on Main, located in the heart of Downtown. The Town could evaluate marketing the property for redevelopment as a landmark business destination. The historic firehouse architecture already provides some iconic imagery and the building size is appropriate for a variety of potential business uses, most notably a restaurant and drinking establishment. The current Chamber of Commerce offices could be a potential tenant for renovated upstairs space elsewhere in the district, while the site could be repositioned to include a public plaza space next to Town Hall. Decorative landscaping, lighting, and a masonry knee wall and/or fencing could provide more enclosure and a sense of place for the property, potentially being leveraged for a beer garden and outdoor dining. There is an opportunity to use flexible parking and cross-access parking easements as Town Hall is closed at night, when such a business would experience its highest parking demand. Strategically redeveloped, the site could function as one of the key destinations and catalysts for Downtown Plainfield.

2 THE KREWSON AND EAST HOME SITE

There is a historic house located on a rolling, slightly elevated site at the intersection of Krewson and East Streets that includes approximately the equivalent of 5-6 blocks of Downtown real estate. The grounds are heavily wooded and present an appealing open space opportunity in the heart of Downtown, located just one block north of Main Street. The site is adjacent to two older multi-family properties, as well as a series of single family detached homes oriented to Avon Avenue. Ultimately this residential property dominates the town block framed by Krewson, East, Avon, and Elm Street and represents the most direct opportunity to add new, publicly-owned parkland to the Downtown neighborhood. This new open space could serve as a passive recreation opportunity for residents, and include features such as gardens, a walking trail, and alcoves for sitting, reading, or relaxing outdoors. Further, the house itself could be evaluated for future use as a community facility, featuring programming during the daytime and the opportunity to be rented as a special events space at night and on weekends. Although this concept would add new parkland and opportunities for special events programming Downtown, if the approach is ultimately infeasible, this site could be developed with new housing product at a more appropriate density for the neighborhood, such as townhomes.

DOWNTOWN OPPORTUNITY SITES



- Station 122 **1**
- The Krewson and East Home Site **2**
- Mill Street District **3**



3 MILL STREET DISTRICT

The Mill Street District is currently an eclectic mixed-use district that is distinct from Main Street largely because of (1) its inconsistent architectural and urban design character, (2) its primarily one-story, single-use buildings, (3) its function as a low-volume traffic corridor, and (4) its lack of district-based infrastructure, such as consistent sidewalks, curb-and-gutter, lighting, and general streetscaping elements. Ultimately the current blend of historic residential architecture, mid-century commercial buildings, and contemporary industrial structures, as well as its eclectic mix of land and business uses, can remain; however, the management and branding of the district could be improved and more strategic. The district could be positioned to cater to small businesses, entrepreneurs, and local startups, as well as providing unique venues for arts and cultural endeavors.

The district would benefit from a variety of public investments, including a streetscape program similar to the level of quality and consistency found on Main Street (although clearly distinct and uniquely "Mill Street"). It could also be improved through private placemaking efforts, such as murals painted on the sides of large, blank walls; more creative signage; and on-site landscaping. Gateway elements could be installed at Lewis Street and Mill Run Drive, which could extend over the roadway, and clearly mark this section of Downtown. Further, development incentives could be used to market existing properties and recruit new owners interested in either rehabilitating older, existing commercial structures, and/or converting current residential homes into flexible live-work buildings.

A MODEL DOWNTOWN BLOCK

Many 19th century central business districts were defined by a few core characteristics: (1) they were multi-story and mixed-use in nature, (2) they were primarily designed at a human scale and primarily for the pedestrian, oriented on a short-block “gridiron” street pattern, (3) they featured a consistent “streetwall” defined by structural massing with zero setbacks from the sidewalk and “zero lot lines” to their sides, in effect touching the adjacent buildings, (4) they featured windows, doors, and structural features that prioritized high transparency and natural lighting, alongside stylized signage, awnings, and other architectural qualities that added character and unique designs to their appearance.

However, during the mid-20th century, as communities, businesses, and developers worked to accommodate the automobile, many of these historic structures (admittedly some blighted

and in severe deterioration), were demolished and surface parking lots were installed. In some cases, auto-oriented businesses like gas stations, mechanic garages, and even car dealers appeared in traditional downtown districts. The resulting effect drastically deteriorated the district’s walkability, pedestrian experience, built-form, and architectural quality, ultimately detracting from a downtown’s general character and charm.

Plainfield, Indiana is generally consistent with this experience, although it features a very desirable central block that serves as a model for downtown redevelopment efforts. The block between Center and Vine Streets features a range of architecture, in terms of age, style, and function, including the Village Theatre, the 1915 Masonic Lodge building, the three-story Plainfield Lodge building, and the recent First National Bank building. The block includes a

public plaza, attractive streetscape, potted sidewalk landscaping, compelling period-appropriate signage, and recent façade improvements. Ultimately this block still achieves the four design qualities outlined above, which still helps define successful downtown form and design today. This Downtown Plainfield block serves as an easy example for future infill projects and new construction along Main Street and many design elements can be captured through formal design guidelines or even a form-based code that could augment the existing Town Center zoning classification.



MAIN STREET DISTRICT

The Main Street district is defined by its two to three-stories, mixed-use character reflective of many Midwestern downtown corridors. Although current definitions of Plainfield’s Town Center extend west of Central Elementary School, this Subarea Plan focuses on the priority opportunity to reinforce the core Main Street district between White Lick Creek and the auto-dominated intersection at Avon Avenue. A model downtown block exists between Vine Street and Center Street where the streetwall, massing, scale, and urban design character remains, including generally well-executed infill construction in the First National Bank property. A clear priority is partnering with developers and financiers to reopen the Village Theatre as a catalyst for additional Downtown development.

Further, new infill projects could be concentrated on Main Street within this core district, working to remove surface parking lots that consume valuable frontage, break up the sidewalk network, undermine the pedestrian experience, and generally detract from the historic charm and appeal of Downtown Plainfield. This goal could be achieved by bringing new buildings “back to the street,” enforcing the general architectural character of the existing “model block,” as well as promoting urban design consistency with immediately adjacent, historic structures. Parking could be located to the property rear lot lines, if not across the alley. Auto traffic could be calmed in this district and the pedestrian could be emphasized, including considering improved crosswalks. Residential buildings located directly on Main Street could be preserved, but their use could be converted from single family homes to commercial uses.

DOWNTOWN FUNCTIONAL IMPROVEMENTS



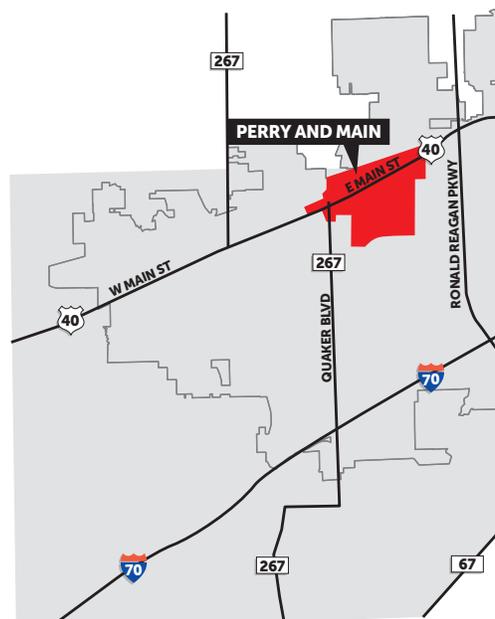
- Encourage Downtown Transition Area
 - Promote Multi-Family Redevelopment
 - Proposed Pedestrian Connection between Sports Complex and Downtown Neighborhood
 - Leverage Trail and Greenways to Make White Lick Creek an Amenity to Downtown
- Promote Main Street Infill Redevelopment
 - Utilize Alleys for Rear Parking and Parking Access
 - Ideal Main Street Built Form
 - Improve Downtown Neighborhood

PERRY AND MAIN

The Perry and Main Subarea acts as the hub of modern life in Plainfield, providing for a wide range of retail, restaurant, and entertainment options. Further, the district is an important center of employment, automotive sales and service businesses, and an increasing mix of land uses, including new residential units and industrial warehousing properties. The Perry and Main Subarea is a dynamic, multifaceted district and the continued management and long-term success of the area is a critical goal for the Town of Plainfield.

The development pattern of the subarea suggests a period where growth and development were not as strictly regulated. This can be seen particularly on the north side of the Main Street where there is little coordination. It is not necessarily how the real estate would be designed and developed if approached as a blank canvas today. Historically, Plainfield's footprint was located farther west near Downtown, and U.S. 40 was a highway that connected Indianapolis to Town, while also serving as the National Road corridor. Not surprisingly, much of the retail and auto-related business parcels found in the retail district are shallow, narrow lots with their own private access directly on U.S. 40; many feature Midcentury buildings and obsolete site design. Later, more substantial retail development in the 1980s and 90s therefore found a lack of available U.S. 40 frontage. As a result, two of Plainfield's most important retail properties, the Shops at Perry Crossing and Plainfield Commons (i.e. Kohl's) sites, feature visibility and access directly to U.S. 40 that is consistent with present-day design best practices and is less than ideal.

Ultimately their lack of site prominence directly on a major signalized intersection is less than ideal and it could potentially undermine their long-term competitiveness. Further, there has been a recent increase in vacancy, some instances of declining commercial rents, and an early trend of new retail investment locating farther west, such as the Meijer, Walmart Neighborhood Market, and new CVS. This recent retail investment is ultimately positioning to serve the forecasted residential development further west, generally aligned with Moon Road, and those market forces will place pressure on existing retail centers in the Perry and Main Subarea. The potential risk exists to also cannibalize the Town's established retail-and-restaurant district through new growth to the west and south, located at Ronald Reagan Parkway and the 267 interchange. It further complicates the competitive retail landscape in Plainfield. The Perry and Main Subarea is currently transitioning from "the new thing in town" to an established, aging retail district that needs active reinvestment and redevelopment. This is one of the Town of Plainfield's primary challenges to manage over the life of this comprehensive plan.





THE VISION

The existing Perry and Main Subarea is a regionally-known, competitive, and generally healthy retail district that would benefit from pro-active, strategic reinvestment. The goal is to reposition the district now, to build on its current strengths and recent momentum, and to further elevate the area as a destination, rather than see any negative trends further manifest, thus becoming more difficult to address in the future. By repositioning the Subarea's competitiveness and promoting a "second wave" of major investment, the Town can achieve a number of goals for the community.

The vision for the Perry and Main Subarea will be to primarily provide the types of retail, restaurant, and entertainment businesses that will serve the local Plainfield community as well as the "West Side" suburban market for the next generation. Further, the Perry and Main district will be repositioned as a vibrant "mixed-use village" that reinforces the area's retail strength by further establishing new employment opportunities, housing, auto sales and repair businesses, and connections to the significant warehousing and industrial sites immediately to the south. The Town will lead this "second wave" of investment and development in a deliberately strategic and managed approach that prevents the cannibalization of existing retail properties as well as saturating the market with square footage that consumers ultimately cannot support and developers cannot fill with tenants.



THE STRATEGY

The primary strategic approach in the Perry and Main Subarea is to reinforce the area's existing place within the regional Indianapolis market as a competitive place to locate retail, restaurant, entertainment, and automotive retail (i.e. car dealerships) businesses. To achieve this goal, the Town will have to be an active partner in reinvesting in existing sites and buildings in strategic ways that strengthen the Subarea, while also repositioning its weak spots to better compete in the mid- and long-term. This will require working directly with private property owners, developers, and potential business tenants in new ways that require pro-active economic development efforts on behalf of the Town. The exact tools and program details will vary dependent on the specific redevelopment project as well as the general timing of new investment, but the district has now reached a point in its lifecycle where Town leadership and direct public partnership will be critically valuable to the private market. The strategic approach to reposition the Perry and Main district is captured in five priority actions.

- Plainfield currently has the major retail destination in Hendricks County and as Poag Shopping Centers redevelops, rebrands, and repositions the Shops at Perry Crossing, the Town could be an active partner in strengthening the adjacent retail district and preserving its competitiveness in the Indianapolis market.
- Just as indoor mall properties are being reinvented, so too are "big box" corridors and conventional regional retail districts – the Town could lead the long-term redevelopment and repositioning of the Perry and Main Subarea as a more vibrant "mixed-use village" concept that reinforces and supports its competitiveness in the region.
- Much of the existing real estate in the Perry and Main Subarea is dedicated to surface parking lots and the Town could partner with private property owners and businesses to identify opportunities to reposition potentially excessive parking locations into new infill projects, as well as strategically target obsolete retail properties for redevelopment.
- The Town could employ a strategic districting approach to its core U.S. 40 retail real estate and establish an "Auto City" node west of Plainfield Commons Drive that can serve as a landmark destination in the Indianapolis region.
- The Town could lead an effort in partnership with private property owners and businesses to improve multi-modal connectivity in the Perry and Main Subarea.

REINFORCE COMPETITIVE ADVANTAGES OF THE SHOPS AT PERRY CROSSING MALL

The Great Recession had a negative impact on retail across the United States, which also overlapped a continuing trend towards on-line commerce and significant shifts in American retail spending. Malls have suffered across the country and many regional retail districts have been slow to recover. The original owner and developer of the Metropolis Mall ultimately could not navigate these challenges but the Town is now engaged with the property's new ownership, Poag Shopping Centers. The first step in strengthening and asserting the preeminence of the Perry and Main retail district is ensuring the long-term success of the mall as it rebrands and redevelops into the Shops at Perry Crossing and Poag's \$11 million investment could act as a catalyst for the entire area.

The mall currently features many destination retailers, such as JCPenney, Dick's Sporting Goods, and Barnes & Noble, as well as popular local restaurants. The Town could have regular and routine communication with Poag as both entities collaborate and strategize ways to competitively position the property. This likely includes a range of activities, from recruiting new businesses to develop new outlots, to promoting special events and community programming. The Town could also prioritize this relationship across a number of municipal functions, ranging from regular business retention and expansion meetings, to coordinating public safety activities, to leveraging each other's public information campaigns. Finally, the Town could be actively working with adjacent property owners as well as using the municipality's own tools, such as the zoning code and development regulations, to ensure that surrounding development fully leverages the mall property and reinforces the competitive of the district as a major retail destination. An initial action-item may be organizing and leading the creation of a more formal business association for the Perry and Main Subarea.

STRENGTHEN PLAINFIELD'S REGIONAL RETAIL DISTRICT AS A DESTINATION AND MIXED-USE CENTER

Malls are evolving in the United States as American retail trends and consumer behavior evolves. Plainfield features a fairly recently built mall property that began to integrate many of the lifestyle, or "experiential," features that have kept other retail properties competitive. Ultimately The Shops at Perry Crossings were not built as a conventional "indoor department store mall," and Poag is repositioning the property in a method consistent with national trends and proven development practices. There are areas where the core retail area could be further built-out, but the Town and private property owners in the area could begin to evaluate introducing more land uses to the immediate area, including on upper stories when appropriate.

A vision for the area could be to transition the Subarea to a contemporary "mixed-use village" that extends Poag's strategic approach beyond the mall site. There are proposed and approved multi-family sites to the south, industrial employment properties to the east, and the potential to add more office and medical facilities, senior and retiree-targeted housing products, and a blend of community programs, special events, and festivals that bring a lifestyle activity and vibrancy to the area that stretches beyond simply a "shopping district." Ultimately this vision would establish the Perry and Main neighborhood as one of the primary centers of life in the Indianapolis region and function as a modern "uptown" district that complements Plainfield's historic downtown area.

REDUCE EXCESS PARKING AND REPOSITION OBSOLETE RETAIL PROPERTIES

There are a number of existing shopping centers and other retail/restaurant sites that initially appear to feature excessive parking. Many retail developments built during the 1980s and 90s over-built their parking lots, even upon their opening, and American driving patterns and habits have further changed in the last 20 years that reinforce many such properties simply have too much parking. There is a best practice transition in the United States from repurposing and repositioning this “blank asphalt” for new vertical development that complements the existing storefronts. A common example is simply adding a fast food outlot to an aging strip mall property to generate new foot traffic and visibility.

This approach transitions what is currently an ongoing maintenance expense to property owners into a new revenue stream, while also benefitting their existing retail properties. The Town of Plainfield has expressed a desire to be deliberate and thoughtful about not allowing too much speculative commercial development further west and south, and this infill strategy will help ensure the existing Perry and Main district is not cannibalized by new, emerging areas. Ultimately, when the Subarea is pretty well built-out, there will be market forces that make “greenfield” or farm field development more attractive than reinvestment near the mall; re-evaluating mandatory parking minimums and considering parking maximums and/or flexible parking standards is an inexpensive technique to promote growth in the establish retail core.

FURTHER ESTABLISH AN “AUTO CITY” DISTRICT

The U.S. 40 corridor is already home to a significant number of auto service and sales businesses, including large new-car dealerships, like Andy Mohr Ford or Chevrolet, as well as small specialty businesses like eXtreme Window Tinting. Ultimately all of these businesses help establish Plainfield and the Perry and Main Subarea as a “go-to” destination for virtually any automotive need. The Town could employ a district-based approach to concentrating like retailers west of Plainfield Commons, and encouraging auto-based businesses to the east

in an area that stretches to ADESA Indianapolis. Similar businesses, particularly restaurant and retail activities, benefit from co-location and their foot traffic and reinforce the district as a clearly-defined destination that “sticks with” consumers.

“Auto City” districts that act as a “one stop shop” or specialty cluster of businesses are increasingly popular in the United States from a strategic development standpoint and have demonstrated their success. The Town could work with private property owners and through its own tools, such as zoning, to establish Plainfield as the signature destination for “all things automotive” in the West Side suburbs of Indianapolis. Ultimately this approach complements the regional retail district anchored by the Shops at Perry Crossing and the two adjacent districts will complement each other’s success and foot traffic.

IMPROVE DISTRICT-WIDE MULTI-MODAL CONNECTIVITY

Connectivity in the Perry and Main Subarea could be improved, including the construction of additional local circulator roads, promoting better cross-access and ingress/egress management between commercial properties, adding dedicated pedestrian walkways through large parking lots, and enhancing transit service to feed the district and link business tenants with labor pools. Many individual commercial parcels, particularly on the northside of U.S. 40, lack any connectivity between their lots, thus forcing motorists to access the highway to travel from store to store. Further, although certain corridors, like Perry Road, feature high-quality sidewalks, they frequently lack pedestrian paths and connectivity to storefronts, requiring pedestrians to walk across large surface parking lots.

PERRY AND MAIN SUBAREA FUNCTIONAL IMPROVEMENTS



- | | | | |
|--|---|---|---|
| Proposed Roadway Reconfiguration |  | Promote and Encourage Cross-Access between Adjacent Commercial Uses |  |
| Improve Pedestrian Access Through Parking Lots |  | Evaluate Parking Requirements and Establish Parking Maximums |  |
| Improve Parking Lot Landscaping |  | Rear Parking Behind Auto Dealerships as Best Practice |  |
| | | Improve Transit Service and Coverage |  |

OPPORTUNITY SITES

1 MALL OUTLOTS AND AREA BUILD-OUT

There are a number of undeveloped pads and tracts located near the mall site as well as east of Perry Road that could be positioned for infill and outlot development; this investment activity could be monitored and sequenced in a manner aligned with managing vacancy in the existing mall and other retail structures. Future development could be destination retail, restaurant, and service businesses located in high-quality buildings with adequate site design, landscaping, screening, signage, lighting, and other placemaking investments. These new businesses could also complement and reinforce the Shops at Perry Crossing as a multi-trip destination district that serves the West Side suburban trade area. Finally, the ring of surface parking surrounding the Carmike 18 movie theatre could be evaluated to both handle additional parking demand (as the area builds-out) as well as the potential for vertical development opportunities.

2 OLD WALMART SHOPPING CENTER

Despite the Burlington Coat Factory as a replacement anchor, this aging shopping center has struggled since Walmart relocated. The building is setback considerably from U.S. 40, features structural challenges, and its positioning, in effect, blocks motorist visibility of the Shops at Perry Crossing. The site could be evaluated for strategic repositioning and major redevelopment activities that better leverage both U.S. 40 frontage and its proximity to the mall. Ultimately this approach could support and reinforce the new vision for a “mixed-use village” in the heart of the Perry and Main Subarea.

A development concept could extend the existing City Center Way roadway with the Smith Road that enters the shopping center property at an existing traffic signal at U.S. 40. This roadway design would create new development pads with increased visibility and better access, which would also function as a prominent entryway to the Perry Crossing series of interconnected blocks; further it would improve connectivity between Perry Road and U.S. 40. Campbell Street could also provide access to the interior of the site and these new roadway alignments could be leveraged to expand the streetwall and pedestrian-oriented experience into a more complete neighborhood. The physical center of future development could be a new, decorative traffic circle that reinforces the existing Shops at Perry Crossings-established footprint. This concept could provide opportunities to introduce office, housing, and other mixed-use tenants to the area and further create a district of “24/7” uses that self-reinforce the Perry and Main Subareas as a center of daily life in Plainfield.

PERRY AND MAIN SUBAREA OPPORTUNITY SITES



- | | | | |
|------------------------------------|---|---------------------------------------|---|
| Mall Outlots and Area Build-Out | 1 | White House Property | 4 |
| Old Walmart Shopping Center | 2 | Deerfield Drive and Shady Lane Site | 5 |
| Plainfield Village Shopping Center | 3 | South of the Mall Build-Out Scenarios | 6 |

THE AUTO CITY DESTINATION APPROACH

The automotive industry is changing. Adjusting since the Great Recession and the impact to the American car industry in particular, an increasing number of car dealerships are identifying the benefits of co-locating and leveraging new energy from establishing “auto malls” and “one stop shopping” for any and all of a consumer’s car-related needs. Further, this model can extend to fleet vehicles, commercial automotive needs, and industrial logistics. Many communities are benefitting from positioning one of their commercial districts as an “Auto City” that functions as a regional destination in the metropolitan area.

Simply, consumers begin to know that regardless of getting an oil change or routine maintenance, buying a new or previously-owned vehicle, purchasing new tires, installing a custom sound system, adding specialty body details, or shopping for new wheel rims, grills, and other exterior components, there is one location to meet their needs. Further, many of these automotive businesses are now adding “experience” elements, such as barber shops, salons, restaurants, and other amenities to make the customer more productive and comfortable during their wait for service. Additionally, car dealerships are

combining efforts to construct creative test tracts and outdoor performance areas to improve the car-buying experience, which elevates the area to an even more appealing destination. Plainfield has a clear opportunity to explore and develop a detailed strategic plan to further establish a segment of its U.S. 40 frontage as one of these automotive “go-to” districts in the Indianapolis metropolitan region.

3 PLAINFIELD VILLAGE SHOPPING CENTER

There is a primarily vacant but recently constructed shopping center located on the north side of U.S. 40. The Plainfield Village shopping center’s current tenants are not Class A or B retail tenants and reflect the general under-performance of the property. Ultimately the center’s location may simply be too far east of the Shops at Perry Crossing and the heart of Plainfield regional retail district. Further, this property’s experience may ultimately reinforce the need for more a strategic district, prioritizing major retail investment in closer proximity to where properties and tenants will directly benefit from shared foot traffic and self-reinforcing co-located businesses. As a result, the Town could

work with Plainfield Village’s existing private property owners to evaluate repositioning the property. There is still considerable real estate on the U.S. 40 frontage that could be developed as new outlots, which could generate new interest and activity to the site, as the primarily, existing structure is redesigned to cater to and accommodate a car dealership or other similar use. Such a strategic repositioning would remove excess retail square footage from the market, which is likely dragging down lease rates elsewhere in the district, while reinforcing the “Auto City” vision for this segment of U.S. 40. This concept is one of the key strategic re-evaluations within the Perry and Main Subarea.

