

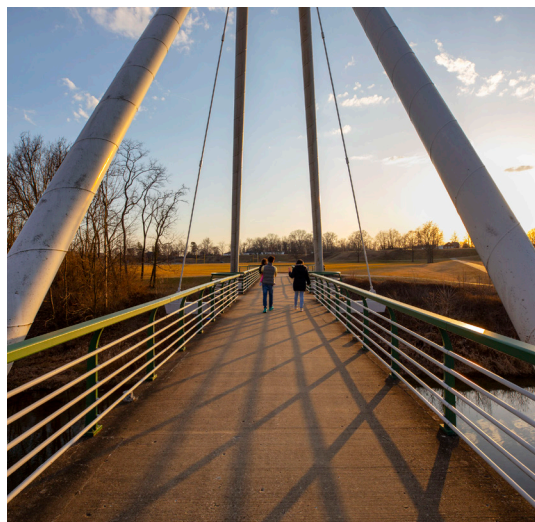
# ***THRIVE!*** ***PLAINFIELD***

## **COMPREHENSIVE PLAN**

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Town of Plainfield, Indiana

May 12, 2025



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**PLAINFIELD TOWN COUNCIL**

**RESOLUTION NO. 2025-33**

**A RESOLUTION OF THE TOWN COUNCIL  
OF THE TOWN OF PLAINFIELD, INDIANA,  
ADOPTING A COMPREHENSIVE PLAN**

WHEREAS, I.C. 36-7-4, t 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, t 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, t 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 hearing on May 5<sup>th</sup>, 2025 in accordance with I.C. 36-7-4, t seq., and has approved the Thrive! Plainfield Comprehensive Plan, and,

WHEREAS, the Town of Plainfield Plan Commission did certify approval of said Comprehensive Plan to the Town Council on May 12<sup>th</sup>, 2025.

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 adopts the Thrive! Plainfield Comprehensive Plan (a copy of which is attached hereto as Exhibit A and incorporated herein by this reference) in replacement of the previous comprehensive plan and directs the Clerk of the Town of Plainfield, Indiana, to place one (1) copy of the Thrive! Plainfield Comprehensive Plan on file with the Recorder of Hendricks County, Indiana.

[SIGNATURES ON NEXT PAGE]

PASSED AND ADOPTED by the Town Council of the Town of Plainfield, Indiana upon the 12<sup>th</sup> of May, 2025.

TOWN COUNCIL, TOWN OF PLAINFIELD  
HENDRICKS COUNTY, INDIANA

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Town of Plainfield, Indiana

## **EXHIBIT A**



# Acknowledgments

The Town would like to thank the following individuals for their commitment and dedication in assisting with the Thrive! Plainfield comprehensive planning process. Sharing your knowledge, thoughts, and ideas rendered an invaluable service to your community. Additionally, the Town would like to thank the many other community members who participated in Thrive! Plainfield or simply expressed their support and enthusiasm for the effort.

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Tom Kingseed  
Gary Everling  
Lance Angle  
Bill Kirchoff (past member)

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## **Consultants**

Planning NEXT  
Ninigret Partners

## **Special Thanks To**

MADE@Plainfield  
Hendricks Live!



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# 1. INTRODUCTION

In 2023, the Town of Plainfield launched Thrive! Plainfield, a process to create a long-term comprehensive plan for the community and set the direction for growth and development. The plan is both aspirational—a long-term view of a broad range of topics—and strategic—serving as an action plan to move the community forward. Plainfield has many strengths with respect to its physical environment and related assets. But it also has specific opportunities that this plan is designed to help the Town capitalize upon over the next ten years.

## VISION

*Through the creation and enhancement of places with distinctive character, Plainfield will increase its desirability as a premier community in which to thrive.*

## What is a comprehensive plan?

A comprehensive plan is a long-term guide that expresses the values and aspirations of a community. It is the broadest public policy document a community can create for its future physical development considering the input of residents, businesses, and other stakeholders. The plan is a tool to prepare for change and acts as a guidebook for decision-makers. The plan serves as a foundation for budgeting decisions, zoning ordinances, land development regulations, and more.

### WHAT MAKES THIS PLAN DIFFERENT?

This Comprehensive Plan is more targeted than the previous plan with fewer actions and a stronger indication of priorities. It takes the approach that much in Plainfield is going well, and that through strategic investment and careful prioritization of actions, Plainfield can:

- » Address the physical growth and development of Plainfield in a holistic, proactive way;
- » Align specific development opportunities with infrastructure investments;
- » Improve the quality of place in Plainfield through a character-based approach to land use;
- » Complement growth and change with amenities and services;
- » Maximize limited resources and a more fiscally sustainable approach to development.

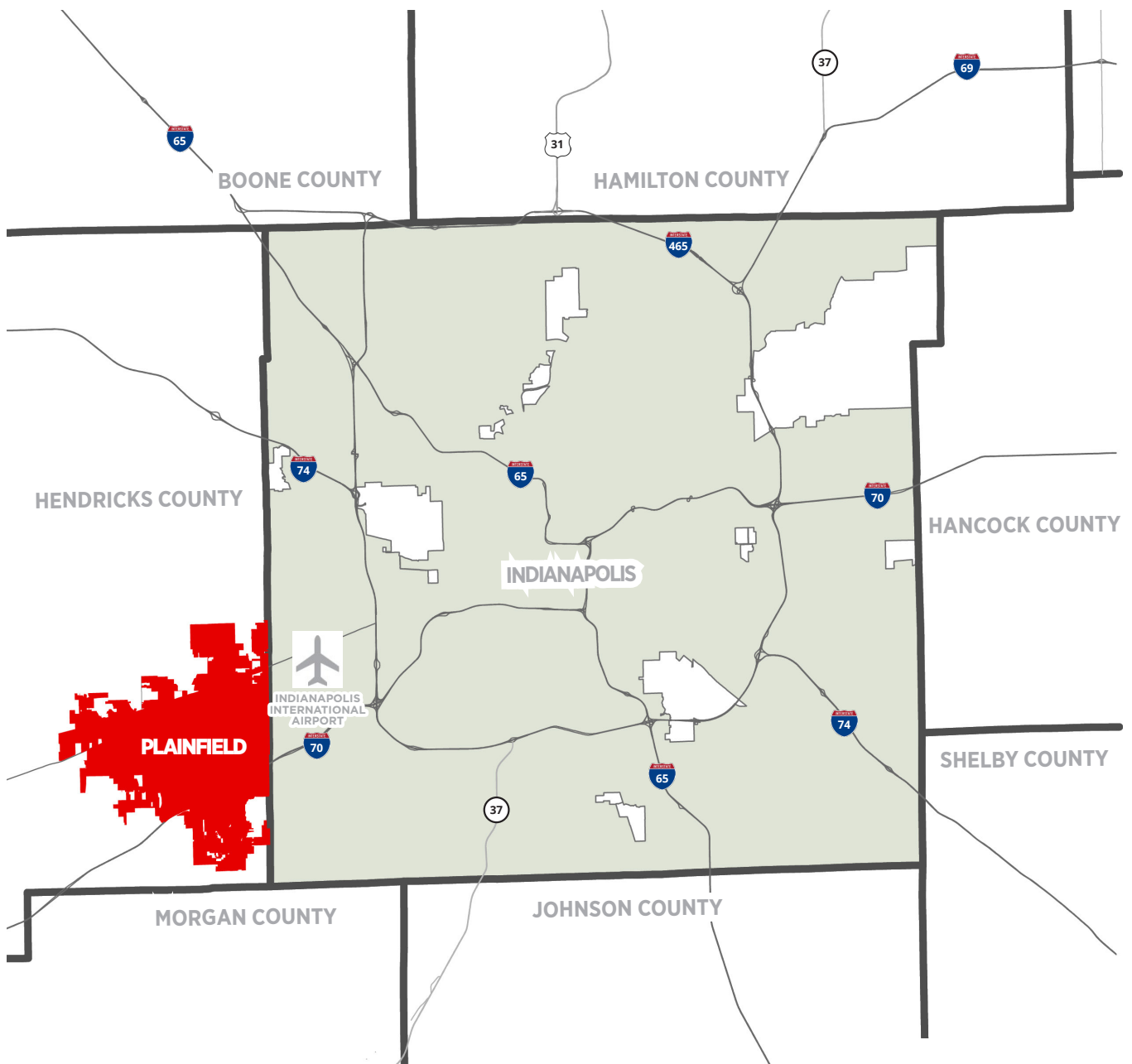
## Why does Plainfield need a Comprehensive Plan update?

Plainfield's previous plan was adopted in 2016. Since then, the Town has experienced significant change and new development, including a transformed downtown, continued growth of single family (single detached homes) and multi-family (townhouse and apartments) residential areas, and both public and private investments. This comprehensive plan reflects the changes the Town is experiencing and sets a positive course for the future.



## Geographic Context

Planning for Plainfield requires understanding its position in the region. Located in Hendricks County, Plainfield is a thriving suburban community 15 miles southwest of downtown Indianapolis. Easy access to Interstate 70 and the Indianapolis Airport makes the Town an attractive home for families and businesses. Plainfield is known and valued in the region as home to a world-class parks and recreation system, a redeveloping downtown area, and the Indianapolis region's largest warehousing and distribution centers among other factors that contribute to a high quality of life. This plan seeks to assist Plainfield in further capitalizing upon and enhancing its competitiveness in the region.





# Strengths to Build Upon

To establish a road map for how Plainfield can thrive in the future, it's important to understand what the Town's strengths and challenges are today. These strengths are assets that can be leveraged through this plan, and challenges represent opportunities to take action to influence trends. Some of Plainfield's strengths and challenges are summarized in the following pages.

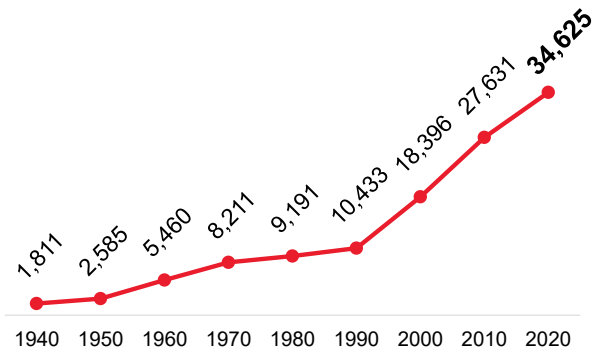
## Population Growth

Plainfield's population is growing. The Town's population in 2020 was over 34,500, which represents an increase of 25% since 2010. In comparison, the Metro Area and State grew less, by 12% and 5%, respectively, during the same period. The population is projected to be approximately 38,800 in 2025 and could reach over 45,2000 people by 2037. Population growth helps the Town to enhance its fiscal position and, if planned for carefully, can support the variety of amenities and services community members desire. Because of the large number of in-commuters, Plainfield's daytime population is larger than it's overall population.

## Household Growth

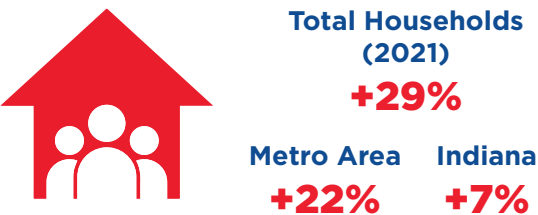
Total households in Plainfield have grown in the past decade at a faster rate than both the metro area and the State. Both family and non-family households have grown, with more growth among non-family households (26% and 35%, respectively). In the Plainfield Housing and Analysis Strategies (2018/2019), single person households also grew by 7% between 2016 and 2018. Growth in overall households

TOTAL POPULATION (1940-2020)



Sources: US Census Bureau 2010 and 2020 Decennial Data.

TOTAL HOUSEHOLD CHANGE (2011-2021)



Sources: American Community Survey 2012 and 2022 5-Year Estimate, Plainfield Housing and Analysis Strategies (2018/2019).

demonstrates Plainfield's continued attractiveness for residents and is a sign of the community's desirability. More non-family households may point to a need to different housing types in the future.

## **Robust Local Economy**

A nationally-recognized center for logistics, distribution, and ecommerce, Plainfield boasts over 50 million square feet of logistics space, and continues to attract more each year. Healthcare and social services, which are the leading employment sectors for Plainfield residents, continue to grow and strategic investments in Downtown and commercial areas continue to retain and attract businesses. Combined, these factors indicate that Plainfield's local economy is strong—and growing stronger.

## **Job and Income Growth**

Between 2010 to 2020 Plainfield added more than 14,000 jobs. Median household income has increased over the last decade and poverty has remained low. During this period, Plainfield has prioritized workforce development, training workers for tomorrow's jobs.

## **Ample Parks, Trails, and Recreational Amenities**

There are 436 acres of developed parkland in Plainfield in addition to over 35 miles of high-quality trails that provide much-valued recreational benefits and connectivity. The Town recently announced a nearly 2,000 acre nature preserve known as Echo Hollow Nature Park, which is currently being master planned and partially developed. Plainfield's parks, trailways, and recreational amenities improve the quality of life of residents and help make

the community one of the most desirable in the region.

## **Momentum for Redevelopment**

Several major redevelopment projects have moved forward in Plainfield in just the past two years, including the Plainfield Civic Center Downtown, the MADE@Plainfield higher education facility, the Barlow mixed-used building, Hobbs Station, and several residential projects of varying housing types. Plainfield is known within the development community for being easy to work with, and at the same time sets a high standard for quality. In so doing, the Town continues to see interest in redevelopment, and has adeptly guided redevelopment projects that have improved the community in a range of ways.

## **Effective Government**

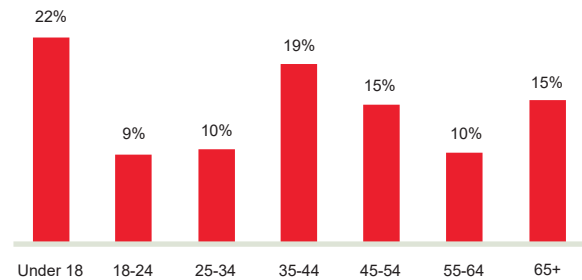
Throughout the Thrive! Plainfield planning process community members have noted a high degree of satisfaction with Plainfield's local government. Plainfield residents are well served today by police, fire, and emergency services. Plainfield enjoys a reputation as a business-friendly community, while maintaining a low tax rate relative to the region and providing responsive services. This reputation will continue to benefit Plainfield in its ability to retain existing and attract new residents and businesses.

# Challenges to Overcome

## Aging Population

Plainfield's population is aging. The population aged 65 years and over has grown by 66% in the last decade and is growing at a faster rate than the Metro Area (54%) and the State (34%). An aging population means a greater proportion of Plainfield residents are not part of the workforce and demands a shift in the kinds of services and amenities provided within the community, which can put a strain on resources. Furthermore, the quality of life for older adults will be adversely impacted without adequate housing, facilities, and amenities for this age cohort.

POPULATION BY AGE (2023)

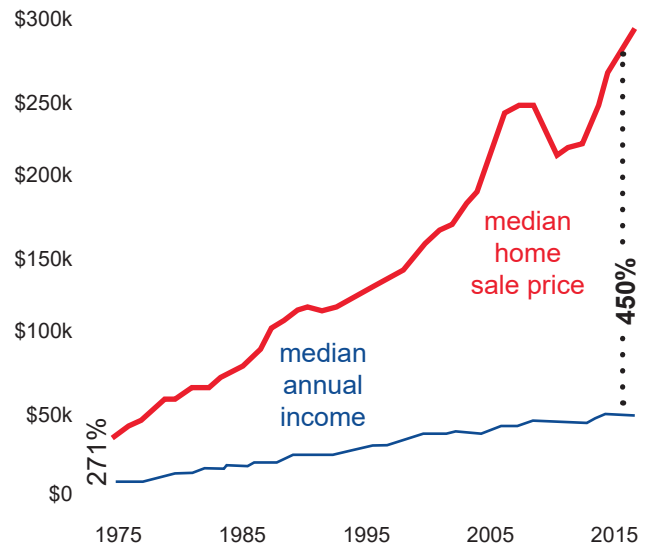


Source: American Community Survey 2023 5-Year Estimate.

## Housing Affordability

Median incomes have remained stable in Plainfield, but housing costs are growing faster than incomes. The current median household in Plainfield could not buy the median house for sale today. A lack of affordable housing options makes it more difficult for young people to break into the Plainfield housing market and for older adults to downsize if desired. This also impacts commuting patterns, placing increased demand on roadway infrastructure and potentially increasing congestion.

HOUSING COST GROWING 3X FASTER THAN INCOMES



Source: Plainfield Housing Analysis and Strategies (2018-2019)

## **Regional Competition**

While Plainfield continues to be a desirable community, other suburbs are also working hard to make investments and encourage development that will give them an edge in their ability to attract and retain residents and businesses. Throughout the Thrive! Plainfield planning process, community members noted that some other communities have made substantial commitments to improving quality of place of residential neighborhoods and commercial areas. This means that Plainfield may need to do more to compete for residents and businesses.

## **Mismatch in Skills and Employment**

Most jobs available in Plainfield are in manufacturing and warehousing, but healthcare and social services remain the largest employment sectors in which Plainfield residents work. This mismatch may be due to a combination of factors including housing affordability (workers in manufacturing and warehousing may find it increasingly difficult to afford homes in Plainfield) and workforce development gaps (those who are trained in certain growth sectors in Plainfield don't live in the Town and vice versa).

## **Transit and Connectivity Limitations**

Plainfield is easily accessed by Interstate 70, and principal arterials such as Ronald Reagan Parkway, Avon Ave./Quaker Blvd. (Former SR 267), Dan Jones Rd. and Main Street/US 40 provide additional access. However, transit options are limited beyond the Plainfield Connector, which

operates under the Central Indiana Regional Transportation Authority (CIRTA) and travels through the Plainfield advanced logistics parks next to the airport to connect Central Indiana workers into Town. Furthermore, in spite of Plainfield's ample trail system, community members identified a number of gaps in connectivity between and within neighborhoods.

## **Mixed Urban Design Quality**

Plainfield has benefited in the past ten years from high quality housing and improvements to the design quality in some commercial and mixed-use areas. However, in some locations there is a misalignment between what zoning allows and what is desired and in other locations the Town has not previously expressed a coherent vision for the kinds of places that are desired. Setting a high standard for quality of place will be essential as Plainfield grows to ensure continued economic investment and promoting the Town as a premier community in the region.

## **Changing Behaviors and Preferences**

Since the last comprehensive plan was adopted, and especially since the COVID-19 pandemic, a range of factors have impacted how community members feel about where they want to live and work. Specifically, work-from-home and flexible working arrangements have altered the office market and changed commuting patterns. At the same time, nationally the housing market has seen trends of younger generations desiring smaller homes (often in walkable areas) and an interest in different housing types.

# Process

The planning process was designed to recognize the conditions and trends that are shaping the community, but to provide ample opportunity for the community to share how they would like the plan to respond to these trends. The process was designed to allow for meaningful input from community members and to set a low threshold for participation. A diverse, thirty-member steering committee helped with the process and substance of the plan. There were three, multifaceted rounds of public engagement throughout the planning process. Each round helped to set direction for the next phase of work.





## Steering Committee

The steering committee was formed based on an application process that was widely promoted throughout the community. More than 90 community members expressed interest in helping to guide the future of Plainfield and submitted applications. The committee served as community advocates for the plan, assisted with public outreach, and provided guidance and direction regarding the substance of the plan. The committee held seven meetings throughout the process and members assisted at engagement opportunities and other community events.

## Stakeholders

In addition to input from the public, meetings and interviews were conducted with stakeholders to better understand the needs of specific groups within the community, such as small business owners, school district representatives, and business representatives from key community organizations and employers.





## Engagement

To ensure this plan reflected community needs and values, the public was consistently engaged and informed through an inclusive and robust effort to collect their input.

### BUILDING IDEAS, FALL 2023

The first round of engagement, called Building Ideas, was designed to capture big ideas from the community. This round included multiple engagement opportunities in a variety of formats.

- » **Stakeholder interviews.** More than ten meetings with groups of four to six people who have specific expertise on a topic, such as parks and recreation, arts, and housing, were interviewed.
- » **Online preliminary engagement.** To start building momentum and promoting the process, the planning team posted two questions on the project website, to initiate the collection of ideas.
- » **In-person engagement.** Participants of an in-person workshop worked in small groups to discuss two critical questions and completed an assets and opportunities activity.
- » **Pop-up events.** Participants were intercepted during community events like the farmer's market and community festivals. The engagement questions were identical to the in-person workshop.
- » **Building ideas online portal.** Online activities identical to the in-person workshop and pop-up events were also available.



## COMMUNITY CHOICES, SPRING 2024

The second round, called Community Choices, tested the potential direction for both plan recommendations and the Future Character and Land Use Map. Input was gathered through a multitude of formats.

- » **In-person engagement.** A broadly promoted in-person workshop allowed participants to comment on draft character and land use maps and key plan recommendations.
- » **Community choices online portal.** Identical online activities were made available through the project website.

## DRAFT RECOMMENDATIONS, SUMMER 2024

The third round gathered feedback on the plan's draft recommendations and future character and land use map. The community was provided with multiple opportunities to provide their thoughts. The ideas collected from this round were used to provide guidance on modifications to the plan's recommendations and to set priorities.