4 WHITE HOUSE PROPERTY

Located immediately west of Plainfield Village is an eclectic site of a variety of uses and buildings types, generally referred to as the White House property. A new hotel was recently constructed to complement existing self-storage, apartments, and other residential, commercial, and industrial uses. The site is large and features valuable U.S. 40 frontage, and while its repositioning likely represents a longer-term vision for the corridor, it would ultimately be better leveraged through new redevelopment that strategically used the entirety of the site and the surrounding automotive businesses.

The Town could initiate a dialogue with the private property owners to monitor if and when the property may ever be available for comprehensive redevelopment. The existing automotive businesses, such as Andy Mohr, could present opportunities to accommodate initial expansion and growth within the "Auto City" corridor.





5 DEERFIELD DRIVE AND SHADY LANE SITE

A large, undeveloped tract of land stretches from Shady Lane by Township Line Road, all the way west to behind the Kroger near the Clarks Creek drainage area. The site is surrounded by a considerable amount of existing development, including commercial, industrial, and a significant number of residential parcels. There is virtually no visibility to the site, limited opportunities for effective signage, and access will be a challenge.

The site may be slow to develop but the Town could prioritize it as a strategic opportunity for multi-family and single-family attached housing development, including units that cater to younger retail and warehouse employees as well as senior citizens. The site does feature an appealing, rolling topography, mature tree stands, and direct access to the Vandalia Trail. Further, it could be walkable to the U.S. 40 corridor and leverage its proximity to the retail, restaurants, services, and employment in the immediate area.

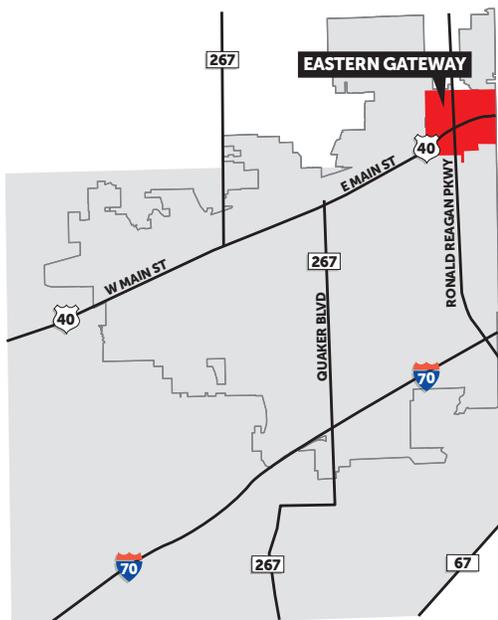
6 SOUTH OF THE MALL BUILD-OUT SCENARIOS

Opportunity Site #6 includes large, wide tracts of real estate generally located south of the Shops at Perry Crossing and along Stout Heritage Parkway. Some of this land has already been approved for warehouse facilities and new multi-family housing. The continued infill development of this area with an appropriate level of density and mixed-uses is ultimately strategic and will benefit the regional retail district located closer to U.S. 40. Further, adding housing and employment opportunities in the Subarea reinforcing the long-term vision to establish the former Metropolis Mall site as the anchor in an expanding "mixed-use village" that repositions the property and district as the modern center of life in Plainfield. The Town could continue to promote the build-out development of the Stout Heritage Parkway corridor and support a blend of land use types on these sites.

EASTERN GATEWAY

The U.S. 40 corridor enters the Town of Plainfield from the east, traveling from the Indianapolis International Airport and the I-465 outer belt. Plainfield's Incorporated Municipal Limits begin at the Marion-Hendricks County line and the Town's eastern gateway district is defined by the Raceway Road intersection. Today the Subarea is primarily defined by a wide range of land use types, including large-lot single-family residential, older multi-family complexes, highway corridor or "strip" commercial, and industrial businesses; there are also sizable tracts of vacant and undeveloped land providing opportunities for new development.

The Subarea has been impacted recently by the construction of Ronald Reagan Parkway, which will ultimately connect I-65, I-74, and I-70 and serve as a regional trucking and hauling thoroughfare. The Subarea is primarily anchored by the intersection of U.S. 40 (six lanes) and Ronald Reagan Parkway (five lanes), and these high-volume, high-speed roadways largely define the area's intensity and function. Further, the proximity to the Airport and the significant amount of warehousing and distribution facilities in close proximity also define the general area's character.



THE EASTERN GATEWAY'S VISION

This Subarea Plan provides recommendations to reposition and build-out this Eastern Gateway district to its full potential, and given its role as a gateway with development and redevelopment opportunities, it could be a key priority for the Town of Plainfield over the next 10-15 years.

By elevating the Subarea's development quality and overall condition, the Town can achieve a number of goals for the community, including increasing property values, contributing additional property and sales tax revenue, better serving the motorists traveling Ronald Reagan Parkway, creating new jobs, improving traffic flow and circulation, and ultimately acting as a more attractive entrance into Plainfield.

The vision for the Eastern Gateway district will be to primarily provide additional employment opportunities in Plainfield, with an emphasis on more warehousing and distribution facilities, as well as some light industrial, professional office, and business park type developments. Further, the Eastern Gateway district will prioritize the real estate located next to key intersections to develop commercial, retail, and restaurant uses that complement and directly serve the logistics-related businesses that define the area as well as traffic along the heavily trafficked roads.



THE STRATEGY

The strategic approach in the Eastern Gateway is to reposition its transportation network, land uses, and parcel orientation to maximize its potential based on the two primary catalysts of (1) the rapidly expanding warehouse district and (2) the construction of Ronald Reagan Parkway. Currently, much of the Subarea and its U.S. 40 frontage are underutilized and certain land uses fall short of reaching their full potential given the area's changing role. The plan and approach for development and redevelopment in the Eastern Gateway is captured in five priority actions:

- Execute the construction of a realigned Raceway Road and new local circulator network.
- Promote the assembly of small and difficult to develop parcels into larger, more viable development sites that orient to the new roadway network.
- Maximize the intersections and their corners for retail, restaurant, and service businesses, leaving the real estate located away from U.S. 40 frontage for warehousing, industrial, and other employment park type uses.
- Elevate the area as a significant gateway into the Town of Plainfield and better leverage existing right-of-way along Ronald Reagan Parkway and U.S. 40 as a defined business district that includes an appealing aesthetic for motorists and visitors.
- Pursue strategic, targeted redevelopment opportunities on seven key sites, with an initial emphasis on the intersection of Ronald Reagan Parkway and U.S. 40 while Raceway Road's realignment is constructed.



COMPLETING THE TRANSPORTATION NETWORK

The most impactful and catalytic improvement will be completing the proposed transportation network. Currently, the Eastern Gateway is largely two linear highway corridors (U.S. 40 and Ronald Reagan Parkway) that intersect in the middle of the Subarea; there is limited circulation and mobility outside of these two arterials highways. Recent proposals would realign Raceway Road, build a new road commonly referred to as the ADE-SA Connector, while also improving circulation throughout the district via a series of brand new local streets. These roadway improvements could create three undeveloped parcels at the intersection of Raceway Road, entirely in the Town of Plainfield; further, they could create clear opportunities to pursue larger scale redevelopment in the area. This proposed transportation network is central to addressing other land use, real estate, and gateway improvement goals.

PARCEL ASSEMBLY AND REALIGNING LAND USES

Currently there is a collection of challenging parcels and redevelopment sites throughout the district, most of which carry the physical legacy of being built on a U.S. highway during a time when the area was more rural in character. These parcels include large-lot single-family homes, shallow “strip” commercial lots, small footprint industrial businesses, and a particularly challenging series of lots located between triangles created by U.S. 40, Old National Road, and County Road 251 South. Ultimately the existing real estate configuration is not conducive to redeveloping and repositioning the Eastern Gateway area to its maximum potential.

The proposed roadway network creates a number of opportunities to combine smaller parcels into larger redevelopment sites. In many cases these larger parcels would better leverage U.S. 40 frontage while also providing new access from Ronald Reagan Parkway. Finally, there are existing subdivisions and residential enclaves located in unincorporated Hendricks County that could be repositioned into sites for future warehousing facilities. As future industrial and commercial development occurs in the northern part of the Subarea it could minimize any impact on the Bentwood subdivision and other residential neighborhoods along County Road 200 South.



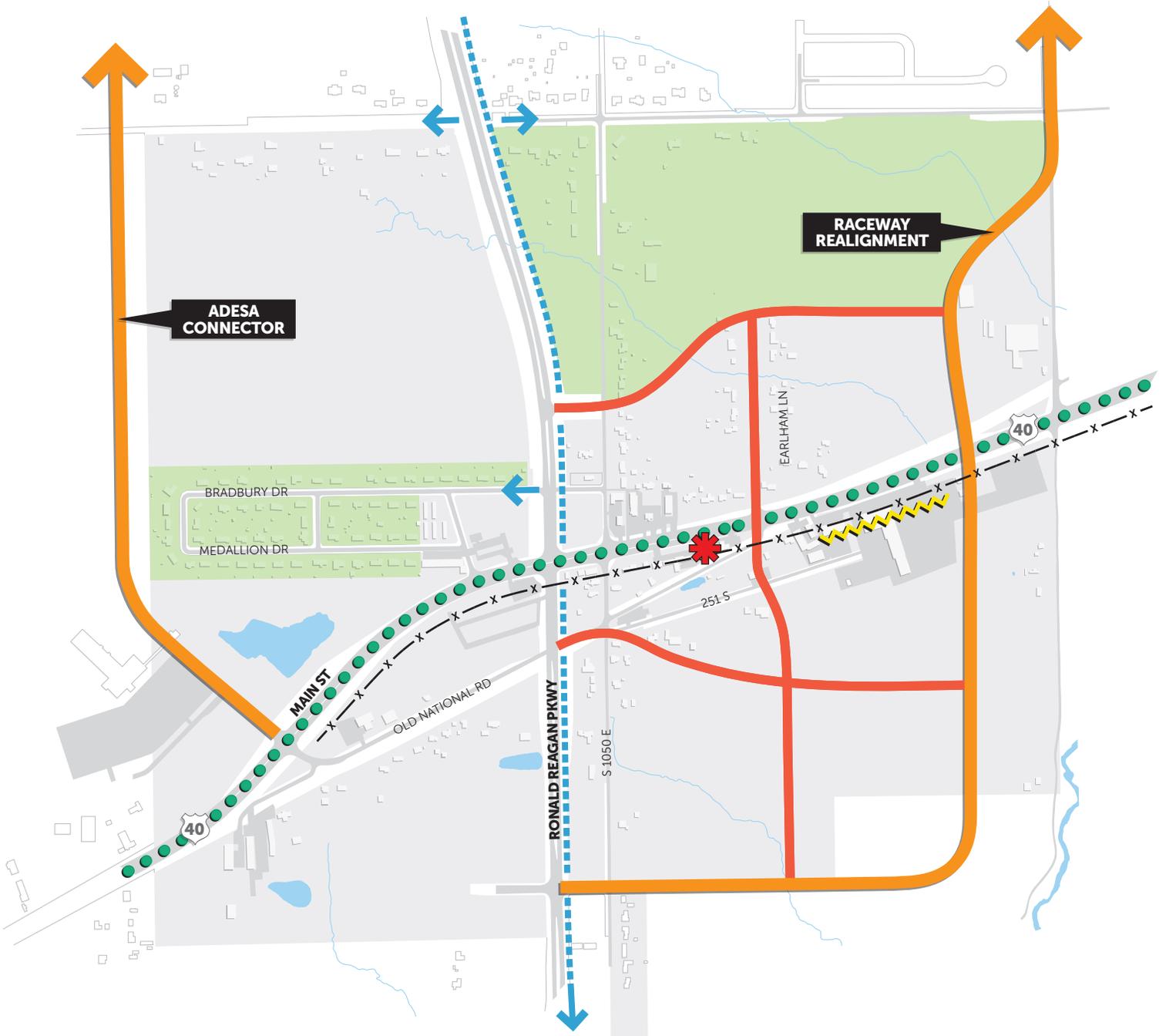
MAXIMIZING THE INTERSECTION CORNERS

The intersections of U.S. 40 at Ronald Reagan Parkway and Raceway Road could be prioritized for commercial, retail, and restaurant uses on the corners. Although the Eastern Gateway district will feature light industrial, warehousing, auto-related businesses, and other employment park uses, those developments could not consume the highway frontages located at these two major intersections. These corners represent the best opportunity for retail, restaurant, and service station uses in the Subarea. However, these commercial corners will likely not serve as a regional destination, but rather will need to appeal to and accommodate the type of motorist traffic (including truck traffic) that is quickly and efficiently traveling these corridors. Ultimately, the nature of these retail, restaurant, and auto service uses will cater to and support the economic activity that is largely a byproduct of the Airport, light industrial, and warehouse businesses in close proximity.

IMPROVING THE GATEWAY

One of the priority goals for this area is to simply improve its function and aesthetic appearance as the primary gateway into Plainfield from the east, as well as for motorists traveling on Ronald Reagan Parkway. The Subarea features wide gravel shoulders with no landscaping, streetscaping, and only the required U.S. highway-grade "cobra head" lighting; there is at least one remaining billboard, although nonconforming; there are unsightly overhead utility lines; certain segments of U.S. 40 frontage feature chain link fencing, and other locations have similar low-grade site screening fencing as well; and much of the private parking lacks any screening or landscaping at all. In general the Subarea presents an aging industrial highway that features some instances of blight. Although there is attractive and effective community gateway and wayfinding signage in the district, it must represent an initial public investment in the area and not the final product.

EASTERN GATEWAY FUNCTIONAL IMPROVEMENTS



- | | | | |
|--|--|--|--|
| Power Lines to be Relocated | | Major Street Configuration | |
| Billboard Removal | | Local Street Configuration | |
| Improve Site Screening | | Improve Corridor Appearance through Right-of-Way Landscaping and Streetscaping | |
| Transition from County Residential to Industrial | | Existing Ronald Reagan Parkway Bike Trail | |
| | | Promote Trail Connections to Adjacent Areas | |



OPPORTUNITY SITES

1 SPEEDWAY BUILD-OUT

A recently constructed Speedway gas station is built off-center in the block created by Bradbury, Halliburton, U.S. 40, and Reagan Parkway; the remaining “L-shaped” ground is ideal to build-out with new retail development. The remaining real estate features Ronald Reagan Parkway frontage as well as a location directly on the intersection. The square block also features effective traffic circulation and access to both arterials from the site, as well as cross-access to the existing Speedway. This site will most likely be competitive for a strip mall structure with small tenants requiring less than 3,000 square feet of space.

2 GET GO BUILD-OUT

The southwest corner of the U.S. 40 and Ronald Reagan Parkway intersection has been recently approved for a new Get Go gas station which will include a convenience market and deli. Ultimately, this business type is compatible with the Town’s emphasis on quality building materials and site design in the Subarea. Further, connectivity with Ronald Reagan Parkway has been strengthened through the addition of a planned “right in, right out” from the site’s eastern edge. However, there remains undeveloped ground in direct proximity to the future Get Go, including on the old trailer park property. Similarly to Opportunity Sites #1 and #2, this site could be developed in a manner that compliments the Speedway, Get Go, and future strip center retail, including using high-quality building and site design standards.



3 HALLIBURTON DRIVE REDEVELOPMENT

There is currently an obsolete multi-family property that features some characteristics of blight as well as a self-storage business located along Halliburton Drive, both of which feature deferred maintenance and disinvestment. The apartment building possesses a meaningful amount of U.S. 40 frontage and sits immediately adjacent to the Speedway, as well as across from the future Get Go service station. Ultimately residential uses will not fully leverage the potential of this site, and the light industrial self-storage use (which has poor perimeter screening) detracts from both the residential neighborhood and the potential for new commercial investment.

These parcels could be combined, the existing structures demolished, and the site redeveloped. The lot depth aligns with Opportunity Site #1 to create a cohesive retail, restaurant, and auto service cluster at the intersection; the entirety of Sites #1 and #2 could be combined into a larger project, leveraging the Speedway, in effect, as a shopping center outlot. Further, Halliburton Drive, as it links with Bradbury Drive, provides adequate circulation and access to both highways. Future commercial uses could complement the Speedway while also appropriately screening and buffering from the residential area.

WHY NOT A CHILI'S OR TARGET?

Throughout public participation and stakeholder outreach, some individuals expressed a vision for the Ronald Reagan Parkway corridor that included a significant amount of regional retail, restaurant, and office development. Ultimately there are market forces that will likely lessen this corridor's appeal to those businesses, investors, and developers, but further, there is a strategic value to not diluting Plainfield's existing regional retail district centered at Perry and Main. Restaurants do in fact look for high-traffic highways, good visibility, and access from major, signalized intersections. At first glance, the Eastern Gateway district seems competitive for this type of commercial investment. However, the functionality and character of a business district also matters to national chain retailers and restaurants. They prefer to co-locate with other like businesses, or in close proximity to consumer-activity drivers, sometimes called "anchor stores."

Market analysis demonstrated that Plainfield's trade area and Hendricks County in general is pretty well saturated with existing businesses in these business segments. The market is very competitive. Further, most of the residential growth – or "rooftops" – will occur further west, for example, along the Moon Road corridor in Plainfield; this new growth is critical to retail and restaurant site selection decision-making. That new consumer demand will likely pull existing retail stores and restaurants further west, and some of that trend has already materialized in the placement of the Walmart Neighborhood Market and the new CVS. In this context, the present challenge is preserving and maintaining the health and economic competitiveness of the Shops at Perry Crossing and the adjacent retail district in Plainfield, while also identifying viable locations further west to serve new neighborhoods as they develop. Outreach participants also expressed concern for vacancy in older shopping centers in Plainfield's

existing core, as well as the long-term health of Shops at Perry Crossing as it transitions under new ownership.

Although Ronald Reagan Parkway is a high-volume roadway, ultimately its function is to move primarily business-related traffic, with a high frequency of truck hauling related to the warehousing district and Airport-related industries. This is a specific retail and restaurant demographic that will ultimately create new demand but it will serve the traffic, population, and industries that access Ronald Reagan Parkway. This market assessment still represents a considerable opportunity for the Town of Plainfield and the Eastern Gateway district can certainly be elevated, achieving many community goals, while also performing economically at a much higher capacity. But recognizing and strategically targeting the types of businesses that the market will bear and will ultimately support in this commercial district is a critical decision-making opportunity for Town leaders.

4 REAGAN NORTHEAST CORNER

The immediate northeast corner of the intersection is currently an undeveloped pad; however, it would be more strategic to combine this parcel with the remainder of the obsolete commercial frontage traveling east along U.S. 40, as well as some of the residential properties to the north and further east. The existing commercial businesses are primarily auto repair and sales operating on shallow, narrow, and obsolete parcels in structures that feature a lot of deferred maintenance; it will be very challenging to attract new investment to these existing buildings on their current lot configurations in a way that fully leverages the value of this highway frontage.

By combining parcels a more marketable site could be created, which also aligns with the proposed roadway network, improving circulation and access throughout the district. A future development pad would be able to accommodate a much wider range of building styles and business types, including examples like a chain pharmacy, small grocery store, or multi-tenant shopping center with fast food and/or bank outlots. Ultimately Opportunity Site #4, designed in this manner, could present the physically largest, more desirable development opportunity in the Eastern Gateway for retail, restaurant, and office users.

EASTERN GATEWAY OPPORTUNITY SITES



Proposed Roadway/Reconfiguration 

- | | |
|---|---|
| Speedway Build-Out  | Reagan Southeast Corner  |
| Get Go Build-Out  | Raceway Southwest Corner  |
| Halliburton Drive Redevelopment  | Raceway Realignment Development Sites  |
| Reagan Northeast Corner  | |



5 REAGAN SOUTHEAST CORNER

The fourth corner at the intersection of U.S. 40 and Ronald Reagan Parkway is likely going to be the most challenging to redevelop. The immediate corner features a number of very old structures in very poor condition, including a vacant mechanics garage as well as a burned-out house; further, the area is highly fragmented by small parcels. The remainder of the frontage includes businesses, such as the Clover West Motel, which operate out of obsolete structures on the type of shallow, narrow parcels that define the commercial district.

Another physical design challenge that further complicates redevelopment opportunities in Opportunity Site #4 are the “wedge” pieces created by Old National Road as well as County Road 251 South. Ultimately these segments of public right-of-way could be included as an in-kind incentive to assist a developer in assembling parcels in this part of the Subarea. But creating greater lot depth and adding more highway frontage at this corner is important to repositioning it for new investment.

6 RACEWAY SOUTHWEST CORNER

A realigned Raceway Road would create four corners all located entirely in Hendricks County and the Town of Plainfield. This roadway project could be a catalyst for the Eastern Gateway and provide Plainfield more influence over redevelopment opportunities and its community entryway. The one corner that contains existing development is the southwest corner, which currently includes Hunter Pool Shop and Pace Air Freight – both are light industrial land uses that feature outdoor storage and truck traffic.

Site screening, buffering, and landscaping in the area is minimal and reflects the legacy of Class C-type investments behind the Airport, but is inappropriate for U.S. 40 frontage and Plainfield’s gateway going forward. Certain light industrial and business park uses, such as warehouses, could be appropriate for the site, but their appearance and site design could be elevated to reflect the quality of investment found in other centrally-managed industrial parks in Plainfield, such as All Points Midwest. The immediate U.S. 40 frontage could be preserved for commercial uses, such as contractor offices and fleet vehicle service and sales businesses with a retail component, and the rear portions of future sites could be used for industrial uses.

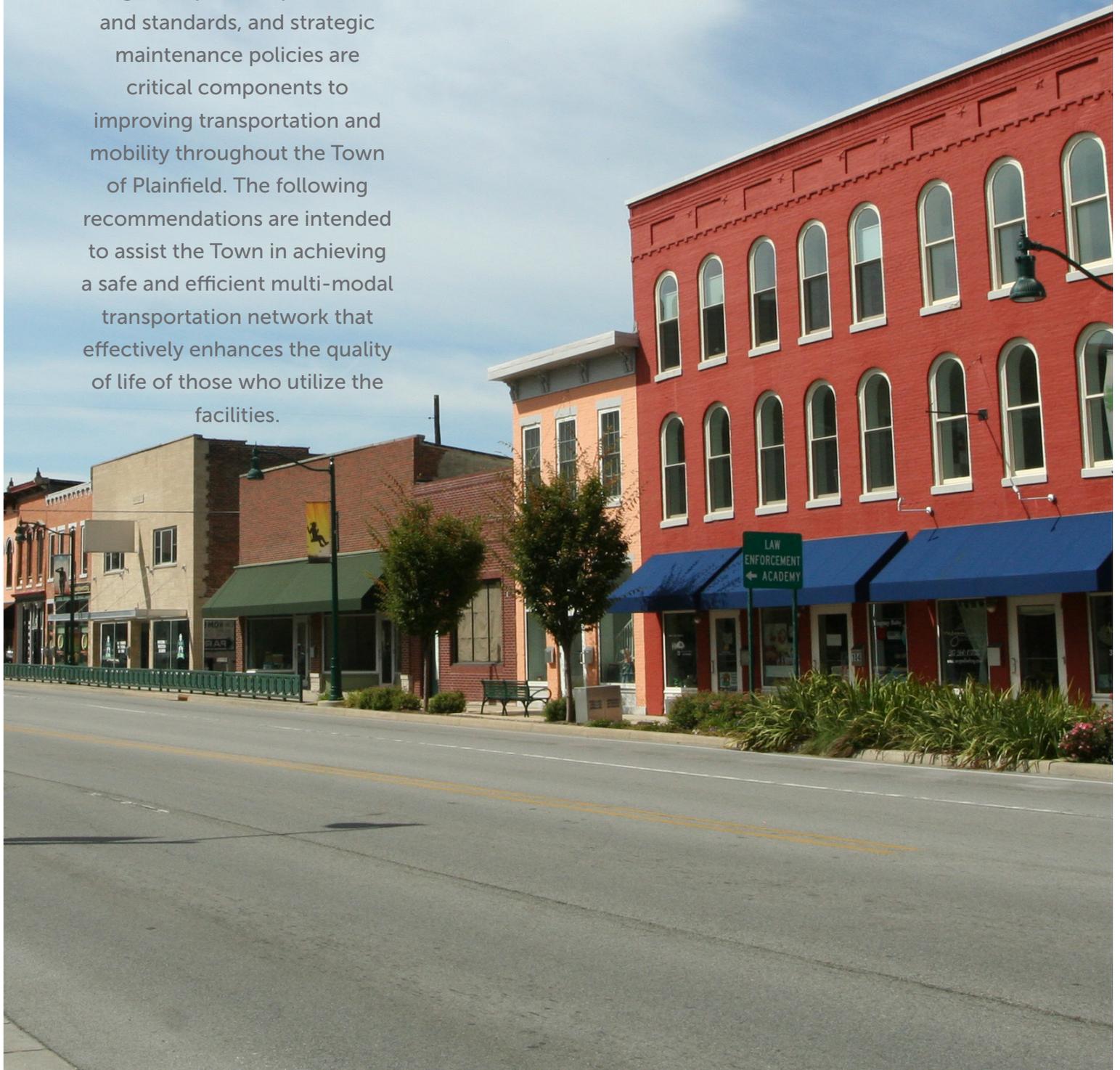


7 RACEWAY REALIGNMENT DEVELOPMENT SITES

The remaining development sites on the corners of a realigned Raceway Road are now, and will likely still be vacant upon completion of road construction. There is a wide range of potential uses that could be competitive at this location, although most retail and restaurant businesses will initially prefer to locate at the intersection with Ronald Reagan Parkway. The value of these Raceway corners will increase as the real estate at Ronald Reagan Parkway is built-out. As a result, the Town of Plainfield may ultimately prefer to preserve the corners around Raceway Road until viable retail, restaurant, and other commercial uses can be attracted to Opportunity Site #7, instead of permitting industrial, warehouse, or trucking uses in the near-term. Although such industrial uses will likely be developed in the area, the U.S. 40 frontage is best leveraged for corridor commercial uses. The road realignment project is a catalytic opportunity to evaluate such development strategies, including the Town's role in promoting quality infill projects on these sites.