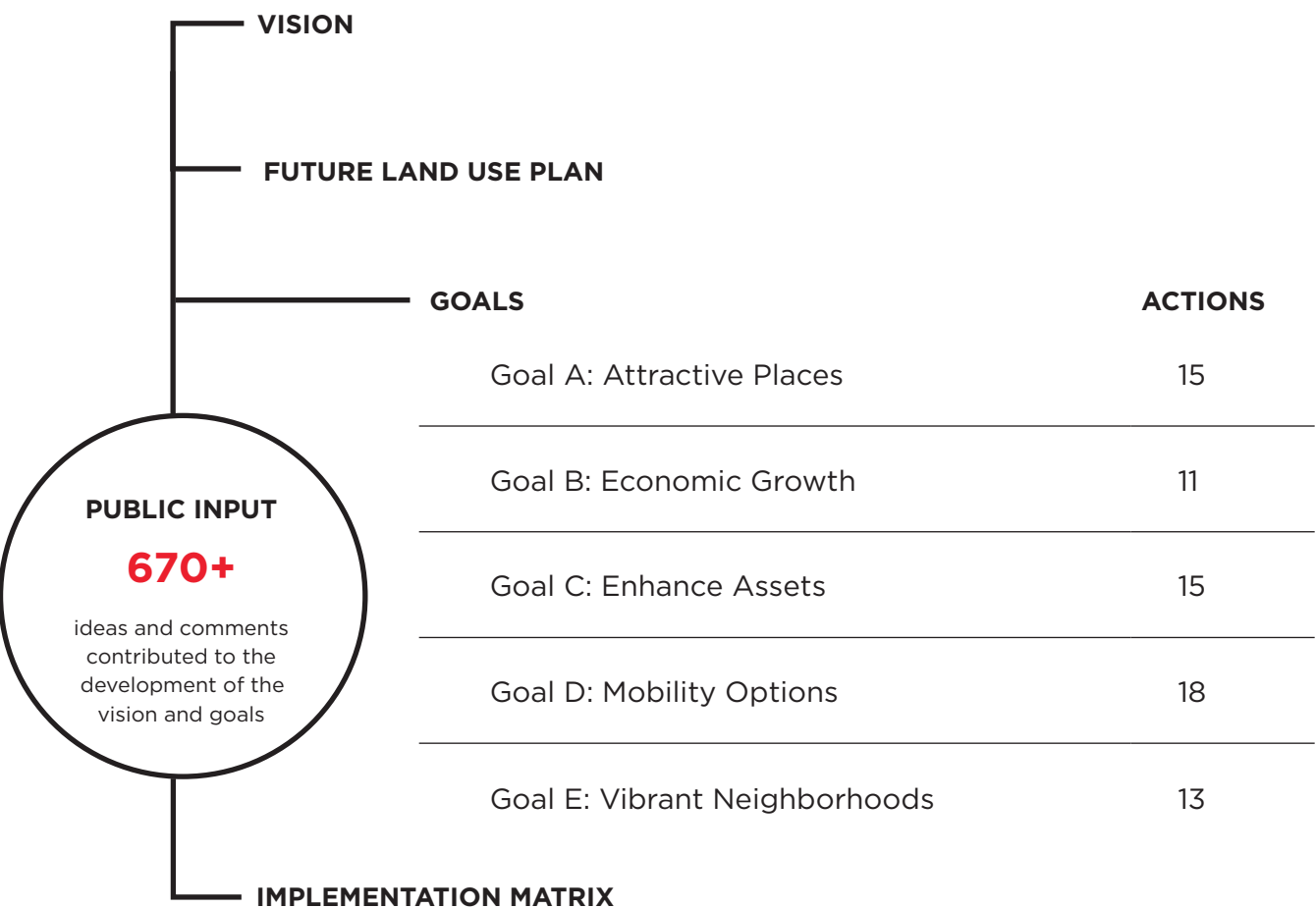
- » **In-person engagement.** An in-person open house held at Hendricks Live! featured display boards with the draft recommendations and maps for comment.
- » **Draft recommendations online portal.** An online survey was also available allowing comments on the draft recommendations and map.





## Plan Framework Summary

The plan contains 72 actions organized under the five goals. Of these 72 Actions, 17 have been identified as top priorities as shown on pages 14-15.



### FUTURE CHARACTER AND LAND USE MAP

The Future Character and Land Use Map describes desired character and land uses for the Town's future. It shows what future development could look like in the designated areas. The map is not intended to be or replace zoning, but to help inform it, as well as other potential regulations or policies.

### IMPLEMENTATION MATRIX

Alongside the 72 actions, an implementation matrix was developed as a tool that will assist the Town in achieving the goals that have been set forth. The matrix defines time frames, leaders, and supporting entities for each action.

# GOALS

- A. Create attractive and distinctive places.**
- B. Advance strategic economic growth and prosperity.**
- C. Leverage and enhance assets.**
- D. Expand mobility options and connectivity networks.**
- E. Build strong and vibrant neighborhoods.**



# TOP PRIORITIES FOR PLAINFIELD

The following short-term recommendations represent the highest priority items for the Town. Many of these actions are already in the initial stages of implementation or preliminary action has been taken to lay a foundation for their implementation. A full set of Actions can be found in the following chapters of this plan.

## **Goal A: Create attractive and distinctive places.**

**A.1.2** Implement policies that encourage a mix of uses in selected locations.

**A.5.3** Pursue an Adequate Public Facilities Ordinance (APFO).

**A.5.4** Continue to work with developers to discuss approaches to cost sharing for effective long-term infrastructure planning.

## **Goal B: Advance strategic economic growth and prosperity.**

**B.2.2** Support the Hendricks County child care task force.

## **Goal C: Leverage and enhance assets.**

**C.1.5** Develop standards that require high quality amenities, landscaping, and furnishings.

**C.3.1** Program all-season activities for all age groups at public parks and indoor recreational spaces with a focus on currently underserved age groups.

**C.3.3** Improve communications and awareness-raising about activities in the Town so more people know about and take advantage of them.

## **Goal D: Expand mobility options and connectivity networks.**

- D.2.1** 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.
- D.3.1** Strengthen Subdivision Control Ordinance and Zoning Ordinance requirement for connections between residential neighborhoods through a seamless, integrated network system.
- D.3.2** Strengthen regulations requiring connections between commercial areas.
- D.3.3** Update the Subdivision Control Ordinance to improve connections through residential and non-residential areas so they are connected internally.
- D.4.2** Undertake a study of transit service to and from Indianapolis.
- D.5.3** Align roadway classifications in various Town plans and ordinances to improve clarity and facilitate access to funds.
- D.6.2** Establish a Safe Routes to School Program that encourages students and parents to walk and bike.
- D.6.3** Create a policy that encourages the design and development of streets that accommodate all users equitably and incorporate green infrastructure, where appropriate.

## **Goal E: Build strong and vibrant neighborhoods.**

- E.1.1** Update the Zoning Ordinance to allow flexibility for diverse housing options.







## 2. FUTURE CHARACTER AND LAND USE

Plainfield has a strong tradition of planning for the physical environment that has guided the Town's transition from an agricultural town in the 19<sup>th</sup> century to a thriving community with a diverse array of land uses. In recent years, Plainfield has experienced significant growth, outpacing the growth of the broader metro area. This presents both opportunities and challenges for land use planning as the community strives to accommodate new residents while preserving its unique character. This chapter will explore strategies to guide land use in Plainfield, ensuring growth that meets the needs of current and future residents.

### How is land used today?

Today, Plainfield benefits from a mix of land uses that contribute to a vibrant, fiscally healthy community. Notably, Plainfield's advanced logistics areas are large in proportion to the rest of the Town and in comparison to almost any other community in Indiana. This land is designated as warehouse/distribution and some light industrial and is generally located in the northeast quadrant of Plainfield, east of Quaker Boulevard, and near the Quaker/1-70 interchange. A large portion of the Town's commercial uses is located close to or along major roadways and intersections, especially along Main Street and Quaker Boulevard. The majority of housing in Plainfield is single-family homes with pockets of single family attached and multi-family housing. Within the planning area there is a significant amount of agricultural land especially within the southwest quadrant. Plainfield is also well served by parks and trails and has taken a proactive approach to enhancing park land, trails, and recreational facilities.

# Existing Land Use

Determining desired future land use changes in Plainfield requires first understanding current land use and development patterns. The existing land use descriptions establish a baseline for how land is used today. The categories identified represent a snapshot of the community as of fall 2024 and will change with development over time.

## How has land use changed since the last comprehensive plan was adopted?

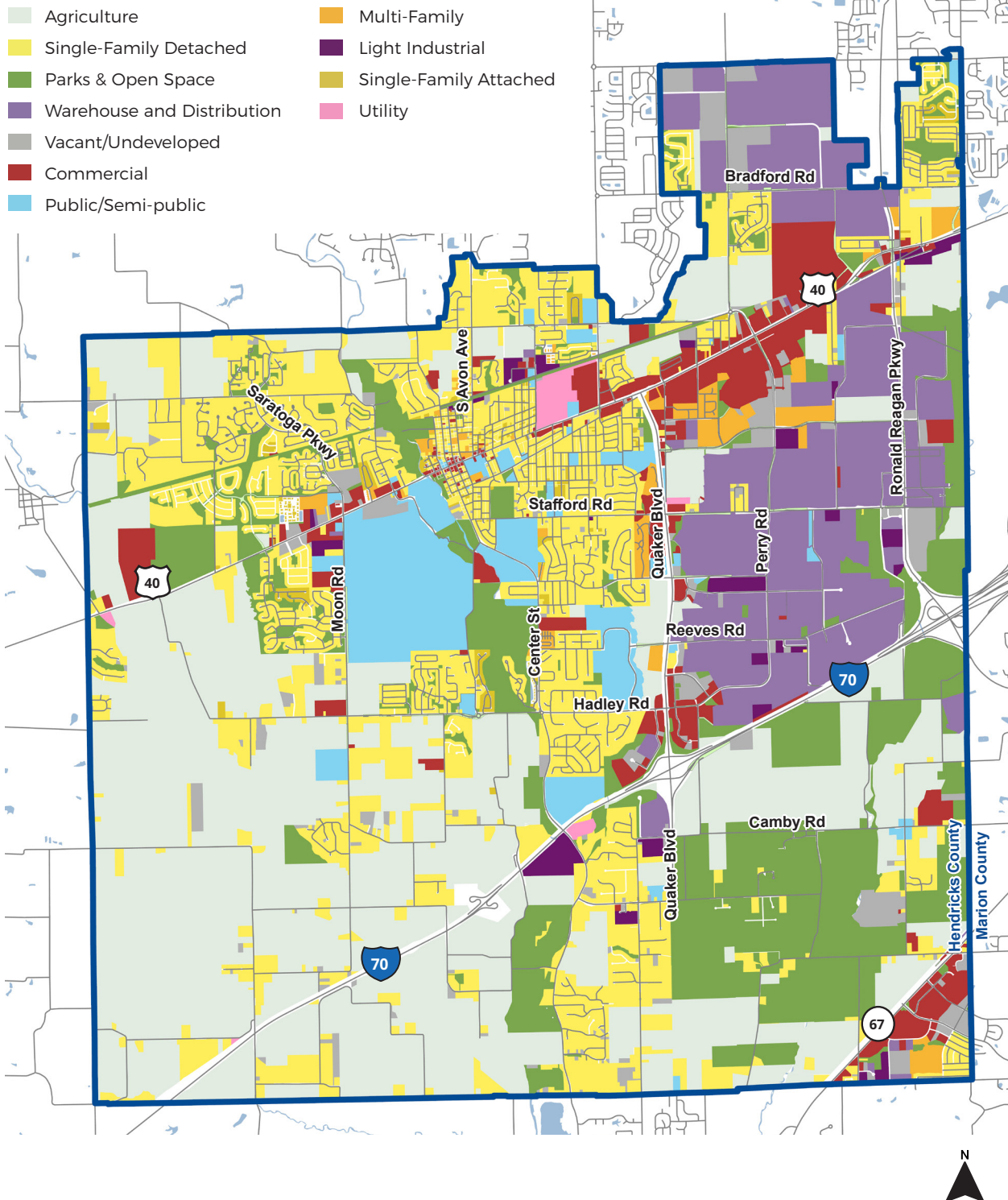
Since the last comprehensive plan was adopted in 2016, Plainfield has both developed within its boundaries and annexed property. New development as well as the creation of new parkland have impacted the mix of uses in the Town. Some of the significant land use changes in Plainfield since 2016 include the following:

- » Expansion of the advanced logistics area primarily to the north;
- » Several significant multifamily residential developments, especially to the east between the commercial corridor of Main Street and the advanced logistics area;
- » Pockets of new single-family housing that are generally contiguous with existing single-family residential neighborhoods;
- » Commercial and mixed-use infill development in and near downtown; and
- » Expanded parkland to the south.

## LAND USE BY ACREAGE AND PERCENTAGE WITHIN THE PLANNING AREA

	Land Use	Acreage	Percentage
	Agriculture	9,757	35%
	Single Family Detached	5,729	21%
	Parks & Open Space	3,762	14%
	Warehouse and Distribution	3,391	12%
	Vacant / Undeveloped	1,525	6%
	Commercial	1,336	5%
	Public / Semi-Public	1,371	5%
	Multi-Family	407	2%
	Light Industrial	290	1%
	Single Family Attached	163	0.6%
	Utility	100	0.4%
	Future Park	68	0.2%
	Mobile Home	0.6	<0.1%
	<b>Total</b>	<b>27,900</b>	<b>100%</b>

## EXISTING LAND USE MAP



## Land Use Types

### **AGRICULTURE**

Agricultural land includes large properties containing large estate, single family homes and land used for crops and livestock. Associated farming or agricultural equipment may be located on these properties. Most of this land is located at the edge of Town.

### **SINGLE-FAMILY DETACHED**

Single-family homes are located on a variety of lot sizes. Buildings are generally one to two stories high and are located within subdivisions or near downtown. Single-family uses within subdivisions, including newer development, often contain curvilinear streets and sidewalks. Building setbacks are often far from the street. Subdivisions near downtown are characterized by mature trees and buildings built closer to the street or to the edge of a sidewalk. Private alleys are located at the rear for vehicular access.

### **SINGLE-FAMILY ATTACHED**

Includes one or two story attached single-family units, with separate entrances. These homes have been developed in a range of configurations and vary with respect to their relationship to the street.

### **MULTI-FAMILY**

Multi-family housing is found in development with housing units stacked vertically and horizontally. This includes apartments and senior housing. Several multi-family developments have been built in the past ten years and provide a transition between non-residential and single-family uses. Buildings are generally up to four stories high.

### **COMMERCIAL**

A mix of commercial development is located along major streets, including on Main Street, along Quaker Boulevard, or close to major freeway exits. A large portion of the commercial land uses are adjacent to the Shops at Perry Crossing and includes larger retail companies, with large building footprints. Other major commercial uses in Town are hotels, auto and neighborhoods services, professional offices, and smaller retail and restaurant businesses. Most buildings are set back far from the street and have large surface parking areas.

### **LIGHT INDUSTRIAL**

Some light industrial uses are located throughout Town. Building footprints are smaller than buildings within the warehouse and distribution areas and may contain some office space.

#### **WAREHOUSE AND DISTRIBUTION**

Most of the warehouse and distribution uses are located on the east side of Town and bounded by I-70, Quaker Boulevard, and Main Street. These uses include light assembly, warehousing, and distribution uses. Generally, buildings have large footprints and may be subdivided for multiple tenants. Buildings generally are set back far from the street, contain large surface parking lots, and landscaping or other environmental features to mitigate negative impacts to adjacent uses.

#### **PUBLIC/SEMI-PUBLIC**

Schools, educational facilities, town facilities, and churches.

#### **PARKS AND OPEN SPACE**

Land used for public or privately owned parks and recreational activities, or land that is preserved in a natural state.

#### **UTILITY**

Uses that accommodate infrastructure such as a wastewater treatment site, water towers, power generation and substations, and electrical support towers.



# Conceptual Framework

The conceptual framework map depicts concepts and general locations where future development is encouraged. This diagram portrays a high-level view of anticipated development concepts detailed in the Plan. The boundaries of these concept areas are intended to be general.



## **GATEWAY ENHANCEMENT**

Improve the appearance and experience of existing gateways so users know they are entering Plainfield. Enhancements may include infrastructure and intersection projects, signage or markers, public art, or other features.



## **FOCUSED REDEVELOPMENT**

Guide revitalization efforts to areas that may be experiencing or susceptible to decline. Support investments in underutilized sites.



## **RESIDENTIAL EXPANSION**

Increase the amount and options for homes with a focus on mixed housing types and walkable neighborhoods.



## **NEIGHBORHOOD SUPPORT**

Expand retail, dining, and other commercial uses. Redevelop vacant sites.



## **FUTURE TRANSPORTATION CORRIDORS**

Expand a network of roadways that will show significant improvements in connectivity.



## **EMPLOYMENT GENERATION**

Develop or redevelop sites to maximize economic opportunity, focusing on advanced logistics, high technology, and office uses.



## **INNOVATION CAMPUS SUPPORT**

Expand employment-generating uses with a focus on developing cohesive campuses that provide high amenity value and strong sense of place.



## **PARKS AND OPEN SPACE**

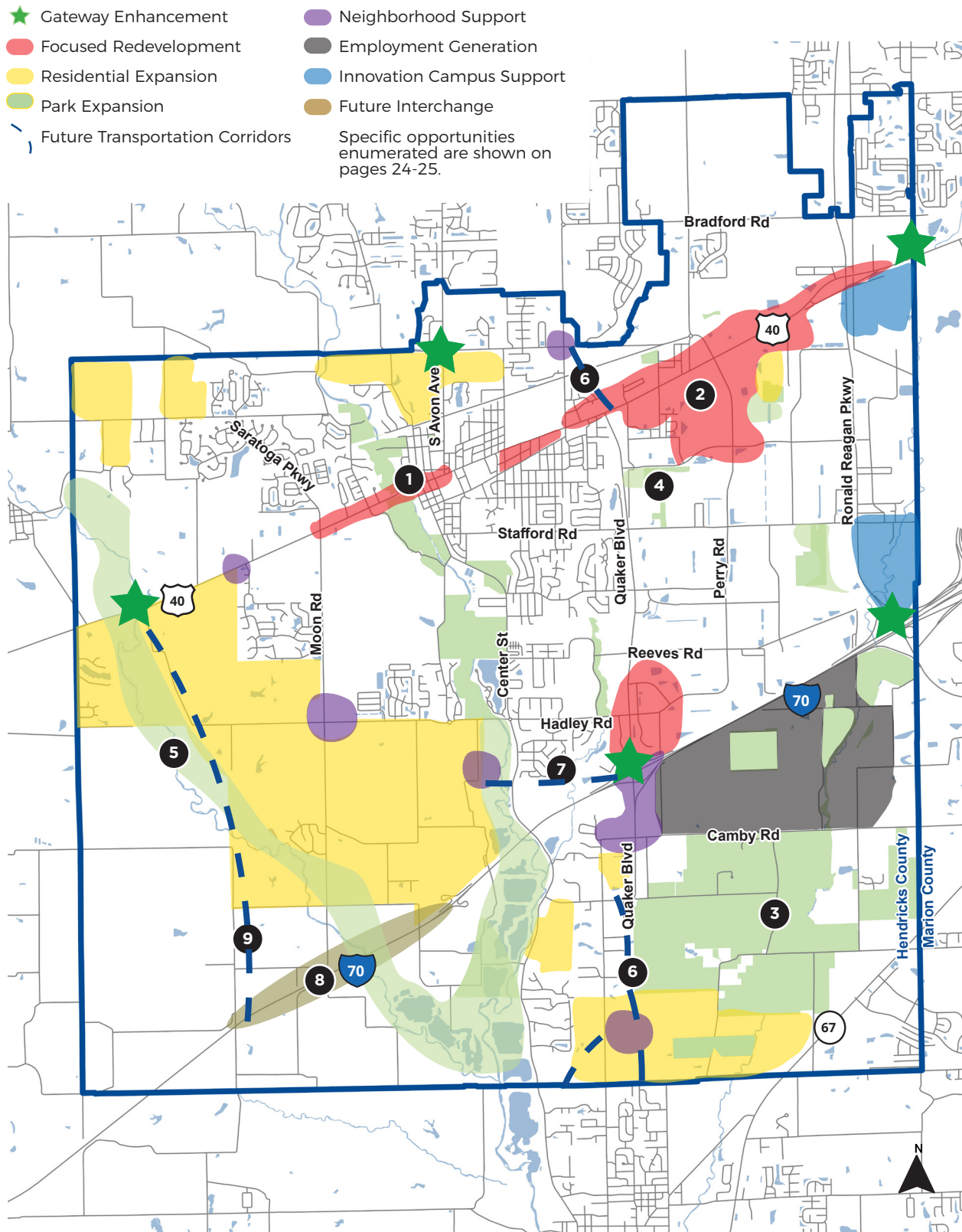
Preserve and Improve parks and recreational open space or undeveloped natural areas. These areas should include access to recreational facilities that serve the needs of the community and be well connected to neighborhoods.



## **FUTURE INTERCHANGE**

Identify new interchange location. A new interchange will have a significant impact upon the surrounding future character and land use.

## CONCEPTUAL FRAMEWORK



## Specific Opportunities

Numbered locations on the Conceptual Framework Map identify opportunities in specific areas. These locations represent key opportunities identified through the comprehensive plan process and other adopted plans.

1

### **DOWNTOWN REDEVELOPMENT**

Updating the Plainfield Downtown Redevelopment Plan is essential to ensuring the area remains vibrant, functional, and aligned with the community's evolving needs. Continued improvements will enhance economic growth, attract new businesses and residents, and create a more walkable, inviting downtown.

2

### **PERRY CROSSING INFILL AND EXPANSION**

The area surrounding the Shops at Perry Crossing presents significant redevelopment opportunities, particularly in underutilized parking lots. These spaces could be transformed into more productive uses such as mixed-use developments, featuring residential, office, or entertainment options that enhance walkability and economic vitality. Strategic infill development can create a more dynamic, pedestrian-friendly environment, attracting businesses and residents while maximizing land efficiency and tax revenue for the Town of Plainfield.

3

### **ECHO HOLLOW NATURE PARK**

Continue to implement the Echo Hollow Master Plan and develop the park into a premier outdoor destination with amenities rivaling those of Indiana's state parks, including extensive nature trails, a nature center, an RV park, and an array of recreational features.

4

### **STOUT HERITAGE PARK**

The Stout Family Property at the southeast corner of Stout Heritage Parkway and Clarks Creek Road provides an opportunity to expand park amenities and recreational opportunities east of Quaker Boulevard.

5

### **WEST FORK WHITE LICK CREEK LINEAR PARK**

A linear park corridor along the West Fork White Lick Creek corridor would be a strategic and beneficial use of the land, primarily because most of it is within a floodplain, making it unsuitable for traditional development. By designating this space as a park, the town can create a natural buffer that mitigates flood risk, improves stormwater management, and preserves green space while expanding recreational opportunities.

**6****QUAKER BOULEVARD EXTENSION**

The 4-lane roadway section of Quaker Boulevard that currently reaches its north terminus at US-40 should be extended to tie-in to Dan Jones and Township Line Road. This extension will provide a preferred alternate for north-south travel in that area to avoid using the east-west portion of US-40 between Quaker Boulevard and Dan Jones. Additionally Quaker Boulevard should be extended to the south to E. Hendricks County Rd. This extension will provide greater connectivity with Mooresville and Camby when paired with other network improvements recommended in the Thoroughfare Plan.

**7****HACKAMORE ROAD EXTENSION**

In 2024 the Town amended the Thoroughfare Plan to incorporate a network of roads that would capitalize on the proposed underpass of Quaker Boulevard near the I-70 interchange, including a new alignment that would connect west to Center Street and cross White Lick Creek, providing a new east-west alternative to Hadley Road.

**8****FUTURE INTERCHANGE**

Plainfield's 2004 and 2016 Comprehensive Plans both identified a new future interchange with I-70. The 2019 Thoroughfare Plan stated that additional study will be required to identify the best location for an interchange and corridor alignment with which to connect the interchange to U.S. 40. Selecting a new interchange location will have a significant impact upon the surrounding future character and land use.

**9****FUTURE NORTH/SOUTH  
TRANSPORTATION CORRIDOR**

The 2019 Thoroughfare Plan identified the need for a new north/south connection between U.S. 40 and I-70 on the west side of Plainfield. The new connection and future interchange together will have significant impact on future regional traffic and will likely help manage traffic congestion on U.S. 40 in the future.