07

Long-term planning, appropriate design and policies, procedures and standards, and strategic maintenance policies are critical components to improving transportation and mobility throughout the Town of Plainfield. The following recommendations are intended to assist the Town in achieving a safe and efficient multi-modal transportation network that effectively enhances the quality of life of those who utilize the facilities.



07

TRANSPORTATION AND MOBILITY

ROADWAY NETWORK

It is important to maintain the existing road network in addition to improving the network for desired development or to meet increased traffic loading. The Town of Plainfield has a current inventory of all roads and a Maintenance Improvement Plan (MIP) to help delineate current conditions and strategically plan maintenance and improvements to maintain or raise the average pavement condition of the network and to yield the lowest annualized cost of each road segment. Development or improvement of segments in response to growth could be the result of traffic studies that not only consider existing conditions, but also consider projected future requirements. Improvements could be constructed to accommodate the projected future traffic requirements, either by constructing to the future requirements initially, or implementing a staged construction improvement plan.

The Town of Plainfield has improved intersections with capacity and safety issues by installing roundabouts, installing traffic signals, or upgrading existing traffic signals. Studies have shown that roundabouts reduce traffic delay and the severity of crashes, while being more environmentally friendly than traditional intersections. Educational activities to demonstrate how motorists should appropriately maneuver through roundabouts are very important as the transition from signalized intersections to roundabouts is implemented where applicable.

FUNCTIONAL CLASSIFICATION

Functional classification is where streets are grouped into classes according to the level of traffic they are intended to provide. Generally, vehicles must travel through a network of roads to reach a destination. The roads that generally receive more traffic have a higher functional classification. The following functional classification system is utilized within the Town of Plainfield: The existing Town roadway network is approximately 150 miles. The functional classifications used by the Town are as follows:

- Interstate Highway;
- Divided Primary Arterial;
- Primary Arterial;
- Secondary Arterial;
- Collector; and
- Local.

TRAFFIC CONTROL

The State of Indiana (INDOT) currently controls the traffic signals along U.S. 40 and SR 267 through Plainfield. The Town has some signalized intersections that it maintains, but the Town's intersections are predominately stop control or roundabouts. The Town conducts traffic counts and warrant analyses as necessary to determine if roundabouts, signals, or stop signs should be installed for intersections within the Town's jurisdiction.



TRAFFIC DATA COLLECTION

The Town of Plainfield has a robust traffic counting program in place. The most recent data can be viewed on-line at <http://www.on-linetrafficdata.com>. Additional traffic data is collected on an as-needed basis to assess deficiencies in existing traffic flow and to develop appropriate recommendations for roadway, intersection, and development projects. INDOT has historical traffic data from counting stations within the Town, not just on the State Roads, SR 267 and U.S. 40, but also for selected local roads, including , Center Street, CR 1050E, Perry Road, Raceway Road, Ronald Reagan Parkway, Stafford Road, Township Line Road, Vestal Road, and others. This data can be viewed on-line at <http://www.in.gov/indot/2469.htm>.

The Town of Plainfield could benefit from conducting traffic studies for all new projects where traffic may be affected, either from increased truck or passenger car traffic, or when there are requests for modifications to roadway access. INDOT has developed guidelines to identify when a traffic impact study is required for new development or redevelopments requiring modifications to existing drives or new drives along state roads. A similar policy incorporated by Town Ordinance, where the applicant pays for the study by a consultant selected by the Town is recommended so that appropriate improvements necessary to mitigate additional traffic created due to the proposed development can be made.

Improvements could prove costly to the Town if not included in the cost of the project. In addition to Ordinance No. 18-97, which adopts INDOT rules and standards as set forth in the INDOT Driveway Permit Manual, it is recommended that the Town adopt additional traffic analysis guidelines. As a result the Town currently addresses many of these factors. While the adopted ordinance addresses traffic impacts triggered by the relocation, alteration, or remodeling of an access or approach as a result of development or redevelopment, the Town could also consider addressing items such as the following:

- Intersection spacing and locations (Signalized and Unsignalized);
- Traffic Signal Warrant Analyses;
- Capacity Analyses and Intersection Level of Service;
- Travel Speeds and Progression;
- Turn lane warrants;
- High Accident Locations; and
- On-Street Parking.



CONNECTIVITY

The Town of Plainfield has a comprehensive transportation network with good access to all parts of the community. There also appears to be opportunities for improved connectivity of roadways, with the goal of improving existing traffic flows, managing future traffic flows, and promoting development. The potential connections identified were mainly located along existing alignments to provide connectivity of Arterial and Collector roads.

U.S. 40 (Main Street) has existing access from a number of roads. It does not appear that the Indiana Department of Transportation would be inclined to allow additional access, at least to the east of SR 267. Therefore the existing access could be utilized to each intersection's greatest potential. The following intersections and associated connectivity could be considered:

- Stout Heritage Parkway (connecting to the Smith Road South Approach) from Smith Road west and south to Gladden Drive (approximately 0.5 miles).
- Old National Road (ADESA Entrance) from U.S. 40 (Main Street) north to CR 200S (approximately 0.7 miles), at the signal.
- Plainfield Village Drive from U.S. 40 (Main Street) north to proposed Township Line Road Extension (approximately 0.4 miles).
- Raceway Road South Realignment from U.S. 40 (Main Street) west of the existing Raceway Road intersection, south and east back to the existing Raceway Road alignment, south of the existing intersection to Stafford Road (approximately 2.2 miles).
- Raceway Road North Realignment from U.S. 40 (Main Street) west of the existing Raceway Road intersection, north and east back to the existing Raceway Road alignment, north of the existing intersection (approximately 0.7 miles).
- Smith Road (CR 900E) from U.S. 40 (Main Street) north to Township Line Road (approximately 0.3 miles).
- Township Line Road (connecting North Smith Road, North Perry Road, North Williams Trace, Plainfield Village Drive and North Old National Road (ADESA Entrance) from Smith Road (CR 900E) east to Old National Road (ADESA Entrance) (approximately 0.3 miles).
- Wamsley Road (connecting Ronald Reagan Parkway and CR 1050E to proposed south Raceway Road extension) from CR 1050E east to proposed south Raceway Road extension (approximately 0.5 miles).
- Williams Trace from U.S. 40 (Main Street) north beyond proposed Township Line Road
- Extension and then west to Smith Road (CR 900E)(approximately 0.6 miles).

Primary Arterial roads proposed for connectivity consist of three short sections. All sections are necessary to connect SR 267 south of I-70 to SR 67.

- CR 800S from CR 925E to a projected extension of SR 267 (approximately 0.9 miles).
- SR 267 from CR 750S to a projected extension of CR 800S (approximately 0.5 miles).
- Heartland Boulevard from the intersection with SR 67 to CR 800S. This section's alignment could be in a northwesterly direction, possibly tying in east of CR 1025E (approximately 0.5 miles).
- Moon Road (CR 600E) from U.S. 40 to proposed intersection with I-70. This road is currently a Secondary Arterial Road and could be upgraded to primary arterial standards in preparation for the future use and to further support the Town's commitment to this area, and future request to INDOT for an additional interchange with I-70 (approximately 2 miles).

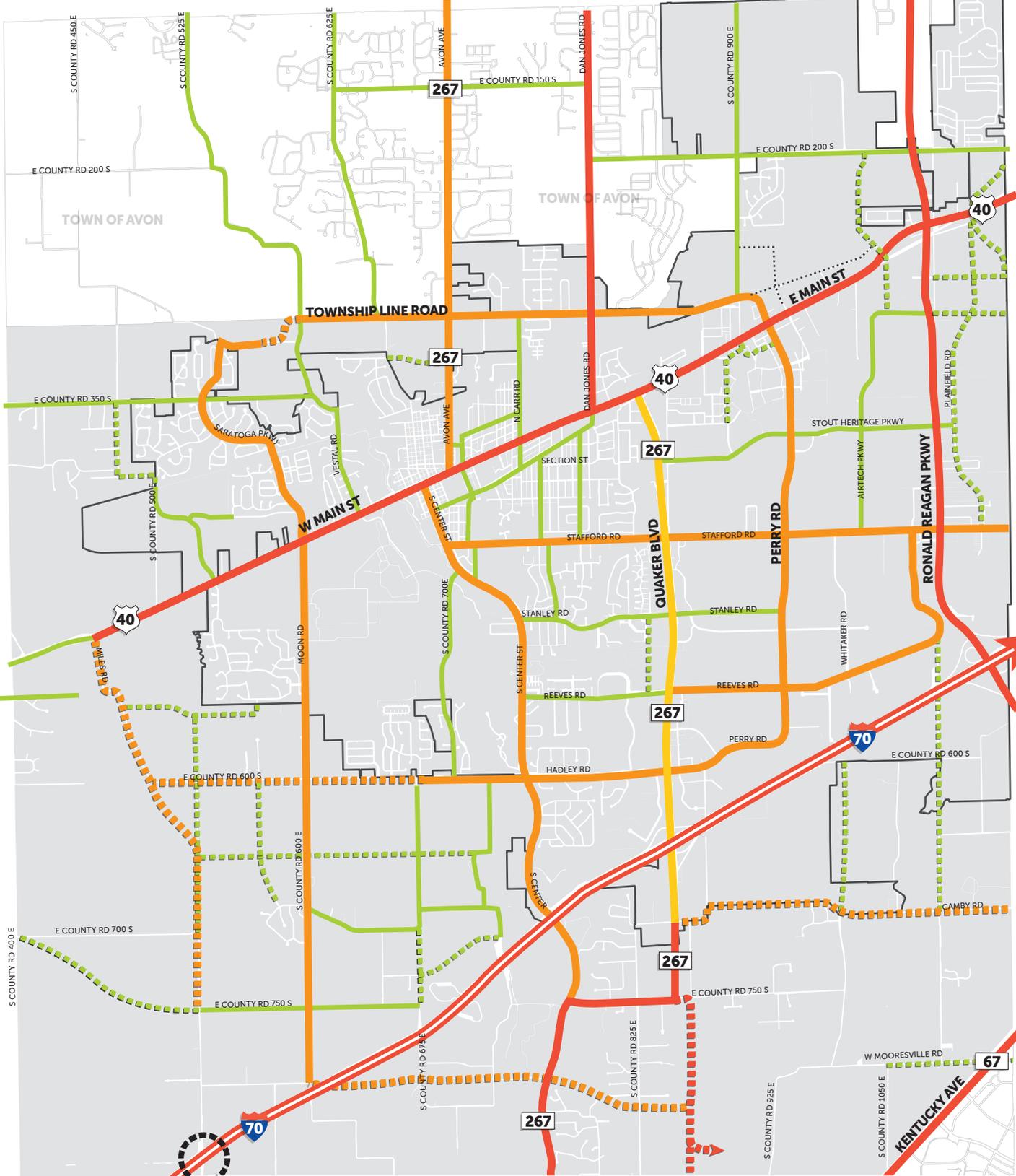
Secondary Arterial roads proposed for connectivity include a number of improvements:

- CR 700S from SR 267 to CR 875E, and along CR 875E to CR 700S; current alignment (approximately 0.3 miles).
- CR 800S from Moon Road to the proposed southern extension of SR 267; alignment could vary (approximately 2.6 miles).
- Township Line Road (CR 300S)/Gibbs Road from Vestal Road to Saratoga Parkway; curved alignment (approximately 0.6 miles).

Collector roads proposed for connectivity include a number of improvements:

- CR 525E from CR 700S to Hadley Road (0.7 miles).
- CR 675E from CR 750S to CR 700S (approximately 0.5 miles).
- CR 975E from CR 700S CR 600S (approximately 1 mile).
- CR 1050E from CR 650S (Flynn Road) to Columbia Road (approximately 1.3 miles).
- Hadley Road (CR 600S) from the improved road east of Hall Road, west to Miles Road (approximately 2 miles).
- Hendricks County Line Road (County Line Road South) from CR 1025E to SR 67 (approximately 0.7 miles).
- Stout Heritage Parkway, which was constructed from SR 267 to Airtech Boulevard, and stubbed from Ronald Reagan Parkway to the west for a short distance (approximately 0.5 miles).
- Southfield Drive from Reeves Road to Stanley Road (approximately 0.5 miles).





TRANSPORTATION AND MOBILITY

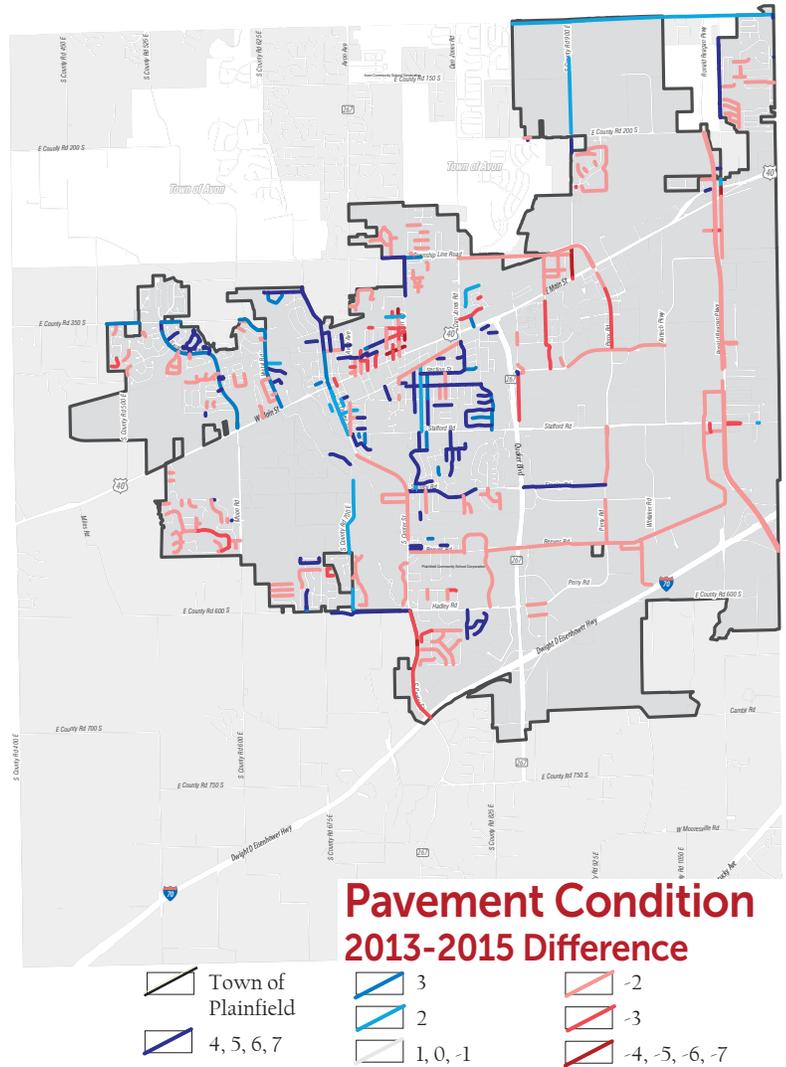
- | | | | |
|-----------------------------------|-------------------------------|---------------------------------|------------------------|
| Town of Plainfield | Primary Arterial | Secondary Arterial | Collector |
| Interstate | Primary Arterial Improvements | Secondary Arterial Improvements | Collector Improvements |
| U.S. 40 Connectivity Improvements | Divided Primary Arterial | Potential Interchange | |

PAVEMENT CONDITION ASSESSMENT

The Town of Plainfield has a pavement Maintenance Improvement Plan (MIP) that is updated as projects are completed and as roads are reviewed. The Town’s MIP includes the condition and materials of pavement, shoulder, curb ditches, and pavement markings on all roadways in the Town. The Town has separate inventories and plans for sidewalks and trails within the community. The MIP helps to determine which roads or portions thereof will receive maintenance and/or repairs, which maintenance method will be utilized, and when that work will be completed, contingent upon budgeting and in coordination with other utility and development projects.

Within the MIP process, the Town uses PASER (PAVement Surface Evaluation and Rating) condition ratings to grade each segment of roadway in the Town. The PASER scale for asphalt and concrete pavements is 1-10, with “1” and “2” being the worst and indicating that the associated roadway requires total reconstruction, and with “9” and “10” being the best, indicating no corrective maintenance is needed (however preventive maintenance treatments are highly recommended). The 2012 ratings yielded a 6.9 overall condition rating of the 10.0 possible. This is a good rating, however the Town desires to improve the overall condition rating of their road network, and also lower the annualized cost to maintain their roads, via pavement maintenance methods. The Town has completed a reassessment of the roads for a 2015 update, and work has been completed.

The Town could continue to conduct its transportation infrastructure condition inventory. Additionally, the Town could implement innovative and cost effective pavement preservation methods to stretch the Town’s transportation infrastructure budget further. An increased focus on preserving the Town’s transportation infrastructure that is still in good condition will delay the need for larger, more expensive repairs, lowering the annualized cost of the roadways and improving the overall condition rating of the system.



GREEN ROADS

Green roads integrate sustainable design and construction practices to streets while maintaining their transportation functionality. Green roads provide several environmental benefits, including stormwater management, use of sustainable materials, and overall design aesthetics. More specifically, green roads integrate stormwater management techniques such as the use of bioswales, permeable and porous pavement, and native landscaping. The use of energy efficient lighting not only increases safety but also conserves energy and lowers electricity costs to a municipality. Whereas traditional roadway construction focuses on short-term benefits of access and mobility, green roads offer long-term advantages that lead to greater life-cycle benefits.

Plainfield's Green Roads & Infrastructure Initiatives

Plainfield is emerging as a local leader in sustainable roadway design and use of infrastructure that has positive ecological benefits to the community. Most notable are the bioswales on Main Street, which serve to filter roadway runoff as well as provide stormwater management. The Town's trailheads and the Al & Jan Barker Sports Complex are constructed with permeable pavers, which also aid in stormwater management by reducing runoff.

As Quaker Boulevard receives streetscape improvements, plans include the continued use of stormwater management techniques, including the installation of native plantings in the medium.



CRASH DATA

Crash records are maintained and available through the Plainfield Police Department. The Town utilizes the crash data to identify road hazards, geometric deficiencies, and other opportunities for improving the associated site conditions.

ALLEYS

Alley access in older areas is paramount to reduction of traffic on adjacent streets. Therefore, it is important to maintain the alleys to encourage their use. An alley MIP could be completed to provide a tool and plan for quantifying, planning and implementing repairs and maintenance of the alleys.

ACCESS MANAGEMENT

In general, Plainfield's road network appears to be in good structural condition, but with opportunities for improving traffic capacity and flow.

Proper access management is critical for the Town of Plainfield to provide safe and efficient operations on its roadways, while ensuring that accessibility to adjacent businesses is sufficiently maintained. This requires a balance between accessibility and mobility within the Town. When new development or redevelopment occurs, the Town's review process could contain an access management component to identify any access related issues that may be resolved as a part of the project. This includes the consideration towards eliminating unnecessary access points that are not required by standard traffic engineering in order to effectively reduce

congestion and crashes, improve travel times and preserve capacity of roadways, all while supporting economic activity.

INDOT's Access Management Guide is intended to address planning and design components of accessibility points along state roads such as 1-70, U.S. 40, SR 267, and SR 67 within and adjacent to the Town of Plainfield. For example, as site improvements are made to properties adjacent to U.S. 40, the Town through coordination with INDOT, could evaluate the design, location, and necessity of all existing and proposed entrances. The evaluation could address if the appropriate level of access is provided to the site, while maintaining safe and efficient operations on the adjacent roadways. This is particularly important for locations such as the entire U.S. 40 and SR 267 corridors, where multiple entrances are closely spaced and may be combined into fewer drives without inhibiting public access to nearby businesses. Additionally, some corner properties have entrances located very close to signalized intersections, which can create conflicts between turning movements into and out of the site and vehicles travelling through the adjacent intersection. During times of planning for new development, redevelopment and/or future roadway improvements, it is important that access points along all arterial roads throughout the Town be properly evaluated with respect to access management guidelines and traffic operations. Consideration could also be given to alternate roads to access or serve the proposed developments.

LONG-RANGE PROJECTS

INDOT administers programs such as Transportation Alternatives Program (TAP) which includes the Recreational Trails Program set-aside and Safe Routes to School (SRTS) projects, Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ) which contribute funds to roadway improvements and bicycle/pedestrian facility projects throughout the state. The Town of Plainfield has been successful in procuring these funds in the past and will continue to seek these funds to aid in the Town's ability to add, improve and maintain roadway assets.

INDOT is currently programming preventive maintenance resurfacing for roadways throughout Indiana, and the INDOT roads within and adjacent to the Town of Plainfield are candidates for this work.

It was noted that during times when I-70 flows are below driver expectation, traffic often diverts through the Town. It was also noted that during times that I-70 traffic diverts through the Town, large truck traffic often illegally utilizes local roads that are posted with weight limits, due to inadequate signage on SR 267. Additional and over-sized signs could be installed.

Peak hour congestion along arterial roads is a challenge that can be improved upon with the addition of alternate roads to major thoroughfares, i.e. an additional interchange with I-70 (currently forecast to be in alignment with CR 525E), connecting SR 267 to SR 67, or the extension of Raceway Road south to Stafford Road. Congestion might be further mitigated by intersection improvement projects that convert signalized or stop controlled intersections to roundabouts; the addition of dedicated turn lanes at traditional intersections or bypass right turn lanes at roundabouts or traditional intersections; the addition of protected right turn phases, in conjunction with existing protected left turn phases, to signalized intersections; and

the replacement of left turn signals that do not allow turns during gaps in opposing through traffic with a four-section flashing yellow arrow signal that does allow permissive left turns during gaps in traffic .

Focus on strategic connections of roadways prior to or early in the planning phases of future development. The primary connectivity issue currently facing the Town directly impacts the amount of truck traffic that enters downtown Plainfield. The Town could actively coordinate with the County and/or State as necessary to define a truck route for access to the industrial area on the northwest side of downtown Plainfield. Advanced planning for such projects will demonstrate the Town is being proactive to those agencies reviewing funding applications and administering the programs.