# Future Character and Land Use

The Future Character and Land Use Map expresses in more specific terms the intent for how Plainfield should use its land resources in the future over a ten-year time horizon.

## About the Future Character and Land Use Map

The map is intended to provide guidance for future growth and change. It is not a zoning map, but it can inform future zoning changes and other regulations. Zoning is a legal tool that regulates land use, including types of structures that may be built, how they are to be built, where they are to be built, and how they may be used.

The Future Character and Land Use Map will be implemented over time through many distinct public and private decisions. For example, property owners seeking to redevelop or change the use of their property often have to seek rezoning. Rezoning decisions will be evaluated with respect to how they conform to the Plan. Effectively implementing this land use vision will require updating the zoning code and its zoning map to reflect the desired outcomes. The table below distinguishes between the role of the Future Character and Land Use Map and the zoning code.

## FUTURE CHARACTER TYPES

	Suburban Residential
	Suburban Mixed Residential
	Traditional Neighborhood
	Town Center
	Corridor Commercial
	Community Mixed Node
	Hospitality
	Tech Flex
	Business/Advanced Logistics
	Traditional Rural
	Open Space
	Civic & Utilities

### FUTURE CHARACTER AND LAND USE MAP

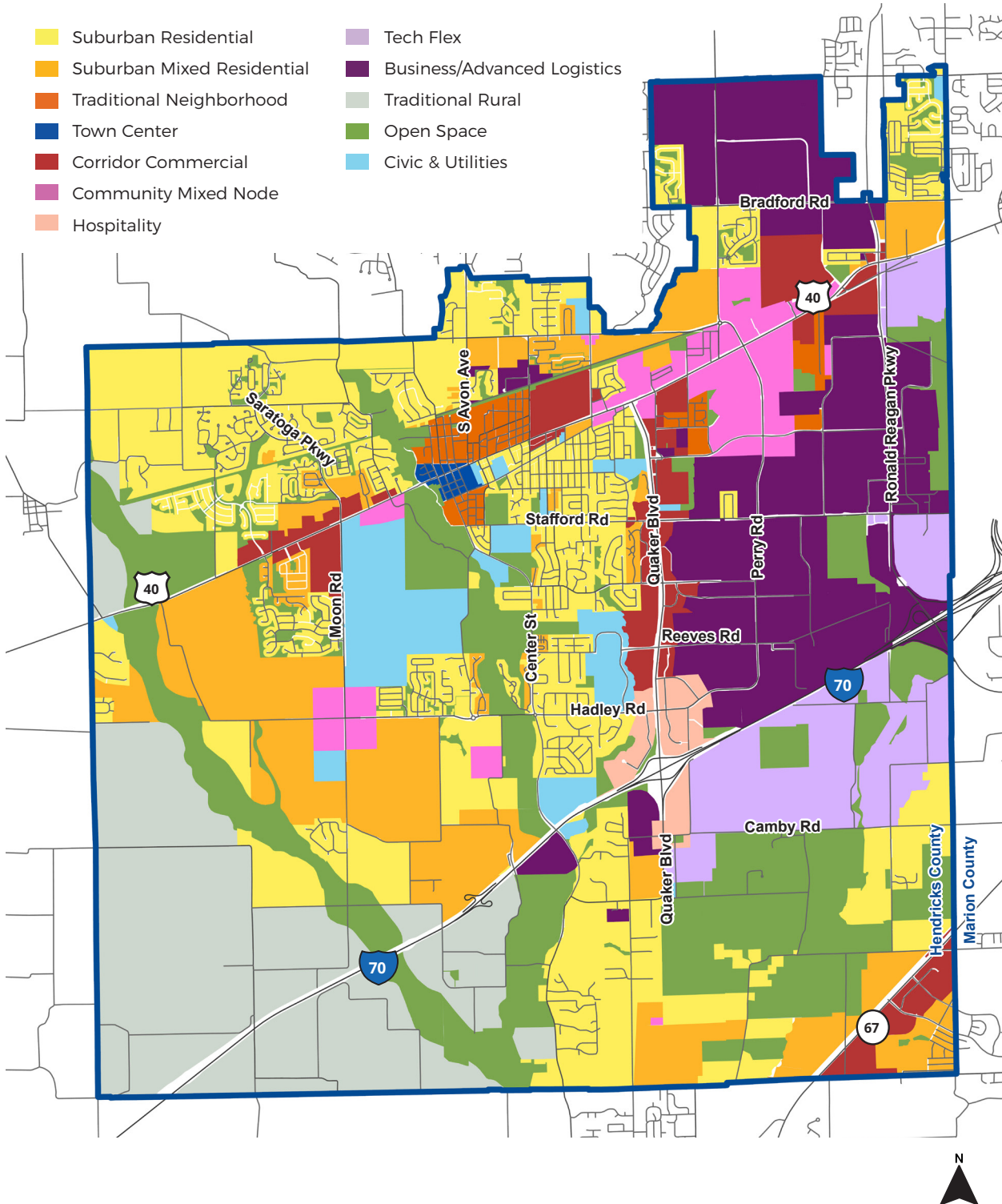
- » Describes intended future land use and development characteristics
- » Defines land uses and development characteristics generally (a policy guide)
- » Future Land Use and Character Map is not parcel specific
- » Not legally binding, but zoning changes should be “in accordance with” the plan

### ZONING CODE

- » Defines land uses and development characteristics allowed on a piece of land today
- » More specific and detailed than the plan
- » Zoning map is parcel specific
- » Zoning codes are local laws that regulate how land is used and developed. Departure from the zoning code requires either a rezoning (legislative process) or a variance (a quasi-judicial process)



## FUTURE CHARACTER AND LAND USE MAP



## How the Future Character and Land Use Map is Used

The Future Character and Land Use Map is a tool for the Town to guide decisions about future land use and development over time. Several big ideas guided the creation of the character types in the following pages, including:

- » Encouraging more mixed-use areas;
- » Buffering or improving transitions between incompatible types of uses;
- » Elevating the design standard in existing commercial and mixed-use areas as redevelopment and infill is advanced;
- » Creating a more campus-like environment in Tech Flex and Advanced Logistics with amenities and attention to the public realm;
- » Improving mobility and connection between neighborhoods;
- » Supporting a variety of housing styles and types; and
- » Enhancing quality of place.

### **BENEFITS OF A CHARACTER-BASED APPROACH**

This plan takes a character-based approach to shaping the future development of Plainfield. While the Future Character and Land Use Map includes both primary and secondary land uses in each character type, it also shows the built form that is desired in each area.

There are a number of advantages to this enhanced approach, including the following:

- » It describes an overall intent for each character type, which helps staff, elected officials, developers/builders, and the public understand whether a particular development fits the spirit of the character type;
- » It sets clearer expectations about the physical characteristics of development in an easy-to-understand format which conveys standards that can be used to assess how well a development aligns with community character;
- » It indicates the key infrastructure (such as sidewalks, streetlights, signage and landscaping) that would be beneficial or expected in a particular area; and
- » It establishes a foundation for zoning code updates and other regulations, especially form-based standards.

## Suburban Residential

Suburban Residential areas are primarily single-family residential subdivisions with medium sized lots. Street patterns are curvilinear with long blocks and connectivity between neighborhoods and other non-residential areas.

### INTENT

- » Provide single-family housing options that accommodate a range of family size and preferences.
- » Encourage integrated neighborhoods through shared open space amenities and vehicular/pedestrian connectivity.
- » Improve streetscape features such as consistent sidewalks, lighting, and street trees.
- » The housing type is predominantly single-family.

### LAND USE MIX

#### Primary Uses

Single-family, detached

#### Secondary Uses

Single-family attached

Office

Commercial

### FORM ATTRIBUTES

#### BUILDING FORM

##### Height

1-2 Stories

##### Setback

30 feet

### TRANSPORTATION DESIGN FOCUS

#### Primary Mode(s)

Automobile

#### Secondary Mode(s)

Walk/Bike

#### Parking

On-street and private off-street; individual drives from street/alley.

#### Streets

Culs-de-sac should be limited while dead-end streets are restricted unless for future planned street connections.

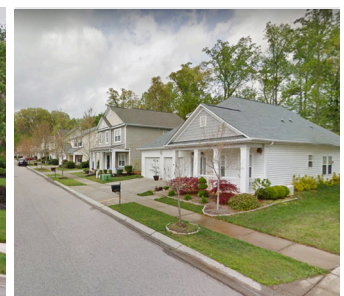
### OPEN SPACE

Public neighborhood parks should be located in prominent locations. Schools could also supplement public parks. Some residential areas could include shared access to private open space.

### EXAMPLE PATTERN



### EXAMPLE CHARACTER





## Suburban Mixed Residential

Suburban Mixed Residential areas are primarily single-family residential with a higher percentage of attached homes and some multi-family units, with connectivity between neighborhoods and other non-residential areas.

### INTENT

- » Allow residential infill that complements the existing character (building scale, placement, design, etc.).
- » Encourage integrated neighborhoods through shared open space amenities and vehicular/pedestrian connectivity.
- » Integrate a housing mix of single-family detached, some single-family attached, and a range of types of multi-family.

### LAND USE MIX

#### Primary Uses

Single-family, detached  
Single-family, attached  
Multi-family, multiple formats

#### Secondary Uses

Office  
Commercial  
Specialty housing (age-targeted, etc.)

### FORM ATTRIBUTES

#### BUILDING FORM

##### Height

1-3 Stories

##### Setback

20-30 feet

#### TRANSPORTATION DESIGN FOCUS

##### Primary Mode(s)

Automobile

##### Secondary Mode(s)

Walk/Bike

##### Parking

On-street and private off street; individual drives from street/alley and shared drives for multifamily.

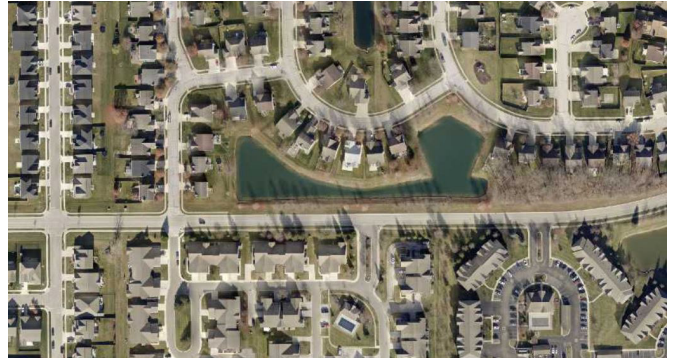
##### Streets

Culs-de-sac should be limited while dead-end streets are restricted unless for future planned street connections.

#### OPEN SPACE

Public neighborhood parks should be located in prominent locations. Schools could also supplement public parks. Some residential areas could include shared access to private open space.

### EXAMPLE PATTERN



### EXAMPLE CHARACTER



# Traditional Neighborhood

Traditional Neighborhoods are primarily residential areas with a mix of single-family homes and attached residential housing on small and medium size lots. These neighborhoods may include small-scale retail or office uses and should be within walking distance to parks and community facilities. Streets have a pattern of grid-like, walkable blocks. Buildings have small to medium setbacks.

## INTENT

- » Provide single-family housing options that accommodate a range of family sizes and preferences.
- » Encourage integrated neighborhoods through shared open space and vehicular and pedestrian connectivity.
- » To support residents, neighborhood scale commercial uses located in convenient and accessible areas are encouraged.
- » Integrate a housing mix of single-family detached and single-family attached.
- » Preserve historic buildings when possible.

## LAND USE MIX

### Primary Uses

Single-family, detached  
Single-family, attached

### Secondary Uses

Office  
Commercial  
Civic/Institutional

## FORM ATTRIBUTES

### BUILDING FORM

#### Height

1-3 Stories

#### Setback

0-20 feet, generally  
consistent within a block

## TRANSPORTATION DESIGN FOCUS

### Primary Mode(s)

Walk/Bike

### Secondary Mode(s)

Automobile

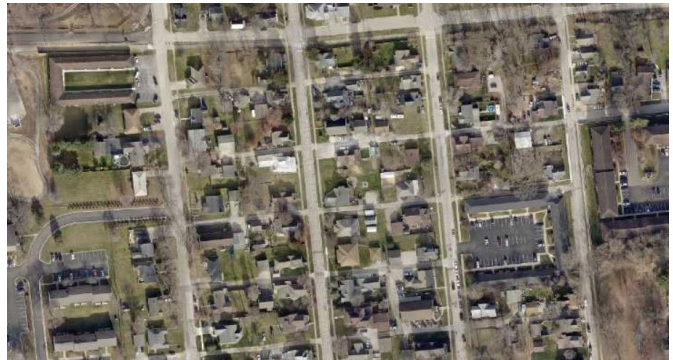
### Parking

On-street and private off-street; typically located to the side or rear of buildings and could be shared.

### Streets

Blocks are small and walkable with many street connections; alleys are common.

## EXAMPLE PATTERN



## EXAMPLE CHARACTER



## OPEN SPACE

Compared to suburban neighborhoods, there is more public open space in the form of neighborhood and community parks, pocket parks, and preserved passive open space. Private yards tend to be small and secondary to other open space. Neighborhood schools could serve as open space.



## Town Center

Town Centers are large and more compact walkable mixed-use areas with employment, commercial, residential, civic, and supporting uses integrated horizontally and vertically with connectivity to surrounding neighborhoods.

### INTENT

- » Provide a wide variety of goods and services contributing to vibrant streets and public spaces.
- » Improve connections and transitions to surrounding neighborhoods.
- » Employ standards for quality architectural design and retaining historic buildings.
- » Reduce and consolidate surface parking while encouraging shared parking.
- » Integrate a housing mix of multi-family, single-family attached, and residential apartments above ground floor retail.
- » Provide small-scale public gathering places.

### LAND USE MIX

#### Primary Uses

Commercial  
Office

#### Secondary Uses

Multi-family  
Single-family, attached and detached  
Civic/Institutional

### FORM ATTRIBUTES

#### BUILDING FORM

##### Height

2-3 Stories

4-6 Stories (where appropriate)

##### Setback

0-20 feet

### TRANSPORTATION DESIGN FOCUS

#### Primary Mode(s)

Walk/Bike

#### Secondary Mode(s)

Automobile

#### Parking

On-street, shared structures, or shared surface lots located to the side or rear of buildings.

#### Streets

Streets should promote a walkable setting with short block lengths, wide sidewalks, and street trees.

### OPEN SPACE

Community and neighborhood parks, pocket parks, plazas, trails, green infrastructure, and public realm (spaces between buildings and the street) act as open space.

### EXAMPLE PATTERN



### EXAMPLE CHARACTER



# Corridor Commercial

Corridor Commercial areas feature commercial development adjacent to arterial roads and highways that serve the region or multiple neighborhoods. Existing development is characterized by buildings set back far from the street behind large surface parking areas. Over time, new development and redevelopment in these areas is encouraged to raise design quality and improve mobility and accessibility for all users of the corridor. This could be partially achieved by placing buildings by the street and decreasing the setback.

## INTENT

- » Accommodate a wide range of commercial uses to serve a regional market.
- » Concentrate future commercial development at major intersections.
- » Improve/provide public realm features such as signs, sidewalks, lighting, landscaping, and street trees.

## LAND USE MIX

### Primary Uses

Commercial  
Office

### Secondary Uses

Residential  
Civic/Institutional

## FORM ATTRIBUTES

### BUILDING FORM

#### Height

1-5 Stories

#### Setback

Varies, with a focus on reducing setbacks

## TRANSPORTATION DESIGN FOCUS

### Primary Mode(s)

Automobile

### Secondary Mode(s)

Walk/Bike

### Parking

Surface lots, focus on converting existing parking into shared parking through Market Based Parking.

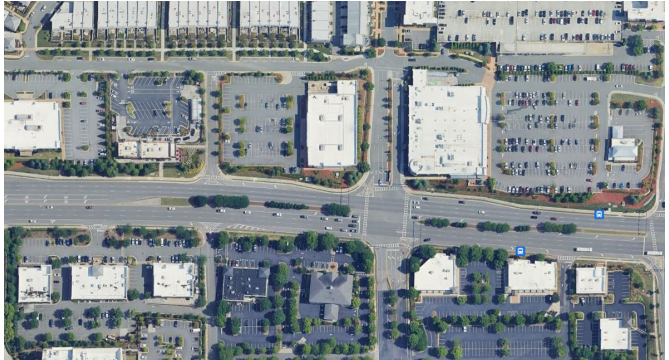
### Streets

Blocks have fewer connections to arterial and collector roads, lots are interconnected to allow for convenient parcel cross access.

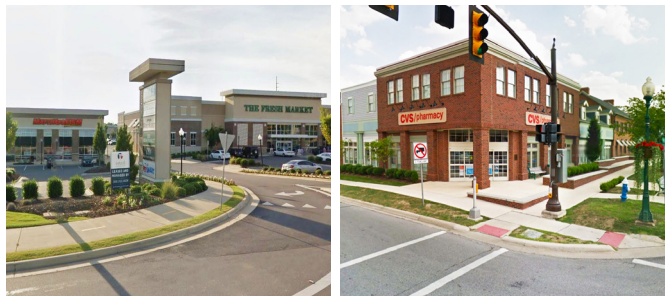
## OPEN SPACE

Passive preserved land and landscaped setback areas; generally private.

## EXAMPLE PATTERN



## EXAMPLE CHARACTER





## Community Mixed Node

Community Mixed Nodes are moderate-scale walkable mixed-use areas along major corridors. These areas may incorporate office, retail, civic, residential, and community gathering spaces both vertically and horizontally and should provide connectivity to nearby neighborhoods.

### INTENT

- » Provide a vibrant mix of uses that supports a range of activities and amenities.
- » Encourage streetscape continuity with respect to scale and character.
- » Reduce and consolidate surface parking while encouraging shared parking.
- » Integrate a housing mix of multi-family, single-family attached, and residential apartments above ground floor retail.

### LAND USE MIX

#### Primary Uses

Commercial  
Office  
Business incubator  
Mixed-uses

#### Secondary Uses

Multi-family  
Vertical mixed use in certain sub-areas as indicated  
Single-family, attached  
Civic/Institutional

### FORM ATTRIBUTES

#### BUILDING FORM

##### Height

Varies by sub-area

##### Setback

Varies by sub-area

### TRANSPORTATION DESIGN FOCUS

#### Primary Mode(s)

Automobile

#### Secondary Mode(s)

Walk/Bike

#### Parking

On street, shared structures, or shared surface lots located to the side and rear of buildings.

#### Streets

Streets should promote a walkable setting with short block lengths, wide sidewalks, and street trees.

### OPEN SPACE

Community and neighborhood parks, pocket parks, plazas, trails, green infrastructure, and public realm (spaces between buildings and the street) act as open space.

### APPLICABLE SUB-TYPES

This character type includes four distinct sub-types: Perry Main Mixed Node, Midtown Mixed Node, Vestal Park Mixed Node, and New Commercial Mixed Node. The form and character of the four sub-types are presented below and on the following page.

### Perry Main Mixed Node

Perry Main Mixed Node includes the existing Shops at Perry Crossing, Hobbs Station, and surrounding area centered at East Main Street and Perry Road. This includes both developed and currently undeveloped areas. There is significant opportunity for vertical mixed use (ground floor commercial with residential above) in the undeveloped areas. Roadway and sidewalk connections, street framing / sightlines, and other features should be incorporated as new areas are developed to help with a sense of coherence for the entire area. Parking should be generally located to the rear of buildings with some opportunity for on street parking in certain areas. Sidewalk connectivity should be prioritized. When possible landscaping and smaller pocket park areas should be integrated.

#### BUILDING FORM

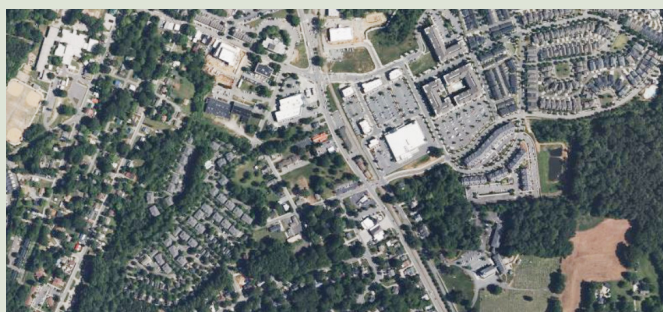
##### Height

Up to 6 stories

##### Setback

0-30 feet depending on street classification

### EXAMPLE PATTERN AND CHARACTER



## SUB-TYPES (CONTINUED)

### Midtown Mixed Use Node

Midtown Mixed Node includes the area along Main Street between Dan Jones Road and Clarks Creek Road. The area should include a mix of commercial and residential uses. Commercial may include single-site restaurants and community-serving retail as well as some office uses. Commercial uses transition to residential moving away from Main Street toward the residential neighborhood to the South. Residential may include smaller-scale semi-detached housing (e.g. townhomes).

#### BUILDING FORM

##### Height

1-4 stories

##### Setback

0-20 feet

### EXAMPLE CHARACTER



### Vestal Park Mixed Node

Vestal Park Mixed Node includes the area south of West Main Street near Vestal Road. This area should include largely commercial uses that may be mixed horizontally with some multifamily housing (e.g. townhomes, apartments, and single-site multifamily buildings). This area provides an attractive gateway and transition to downtown and high quality building design and materials should therefore be prioritized.

#### BUILDING FORM

##### Height

1-3 stories

##### Setback

0-20 feet

### EXAMPLE CHARACTER



### New Commercial Mixed Node

New Commercial Mixed Nodes include the Community Mixed Node areas within anticipated new residential to the southwest and south of the Town and at the intersection of Dan Jones and Township Line Roads. These areas should provide community-serving retail in a walkable environment, including goods and services to accommodate residents in this area (e.g. dry cleaners, dentists, veterinarians), as well as restaurants. Higher densities at the center of the area of 3-4 stories should step down to 1-2 stories closer to the residential area. Some higher density residential uses may be allowed in the center, stepping down to duplexes nearing the Suburban Residential area.

#### BUILDING FORM

##### Height

1-4 stories

##### Setback

0-20 feet

### EXAMPLE CHARACTER





# Hospitality

Hospitality areas are for lodging and transient-based business. With wide walks, calmed traffic, local trolley-style transit, and connections to Plainfield's miles of trails, it is a place where someone can park once and still get around with a minimum of personal driving. Buildings are near the street and frame the public realm.

## INTENT

- » Support hospitality-oriented businesses to serve both visitors and residents.
- » Encourage connectivity between hospitality areas and open spaces.
- » Maintain and expand public realm features including street trees, lighting, and sidewalks.
- » Provide housing above ground-floor retail, in selected locations.
- » Frame view corridors to create a sense of connectivity and create welcoming environment.