Adoption and implementation of access management guidelines will provide the Town with a tool to ensure each access point is not only designed properly, but also required at the time new developments or redevelopment occurs. Proper access management is critical to balancing efficient operations on the Town's roadway network with sufficient access to adjacent businesses, government facilities, schools, etc.

Development of a Traffic Study Process that identifies when a traffic analysis is required due to the potential traffic impact of a proposed project. These traffic study guidelines can also be utilized to address existing traffic operational issues as necessary. Continuing and expansion of the Town's traffic data collection program will allow the Town to update and expand the Plainfield traffic count database and monitor traffic volume patterns as needed. The traffic count information can be used to assist in identifying and prioritizing locations for future roadway improvement projects.



PUBLIC TRANSPORTATION

The North Plainfield Connector is a service of CIRT, the Central Indiana Regional Transportation Authority. The service runs on weekdays, Monday through Friday. The route allows passengers to transfer between IndyGo, which provides service throughout the Indianapolis area, and the Plainfield Connector, providing another public transportation option for traveling between Indianapolis and Plainfield. The Connector travels to Plainfield via I-70. After circulating through the regular stops, the Connector travels to Bridgeport Road and stops there, then runs in a loop pattern between Plainfield and Bridgeport Road for the remainder of each day of operation. This service is currently Monday through Friday only.

FUTURE BRT/LIGHT RAIL

Future Rapid Transit lines could build upon the local bus service in targeted, heavily traveled corridors. Rapid Transit is intended to move large numbers of people quickly and efficiently to their destinations. To ensure fast travel, Rapid Transit utilizes features such as dedicated lanes or rails so that it is separated from traffic; takes advantage of signal priority or crossing gates at intersections; and can operate as frequently as every 5 minutes.

Rapid Transit vehicles stop less frequently than bus at modern stations located approximately every half mile apart. Transferring between lines would be easily accommodated where lines intersect and all stations would connect to local bus service.

THE INDY CONNECT TRANSIT PLAN

Indy Connect, Central Indiana's Transportation Initiative, has plans to develop a network of bus routes, rapid transit lines, walking and biking paths and roadways.

The goal appears to be about making these modes of transportation work together to get people to healthcare, jobs, the grocery store, school and entertainment, and the Town of Plainfield is a part of this plan. The plan could offer transportation for those who don't have a car, alternatives for those who don't want to drive a car, and opportunities for jobs, cleaner air and neighborhood revitalization.

CARSHARE PROGRAMS

The Town of Plainfield could examine the potential for carshare programs in the community. There is a considerable amount of airport-related business activity in the community and although there is some shuttle service, carshare programs may be a potential solution. Particularly in coordination with local hotels, there may be demand for a limited carshare system to connect visitors to different parts of Plainfield.



FREIGHT

The Town of Plainfield concentrates on providing safe and efficient freight routes to promote commerce throughout the community. As such, high priority has been placed on maintaining and improving existing freight routes and planning for expansion of the freight route system. For the purpose of this analysis only large shipments will be considered, truckload, less than truckload (LTL), intermodal (e.g. truck to rail, truck to air, etc.), and similar. Specifically excluded from this review are U.S. Postal, Federal Express, United Parcel Service (UPS), drone and other small parcel and individual package delivery.

MODES OF FREIGHT TRANSPORT

Truck Transport – Trucking to and from businesses within the Town of Plainfield principally gain access via the Interstate (I-70). Access points along I-70 are at State Road 267 to the west and Ronald Reagan Parkway to the east. SR 267 and Ronald Reagan Parkway both run north/south adjacent to an area of large warehouse and production facilities between I-70 to the south and U.S. 40 to the north. There is an excellent network of roads in this area to service the businesses therein. There is also good connectivity to commercial and industrial areas north of U.S. 40 to the northern town limits. South of I-70 there is good access to businesses along Ronald Reagan Parkway/Ameriplerx Parkway to SR 67. However, the access along SR 67 south of I-70 becomes more agricultural and residential, with reduced access and sharp curves that are not as conducive for large truck traffic.

Intermodal transportation – Intermodal transportation uses at least two modes of transportation to move freight – yielding immediate and long-term benefits that include lower fuel consumption and higher freight density.

Rail - Intermodal transport to and from the Town of Plainfield principally involves the CSX Railroad (CSX) facility just north of the Plainfield Town limits, accessible by either SR 267 or Raceway Road. CSX extends from the east coast to the west coast with numerous transportation facilities in points between. The Indiana Southern Railroad (ISRR) is within three miles south of the town limits, servicing southwest Indiana and connecting to other railroads that offer service to points across the United States. ISRR predominately transports coal and agricultural commodities.

Air – The Town of Plainfield is adjacent to the Indianapolis International Airport and intermodal transport via air is also an option for local business.

Agencies having jurisdiction over freight routes within and adjacent to the Town of Plainfield are the Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Indiana Department of Transportation (INDOT), Hendricks County Highway Department and the Town of Plainfield. The railroad companies (CSX, ISRR, etc.), airlines, and local adjoining communities have jurisdiction over their facilities as well.



FREIGHT MOVEMENT

As mentioned above, freight generally moves via truck throughout the town. Principal roads include:

- Interstate System (including I-70);
- Primary Arterial Roads;
- Dan Jones Road
- U.S. 40 (Main Street);
- Ronald Reagan Parkway;
- SR 267 (south of U.S. 40);
- Secondary Arterial Roads;
- Reeves Road (east of SR 267);
- Perry Road;
- Stafford Road;
- SR 267 (north of U.S. 40); and
- Township Line Road.

Numerous collector roads also contribute to the Town of Plainfield's freight system routes. Future improvements to the Town of Plainfield's freight route system could include a new interchange with I-70 at CR 525E; improved route(s) to SR 67; improved roads adjacent to SR 267, south of I-70; and improved roads to points west and northwest.

Improvements to the town's freight rout system could be to:

- Better serve existing businesses;
- Provide opportunities for future development;
- Improve mobility, accessibility, and travel options throughout the town;
- Support sustainable, long-term economic growth and livability; and
- Support local transportation plans and policies.

In support of providing the best freight route system possible, in 2013, the Town of Plainfield commissioned a Maintenance and Improvement Plan (MIP), as described previously in this document.

FREIGHT GENERATORS

Freight generators identified in the Town of Plainfield are concentrated in the areas zoned "Commercial/Industrial", general between U.S. 40 and I-70 and between SR 267 and Raceway Road; and "Neighborhood Retail Commercial" generally along SR 267 and U.S. 40. These areas are developed with a concentration of warehouses, industrial businesses, and commercial businesses.

INDIANAPOLIS INTERNATIONAL AIRPORT (IND)

The Indianapolis International Airport provides passenger and freight service. Major air freight companies service central Indiana via this airport. Plainfield businesses access the airport, predominantly via I-70 and U.S. 40, generally via the Town’s primary and secondary arterial roadways.

COMPLETE STREETS POLICY

A Complete Streets Program is developed by modifying planning documents, engineering and transportation standards that will produce a design that incorporates all users of the roadway, including motorists, pedestrians, bicyclists or public transportation riders. INDOT’s Draft 2035 Long Range Transportation Plan includes the Complete Streets Concept and the Town could explore the development of its own policy. There is no one design prescription for complete streets. Facilities that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.

STREETSCAPE DESIGN

Roadway design on key transportation corridors has a significant impact on the character of the Plainfield community. Streetscaping elements include pedestrian accessibility, increased lighting, signage, street furniture such as benches and trash receptacles, and landscaping features. As the Town makes roadway improvements, it could consider implementing streetscape improvements that support the vision for the Plainfield community and could be implemented in coordination with transportation improvements and other CIP projects.

Visual Preference Survey Results

STREETSCAPES Highest Rated



4.03



3.52

Lowest Rated



1.23



1.44

Preferred streetscapes involve wide pedestrian sidewalks that are buffered from street traffic using decorative planters and landscaping. Further, the preferred street designs prioritize pedestrians, utilizing narrow roadway lanes and pavers to slow automobile traffic. Curb cuts are reduced or eliminated, while roadways are illuminated with decorative lighting.



NON-MOTORIZED TRANSPORTATION

Bike and pedestrian facilities are key elements to encouraging the community to be active. Alternative modes of transportation are aimed at reducing traffic congestion and subsequently emission levels, while promoting a healthy lifestyle. Quality sidewalks with safe, visible crosswalks are essential to maximizing pedestrian activity, along with strategically placed bike lanes and shared-use paths. The Town is continually improving the opportunity for non-motorized transportation via shared use pathways. The existing network of pathways provides good connectivity throughout the community, but there are segments where access is unmarked on public streets. An effort to establish bike lanes and shared use lanes to fill in gaps, as a permanent or temporary measure, is recommended to provide better connectivity for non-motorized transportation.

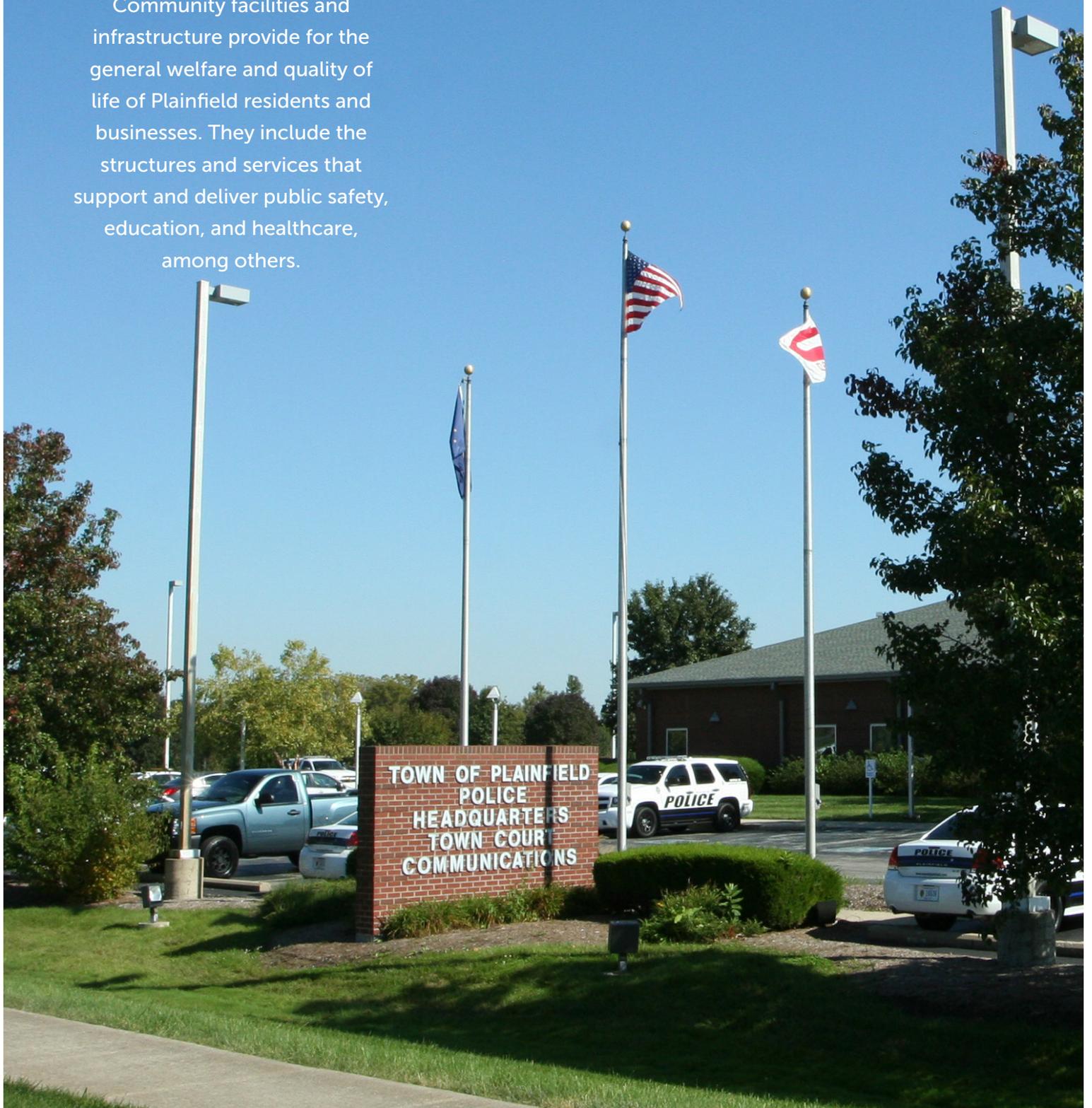
The existing sidewalk network is substantial, with opportunities for improvement via sidewalk infill in older neighborhoods. Per federal guidelines, the Town could consider working diligently toward implementation of the Town's ADA Transition Plan. The plan delineates and prioritizes curb ramp and sidewalk deficiencies. Implementation of this plan will aid in greater non-motorized transportation and accessibility within the town. Additionally, being proactive in implementation and maintenance of the plan will ensure that Plainfield remains eligible to receive federal funding for improvements to pedestrian and vehicular facilities in the future.

BIKESHARE PROGRAMS

The Town of Plainfield has previously examined the potential for a bikeshare program in the community, but it could reconsider it again in the future. As the community adds more trails and bike lanes, and continues to develop and increase in population, there may be increased interest and a demonstrable market for a local bikeshare program. Potential hubs could include locations such as Downtown and the Recreation Center.

08

Community facilities and infrastructure provide for the general welfare and quality of life of Plainfield residents and businesses. They include the structures and services that support and deliver public safety, education, and healthcare, among others.



08

COMMUNITY FACILITIES AND INFRASTRUCTURE

The Community Facilities and Infrastructure Plan provides an assessment of the existing facilities and long-term recommendations for growth and improvements.

As many of the organizations responsible for providing community services are not under the direct purview of the Town of Plainfield, the Community Facilities and Infrastructure Plan stresses active communication and cooperation. The intent is to utilize a collaborative approach to provide for the everyday needs of the community.

TOWN OF PLAINFIELD

The Town of Plainfield provides a variety of municipal services to its residents and primarily operates town departments from Town Hall. The facility is in good condition following a recent renovation to the lobby and service window areas, as well as to meeting spaces on the second-floor. The Town could perform regular maintenance and upgrades to the facility to ensure it meets the needs of the community and performs at an optimal level to lengthen the building life-cycle.

INTERGOVERNMENTAL COOPERATION

Town leaders and staff have forged strong, working relationships with Hendricks County, Guilford Township, Liberty Township, the Indianapolis Airport Authority, as well as local and regional planning and economic development organizations. These relationships have led to cooperative development efforts and partnerships that have resulted in a high quality of life and a healthy business climate. The Town could continue to maintain and enhance these critical intergovernmental relationships to facilitate cooperation and joint planning efforts.

SUCCESSION PLANNING PROGRAM

Much of Plainfield's success can be attributed to the continuity in Town leadership. Nevertheless, as leadership roles change, changes in style and judgment may deter progress achieved by former leaders. To ensure the town has well-trained candidates to maintain consistent leadership, expertise, and decision making, the Town could consider establishing a succession planning program. A succession planning program nurtures emerging community and civic leaders through training, mentorship, and civic projects, as well as identifies potential candidates for leadership positions. By implementing a succession planning program, the Town could maintain its positive and consistent trajectory to achieve the desired community vision.



PUBLIC EVENT FACILITY

The need for a centralized, indoor public event facility was identified during the community outreach process, as well as called out within the *Town of Plainfield Parks and Recreation Master Plan*. Such a facility could accommodate large public meetings, cultural activities, and various events such as an indoor farmers market. Plainfield could consider initiating a study to understand community facility programming needs, potential site locations, and funding and maintenance sources.

PUBLIC SAFETY

PLAINFIELD POLICE DEPARTMENT

Plainfield is considered a safe, family-friendly community with low crime rates. The Plainfield Police Department has maintained a high level of public safety despite increases in population and no additional personnel during the past several years. As Plainfield continues to grow, inter-jurisdictional coordination will become increasingly important. The Town could continue to foster coordination through the continuation of monthly chief meetings, and the establishment and maintenance of interagency service agreements between the Plainfield Police Department and the Avon Police Department, Mooresville Metropolitan Police Department, Indianapolis Metropolitan Police Department, and Hendricks County Sheriff's Department.

PLAINFIELD FIRE TERRITORY

The Plainfield Fire Territory operates from three facilities to provide fire protection, rescue, prevention, and transport services throughout Guilford Township and the Town of Plainfield. There are concerns about funding keeping pace with the increased service demand as Plainfield continues to grow. The Town could regularly work with the Fire Territory as new developments are proposed to ensure roadways and building accommodate fire-fighting equipment, as well as allow the Fire Territory to prepare for an increased service area. In general, this entity functions as a Town department.

New Fire Station Facility

The Town of Plainfield is planning a new fire headquarters and station 122 near the intersection of U.S. 40 and Moon Road. A one-story, 13,000 square foot facility will house executive operations and act as the agency-wide headquarters. A two-story, 23,000 square foot facility called station 122 will serve the western parts of Plainfield as the community expands west towards the West Branch of White Lick Creek. The headquarters facility has the potential to be expanded by approximately 1,800 square feet. These facilities will meet community needs over the life of the plan and will serve Plainfield's primary growth areas.

MUNICIPAL ENERGY CONSERVATION

Sustainability and energy conservation could start at the municipal level. By taking the lead in energy conservation and sustainable design and building practices, the Town of Plainfield can serve as a community model and be a resource and educational tool. Furthermore, green design and construction creates healthier and safer working environments, and are also sound financial investments. Green buildings have been shown to have a positive return on investment over the life cycle of the structure, which would help save the Town money with regard to energy and

water-related expenses. As Plainfield makes improvements to existing municipal facilities or constructs new facilities, it could consider adopting an ordinance that sets energy standards for municipal buildings.

Example: Bloomington Green Building Ordinance

In 2009, Bloomington, Indiana passed an ordinance to incorporate energy-efficiency standards into its municipal code. Bloomington is one of the few municipalities in the state to enact such legislation; however, city leaders recognized

the positive environmental and economic impacts of green buildings. The Green Building Ordinance (Ordinance 09-04) requires all new municipal buildings to follow LEED certification standards for New Construction and achieve, at a minimum, Silver-level certification. Upgrades to existing buildings must achieve Silver-level certification under LEED for Existing Buildings: Operations and Maintenance standards. Goals of the ordinance are to reduce energy usage and city resources, while providing a healthier, more productive work environment for municipal employees.

STATE CAMPUS FACILITIES

INDIANA LAW ENFORCEMENT ACADEMY

The Indiana Law Enforcement Academy provides training for 560 police agencies throughout the State of Indiana. The location of the site requires police vehicles to drive through Plainfield to access the facility, which increases the perception of public safety. Furthermore, the facility is an important economic driver, as many trainees require lodging and dining during the course of training.

PLAINFIELD CORRECTIONAL FACILITY

The Plainfield Correctional Facility is a medium-security prison located on the southwest side of the Town, accessed from Moon Road. Established in 1964, the facility houses an average daily population of 1,656 inmates. While the facility is not generally considered a detriment to the community, as residential neighborhoods continue to build around it, the presence of the facility may devalue nearby areas. The Town could work with the Department of Correction to visually soften the prominence of the Plainfield Correctional through landscaping, roadway, and architectural design that will decrease impacts to adjacent neighborhoods.

HERITAGE TRAIL CORRECTIONAL FACILITY

The Heritage Trail Correctional Facility, more commonly referred to its historic name as the Indiana Boys School, is a collection of 19th century buildings, primarily constructed in a Midwestern cottage style. The site features interesting facilities such as the historic three-story residential structure. The potential exists to continue to locate new outdoor athletic fields and other recreation facilities on this property, as well as evaluate the conversion of these historic buildings into public, community use. This site located directly across from Plainfield's town center plays a critical role in supporting its Downtown redevelopment strategy and the Town could maintain a dialogue with the Department of Correction on any opportunities to continue to transfer the use of this real estate to the local community.



EDUCATION

PLAINFIELD COMMUNITY SCHOOL CORPORATION

The Plainfield Community School Corporation includes a total of six schools and an early education program that provides pre-K through 12th grade educational services. The district is well regarded and has received several Four Star School designations for outstanding academic performance. As the community grows, the district anticipates enrollment to increase, which will result in some elementary schools exceeding capacity. Given these growth projections, the Plainfield Community School Corporation is in the early stages of planning a new elementary school. Town Hall could serve an integral role in the planning process to assist with the site selection process and address impacts related to automobile congestion, motorized and non-motorized access, and land use compatibility. In addition, Plainfield staff could regularly communicate with district officials to stay abreast of residential development approvals that may impact school enrollment and services.

AVON COMMUNITY SCHOOL CORPORATION

Students in Plainfield living north of Township Line Road attend schools within the Avon Community School Corporation. Elementary-age students attend Hickory Elementary and Cedar Elementary, middle schools students attend Intermediate West (grades 5-6), followed by Middle School South (grades 7-8), and all middle schools attend Avon High School. The Town could regularly communicate with Avon Community School Corporation officials with regard to new residential development within district boundaries that may affect enrollment.



PLAINFIELD-GUILFORD TOWNSHIP PUBLIC LIBRARY

Located at the corner of Stafford Road and Simmons Street, the Plainfield-Guilford Township Public Library serves approximately 700 patrons per day. Although the library currently meets the needs of Township residents, Town leaders could work with library officials to periodically assess the impacts of future growth. This may entail expansion of the existing facility or the establishment of local branches as the Plainfield grows to the south and west.

The Plainfield-Guilford Township Public Library is located at a challenging off-set intersection. The intersection design creates confusion and safety concerns for both motorists and pedestrians. The Town could consider prioritizing roadway improvement projects to include the intersection of Stafford Road, Simmons Street, and Gary Drive, to ensure safe and efficient library access.