## LAND USE MIX

### Primary Uses

Lodging  
Restaurants  
Convenience commercial  
Conference and Event Space

### Secondary Uses

Office  
Non-convenience commercial  
Vertical mixed-use

## FORM ATTRIBUTES

### BUILDING FORM

#### Height

1-5 Stories

#### Setback

Varies

## TRANSPORTATION DESIGN FOCUS

### Primary Mode(s)

Automobile

### Secondary Mode(s)

Walk/Bike  
Transit

### Parking

Surface lots

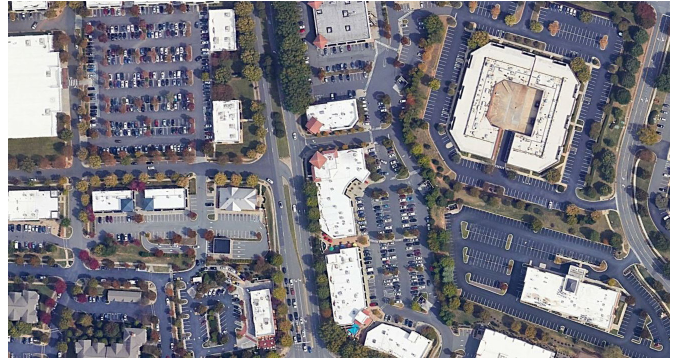
### Streets

Streets have shorter block lengths with shared and connecting driveways. Site design should encourage pedestrian and cyclist access.

## OPEN SPACE

Trail connections, passive preserved land, and landscaped setback areas: generally private.

## EXAMPLE PATTERN



## EXAMPLE CHARACTER



## Tech Flex

Tech Flex areas are employment centers with a mix of high technology, office, commercial, and institutional uses emphasizing biotechnology, life science, research, and high technology. These areas may be arranged in a walkable setting with connecting open space. Limited supportive housing and commercial will be within the area, but these will not form regional commercial nodes.

### INTENT

- » Provide flexible space to support a variety of low-impact but high-value activities.
- » Encourage physical connections to adjacent areas.
- » Encourage the use of higher quality building materials and landscaping for highly visible sites.

### LAND USE MIX

#### Primary Uses

High technology assembly, manufacturing, distribution, and research  
Office

#### Secondary Uses

Commercial  
Civic/Institutional  
Housing  
Convenience commercial  
Transit

### FORM ATTRIBUTES

#### BUILDING FORM

##### Height

1-4 Stories

##### Setback

Varies

### TRANSPORTATION DESIGN FOCUS

#### Primary Mode(s)

Automobile  
Transit

#### Secondary Mode(s)

Walk/Bike

#### Parking

Surface lots

#### Streets

Primarily automobile-oriented development and may include accommodation for large trucks. Site design and block length should encourage pedestrian and cyclist access.

### OPEN SPACE

Trail connections, passive preserved land, and landscaped setback areas; generally private.

### EXAMPLE PATTERN



### EXAMPLE CHARACTER





# Business / Advanced Logistics

Business / Advanced Logistics are areas with operations including light manufacturing, assembly, and distribution. They are characterized by large, single-story buildings set back a considerable distance from the street. These areas typically have access to highway corridors for business operations and require large parcel sizes to conduct operations.

## INTENT

- » Encourage logistics and employment uses that provide job opportunities and support the Town’s tax base.
- » Support logistics and employment activities away from neighborhoods and other commercial or mixed-use areas.
- » Utilize natural or man made buffers to separate industry from other uses.

## LAND USE MIX

<i>Primary Uses</i>	<i>Secondary Uses</i>
Light Manufacturing	Commercial
Assembly	Office
High Technology	

## FORM ATTRIBUTES

### BUILDING FORM

<i>Height</i>	<i>Setback</i>
1-4 Stories	Varies

### TRANSPORTATION DESIGN FOCUS

<i>Primary Mode(s)</i>	<i>Secondary Mode(s)</i>
Automobile	Transit
<i>Parking</i>	<i>Streets</i>
Surface lots	Primarily automobile-oriented development, include accommodation for large trucks. Site design and block length should accommodate biking and other transportation alternatives.

### OPEN SPACE

Trail connections, passive preserved land, and landscaped setback areas; generally private.

## APPLICABLE SUB-TYPES

This character type includes two distinct sub-types: Business / Advanced Logistics Campus and Small-scale Light Industrial. The form and character of the two sub-types are presented on the following page.

## SUB-TYPE DESCRIPTIONS

### Business / Advanced Logistics Campus

Business / Advanced Logistics Campus includes larger areas with a mix of buildings that support large or intense employment-generating uses. Individual buildings are connected by a roadway system that can accommodate trucks and cars with some opportunity for pedestrian circulation, landscaping, and other features to help create a comfortable environment in spite of the larger scale of the buildings. Landscaping features can also help soften the environment and improve the experience for workers and others who spend time in the area. This type is expected primarily in the large, contiguous Business / Advanced Logistics area indicated on the Future Character and Land Use map in the northeastern part of the Town, north of I-70 and west of the airport.

### EXAMPLE PATTERN AND CHARACTER



### Small-scale Business

Small-scale Light Business includes existing, smaller footprint buildings that support less intense employment generating uses. These buildings exist as stand-alone buildings or small clusters rather than as part of a larger, integrated campus. Over time, improvements may be made to building envelopes as well as the public space (roadways, pedestrian ways, street furniture, lighting, etc.) to enhance both functionality and the public experience. This type is expected primarily outside of the large, contiguous Business / Advanced Logistics area indicated on the Future Character and Land Use map in the northeastern part of the Town. As new light industrial uses are expected to be focused in the existing Business / Advanced Logistics and Tech Flex areas, it's not anticipated that significant additional Small-scale Light Industrial will be added in other areas in the Town during the time frame for this comprehensive plan.

### EXAMPLE CHARACTER



## Traditional Rural

Traditional Rural areas are primarily of agricultural use and include single-family residential within a rural setting. These areas may include some limited commercial that supports agricultural and civic uses.

### INTENT

- » Preserve existing agricultural land and limit development.
- » Support transition (gradation) in scale between denser character areas and Traditional Rural to preserve the rural character.
- » The housing type is primarily single-family homes on large lots.

### LAND USE MIX

#### Primary Uses

Agriculture  
Single-family, detached

#### Secondary Uses

Commercial-retail, small scale

### FORM ATTRIBUTES

#### BUILDING FORM

##### Height

1-2 Stories

##### Setback

Varies

### TRANSPORTATION DESIGN FOCUS

#### Primary Mode(s)

Automobile

#### Secondary Mode(s)

N/A

#### Parking

Private surface lots and private off-street; individual drives

#### Streets

Primarily automobile access.

### OPEN SPACE

Mostly private. Agriculture and undeveloped private land serves as open space. May have trail access.

### EXAMPLE PATTERN



### EXAMPLE CHARACTER





## Open Space

Open space areas are intended for recreation or land that is permanently protected as a natural area. These areas include existing public parks for active and passive recreation as well as private recreational uses.



## Civic and Utilities

Areas of existing or future schools, government sites, and large semi-public facilities as well as significant areas dedicated to public utilities such as power, water, and wastewater. These areas often have a development pattern that is unique to each area and may differ significantly from their surroundings.







# 3. ATTRACTIVE AND DISTINCTIVE PLACES

As Plainfield has continued to grow, the Town has taken a proactive approach to maintaining and enhancing public amenities and the look and feel of both its residential neighborhoods and commercial areas. Other amenities, including the Town's high quality trail system that connects the central portion of Town to places where people live and spend time have further enhanced quality of place in the community. Plainfield has also set a high standard for recent infill and redevelopment development downtown, and other existing commercial and residential areas. At the same time, new mixed-use and housing developments have generally met a high bar in quality of design and materials. Plainfield has an opportunity to further elevate this quality through infill redevelopment and new development throughout the Town.

## Goal

Create attractive and distinctive places.

## Objectives

1. Promote efficient use of land and a mix of compatible land uses.
2. Develop and connect community members to available resources and funding that help property owners improve building and property conditions and aesthetics.
3. Improve standards and regulations to ensure development is high quality in design and compatible with surrounding areas.
4. Promote building and development practices throughout the community that minimize impacts on the environment.
5. Plan for public utility and infrastructure upgrades or expansion to support development or redevelopment that is fiscally responsible.



# Existing Conditions

## Design Quality and Community Character

Maintaining quality of design in Plainfield has required deliberate action to consciously shape development as it is proposed and to regularly review and update the regulations needed to guide positive change over time. While the Town has been very successful in this regard in many ways, it has opportunities in selected locations to continue to make improvements, both through public investment and by providing direction as private development advances. Following is a description of the existing design quality and community character that can be found within certain areas in the Town.



### Downtown

Redevelopment in downtown has improved the condition of many buildings and mostly retained the historic integrity of older buildings and the pattern of development for a consistent street wall and scale. New and infill development has sometimes been of a larger scale, but has included context-sensitive building design, quality materials, and deliberate orientation to existing streets. Opportunities exist for additional facade improvement of existing buildings and compatible infill on vacant or underutilized lots.



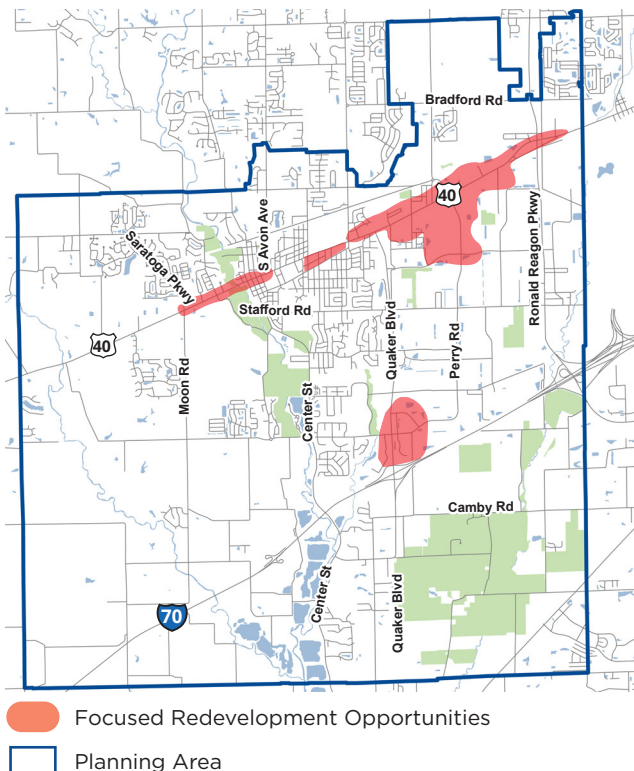
### New Residential

Residential development constructed since the adoption of the last comprehensive plan has included a mix of housing types and configurations that generally include quality materials, landscaping, and amenities. This has included both multifamily development closer to downtown and single-family residential development in other areas. However, there is an opportunity to better connect neighborhoods. Similarly, some new residential areas lack variation in scale and housing type within the development. This uniformity can make for less visual interest or sense of distinctiveness between different areas.



## Other Commercial Areas

The Shops at Perry Crossing have set a high standard for design of buildings and public areas with ample pedestrian gathering places, wide sidewalks, and consistent lighting and street furniture. However, the edge conditions of the area provide opportunity for improved connectivity and, as commercial development expands, further enhancements. Other commercial areas along Main Street/US 40 are auto-oriented and lack quality, pedestrian amenities and diversity in built form (variety in building types, sizes, setbacks), making these areas less distinctive and appealing.



## FOCUSED REDEVELOPMENT OF COMMERCIAL AREAS

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





## Advanced Logistics

Plainfield's existing advanced logistics (warehouse and distribution) area includes many well-maintained buildings that are connected through functional roadways that support their use. While the first priority for the Town must be to support the day-to-day needs of logistics users' operations, as market demands change the logistics area must expand to include more flexible buildings. This also presents an opportunity to enhance design quality, integrate more variety in building types, and create a more cohesive campus-like feel.