CONTINUING EDUCATION AND WORKFORCE DEVELOPMENT

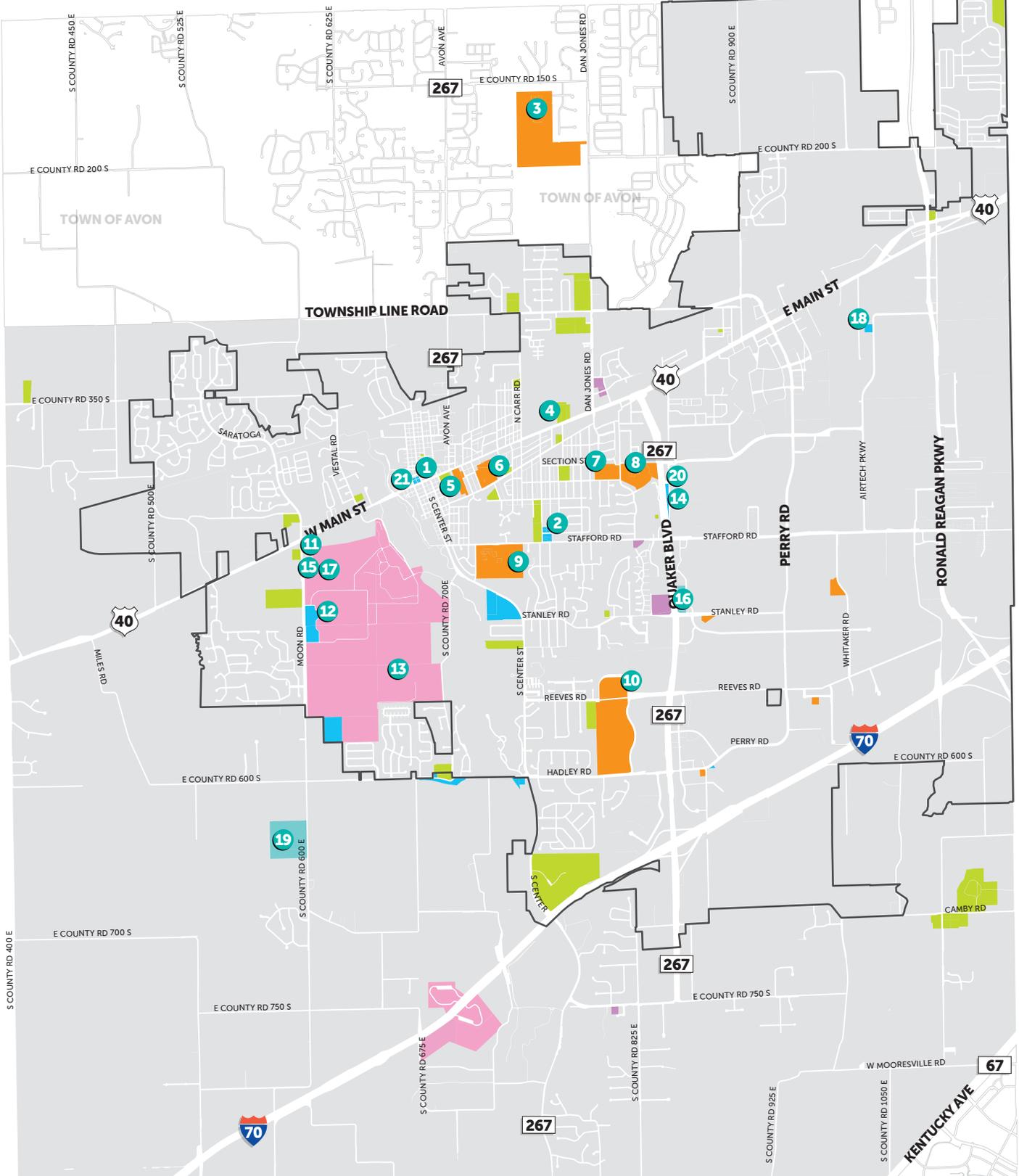
A significant proportion of the Plainfield economy stems from the Town's robust distribution and warehousing businesses. By fostering partnerships with regional higher education institutes and local employers, the Town can nurture a skilled and talented workforce with the proper training to be employed by this growing industry. The Town could continue to work with Hendricks County Economic Development Partnership, Hendricks College Network, and WorkOne Plainfield to coordinate best practices and work with local businesses and colleges that will support local workforce development programs. By facilitating partnerships with local educational institutions and employers, Plainfield can assist in the creation of comprehensive and accessible job training and educational programs.



HEALTHCARE

Plainfield does not have a traditional hospital within its boundaries and emergency care needs are met by either the Hendricks Regional Health hospital in Danville, IU-West Hospital in Avon, or by hospitals in Marion County. The Immediate Care - Hendricks Regional Health facility on SR 267 at Stanley Road is a major investment in Plainfield, and provides immediate care seven days a week, as well as a variety of medical specialties. In order to foster the

expansion of the healthcare sector within Plainfield, the Town could support the Hendricks Regional Health organization by assessing and accommodating land use and expansion needs as the community grows. Strategies include regular communication with Hendricks Regional Health to stay informed about expansion plans, improving pedestrian and vehicular access from Quaker Boulevard, and working with the Central Indiana Regional Transportation Authority to assess demand for public transportation access to the facility.



COMMUNITY FACILITIES

- | | | | |
|---|--|--------------------------------------|---|
| Town Hall 1 | Plainfield Middle School 9 | Fire Territory Station 121 16 | Town of Plainfield  |
| Plainfield-Guildford Township Public Library 2 | Plainfield High School 10 | Fire Territory Station 122 17 | Education  |
| Avon High School 3 | Police Department & Town Court 11 | Fire Territory Station 123 18 | Government Facility  |
| Saint Susanna School 4 | Plainfield Correctional Facility 12 | School-Owned Site 19 | Church/Religious  |
| Central Elementary 5 | Indiana Law Enforcement Academy 13 | Future Police Station 20 | Medical  |
| Van Buren Elementary 6 | Hendricks County Communications Center 14 | Chamber of Commerce 21 | State of Indiana  |
| Brentwood Elementary 7 | Fire Territory HQ 15 | | |

INFRASTRUCTURE

The Town of Plainfield has successfully managed its utility infrastructure to support the continuously growing and redeveloping municipal incorporated limits. Through proactive maintenance programs and excellent operations, the utilities continue to provide reliable and competitively priced services throughout the Town.

SEWER

In the older residential areas near Downtown, Plainfield's sewer system is a combined system collecting both wastewater and stormwater. To comply with the National Pollutant Discharge Elimination System (NPDES) regulations under the jurisdiction of the Environmental Protection Agency (EPA) and Indiana Department of Environmental Management (IDEM), the Town developed a Long Term Control Plan (LTCP) to address combined sewer outfalls (CSOs) within the system. To maintain and enhance Plainfield's sewer infrastructure system, the Town could consider the following actions:

- Continue the current program in place to replace local lift station usage through construction of gravity interceptor sewers. This will reduce annual operation and maintenance costs through reduction in electricity and water usage and reduction in man hours required for every-other-day inspections and weekly lift station cleaning.
- Continue implementation of the LTCP for the combined sewer system, reducing CSO events and locations.
- Develop a cleaning and televising (CCTV) rotation for the entire sewer system so that every area is cleaned and televised at least once every five years. CCTV replaces "reactive" problem solving caused by age, roots, and grease with a proactive program of cleaning and televising.
- Through the CCTV program, areas that may be older and in need of structural enhancement or protection from infiltration and inflow could be identified and, as needed, a rehabilitation program could be established.

WATER

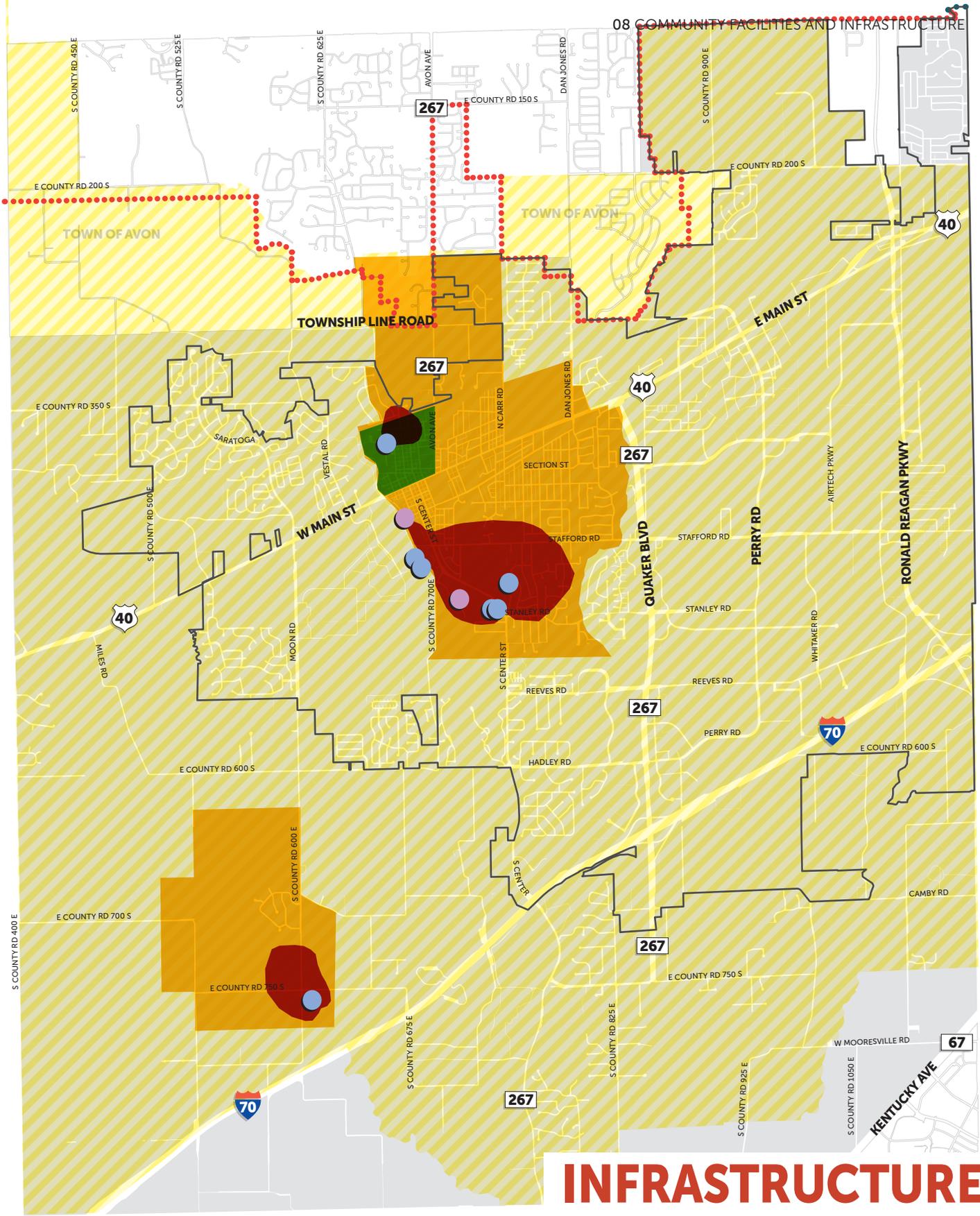
The Town of Plainfield is a water-rich community which provides drinking water and fire protection to the entire Town of Plainfield as well as some areas outside the corporate limits. A water service area was established to define the areas outside the corporation limits that are included within the planning area of the water utility. Water is sourced from nine (9) groundwater wells located throughout the community and shown on the map in this report section. A well head protection plan is in place which identifies protection areas around each well location. Any land use or zoning change evaluation could include consideration to these well head protection areas.

The northwestern portion of Town includes the highest elevations within the water service area and therefore has experienced occasional reports of decreased pressure or flow from residents. As such, the Town could consider the following recommendations:

- Develop a Northwest Area study of pressures and flows to identify any system weaknesses or areas where improvements may be needed.
- Develop a Water System Master Plan to coordinate with Hendricks County planning efforts for land uses outside the current Town corporate limits.
- Continue to strategically plan and develop within the Wellhead Protection Area.

STORMWATER

The Town of Plainfield is a designated Municipal Separate Storm Sewer System (MS4) community, therefore must maintain an NPDES permit for the MS4 in accordance with the Indiana Administrative Code (327 IAC 15-13). Development within Town is subject to requirements of the MS4 Program. To develop and maintain the MS4 Program, the Town implemented a monthly stormwater fee, based upon impervious area per parcel. The Town could continue implementation of the MS4 Program to maintain compliance with 327 IAC 15-13. Furthermore, community growth could be directed away from sensitive areas, such as Plainfield's many riparian corridors, and toward areas that can support it without compromising water quality.



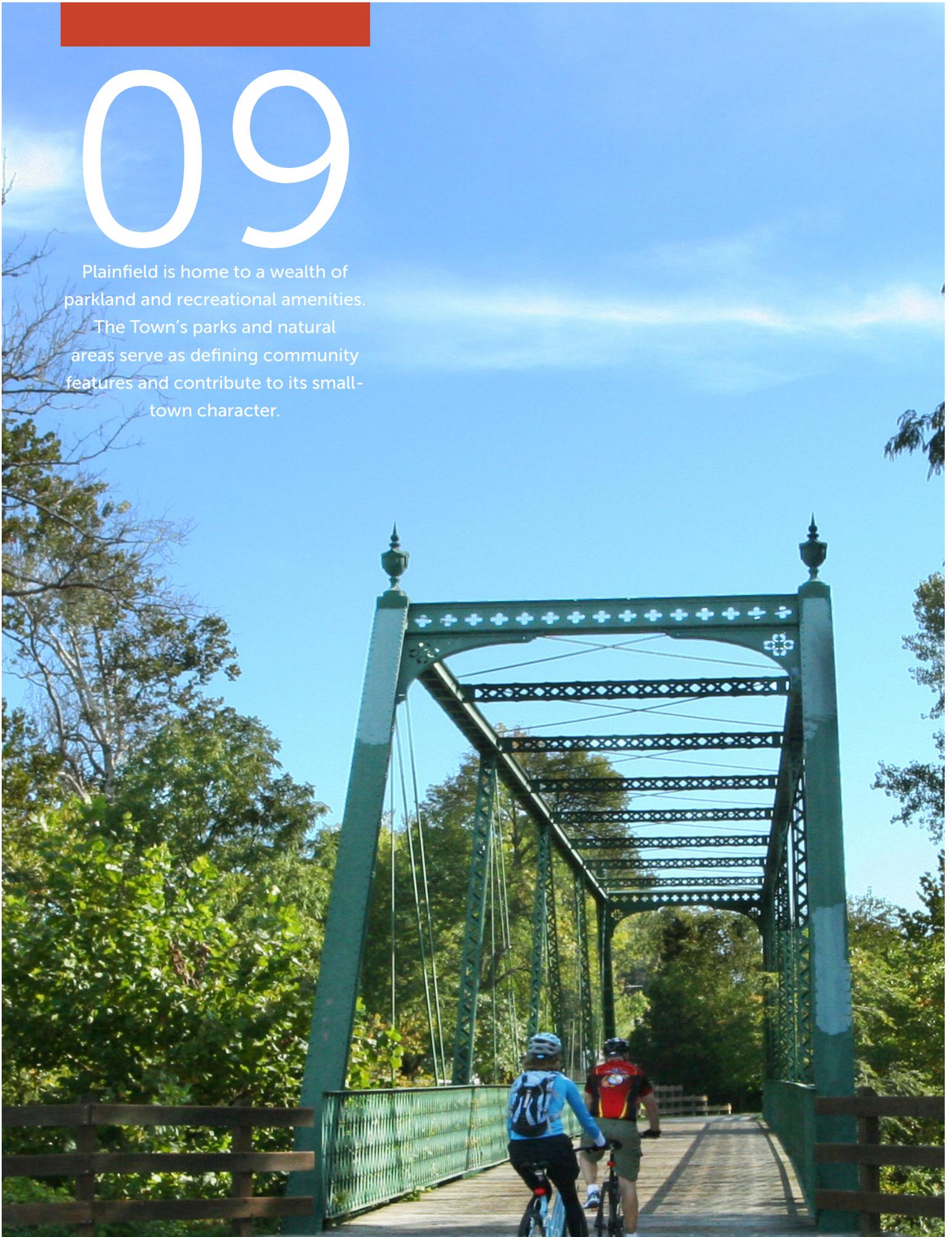
INFRASTRUCTURE

- | | | | |
|------------------------|--|------------------------|--|
| Town of Plainfield | | 1-Year Travel Time | |
| Sewer Service Boundary | | 5-Year Travel Time | |
| Water Service Area | | Combined Sewer Outfall | |
| Combined Sewer Area | | Groundwater Well | |

09

Plainfield is home to a wealth of parkland and recreational amenities.

The Town's parks and natural areas serve as defining community features and contribute to its small-town character.



09

**OPEN SPACE, PARKS AND
RECREATION**

The Open Space, Recreation, and Environmental Features Plans aims to preserve and enhance the Town's many parks and many miles of trails to ensure they continue to define Plainfield's high quality of life.

**PLAINFIELD PARK
AND RECREATIONAL
FACILITIES**

The Plainfield Parks and Recreation Department operates and provides programming at 11 public facilities. The Department also owns five undeveloped park sites that provide additional opportunities for future parks. The Department's facilities are supplemented by public school parks, which are open to the public through joint-use agreements, and private parks that are owned and maintained by homeowners associations or similar organizations.



PARKS AND RECREATION MASTER PLAN

Adopted in 2012, the *Town of Plainfield Parks and Recreation Master Plan* guides the Department with regard to park planning, decision-making, and investment. It includes an inventory and needs assessment of the Town's parks and recreation system, estimating that there will be the most demand for services related to gymnastics, weightlifting, and fitness walking. To achieve the town's mission to "fulfill the community's recreation and park needs," Plainfield could continue to implement the strategies listed within the Implementation Action Plan. Key goals and recommendations include the addition of multi-use trails, parkland development in the northeast and southwest portion of town, and the creation of a sustainable park system.

In addition to creating community-based master plans for undeveloped park sites as recommended in the *Parks and Recreation Master Plan*, the Town could consider developing master plans for existing parks in need of significant facility updates. In particular, Franklin Park requires facility updates to its recreational equipment, improvements for ADA accessibility, and lighting for safety and security. The Town could consider taking a community-based approach to ensure improvements to Franklin Park and other park sites meet the needs of Plainfield residents with regard to facilities, lighting, parking, and traffic circulation.

PARK FACILITIES AND CLASSIFICATIONS

FACILITY NAME	TYPE	AMENITIES
Richard A. Carlucci Recreation and Aquatic Center	Special Use	Splash Island, Clarks Creek Natatorium, basketball courts, group exercise and meeting rooms, indoor track, exercise equipment
Al and Jan Barker Sports Complex	Special Use	Ball fields, soccer fields, Miracle Movers Field
Interurban Depot	Special Use	Event space
Hummel Park*	Regional Park	Basketball court, baseball fields, soccer fields, disc golf course, amphitheater
Friendship Gardens	Community Park	Veterans' Memorial, gazebo
Franklin Park	Community Park	Ball fields, tennis courts, playground
Swinford Park	Community Park	Ball fields, shelter, playground
Anderson Park	Neighborhood Park	Plainfield Skate Park
Robert M. Ward Park	Neighborhood Park	Gazebo
Whitelick Creek Park	Neighborhood Park	Open space area
Bark Park	Special Use	Dog park
Talon Stream Park	Community Park	Picnic space, natural areas
Community Garden	Special Use	
Shady Lane Park (undeveloped)	Open Space	
Newby Lane Park (undeveloped)	Open Space	
SW Water Treatment Property (undeveloped)	Open Space	
Property West of Hickory Woods (undeveloped)	Open Space	
Noble Stout Land Donation (undeveloped)	Open Space	
Parks Maintenance Building		

*Owned and maintained by Guilford Township

Park Classification

Parks within Plainfield are organized under the following categories: Neighborhood Park (1-10 acres), Community Park (11-100 acres), Regional Park (100+ acres), Open Space, and Special Use Park. These classifications allow standards to be applied to gauge how well the park system serves the community.

Several subdivisions in Plainfield own and maintain private parks through a homeowners association or similar organization. Kids Wheel Park in the Bentwood subdivision and the neighborhood park in the Fairfield Woods subdivision are examples of well-maintained private parks that are easily accessible and serve the adjacent neighborhoods.

Level of Service

The *Plainfield Parks and Recreation Master Plan* establishes local Levels of Service, which act as a baseline for park needs and performance metrics. The Plan recommends a total of 15 acres of parkland for every 1,000 residents. This includes a combination of neighborhood parks, community parks, regional parks, trail property, developed and undeveloped open space, and Splash Island. Using a 2013 population estimate of 30,097, the Town not only meets but well exceeds this parkland level of service standard; however, neighborhood parks, in particular, are 30 acres shy of meeting the required 1.5 acre per 1,000 residents level of service.

POCKET PARKS

Pocket parks provide opportunities for green space on underutilized or vacant parcels in urban areas. Pocket parks serve as areas for respite from bustling city life by providing space to sit, relax, and enjoy nature. These parks are unprogrammed and generally low-maintenance, while offering opportunities for public art and community gathering. Pocket parks may be suitable in Plainfield's downtown as well as its core commercial area near the Shops at Perry Crossing. The Town could work with property owners and Parks and Recreation staff to identify pocket park opportunities.

Example: Pocket Park, Fishers, Indiana

Located along busy 116th Street in downtown Fishers, Pocket Park provides an area for relaxation and public gathering within 4,000 square feet. Pocket Park features public seating areas, a small elevated platform that could be used as a stage, signage that helps brand the park and neighborhood, as well as interactive public art. The park was constructed in 2013 as part of the Town's Downtown 2030 Master Plan and has not only improved the aesthetics of the corridor, but has also been beneficial to local

businesses. Handel's Homemade Ice Cream and Best of What's Around, two businesses that are located adjacent to the park, have both reported an increase in clientele since the opening of the park.



Photo: TownPoste Network

UNDERSERVED AREAS

According to the *Parks and Recreation Master Plan*, Plainfield has more than 15 acres of parkland for every 1,000 residents, for a total of 663 acres. In addition to public parkland provided by the Town, private developments assist to supplement park accessibility. Nevertheless, there are residential areas that continue to face accessibility and connectivity challenges.

As demonstrated by a 1/2-mile service buffer on the Parks and Open Space Map, emerging developments to the west are not well-served by existing Town parks and older neighborhoods to the north, and south of U.S. 40 near Dan Jones Road also lack sufficient park access. As residential neighborhoods continue to grow and the Town develops new parks and recreational facilities, it could consider locating facilities in these park-deficient areas. This may require acquiring property for future park use and shifting park development priorities to focus on underserved areas.

UNDEVELOPED PARK SITES

Plainfield has five undeveloped parkland sites, some of which will fulfill the needs of existing underserved residential areas. Priority park development sites could consider being given to underserved areas. Furthermore, as these parkland sites develop, the Town could consider meeting the recreational needs outlined in the *Parks and Recreation Master Plan*. Additional considerations for new park development include the integration of trails that connect to the broader trail network, adequate safety and lighting, and safe non-motorized access.



Visual Preference Survey Results

POCKET PARKS

Highest Rated



3.72



3.69

Lowest Rated



2.91



2.51

Preferred pocket park designs include those that have a sense of enclosure and feature an abundance of natural landscaping. Rather than a play structure within a residential areas, pocket parks could be located amongst commercial buildings, feature a variety of seating areas, and public art.

HUMMEL PARK

Hummel Park is a 205-acre park in the heart of Plainfield, which is owned and operated by Guilford Township. With its wealth of amenities that include ball fields and the Hummel Park Performing Arts Center, the park is considered a key asset to the community. The Town could continue to work with Guilford Township to identify partnership opportunities for recreational programming and events.



TRAIL SYSTEM

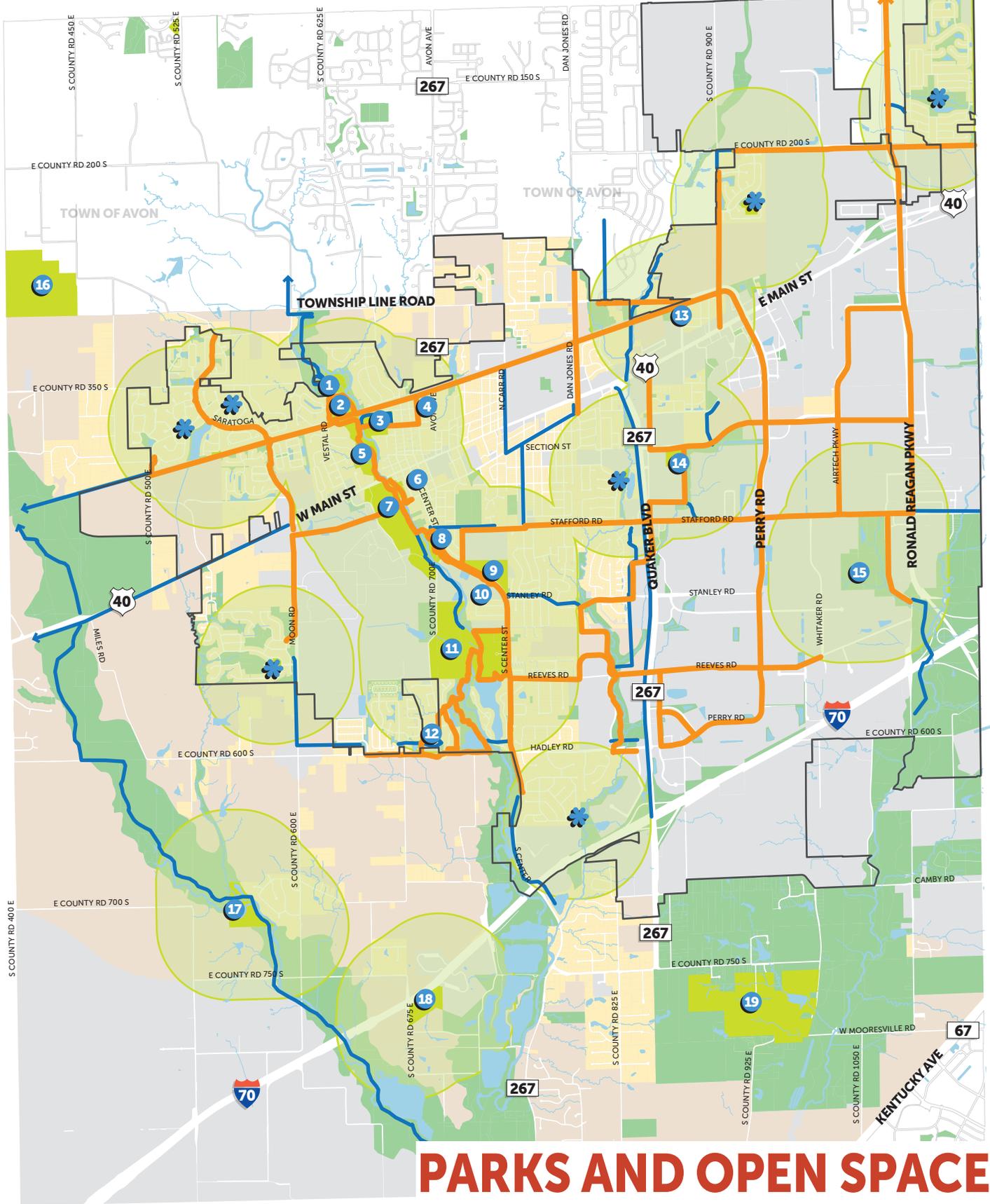
The Plainfield trail system includes approximately 20 miles of trails that traverse the Town. Trail segments include Vandalia, White Lick Creek, Recreation Center Loop, Clarks Creek, Hummel Park Loop, Sugar Grove, and side path routes, such as those along the Ronald Reagan Parkway corridor and Saratoga Parkway, which provide critical connections within the overall network. Non-motorized paths within residential subdivisions provide safe access through neighborhoods and increase community connectivity.

TRAIL EXPANSION AND CONNECTIVITY

Since the adoption of the *Plainfield Sidewalk and Trails Master Plan*, the Town has made great strides to complete several high-priority projects. New trail segments increase access and mobility for non-motorized forms of transportation, as well as offer opportunities for residents to increase their health and fitness. The Town could continue to construct the priority trail projects as identified in the *Plainfield Sidewalk and Trails Master Plan*, and ensure local neighborhoods are well-connected to the trail network.

TRAIL DESIGN

The Vandalia Trail and White Lick Creek Trail are highly successful due to their greenway design. Both trails are separated from traffic, are integrated within a natural setting, and have limited crossings. While not all trails can achieve these designs based on existing land uses and roadway alignments, future trails and multi-use paths could be designed to be universally accessible and create a sense of security through landscaping and buffers. Plainfield could develop trail design standards that define cross sections for various trail types, landscaping requirements, and material selection, trail crossings, and signage. The trail design standards could reference design measures outlined in the *Ronald Reagan Corridor Design Guidelines*.



PARKS AND OPEN SPACE

- | | | | | |
|---|--|--|--|---|
| Talon Stream Park 1 | Anderson Skate Park 10 | Hendricks County - W.S. Gibbs Memorial Park (undeveloped) 16 | Town of Plainfield  | Planned Residential  |
| Recreation and Aquatic Center 2 | Guilford Township - Hummel Park 11 | Hickory Woods (undeveloped) 17 | Park  | Park Service Area  |
| Franklin Park 3 | Community Garden 12 | SW Water Treatment Property (undeveloped) 18 | Open Space  | Existing Trail  |
| Bob Ward Park 4 | Shady Lane Park (undeveloped) 13 | Hendricks County - Sodalis Nature Park 19 | Existing Residential  | Proposed Trail  |
| White Lick Creek Park 5 | Noble Stout Donation (undeveloped) 14 | Private/HOA Park  | | |
| Interurban Deport 6 | Newby Lane Park (undeveloped) 15 | | | |
| Al and Jan Barker Sports Complex 7 | | | | |
| Friendship Gardens 8 | | | | |
| Swinford Park 9 | | | | |



NATURAL AREAS

Plainfield benefits from a vast network of natural areas that include several creeks and wetlands, heavily wooded areas, and a natural conservation area. Combined, these environmental features contribute to the community's identity and could be preserved utilizing a variety of tools as development occurs.

CONSERVATION AREA

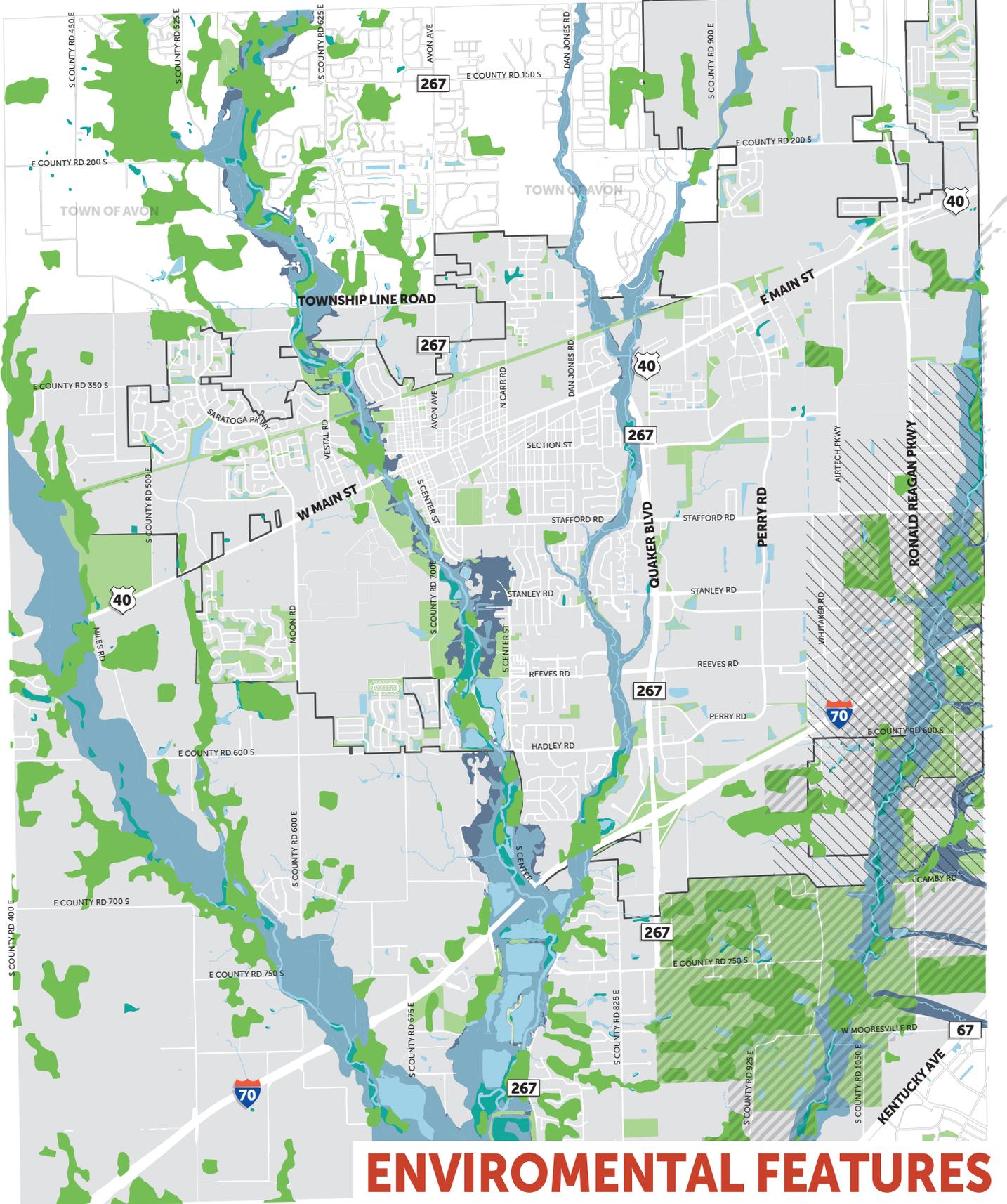
A significant expanse of land to the south of I-70 is designated as a Conservation Area. It is owned by the Indianapolis International Airport and managed by the U.S. Fish and Wildlife Service as a mitigation measure for the Six Points Interchange (I-70 and Ronald Reagan Parkway). This designation ensures that the Indiana bat, an endangered species that can eat up to 3,000 insects per night, has a protected habitat area free from future development. The potential exists to better leverage this area as a large open space district for Plainfield residents, but it is also being evaluated for office, warehouse, and other commercial/industrial development opportunities. Ultimately, a strategic blend of both open space preservation and targeted development may be achievable and the Town could continue to evaluate the area's potential with a balanced, comprehensive approach.

TREE CANOPY

Plainfield's older neighborhoods exhibit a lush tree canopy that not only defines much of the community's character, but also serves an important environmental and stormwater role. The Town could work with property owners to ensure heavily wooded areas are preserved as future development occurs. In addition, the Town could consider establishing a tree planting and replacement program that requires property owners to replace trees that are removed due to disease or safety concerns. Further, the Town could evaluate formally participating in the Tree City USA program and integrating its recognition as part of establishing a community identity.

RIPARIAN CORRIDORS

White Lick Creek, West Fork White Lick Creek, East Fork White Lick Creek, and Clarks Creek are defining riparian corridors that traverse Plainfield. The Plainfield community does not typically have recurring flood issues; however, White Lick Creek and its surrounding neighborhoods are prone to flooding. Furthermore, stormwater runoff, in addition to causing potential flooding hazards, also has a negative effect on water quality. In order to reduce stress on the local sewer system, safeguard residential neighborhoods from flooding, and maintain water quality, the Town could consider requiring generous development buffers adjacent to local creeks and water bodies (minimum of 50 feet from the 100 year flood line or mean rainy season flowline). Buffer zones can serve a dual role as a stormwater management tool and areas for public open space and potential trail alignments.



ENVIROMENTAL FEATURES

- Town of Plainfield
- Wetlands
- Airport Conservation Areas
- Creeks, Lakes, & Ponds
- 100-Year Floodplain
- Airport Noise Compatibility Zone
- Parks & Open Space
- 500-Year Floodplain
- Dense Tree Cover

10

Arts and culture are key aspects in quality of life and have a significant influence on the image and identity of Plainfield. Arts activities in Plainfield take many forms, from visual and performing arts, to community history and events. The culture of Plainfield is shaped by its values, natural setting, and the very people that live and work in the community. The Arts and Culture Framework Plan provides guidance to leverage Plainfield's existing assets, as well as enhance and promote a community that is rich in arts and culture.



10

**ARTS, CULTURE, AND
COMMUNITY CHARACTER****DEFINING ARTS
AND CULTURE IN
PLAINFIELD**

Plainfield has a rich history that has shaped the development of its character and its culture of values. Much of this community character can be traced to its 19th century roots as a Quaker settlement, as well as Plainfield's continued commitment to promoting and celebrating its local history. The Downtown Historic District showcases the community's commitment to preserving its architectural heritage and role as a stopping point along the National Road.

Much of Plainfield's "small town" charm can be attributed to the balance of growth and development with the preservation of natural areas. Trails that follow wooded greenways and creeks have supported a culture of health and wellness, with an appreciation for nature and the environment. Town parks are used as venues for sports, family activities, live performance, and cultural events.

Visual and performance art can be seen throughout the community. The Town includes several public art installations such as several Free Little Libraries and Hummel Park Performing Arts Center provides a venue for outdoor entertainment. Cinematic art can be viewed at the Carmike 18 and youth learn the art of dance through the Parks and Recreation Department.

As evidenced above, art and culture are prevalent in Plainfield. In order to encourage the growth of the arts culture, the Town of Plainfield Zoning Ordinance could make appropriate use provisions to accommodate the range of functional needs for different types of arts and culture. The Town already includes certain art-related uses now, and generally accommodates this activity, but a more detailed zoning review could identify additional methods to encourage new growth.



ACCESS

According to Americans for Art, adults in Hendricks County attend approximately two arts and cultural events every year and spend nearly \$370 per capita on services and products related to art. Allowing for a high level of access to area arts and culture options in Plainfield both strengthens community culture as well as the local economy.

INFORMATION

Access includes having the knowledge about available arts and cultural facilities and events. To increase awareness of events and activities, the Town could work with the Plainfield Chamber of Commerce to increase the on-line presence of the Chamber's community events calendar. In addition, the Town could consider creating a publicly-accessible inventory of all facilities, programs, and organizations (private, public, and non-profit) that contribute the arts in Plainfield.

AGE

Access to arts and culture can be limited by age restrictions. Students at Plainfield High School noted the need for activities that serve all ages, especially those aimed at teenagers. The Town could work to host events and recruit businesses that provide arts and culture activities that accommodate a range of age groups.

TRANSPORTATION AND LOCATION

Transportation access is a key component to enjoying community arts, which can be limited in Plainfield for those without a private automobile. While Plainfield has an extensive trail system that reaches many areas of the community and allow for non-motorized transportation, it lacks a robust public transit system. To increase physical access to community arts and culture, the Town could consider providing shuttle service to major events, such as the Quaker Day Festival. In addition, the Town could encourage the addition of arts and events within Plainfield neighborhoods, such as farmers' markets and small festivals, which allows for additional exposure and community access.

FINANCIAL

Cultural programs and events may not always be within the economically accessible to all Plainfield community members. To provide access to underserved populations and help instill community-wide interest and support in the arts, the Town could work with local arts providers, cultural facilities, and various community partners to facilitate free- and low-cost cultural opportunities for the community.

RESOURCES

The Town of Plainfield has a solid foundation of existing arts and cultural resources. Such resources include facilities that can host art and cultural events and local art-related businesses and organizations. The Town's existing history and community culture are also resources that can be expanded and advanced. These resources can be leveraged to improve access to arts and culture as well as increase community involvement.

FACILITIES Town Hall

As an anchor of Downtown, Town Hall is a fitting venue for the display of local art. Utilizing the Town Hall lobby as a revolving gallery to showcase art in the community not only increases exposure to the arts, but also demonstrates Plainfield's commitment to support a culture of art and creativity. Plainfield could utilize Town Hall and other civic buildings as venues to exhibit local art.

Local Schools and Religious Facilities

Plainfield schools and places of worship offer facilities to host visual and performance arts. Plainfield High School has state-of-the-art facilities that support performance arts, while religious institutions such as Plainfield Friends Meeting is home to a historic 1899 Prante pipe organ. The Town could work with Plainfield Community Schools and religious institutions to promote events and performances at local schools and places of worship, as well as facilitate public use of these valuable arts facilities.

Plainfield-Guilford Township Public Library

The Plainfield-Guilford Township Public Library includes an in-house art gallery that showcases the work of local and regional artists. The library hosts the Plainfield Arts Gala, which is an annual event that sells the work of local artists, including the work of local youth, and a percentage of the sales benefit the library. The Town could work with the library to promote gallery exhibits and the Plainfield Arts Gala to increase awareness of the facility and local artists.

Parks and Trails

The Town's extensive parks and trail system serves as a significant asset and provides numerous facilities to celebrate the arts and community culture. The maintenance and expansion of these facilities are paramount to maintaining and enhancing the community's respect for the environment and providing family friendly activities. Recommendations for consideration to enhance Plainfield parks and trails can be found in *Chapter 8: Open Space, Recreation and Environmental Features*.

Hummel Park Performing Arts Center

Hummel Park is home to a performing arts center that provide a venue for outdoor arts entertainment. The performing arts center hosts an annual summer concert series, a Bluegrass Festival, and movies-in-the-park. The Town could continue to work with Guilford Township to promote events and serve as a key partner to host additional performances and cultural activities.

Village Theatre

Located on Main Street, the 400-seat Village Theatre originally opened as the Prewitt Theatre in 1927. After falling into disrepair and being renovated once in the 1970s and again in the early 2000s, the theatre has been inconsistently used and closed to the public since. Members of the Plainfield community have indicated a strong interest in resurrecting the theatre as a venue for performance and cinematic arts. The Town could work with the Village Theatre property owners to create a plan of action and identify funding opportunities to reopen the theatre to the public, creating an alternative option to the Hendricks Civic Theatre in Danville.

Local Museums and Galleries

While Plainfield is relatively close to the Hendricks County Arts Council Gallery and Hendricks County Historical Museum, both are located in Danville, Indiana. To foster the arts community as well as serve as a tourist destination, the Town could consider establishing a local museum and/or gallery. Such a venue could host events, art exhibits, and serve as an educational asset. The Town could consider researching potential sites, such as the old Apple House at Al and Jan Barker Sports Complex, operations and maintenance requirements, as well as funding sources to understand the feasibility of such an endeavor.

BUSINESSES AND ORGANIZATIONS:

Parks and Recreation Department

The Parks and Recreation Department offers several performance art classes as part of its annual recreational programming. These programs provide an accessible and positive environment that exposes community youth to the arts. As such, the Town could consider encouraging the expansion of art-related programming to provide a variety of art classes available to a range of age groups.

Hendricks County Arts Council

The Hendricks County Arts Council is a non-profit organization that seeks to promote art throughout the county. Based in Danville, the Arts Council hosts a gallery that features the work of local artists and facilitates programs for the commission of public art. The Town could work closely with the Arts Council to explore opportunities for partnership and collaboration, as well as identify potential public art projects and locations within Plainfield.

Plainfield Chamber of Commerce

In addition to hosting an on-line community events calendar, the Chamber of Commerce operates a weekly farmers' market on the lawn of the Plainfield Friends Meeting on Main Street. The market includes special events and often music as part of its programming. The market preserves a connection to the area's agricultural heritage while also providing a weekly community event for Plainfield. As such, the Town could work in partnership with the Chamber of Commerce to ensure the continued success of the farmers' market.

Local Businesses

Local art-related businesses increase the cultural capital of Plainfield and can serve as community partners and cultural venues. Businesses such as the Infinity Dance Academy and the Launch Pad provide opportunities to expose members of the community to the arts. In addition, several commercial properties within Town have large surface parking lots that provide sufficient area for large community events. The Town could work with local arts and commercial businesses to identify partnership opportunities to support and promote community arts and culture.

HISTORIC AND CULTURAL RESOURCES

Quaker History

Although Plainfield was first incorporated in 1839, and again 1904 after the original charter was given up, it was settled long before that and evolved as a Quaker community. The Quaker mascot of Plainfield High School and the Quaker Day Festival is a testament of the Town's appreciation and celebration of its history. The Quaker Day Festival is the Town's most well-known community cultural event and occurs over three days in September, with events spread throughout Plainfield. The Town could continue to host this yearly event as it serves both to reinforce the community's history and drive local economic development.

Historic Sites and District

Plainfield includes four sites and the Plainfield Historic District, which encompasses Downtown Plainfield, listed under the National Register of Historic Places. The Plainfield Historic District includes 177 contributing structures built in the late 17th century that exemplify architectural styles including mid-19th century Greek and Gothic Revival, late Victorian Italianate and Queen Anne, as well as Beaux Arts and Colonial Revival. The Town could celebrate and promote its historic assets through well-marked signs. In addition, the Plainfield Historic District could include signage and streetscaping treatments that distinguish it from other parts of the community (see Subarea Plans for more detail).



National Road

Plainfield grew during the 18th century as an agricultural community, drawing settlers and passersby from the National Road that connected Maryland to Illinois, which today is Main Street and U.S. 40. U.S. 40 remains the Town's central east-west thoroughfare, serving as a commercial corridor and passing through the Downtown Historic District. The Town could utilize signage and plaques to identify the National Road and its contribution to the Town's development (see Subarea Plans for more detail).

Existing Community Culture

Plainfield is a family-oriented town that prides itself on its neighborliness and small-town feel. In addition, Plainfield residents have a clear culture of physical and environmental health and wellness. The Town's commitment to providing trails and sports facilities for people of all ages, such as the Miracle Movers field, contributes to a community culture of engaged and caring citizens. Furthermore, the Town's Run/Walk and Triathlon Series provide opportunities for residents and visitors to utilize town parks and trails for fun and fitness while benefitting area organizations. The Town could continue to offer community events related to health, fitness, and social responsibility to maintain and strengthen Plainfield's existing community culture.

PARTNERSHIPS AND FACILITATION

Arts and culture thrive through creative partnerships and community support. Given the proper expertise, collaboration among the public, private, and non-profit sectors can maximize resources and expand access. The Town could work with local schools, companies and organizations, the Hendricks County Arts Council, the Plainfield Chamber of Commerce, and Hendricks County Economic Development Partnership, among others to find opportunities to enhance art and culture throughout the community. Partnership benefits may include financial donations, land for the display of public art, sponsorship of art and design competitions, and other actions or programs.

ARTS AND CULTURE COMMISSION

To facilitate partnerships, the Town could consider creating an Arts and Culture Commission. This commission could serve in an advisory capacity to Town officials, act as a community liaison, and work to promote arts education and the role of the arts in the community. In addition, the Town could have an arts council to assist with commissioning public art projects and secure financial support for arts and culture in Plainfield.

ARTS FUNDING

Arts and culture play a powerful role in the character of Plainfield and adequate funding is a vital to the cultivation and support of arts programs within the community. There are several strategies the Town could consider to fund arts in Plainfield. These include the following:

PERCENT FOR ART PROGRAM

This type of program dedicates a percentage of all funding for capital improvements projects to the arts. Funds are generally used for the acquisition, commission, and installation of public art pieces. The Town could consider adopting a percent for art program to enhance its art culture and provide access to public art throughout the Plainfield community.

DEVELOPMENT AGREEMENTS

Development agreements provide a means to incorporate public art within new private developments. As part of the entitlement process, the Town may require new developments to work with the Town or local arts organizations to procure and install public art. This will promote art in public places as a cultural resource and act as a mechanism to enhance commercial vitality. The Town could consider adopting an ordinance that includes public art as a requirement within development agreements and/or permit approvals.

IMAGE AND IDENTITY

The Plainfield community is defined by its local arts, culture, character, and the identity it presents to the region as much as its physical form, mix of land uses, and environmental features. Branding and marketing provide opportunities for the Town to strengthen and expand the reach of its image to its residents, business owners, and the Indianapolis region.

MARKETING

The Plainfield brand can be used to help attract potential residents, business, and visitors as well convey the town's desired image. In order to do so, the Town could establish a clear statement about who they are or wish to be, and identify creative ways to project that statement out to its residents, neighboring communities, and the Indianapolis region. Further, the Town could actively seek out marketing partnerships to combine efforts and maximize budgets, impact, and branding consistency.

Strategies to market the chosen image of Plainfield include defining target audiences and working with the Plainfield Chamber of Commerce, Hendricks County Economic Development Partnership, and other organizations to advertise events, facilities, and business opportunities. The Town could work closely with partner organization and staff to ensure all marketing efforts deliver the intended message and aid in promoting and enhancing the image of Plainfield. In addition, the Town could consider developing a regional marketing plan to spread its message to throughout the greater Indianapolis area.

Visual Preference Survey Results

GATEWAYS
Highest Rated



3.68



3.36

Lowest Rated



2.39



2.35

Preferred gateway designs include monument signs that are of a scale that is significantly larger than the existing Plainfield gateway signs. Community members were drawn to gateways constructed with stone and surrounded by some form of landscaping. Alternatively, the highest ranking gateway demonstrates a unique design that spans and frames a local roadway. Low-ranking gateways include signs that are of a similar scale to existing Plainfield gateways.

BRANDING

A defining community characteristic is the recognizable “P” logo and Plainfield red color that represents Plainfield’s brand. The Town website, gateway monuments, and local wayfinding signage utilize the “P” is distinctive and clearly marks the community’s boundaries and key corridors. The brand logo is also used within the community on the iconic walking bridge over White Lick Creek in Downtown. The consistent use of the “P” and Plainfield red create an identifiable brand that effectively makes Plainfield recognizable. As the Town continues to grow, it could maintain consistent use of its logo in Town-related communications and streetscape elements to reinforce and strengthen its unique brand.

Gateways and Wayfinding

Community and neighborhood gateways provide an additional opportunity to brand and demonstrate Plainfield’s identity. Plainfield has several gateways and wayfinding monument signs that include the Town’s “P” logo, creating a unified design look. Should the Town rebrand itself, it could consider utilizing a gateway design that better represents the community’s image. This includes adjusting the scale of signage, using stone or brick masonry, and including landscaping (see Visual Preference Survey results).



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The Town of Plainfield Comprehensive Plan provides a policy framework and actions that are intended to guide the Town for the next 20 years. This chapter presents an implementation framework that Plainfield can use to initiate and undertake key recommendations included in the Comprehensive Plan. The actions and strategies identified in this section establish the “next steps” to be taken in continuing the process of community planning and investment.

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IMPLEMENTATION

USE THE PLAN DAILY

Once adopted, the Comprehensive Plan could serve as the official policy guide for land use and development and be used on a day-to-day basis to inform everyday decision making. The Department of Planning and Zoning could meet with all department leaders and town staff as applicable to present a debriefing of the Plan, its key recommendations, and applications. The Plan could be made available and easily accessible to all Town staff, elected officials, boards, commissions, and members of the Plainfield community.

UPDATE THE PLAN REGULARLY

Plainfield is a growing municipality that is anticipated to increase its population by more than 17% between 2010 and 2019. This rate of growth will require the Town to evolve and adapt to changing conditions, which supports the need to update the Comprehensive Plan on a regular basis to reflect the changing needs of Plainfield. The Town could perform an annual review to systematically update the Plan as well as perform more comprehensive reviews and updates every three to five years.

COORDINATE THE PLAN WITH THE CAPITAL IMPROVEMENT PROGRAM

Some recommendations for consideration in the Comprehensive Plan may require capital investment. To support implementation of these recommendations, the Town could coordinate and align the Plan's recommendations with the Capital Improvement Program (CIP). Through this process, all projects are reviewed, priorities are assigned, cost estimates are prepared, and potential funding sources are identified. The CIP could consider investments related to complete subarea recommendations, complete streets, infrastructure, parks, and public streetscape. Yearly updates could coincide with the preparation of the CIP. In this manner, recommendations or changes for consideration that relate to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year.

UPDATE THE ZONING ORDINANCE

The Comprehensive Plan sets forth policies regarding the location and uses of land within Plainfield and establishes guidelines for the quality, character, and intensity of new development in the years ahead. As such, the Town's zoning, subdivision regulations, and other related codes and ordinances, could be reviewed and updated ensure that all are consistent with and complementary to the Comprehensive Plan.

MAINTAIN OPEN COMMUNICATION

The Town of Plainfield is known for its business-friendliness and open communication with residents. Consistent and continued dialogue with residents and businesses is essential for the successful implementation of the Plan. The public engagement processes that shaped the Comprehensive Plan could continue well into its implementation. The Town could make copies of the Plan available on-line and at Town Hall as well as provide assistance in explaining the role of the Plan, its policies, and its relationship to public and private development. The community could be kept informed of all planning developments through the Town's website, *The Water Line*, and communication through civic and church leaders.

PROMOTE COOPERATION AND COLLABORATION

Plainfield is well-regarded for its strong leadership, which will be a key component for the Comprehensive Plan to be successful. Town leaders and staff must establish firm partnerships between other public agencies, community groups and organizations, the local business community, and the private sector. The Town could assume a leadership role to cooperate and coordinate with the Plainfield Community School Corporation, Plainfield-Guilford Township Public Library, public safety providers, the Indiana Department of Correction, utility providers, and the Indiana Department of Transportation, among others.

IDENTIFY FUNDING SOURCES

Many of the Comprehensive Plan recommendations could be implemented through administrative and policy decisions or traditionally funded programs. However, other projects may require special technical and/or financial assistance. The Town currently implements several of the funding sources included in this Implementation Chapter; however, it is important the Town continue to research and monitor grants, funding agencies and programs to identify new opportunities as they become available. Potential funding sources are listed following the Implementation Action Table.

IDENTIFY PRIORITY DEVELOPMENT SITES

The Comprehensive Plan identifies several development sites within each of the three subareas: Downtown, Perry and Main, and the Eastern Gateway. A total of 17 development sites are outlined for their potential to dramatically change each Plainfield neighborhood. Each site may not be developed or redeveloped within the life of this plan; therefore, the Town could prioritize the development of key, catalytic development sites. These include large sites that have the power to spur change due to their sheer size, sites with prominent locations at the intersection of arterial roadways, and sites that are well-connected to previously developed areas. Such sites may include the Plainfield Village Shopping Center in the Perry and Main Subarea; the Speedway Build Out, Reagan Southeast Corner, and Reagan Northeast Corner sites in the Eastern Gateway Subarea; and Main Street infill redevelopment in Downtown.

IMPLEMENTATION ACTION MATRIX

The Implementation Action Matrix outlines the specific actions required to carry out the Comprehensive Plan, including recommendations regarding zoning and other regulations, timing of recommendations (short-, med-, long-term), potential funding sources, partnership opportunities, and implementation techniques. This section also identifies methods and indicators to allow the Town to track the progress and effectiveness of the Plan and maximize its usefulness as a tool to achieve community goals and objectives.

STRATEGY/ OBJECTIVE	RECOMMENDED ACTION(S)	TIME FRAME	POTENTIAL PARTNERS	PROGRESS INDICATOR	POTENTIAL FUNDING SOURCES
GROWTH AND ANNEXATION					
Prioritize infill growth and development opportunities that are contiguous to existing Town boundaries to prevent piecemeal development.	<ul style="list-style-type: none"> • Adopt a concurrency ordinance requiring new development to be adjacent to existing developed areas. • Expedite permitting within the Primary Growth Area. • Amend the Zoning Ordinance and Subdivision Control Ordinance to decrease minimum lot area or increase dwelling units per acre for sites within the Primary Growth Area. 	Short			
Ensure the Town can accommodate new maintenance and infrastructure as Plainfield grows.	<ul style="list-style-type: none"> • Develop a budget impact tool to evaluate new development and annexation impacts. • Evaluate the use of impact fees to defray the cost of stormwater, roadways, and other impacts from new development. • Evaluate the potential for an Adequate Public Facilities Ordinance 	Med			
Coordinate service distribution and future land use.	<ul style="list-style-type: none"> • Regularly meet with leaders and representatives of Hendricks County, Marion County, Guilford Township, Liberty Township, and Washington Township. 	Ongoing	Hendricks County, Marion County, Guilford Township, Liberty Township, and Washington Township		
NEIGHBORHOODS AND HOUSING					
Incentivize the development of custom, single family home sites.	<ul style="list-style-type: none"> • Amend the Zoning Ordinance and Zoning Map to include a residential use zone that requires minimum lot areas of approximately 1 acre. • Perform a cost-benefit analysis to ensure water and wastewater infrastructure investments by the Town are balanced with future revenue from custom home development 	Short-Med	Developers, home builders, and property owners	Increased number of custom homes.	
Maintain established residential neighborhoods through active code enforcement.	<ul style="list-style-type: none"> • Establish a property rental registry program to increase landlord and lessee accountability. • Establish a Crime Free Housing Program to reduce and prevent crime at multi-family and rental housing property. • Provide a senior assistance program to mobilize community groups and resources to help the community's elderly population with property maintenance requests 	Short	Plainfield Police Department	Decreased number of code violations	
Utilize design and landscaping standards to maintain and enhance community character.	<ul style="list-style-type: none"> • Review the Zoning Ordinance and Subdivision Control Ordinance to ensure they requires an adequate level of landscaping and design standards that promote the desired character of Plainfield neighborhoods as indicated by the Visual Preference Survey results. This may include the use of density bonuses and smaller minimum lot sizes and setback requirements. 	Short			
Create local bicycle and pedestrian connections to neighborhood commercial, civic, and recreational uses.	<ul style="list-style-type: none"> • Amend the Subdivision Control Ordinance and Zoning Ordinance to require new residential developments to provide safe, and efficient non-motorized connections to the existing trail system. • Install sidewalks during future phases of the combined sewer separation project. 	Short, Ongoing		Increased number of Town-wide trail miles	Impact fees, TAP

STRATEGY/ OBJECTIVE	RECOMMENDED ACTION(S)	TIME FRAME	POTENTIAL PARTNERS	PROGRESS INDICATOR	POTENTIAL FUNDING SOURCES
Encourage senior housing development to allow residents to age in place.	<ul style="list-style-type: none"> Review the Zoning Ordinance to ensure it accommodates higher density uses near commercial districts. Work with local developers to encourage housing that caters to seniors. 	Short, Ongoing	Local development community	Increased number of senior housing units	HOME, CEED
Utilize conservation design in new residential developments to protect natural areas and increase open space and recreational opportunities.	<ul style="list-style-type: none"> Amend the Subdivision Control Ordinance and Zoning Ordinance to incentivize or require the use of conservation design or cluster development to preserve open space and natural areas. 	Short		Increased amount of open space preservation	
Concentrate residential density near downtown and regional commercial areas.	<ul style="list-style-type: none"> Amend the Zoning Ordinance and Zoning Map to ensure higher density residential uses are permitted within and located adjacent to commercial districts. 	Short			
Establish programs to encourage and incentivize reinvestment in the established housing stock.	<ul style="list-style-type: none"> Establish an incentive and financial assistance program to aid low-income households with household repairs. 	Ongoing			Community Development Block Grants (CDBG)
Evaluate residential sites adjacent to industrial development for redevelopment.	<ul style="list-style-type: none"> Work with potential developers to provide relocation assistance to residential property owners, which may include planning and advisory services. 	Ongoing	Local development community		
COMMERCIAL AND INDUSTRIAL AREAS					
Recruit businesses and promote redevelopment of vacant and underperforming commercial areas and structures.	<ul style="list-style-type: none"> Utilize the Comprehensive Plan as a tool for business recruitment. Work collaboratively with business owners and start-ups to encourage business growth. 	Ongoing	Plainfield Chamber of Commerce, Hendricks County Economic Development Partnership	Decrease in the number of vacant commercial spaces	Tax Increment Finance (TIF) districts, tax abatements
Ensure attractive commercial building design and development	<ul style="list-style-type: none"> Amend the Subdivision Control Ordinance and Zoning Ordinance to include design regulations for commercial development 	Short			
Allow for flexibility of land uses along the Ronald Reagan Parkway Corridor to include office, light industrial, and warehouse development.	<ul style="list-style-type: none"> Amend the Zoning Ordinance to permit a range of commercial and industrial land uses within the Ronald Reagan Parkway Corridor 	Short		Increased development activity along the RR corridor	
Support businesses that provide local employment opportunities at competitive wages.	<ul style="list-style-type: none"> Utilize financial incentives to recruit businesses that provide living wage jobs 	Ongoing	Plainfield Chamber of Commerce, Hendricks County Economic Development Partnership	Increased number of businesses that provide living wages	Tax Increment Finance (TIF) districts, PILOT, tax abatement
Promote workforce development programs	<ul style="list-style-type: none"> Identify strategic partnerships between local employers and educational providers. Evaluate a new satellite community college campus. 	Ongoing	Plainfield Chamber of Commerce, Hendricks County Economic Development Partnership, Ivy Tech Community College, local employers	Increased number of local workforce development programs	
Revitalize surface parking lots by integrating sustainable and green parking lot design practices.	<ul style="list-style-type: none"> Amend the Subdivision Control Ordinance and Zoning Ordinance to ensure industrial and commercial areas are well screened and buffered to minimize impacts to adjacent incompatible land uses. Develop and apply surface parking lot design guidelines that require specific BMP and stormwater performance thresholds. 	Short-Med	Business and property owners	Increased amount of permeable parking lot areas	Economic Improvement District (EID)
Promote a thriving regional retail district.	<ul style="list-style-type: none"> Coordinate land use and development, evaluate development tools, and promote build-out of adjacent areas 	Med-long	Poag Shopping Centers, LLC (Shops at Perry Crossing), adjacent business and property owners	Increase in retail sales tax revenue	Tax Increment Finance (TIF) districts and tax abatements

STRATEGY/ OBJECTIVE	RECOMMENDED ACTION(S)	TIME FRAME	POTENTIAL PARTNERS	PROGRESS INDICATOR	POTENTIAL FUNDING SOURCES
DOWNTOWN					
Transform the Village Theater into a multi-functional entertainment venue and destination	<ul style="list-style-type: none"> Explore funding opportunities to renovate the theater 	Short	IDNR Division of Historic Preservation, Indiana Landmarks	Reopening of the theater to the public	IDNR Division of Historic Preservation, Indiana Landmarks, EID
Manage downtown parking utilizing wayfinding and directory signage	<ul style="list-style-type: none"> Update wayfinding commensurate with changes in parking system and new development 	Short-Med	Downtown businesses	Increase in the total number of wayfinding signs	Plainfield Chamber of Commerce
Explore alternative downtown parking management of on- and off-street parking and a municipal parking garage	<ul style="list-style-type: none"> Improve alley design to allow for alley-accessible parking lots 	Short-Med	Downtown businesses	Increase in the total number of alley-accessible parking spaces	INDOT local road and street fund, Payment-in-lieu-of-Parking
Leverage the downtown historic district designation for grant funding and revitalization opportunities	<ul style="list-style-type: none"> Apply for state and federal historic preservation grants 	Ongoing	ACHP (Advisory Council on Historic Preservation)	Acquisition of outside funding for investment in historic district	IDNR Division of Historic Preservation, Indiana Landmarks
Stabilize and improve homes within the Downtown Historic District	<ul style="list-style-type: none"> Encourage building owners to enhance/improve properties within the Historic District 	Ongoing	Historic building owners	Observable improvements to historic properties	IDNR Division of Historic Preservation, Indiana Landmarks
Implement placemaking strategies to provide opportunities for community interaction and reinforce a sense of place	<ul style="list-style-type: none"> Implement public installations that enhance Plainfield's small-town feel 	Ongoing	Local community groups, downtown businesses		Plainfield Chamber of Commerce, The National Endowment for the Arts Our Town Grant Program
TRANSPORTATION AND MOBILITY					
Prioritize roadway capacity improvements for Moon Road and Township Line Road.		Med	IDOT, Hendricks County	Improved capacity on Moon and Township Line roads	
Analyze the potential for a new interchange at I-70.	<ul style="list-style-type: none"> Work with transportation partners to develop a cost-benefit and traffic impact study for a potential interchange at I-70. 	Long	IDOT, FHWA		
Prioritize improvement and reconstruction projects on low-lying, flood-prone roadways.		Med			Federal Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program
Support and enhance ridership and service coverage of the Plainfield Connector.		Ongoing	Central Indiana Regional Transportation Authority	Increased ridership on the Plainfield Connector	
Understand the need for transit service to Indianapolis and a park-and-ride facility.		Ongoing	Central Indiana Regional Transportation Authority, IndyGo	Improved transit service to Indianapolis, Establishment of a Park and Ride facility	
Prioritize sidewalk installation in downtown and around Plainfield Community School facilities.		Med		Increased sidewalk access near downtown and Plainfield Community schools	Safe Routes to School, TAP
Prioritize streetscape and pedestrian improvements on Quaker Boulevard.	<ul style="list-style-type: none"> Implement the Quaker Boulevard Gateway Corridor Master Plan 	Med		Installation of pedestrian oriented streetscape improvements on Quaker Boulevard	

STRATEGY/ OBJECTIVE	RECOMMENDED ACTION(S)	TIME FRAME	POTENTIAL PARTNERS	PROGRESS INDICATOR	POTENTIAL FUNDING SOURCES
Create and improve local pedestrian connections to community and recreational facilities to increase safety and accessibility.	<ul style="list-style-type: none"> Continue to implement priority projects as identified in the Trails Master Plan 	Ongoing			Recreational Trails Program, TAP
Adopt a Complete Streets policy.		Short	Local Business, INDOT	Adoption of a Complete Streets policy	
Ensure Plainfield is served by a regional transit network.		Ongoing	Indianapolis Metropolitan Planning Organization and the Central Indiana Regional Transit Authority	Increased access to regional transit systems	
Increase lighting on U.S. 40 and arterial roads to improve lighting and safety.	<ul style="list-style-type: none"> Identify areas with low lighting that may be considered potential safety hazards. 	Med	INDOT	Reduction of vehicular crashes on U.S. 40 and arterial roads	
Increase access, mobility, and safety as new development and roadways are constructed.	<ul style="list-style-type: none"> Adopt a complete streets policy Adopt a roadway connectivity ordinance 	Short			
COMMUNITY FACILITIES AND INFRASTRUCTURE					
Engage the Police and Fire Departments, and school districts to increase communication and preparedness with regard to future growth	<ul style="list-style-type: none"> Hold regular meetings with local service providers 	Ongoing	Police, Fire Department, Plainfield Community Schools	Increased dialogue with relevant agencies regarding future growth	
Establish a Safe Routes to School Program that encourages students and parents to walk and bike.	<ul style="list-style-type: none"> Work with the Plainfield Community Schools and private education providers 	Short-Med	Plainfield Community Schools, local parents, National Center for Safe Routes to School	Establishment of a Safe Routes to School Program	SRTS
Coordinate with school district on planning capacity and evaluate the compatibility of potential school locations with future land uses.	<ul style="list-style-type: none"> Hold regular meetings with educational providers 	Ongoing	Plainfield Community Schools		
Stay informed about potential growth or operational changes at the Plainfield Correctional Facility and Heritage Trail Correctional Facility.	<ul style="list-style-type: none"> Hold regular meetings with facility operators and administrators 	Ongoing	Indiana Department of Correction		
Encourage sustainable design and construction practices for municipal projects.	<ul style="list-style-type: none"> Perform a cost-benefit analysis to support use of sustainable building practices for the life-cycle of the building. 	Short	Indiana Chapter of U.S. Green Building Council	Decreased energy consumption	
Identify and plan for future infrastructure needs that will accommodate increased industrial uses along Ronald Reagan Parkway and residential growth to the south and west.		Ongoing			
Continue work to separate the Town's combined stormwater sewer system.		Ongoing	Plainfield Department of Public Works		
Work with Hendricks County Regional Health and other regional healthcare providers to expand medical facilities in the community.	<ul style="list-style-type: none"> Identify potential sites and incentives that would support the expansion of large medical users. 	Ongoing	Hendricks County Regional Health, Chamber of Commerce, Hendricks County Economic Development Partnership		
Safeguard the community's groundwater.	<ul style="list-style-type: none"> As development occurs, ensure property owners and developers comply with the wellhead protection program 	Ongoing	Property owners and developers		

STRATEGY/ OBJECTIVE	RECOMMENDED ACTION(S)	TIME FRAME	POTENTIAL PARTNERS	PROGRESS INDICATOR	POTENTIAL FUNDING SOURCES
Train future community leaders and ensure leadership continuity.	<ul style="list-style-type: none"> Establish a civic leadership academy, as part of a succession planning program 	Ongoing	Plainfield Chamber of Commerce		
OPEN SPACE, PARKS AND RECREATION					
Strengthen the parkland dedication ordinance	<ul style="list-style-type: none"> Amend the ordinance to include a fee-in-lieu provision to ensure new development is well-served by area parks 	Short	Prospective developers, Parks and Recreation Department	Additional trail mileage added to existing system	
Work closely with developers in the design phase to integrate trails and trail connections within emerging developments	<ul style="list-style-type: none"> Amend the Subdivision Control Ordinance and Zoning Ordinance to require new residential developments to provide safe, and efficient non-motorized connections to the existing trail system. 	Short	Parks and Recreation Department, Developers	Installation of additional park lighting	
Enhance park and trail safety	<ul style="list-style-type: none"> Install creative lighting and implement regular safety patrols 	Ongoing	Parks and Recreation Department, Plainfield Police Department	Additional trail mileage added to existing system	
Provide increased access to neighborhoods, community amenities, and the regional trail and bikeway system.	<ul style="list-style-type: none"> Systematically expand the trail system 	Ongoing	INDOT, Prospective Developers	Construction of pedestrian-friendly road amenities	TAP, Recreational Trails Program
Maximize the benefits of the trail system	<ul style="list-style-type: none"> Ensure safe crossings and connections with adjacent neighborhoods. Amend the Subdivision Control Ordinance and Zoning Ordinance to require new residential developments to provide safe, and efficient non-motorized connections to the existing trail system. 	Short, Ongoing		Increased non-motorized mode share	
Ensure all Town parks include safe and efficient access from all modes of transportation.	<ul style="list-style-type: none"> Adopt a complete streets policy Ensure ADA accessibility 	Ongoing		Establishment of additional mileage of dedicate bicycle lanes	TAP
Enforce development buffers around wetlands and floodplains to support stormwater management and preserve natural ecosystems.		Ongoing	Developers, Indiana Department of Environmental Management	Establishment and ongoing enforcement of development buffers around sensitive natural areas	Green Project Reserve Revolving Loan Fund, TAP
Prioritize park development in underserved residential areas.		Ongoing	Community stakeholders, Parks and Recreation Department	Increase park acreage in presently underserved areas	
Create and finalize a community-driven vision for Franklin Park.	<ul style="list-style-type: none"> Meet with community stakeholders to initiate dialogue and start the process of creating a formal park master plan 	Short - Med	Parks and Recreation Department	Increased number of youth and senior oriented recreational programs	Bicentennial Nature Trust (BNT)
Ensure the Parks and Recreation Department provides adequate programming for youth and seniors.	<ul style="list-style-type: none"> Implement the Parks and Recreation Master Plan 	Ongoing	Parks and Recreation Department		
Establish Capital Improvement Program (CIP) expenditure targets for parks, open space, trails, and conservation investments by Town Council.	<ul style="list-style-type: none"> Review industry best practices and community benchmarking, from resources such as the Government Finance Officers Association, and National Recreation and Park Association 	Ongoing		Establishment of CIP based on industry best practices	

STRATEGY/ OBJECTIVE	RECOMMENDED ACTION(S)	TIME FRAME	POTENTIAL PARTNERS	PROGRESS INDICATOR	POTENTIAL FUNDING SOURCES
Preserve and enhance Plainfield's unique environmental assets.	<ul style="list-style-type: none"> Integrate sustainable building and development practices throughout the community 	Ongoing			
ARTS, CULTURE AND COMMUNITY CHARACTER					
Expand and utilize community events to celebrate the history of Plainfield and reinforce its family-friendly identity.		Ongoing	Chamber of Commerce, Local businesses	Increased number of community events	
Integrate public art as part of a strategic streetscape plan along U.S. 40, at local parks, and as part of new commercial developments.	<ul style="list-style-type: none"> Identify key locations for public art installations 	Med		Increased number of public art installations	Indiana Arts Commission, Out Town Grant Program Challenge America Grant Program
Continue to utilize the Plainfield brand in all marketing and promotional efforts to reinforce the town's unique identity.	<ul style="list-style-type: none"> Ensure all on-line and print publications use and follow official branding and log use standards 	Ongoing		Level of public brand recognition	
Develop and implement a regional marketing plan to promote Plainfield and serve as an economic development tool.		Short-Med			
Update wayfinding signage as new community amenities are constructed.		Short-Med			
Install gateway signs at key roadway intersections and interchanges to distinguish and identify Plainfield.	<ul style="list-style-type: none"> Identify prominent intersections for gateway sign installations 	Short-Med		Increased number of wayfinding signs	
Develop and promote a "West Side suburban" brand within Indianapolis region.	<ul style="list-style-type: none"> Meet with west side municipalities such as Avon, Brownsburg, and others to discuss a regional brand vision 	Short	Hendricks County Economic Development Authority, Plainfield Chamber of Commerce, and other west side municipalities		
Develop a new, family-oriented museum in the Town of Plainfield to increase access to art and culture and serve as a regional destination.		Med-Long			
Leverage the history of the National Road as a tourism opportunity that incorporates informational signage and area tours.	<ul style="list-style-type: none"> Identify key historical sites and locations to highlight area history 	Med	Hendricks County Economic Development Authority, Chamber of Commerce, INDOT		

GENERAL FUNDING SOURCES

A description of potential funding sources currently available is summarized below. The following list is not inclusive and could be closely scrutinized to understand application deadlines and eligibility requirements. It is important to note that the Town could continue to research and monitor grants, funding agencies and programs to identify new opportunities as they become available.

TAX INCREMENT FINANCING (TIF)

Tax Increment Finance (TIF) utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is invested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district.

The maximum life of a TIF district in the State of Indiana is 30 years. Over the life of a TIF district, the taxing bodies present within the district receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue. In Indiana TIF Districts can be designated as either redevelopment areas or economic development areas, depending on factors related to alleviating blight or creating jobs and new investment.

Potential Applications

As an economic development tool, TIF is well-suited to fund efforts to enhance the Downtown Plainfield and reinvigorate the Main Street Corridor. TIF funds can be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including but not limited to engineering, stormwater management and other site related issues. Several of the Comprehensive Plan's recommendations could be funded through TIF.

For example, the Town of Plainfield could utilize TIF district funds to:

- Facilitate site assembly of catalyst sites.
- Implement streetscape enhancements in the downtown.
- Construct, repair and enhance sidewalks, crosswalks and other pedestrian amenities
- Fund a signage and façade program to enhance existing businesses
- Fund a site improvement grant to encourage landscaping and screening improvements

ECONOMIC IMPROVEMENT DISTRICT

An Economic Improvement District (EID), also known as a Business Improvement District, is designed to allow property owners in a given area to collect a fee, pool that money, and then use it to fund programs that might otherwise not happen through local government action. Because the fees in an EID are assessed equally and in a formal process, the possibility that some businesses will carry more financial burden for improvements than others is eliminated. The Town could consider establishing a Downtown Plainfield EID, as well as additional EIDs in the Town's emerging commercial districts such as the Hospitality District and Eastern Gateway, to facilitate various improvements to the district such as:

- Capital improvements for streetscaping and other physical improvements like lighting, street furniture, and landscape installation and maintenance.
- A Downtown marketing and branding campaign.
- Economic development activities that assist new and existing local businesses in a manner that is beneficial to the larger downtown district.
- Joint maintenance services such as street and sidewalk maintenance, snow removal, trash collection, and other services.
- Parking management and wayfinding program.
- On-site security where necessary.

COMMUNITY DEVELOPMENT CORPORATIONS

Many communities use Tax Increment Financing (as appropriate) to fund the startup and/or operation of a Community Development Corporation (CDC) that oversees a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source such as TIF to provide for both operating expenses and programs.

Chamber of Commerce

CDCs may undertake traditional roles such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire and redevelop property in the community. Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. The Town could work with the Plainfield Chamber of Commerce to evaluate the potential for a CDC within Plainfield.

CDC Loan Program

An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior enhancements, building additions, site improvements, etc. Some state and federal small business assistance programs are also structured to work in combination with CDC-administered loan programs.

INCENTIVES

The Town can use a variety of incentive programs to help the community achieve its goals. These incentives can be used to help attract new development to the area, to help improve existing development, and to encourage business owners to stay in the community and continue to impact the community in a positive way.

While this list of possible incentive programs is not exhaustive, it is representative of the range of options that are available and will provide a good starting point for the creation of a comprehensive incentive program that will help the town achieve its objectives.

FACADE AND SITE IMPROVEMENT PROGRAMS

Façade and Site Improvement Programs can be used to help improve and retain existing businesses by offering low interest loans, grants, or rebates earmarked for improving the exterior appearance of designated properties. In addition to existing businesses within the Town's downtown area, this program could also be considered for businesses in other areas of the Town including the East Main Street corridor.

Façade Improvement Programs can cover things such as improved signage, windows, painting, shutters and awnings, stairs and porches, walls, cornices, and other exterior components and details. While a property owner typically applies for such programs, in many cases, a business that leases space can also apply for such programs.

While the store owner certainly benefits from a façade improvement program, the community as a whole benefits as well since a shopping district with an attractive appearance will bring in more shoppers and will help create a positive image for the community as a place to live, work, and shop.

IMPACT FEES

Impact fees are imposed on new development to offset the capital costs of maintenance, construction or expansion of infrastructure such as roads, parks, sewers, etc. needed to serve the development. Impact fees provide additional funds for capital improvements rather than imposing new taxes in an area. This is especially beneficial in growing communities. According to Indiana State Law, municipalities can enforce an impact fee on devel-

opers during the development approval process by adopting an Impact Fee Ordinance. An impact fee ordinance must include a schedule stipulating the amount of fees that may be imposed for each type of infrastructure and a formula stating how these fees are derived. The Town currently has an impact fee ordinance established to fund the acquisition and improvement of parkland throughout the community. The Town could evaluate the current impact fee ordinance, amend as appropriate, and extend it. During this process, the Town could consider other improvements that could be funded through the impact fee ordinance.

TAX ABATEMENT

Tax abatement is a tool used by municipalities to attract private investment and job creation by exempting taxes on all or a portion of the increased assessed value resulting from new investment. Tax abatement can be granted on either real or personal property for a period of one to ten years. Unlike TIF, tax abatement is granted on a sliding scale so at least some level of new assessed value is added to the tax role as soon as the second year of the abatement period. Tax abatement is based on an applicant's ability to achieve development goals such as jobs and new investment. Tax abatement is one of the most commonly used local financial incentives in Indiana.

PAYMENT IN LIEU OF TAXES (PILOT)

Payment in Lieu of Taxes (PILOT) is a similar tool to tax abatement. The Town can use PILOTs to reduce the property tax burden of a desired business for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are typically made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. In addition, PILOT can also be a means of reducing the fiscal impact on the Town, of a nonprofit, institutional use or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing the Town to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

ECONOMIC DEVELOPMENT

SHOVEL READY PROGRAM

The Indiana Economic Development Corporation's (IEDC) Shovel Ready Program is structured to reduce the potential costs of site development for businesses and enhance the marketability of designated sites.

The Shovel Ready Program assists in:

- Marketing certified sites and existing buildings to facilitate business development;
- Identifying and preparing sites for economic development purposes; and
- Identifying and fast tracking state and local permits necessary to develop a site for targeted uses.

The Town could utilize the Shovel Ready Program in marketing sites available for industrial development and other employment-related uses such as corporate campus and research and development parks.

INDUSTRIAL REVENUE BONDS

Industrial Revenue Bonds and Economic Development Bonds provide a financing method for economic development projects. Bonds can be issued by a Town and with proceeds loaned to a private company. The company then issues a promissory note and the bonds are payable from the payment on the note. A key aspect of Industrial Revenue Bonds is that the Town does not have any liability.

INDUSTRIAL DEVELOPMENT GRANT FUND

The Indiana Economic Development Corporation (IEDC) provides financial support for infrastructure improvements for projects creating jobs and generating capital investment in Indiana. This grant provides money to local governments for infrastructure projects associated with an expansion of an existing Indiana company or the location of a new facility in Indiana. State funding through the IDGF program must be matched by a combination of local government and company financial support. Approval is based on the number and quality of jobs being created, the community's economic

need, a local match of funding, and capital investment being made by the company. Typically this grant does not exceed 50 percent of project costs. This may include: construction of airports, airport facilities and tourist attractions, construction, extension or completion of sanitary sewer lines, storm sewers and other related drainage facilities, waterlines, roads and streets, sidewalks, rail spurs and sidings, Information and high technology infrastructure, leasing, purchase, construction, repair and rehabilitation of property, both real and personal, and the preparation of surveys, plans and specifications for the construction of publicly owned and operated facilities, utilities and services.

INDIANA BROWNFIELDS PROGRAM FINANCIAL ASSISTANCE

Administered by the Indiana Finance Authority (IFA) with state and federal funding, the IFA offers financial assistance as an incentive to address environmental issues associated with brownfields, such as site assessment and remediation, in order to facilitate brownfield redevelopment. This financial assistance consists of the following mechanisms:

- **Revolving loan fund** – The Indiana Brownfield’s Revolving Loan Fund is an incentive to facilitate the redevelopment of brownfield sites through low-to-zero interest loans for financing environmental cleanups of brownfield sites. The IFA dedicates most of this assistance to cleaning up oil waste in two specific sites of Indiana, but intends to disperse funds statewide once the Evansville and Richmond loans close.
- **Tax waiver for brownfield determinations** – By authority of the Department of Local Government Finance, any real property owned by a county, township city, town or the state can be granted a tax waiver if the property is a registered brownfield, having been confirmed by the Indiana Department of Environmental Management (IDEM). In order to be eligible for reduction or waiver of taxes, the petitioner may not have contributed, or had an ownership interest in any entity that contributed to the contamination of the property.

OTHER PROGRAMS

INCUBATOR PROGRAMS

Business incubators provide low-cost space and specialized support services to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the Town.

OCRA PLANNING GRANT

The State of Indiana Office of Community and Rural Affairs (OCRA) division provides planning grants to aid communities to shape their vision for economic development and encourage planning for long-term community development. Planning Grants are funded with Federal Community Development Block Grant (CDBG) dollars from the U.S. Department of Housing and Urban Development (HUD).

FOUNDATION AND SPECIALIZED GRANTS

The successful implementation of the Plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is foundation grants. The Town could continue to dedicate resources to monitoring and exploring the foundation grant as a funding tool.

ENTREPRENEURIAL SERVICES

The State of Indiana approaches entrepreneurship from three angles, using resources to provide consultation, tax incentives and funding to entrepreneurs. Below is a list of funding sources offered through the Indiana Economic Corporation and administered by the Elevate Ventures fund.

The Venture Capital Investment (VCI) Tax Credit

The Venture tax credit improves access to capital for fast-growing Indiana companies by encouraging them to invest in early stage firms. In return, these investors receive a credit against their Indiana tax liability.

Indiana Angel Network Fund

The Indiana Angel Network Fund a seed capital fund to help entrepreneurs create or adapt business to stay competitive and find success in Indiana.

Indiana Diversity Investment Fund

A sub-program of the Indiana Angel Network Fund is dedicated to investing in innovative women, minority and veteran owned businesses in Indiana.

21st Century Research and Technology Fund

This fund supplies startup capital to pre-revenue or early revenue Indiana companies to solve product demonstration and market penetration issues to accelerate such company's growth and job creation. The goal of this fund is to create high-impact entrepreneurial companies.

TRANSPORTATION FUNDING SOURCES

The most recent Federal highway bill, the Highway and Transportation Funding Act of 2015 (H.R. 2353) was passed in May 2015, and extends funding for MAP-21, SAFETEA-LU, and several other federal-aid highway programs through October 2015. Congress is in the process of negotiating a new long-term transportation bill, GROW AMERICA, which would address funding for the next six years. The Town could stay informed with regard to the status of this bill, as it will alter funding resources and projects eligible for federal funding.

MAP-21

In 2012 the Moving Ahead for Progress in the 21st century (MAP-21) program, a two-year transportation reauthorization bill, was established. MAP-21 replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which expired in September 2009 and was extended nine times. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs and accelerate economic recovery. MAP-21 continues funding for numerous programs previously funded through SAFETEA-LU.

NOTE: At the time of adoption of the Comprehensive Plan, Congress was in the process of adopting a new transportation bill that would replace MAP-21. While it is likely that several of the funding sources identified would continue to exist in some manner, the Town could revisit this section to ensure that potential funding sources are updated to reflect the latest federal and state policy.

Federal Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program

The TIGER 2015 program allotted \$500 million for transportation projects across the county. One example of a relevant project is in Monroe County, about an hour south of Plainfield, where awarded TIGER funds reconstructed a functionally obsolete bridge that serves as the primary access point for the Town of Stinesville, Indiana. The bridge is near the end of its design life, and the project was awarded \$2 Million for reconstruction.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is also part of SAFETEA-LU, and focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects and projects that result in emissions reductions. These projects are also federally funded at 80% of project costs.

Surface Transportation Program (STP)

These funds are allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project. STP funds are allocated among the following programs:

- Demonstration projects,
- Enhancement,
- Hazard elimination, and
- Urban funds.

PAYMENT-IN-LIEU OF PARKING

Parking availability is a critical component of the transportation system. As Downtown Plainfield redevelops, the Town could continue to work with property owners and developers to ensure that parking requirements are being met. While current parking requirements are appropriate, the Town may consider cash-in-lieu of parking spaces within Downtown. Cash-in-lieu of parking would allow new development to "buy" parking spaces, allowing property owners to maximize their FAR (floor-area ratio). Funds would be used for the development of off-site municipal parking lots or structures.

SIDEWALKS AND PEDESTRIAN SAFETY

Transportation Alternatives Program (TAP)

The Transportation Alternative Program (TAP) was established as part of MAP-21. Funds from this program can be used for the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. In addition, TAP funding includes the Safe Routes to School Program and Recreational Trails Program.

Safe Routes to School (SRTS)

SRTS is a federally and state-funded program that promotes pedestrian safety for children walking to school. Eligible infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- Sidewalk improvements,
- Traffic calming and speed reduction improvements,
- Pedestrian and bicycle crossing improvements,
- On-street bicycle facilities,
- Off-street bicycle and pedestrian facilities,
- Secure bicycle parking facilities, and
- Traffic diversion improvements in the vicinity of schools.

While much of the Safe Routes to School is sourced from the Federal Transportation Bill, funds for pedestrian safety and education can come from the Centers for Disease Control and Prevention through its obesity prevention programs and through the Environmental Protection Agency's Environmental Education Division.

Community Development Block Grants (CDBG)

From the Federal Housing and Urban Development Administration (HUD), Community Development Block grants must be used to low-to-moderate income residents through housing and economic development improvements. Municipalities often use CDBG funds to cover the cost of sidewalk improvements, because CDBG funds are less prescriptive and less competitive than many other federal transportation-related funds. For example, the City of New Albany, IN has allotted 98% of its CDBG funding to fixing sidewalks in CDBG zones.

Cost-Sharing Program

An alternative to federal funding reliance is a cost sharing program aimed at repairing and extending a city's sidewalk network. For example, the City of Columbus, IN has implemented the Shared Cost Sidewalk and Curb Program in which homeowners can apply with City Engineering staff to have their sidewalks repaired. The City will pay \$4 per square foot of sidewalk and \$25 per linear foot of the curb, while the applicant pays the rest; for reference, an average 4-by-50 sq. ft. sidewalk demolish and repour job ranges in cost from \$1,000 to \$3,000. This program allows the City to concentrate its CDBG funding for sidewalks in low-to-moderate income areas, but retains the ability to have some impact in moderate-high income areas where sidewalk infrastructure might be aging. Applicants are provided with a list of city-approved contractors, and the applicant receives his/her reimbursement from the City after satisfactory inspection. While this program is an alternative to traditional funding sources, its success is unlikely to be widespread because the burden is on the residential homeowner instead of the local government.

Capital Improvement Projects (CIP)

Capital Improvement Projects are new infrastructure projects implemented using public funds through an independent, capital improvement planning process. The benefits of this funding source include the identification and creation of dedicated public funding streams for desired purposes such as sidewalk improvements for pedestrian safety. However, drawbacks include the lengthy planning process associated with CIPs and the reliance on public funding to accomplish goals.

Incentives and Additional Sources

Many of the incentives mentioned in the economic development section including BIDs, site improvements, and impact fees can be used to fund sidewalk repair and extension and other pedestrian and bicycle infrastructure.

Additional sources of funding can be accounted through a federal transportation bill. Previous federal transportation bills include SAFETEA-LU and the more recent bills, MAP-21 and GROW America. These bills have funded C-MAQ and Safe Routes to School programs, which fund pedestrian-related infrastructure and improvement projects. However, trends show that federal transportation funding has diminished over the last decade. Therefore, the Town of Plainfield is encouraged to develop funding mechanisms for transportation and transit-related projects outside of soft money sources.

PARKS AND OPEN SPACE FUNDING SOURCES

RECREATIONAL TRAILS PROGRAM

The federal "Recreational Trails Program" (RTP), is funded through the Transportation Alternatives portion of funding under MAP-21. The Department of Natural Resources of Indiana's Division of Outdoor Recreation administers this program, which provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match. Eligible applicants include municipalities and counties, schools, and private, non-profit and for-profit businesses.

LAND AND WATER CONSERVATION FUND (LWCF)

The main source of funding for the LWCF grants comes from federal offshore oil lease revenues, and the funding is distributed to states by the National Park Service to be administered in Indiana by the Department of Natural Resources' Division of Outdoor Recreation. The Land and Water Conservation Grant applications may consist of land acquisition and/or facility construction or renovation for local public parks for outdoor recreation. New parks or additions to existing parks may be funded. Grants are available to cities, counties and school districts to be used for outdoor recreation projects. Projects require a 55% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes. Development and renovation projects must be maintained for a period of 25 years or the life of the manufactured goods.

BICENTENNIAL NATURE TRUST (BNT)

The BNT was created to preserve and protect important conservation and recreation areas throughout Indiana by matching donations of land or dollars. With a cap of \$300,000 per project, the Trust donates a 1:1 ratio of dollars. Property acquired with this fund will become part of the public trust to ensure that the land is protected for future generations of Hoosiers to use and enjoy. These funds may only be used for the acquisition of land and cannot be used for capital improvements, stewardship, or programming. The Bicentennial Nature Trust Project Committee, a group of technical experts from the Department of Natural Resources of Indiana, administers this program.

INDIANA BMV SPECIALTY LICENSE PLATE FUND/ INDIANA GREENWAYS FOUNDATION

The Indiana Greenways Foundation is "a charitable trust working to promote the growth, enhancement and use of Indiana greenways and blueways." The Foundation supports groups, schools, service clubs, and public/private entities to help fund or support trail development by funds raised through the Indiana Bureau of Motor Vehicles' Specialty License Plate Fund, of which \$25 of each tax-deductible \$40 specialty license plate is donated to the Foundation. The Greenways Foundation releases a yearly RFP for greenways and blueways projects in early June.

WATER QUALITY AND ENVIRONMENTAL SUSTAINABILITY

FIVE-STAR RESTORATION PROGRAM

The Five-Star Restoration Program, funded by the US Environmental Protection Agency (EPA), provides funds for projects that involve at least five parties in partnership. Funding levels are modest, from \$5,000 to \$20,000, with \$10,000 as the average amount awarded per project, but the program emphasizes leveraging of partnerships to complete the project at hand.

GREEN PROJECT RESERVE REVOLVING LOAN FUND

Administered by the Indiana Finance Authority (IFA), this ongoing loan fund provides low-interest loans for Indiana communities and businesses to improve wastewater and drinking infrastructure, including energy efficiency. Private businesses and municipal and private water entities are eligible to apply. Based on the type and cost of the green component, a community may be eligible for improved ranking on the SRF Project Priority List as well as an interest rate break up to 0.5% on its SRF loan. The SRF Loan Program is required by the United States Environmental Protection Agency (U.S. EPA) to allocate, or reserve, at least 20% of its capitalization grant to green projects, which is the Green Project Reserve (GPR).

INDIANA TAX INCENTIVES

The State of Indiana offers several tax incentives for residential and business investments in sustainable technology. Tax deductions are available for the following energy-related actions:

- installation of residential insulation
- purchase and installation of solar powered roof vents or fans
- installation of solar or wind technologies
- installation of geothermal technologies

INDIANA OFFICE OF ENERGY DEVELOPMENT COMMUNITY CONSERVATION GRANTS

These grants support "unique, Hoosier-based community energy conservation projects." Previous grant winners include local schools, municipalities, religious organizations, and for-profit and non-profit businesses. Projects include the installation of solar panels, combined heat and power systems, and LED lighting upgrades.

HOUSING

COMMUNITY DEVELOPMENT BLOCK GRANT AND HOME INVESTMENT PARTNERSHIPS

The Community Development Block Grant (CDBG) and HOME Investment Partnership programs represent the major source of housing federal funding. CDBG funds are used for all major housing renovation and new construction programs with an emphasis on benefit to low and moderate-income households and addressing blighted conditions. CDBG funds may also be used for economic development activities and for the provision of public services and facilities.

Plainfield, IN only has two affordable rental housing developments, despite over 30% of their households being renters, with over 30% of whom are cost burdened—meaning over 30% or more of a household's monthly income is spent on rent. Typical CDBG and HOME funded projects include the following types of activities:

- Housing Development – The conservation and redevelopment of established neighborhoods and the preservation and expansion of their housing stock.
- Economic Development – The revitalization of commercial properties and job creating projects that benefit low and moderate income people.
- Public Services and Facilities – The development of physical and human service projects that benefit low and moderate-income people by non-profit organizations.

AFFORDABLE RENTAL HOUSING HOME

Low-interest loans and grants are available to developers of affordable single-family and multifamily housing developments through several HOME program-funding categories.

Typical CDBG and HOME funded projects include the following types of activities:

- Housing Development – The conservation and redevelopment of established neighborhoods and the preservation and expansion of their housing stock.
- Economic Development – The revitalization of commercial properties and job creating projects that benefit low and moderate income people.
- Public Services and Facilities – The development of physical and human service projects that benefit low and moderate income people by non-profit organizations.

Indiana Housing and Community Development Authority

The Indiana Housing and Community Development Authority receives funds through the State's smokeless tobacco tax. This tax revenue is put towards affordable housing initiatives across Indiana to advance and preserve single family and multi-family housing throughout the state.

Community Enhancement and Economic Development (CEED) Loan Program

The CEED Loan Program, administered by the Indiana Housing and Community Development Authority, provides communities with a source of loan financing for housing rehabilitation, economic development, public facilities and other large-scale projects. Eligible recipients include local units of government, including counties, and can be loaned to private entities. Projects include: all CDBG economic development projects, capital equipment, acquisition of property, and site preparation.

ARTS, CULTURE, AND COMMUNITY DEVELOPMENT

CHALLENGE AMERICA GRANT PROGRAM

The Challenge America Grant Program, Administered by the National Endowment for the Arts, supports projects that extend the reach of the arts to underserved populations. The grant provides \$10,000, requiring a \$10,000 minimum match.

OUR TOWN GRANT PROGRAM

The National Endowment for the Arts also funds the Our Town grant, a program that supports creative placemaking projects contributing to the livability of communities. Awards range from \$25,000 to \$200,000 and require a partnership between a local government entity and a nonprofit, cultural organization.

INDIANA ARTS COMMISSION: CAPACITY BUILDING

The Capacity Building Partnership Program, administered by the Indiana Arts Commission, provides funding for programs that further develop the professional skills of the staff of cultural organizations, community leaders and/or individual artists to strengthen arts and culture within the community. Eligible applicants could receive up to \$20,000 per project.

INDIANA PLACE BASED INVESTMENT FUND

The Indiana Office of Tourism Development and the Office of Community and Rural Affairs administer in partnership the Place Based Investment Fund (PBIF). The program invests in unique projects that seek to create jobs and further establish a diverse local economy. Performance-based quality of place initiatives that maximize investment and collaboration by local governments, economic development organizations, convention and visitor bureaus, Indiana Main Street organizations, public or private schools, and Community Foundations, are the intended recipients of these grants, ranging between \$25,000 and \$50,000. Applications are required to match awards with a 1:1 ratio. Previously funded initiatives include a riverfront park and landscaping, retrofitting of an old high school football stadium to a community senior center, outdoor electrical upgrades to a town square, among many others.

COMMUNITY FOCUS FUND

The State of Indiana uses a portion of CDBG dollars to fund its Community Focus Fund (CFF), which supports a variety of projects that either benefit low-to-moderate income persons or eliminate blight through infrastructure improvement, downtown revitalization, historic preservation and more. Eligible entities for CFF are small cities, which do not receive CDBG funds directly from HUD, incorporated towns and counties. The Indiana Office of Community and Rural Affairs coordinates this grant fund.