## Public Realm

Throughout Plainfield in already built-out residential and commercial districts, incremental improvements to public areas, including sidewalks, plazas, parks, and trails have helped Plainfield to sustain high quality design and to knit together neighborhoods in ways that allow them to remain distinct but create a sense of connectivity. However, in some locations, especially at the edges of some areas, there is opportunity for improvements in connectivity and to create gateways, landscaping, or other improvements in transitional areas.

### RECENT ZONING CHANGES TO ENHANCE QUALITY OF PLACE

Plainfield has already pursued zoning changes that have helped to promote high quality design and sense of place, including the following.

- » Decreased the minimum lot area or increased dwelling units per acre for sites throughout the Town;
- » Permitted mixed commercial and residential use by right (no zoning relief needed) in 60% of the Town's commercial districts;
- » Strengthened requirements for screening and buffering logistics and commercial areas to minimize impacts to adjacent incompatible land uses.
- » Improved design standards for multifamily residential and non-residential projects.

These changes provide a foundation for some of the other recommended zoning changes in this document.



# Actions

## Objective 1. Promote efficient use of land and a mix of compatible land uses.

**A.1.1 Pursue infill development in selected locations as identified in the Conceptual Framework Map in this plan.** Plainfield's population is increasing. By allowing for higher density infill and redevelopment in selected locations, including the Focused Redevelopment Areas as shown on the Conceptual Framework Map on page 23 of this plan, Plainfield will not be as burdened with the cost of new roadways, water, and sewer. Selected areas of higher density, especially if they include a mix of uses, can also help to create more vibrant, active places with a mix of amenities to benefit surrounding residential neighborhoods. It can also support economic development objectives. The Town is exploring amending the Zoning Ordinance to decrease minimum lot area or increase dwelling units per acre for sites throughout the Town. This and similar policies can help the Town to manage growth and change without increasing costs.

**A.1.2 Implement policies that encourage a mix of uses in selected locations.** Plainfield already encourages a mix of uses in many locations through its zoning code. For example, mixed commercial and residential use is permitted by right (no zoning relief needed) in 60% of the Town's commercial districts. These policies should be continued, and new opportunities to encourage a mix of uses should be pursued. In areas identified for Tech Flex in this comprehensive plan, commercial uses should be allowed through the zoning code and other regulations to serve the area with amenities and services. All three residential character types (Traditional Neighborhood, Suburban Mixed Residential, and Suburban Residential) should also accommodate limited office and commercial uses in selected locations. This will help to create more complete neighborhoods that provide some opportunities for employment

### INFILL

Development within an existing developed area on vacant lots that is generally consistent in form and scale with its surroundings. This may include infill of brownfields (sites that are suspected of contamination due to past use such as for industrial activities).

### REDEVELOPMENT

Development where the existing pattern is modified on lots that already contain some buildings through:

- » lot consolidations or subdivisions;
- » new buildings; or
- » a single, significant change in buildings or use on a site.

and locally serving retail for residents. Finally, the Town should encourage mixed-use development (commercial on the ground floor and residential above) in underutilized parking lots.

- A.1.3 Investigate the implementation of a fiscal model that can be used to evaluate impact of development proposals.** Not all development projects bring net fiscal benefits to the Town over the long term. Especially for large-scale development proposals that require changes to zoning, public infrastructure investment, or other financial incentives from the Town, an assessment of the net fiscal impact can be helpful in evaluating the proposal. While not the only factor that should be considered in determining the viability and acceptability of a proposal, a return on investment (ROI) analysis would determine the net fiscal benefits to the Town relative to costs for providing and maintaining public improvements to support a development. Creation of a model that could be used for this purpose would allow the Town to make such assessments.

## **Objective 2. Develop and connect community members to available resources and funding that help property owners improve building and property conditions and aesthetics.**

- A.2.1 Promote grant programs and funding available to small businesses to incentivize façade improvements for properties throughout the Town.** Storefront and other small business grants can assist business owners in making improvements to building exteriors while elevating the aesthetics of the Town's economic corridors and commercial centers. Grants are available to small businesses in Plainfield, including the Main Street Plainfield Façade Grant program, which is financed through Economic Development Income Tax (EDIT) funds. Grant funds should target areas in need of revitalization, both Downtown and elsewhere, with a focus on meeting the character-based intention statements expressed in the Future Character and Land Use Map on page

### **ECONOMIC DEVELOPMENT INCOME TAX (EDIT)**

An income tax paid by individuals to the municipality in which they live. If an individual lives outside of municipal boundaries, then tax is paid to the county. Revenue from EDIT was originally to be used only for projects with an economic development component, but Indiana has broadened uses for revenue in recent years.

27 of this plan. This Action is closely connected to Action 3.2, “Develop incentives to improve building aesthetics within established commercial areas.”

**A.2.2 Develop incentives to improve building and site aesthetics within established commercial areas.** Places like the established commercial areas are important destinations for goods and services opportunities. They also present an opportunity to visually improve and re-invigorate their areas, creating more attractive, comfortable, and welcoming gathering places for residents and visitors alike. This can assist with marketability for businesses, help draw people to these areas, and contribute to increased property values. The Town can incentivize improvements to existing building aesthetics, such as through matching grants for façade improvements, coordinated enhancements to the public realm (lighting, sidewalks, street furniture, etc.), and technical/design assistance for renovations, including a focus on historic preservation, energy efficiency, and accessibility standards.

### **Objective 3. Improve standards and regulations to ensure development is high quality in design and sensitive to its context.**

**A.3.1 Periodically review and update design regulations for commercial development.** High quality commercial development—in terms of materials, architecture and public amenities—can help to create a strong sense of place and attract workers and customers to businesses. The Town should undertake a systematic review of design regulations on a regular basis, at least every three years, to determine if the regulations need adjustment to meet desired standards.

**A.3.2 Undertake a periodic town-wide review of submitted and approved development applications to ensure development reflects desired design, quality, and type.** While Town staff is deliberate about reflecting upon and evaluating approved development, this process should be formalized. This could include a more structured annual review by the Plan Commission and the Design Review Committee that reflects on the past three to five years of approved projects (since the passing of time may impact the assessment). This should be conducted in combination with a town-wide commitment to periodically reviewing and updating design regulations for



commercial development. In tandem, these actions can help Plainfield to continue to “raise the bar” for development quality while learning from developers about ways in which the Town can help them achieve their goals.

**A.3.3 Proactively coordinate with the State of Indiana to stay informed about potential growth or operational changes at State properties.** Changes to the operations of the correctional facilities could impact the Town if not coordinated with other activities and land uses in the area. Continued coordination may also present other opportunities, such as for redevelopment, landscaping, or other changes or improvements that would positively impact the Town.

## **Objective 4. Promote building and development practices throughout the community that minimize impacts on the environment.**

**A.4.1 Develop policies and incentives for stormwater management alternatives.** To minimize hazards from flooding during major rain events and to preserve surrounding watershed ecosystems, the Town should implement Low Impact Development (LID) strategies that incorporate nature-based design techniques to manage storm runoff as close to the source as possible and to reduce peak flows during rain events. The Town should encourage permeable surfaces in parking lots, when possible, to allow water infiltration into surrounding soils. Preserving and recreating natural landscape features within and adjacent to parking lots, utilizing bio-retention facilities, and integrating rain gardens to collect rainwater are other examples of LID strategies that could be implemented.

### **LOW IMPACT DEVELOPMENT (LID)**

LID (also sometimes referred to as Green Infrastructure) emphasizes conservation and the protection of on-site natural features while allowing development to occur. Five core principles include: conserve natural areas wherever possible, minimize the development impact on hydrology, maintain runoff rates and duration from the site, scatter integrated management practices throughout the site, implement pollution prevention, proper maintenance, and public education programs.

**A.4.2 Work with developers to ensure that new developments include techniques and practices that help preserve environmental assets.** Larger developments require choices in site design and building locations. Environmental assets such as the areas around wellheads, stream corridors, and sensitive natural and animal habitat areas, can be identified and intentionally preserved, while allowing for development in other areas. Encouraging higher density development in less sensitive areas of a site can help to conserve these assets.

**Objective 5. Plan for public utility, infrastructure, and public safety upgrades or expansion to support development or redevelopment that is fiscally responsible.**

**A.5.1 Evaluate utility and infrastructure capacity for new development or redevelopment as it is considered.**

As new development takes place, it puts stress on existing infrastructure as demands for roadways, water, and sewer grow. The Town's current water and sewer plan should sufficiently accommodate growth anticipated by this comprehensive plan as depicted in the Future Character and Land Use Map on page 27 of this plan and should be followed. However, continuous evaluation of the Town's capacity relative to actual absorption over the next five to ten years is important to stay ahead of the demands. This Action is closely connected to Action 5.3, "Pursue an Adequate Public Facilities Ordinance (APFO)" and would help formalize a process for utility upgrades or expansion.

**A.5.2 Evaluate the system availability and connection fees and monthly user rates periodically to identify opportunities for utility projects.**

Development availability and connection fees are one-time payments from developers intended to cover a portion of the capital cost of the new development. The needs of utility maintenance are, however, ongoing and are therefore supported through monthly rates and charges to users. The Town should regularly examine all types of utility system fees and charges in order to keep them current and reasonable for current customers and new development.

**A.5.3 Pursue an Adequate Public Facilities Ordinance (APFO).**

The Town uses several tools to mitigate infrastructure impacts in particular areas. This includes requirements for the provision of water and sanitary sewer service, certain road improvements, sidewalks, trails and park facilities concurrent with development. The Town has completed a preliminary report on a portion of their public facilities. A more comprehensive assessment that would inform an APFO could be conducted and an APFO pursued. By formally adopting an APFO, the Town would establish clear Level of Service (LOS) standards for all municipal facilities and services and require the provision of these facilities and services at certain LOS standards concurrent with development.

**ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO)**

An APFO is a tool that a municipality can use to manage growth by establishing a process for analyzing a proposed development's impacts on public infrastructure, including water and sewer line capacity, roads, schools, and public safety.

**LEVEL OF SERVICE (LOS)**

A metric used to evaluate the performance of roadways and transportation elements, such as intersections, freeway entrances, and transit service. LOS requires calculations that rely on quantitative metrics, such as traffic speed, volume, and density.



**A.5.4 Continue to work with developers to discuss approaches to cost sharing for effective long-term infrastructure planning.** New development often necessitates water, sewer, roadway, fiber or other infrastructure improvements. As new infrastructure is constructed, consideration is given to other potential future nearby development so that anticipatory investments can be considered by the Town at the same time. For example, the Town may be aware that future development would require more capacity in the water and sewer system and could share the costs with a developer at the time of construction to build more capacity in advance. This cost sharing allows the developer to pay for a portion of the infrastructure to meet needs for the development moving forward at that time while the Town is paying for the additional capacity (e.g. larger pipes) that might be needed in the future for cost savings to the Town over the long term.

**A.5.5 Engage the Departments of Public Safety in regular meetings as the Town's population continues to grow.** As new residential and commercial areas are built, it will be essential that departments are communicating and coordinating regarding the resources/funding needed to serve the community with high quality safety services (i.e., fire, police). A structured plan for this communication (e.g. semi-annual updates) will help to ensure that the Department of Public Safety has the information it needs to plan for capital requests.



# 4. ECONOMIC GROWTH

Plainfield has continued to experience economic growth since the previous comprehensive plan was adopted in 2016. Median household incomes are rising and the regional job market remains strong so that Plainfield residents enjoy a high level of employment. The Town's logistics base has continued to grow and, despite major national forces contributing to weaker office and retail markets over the last five years, Plainfield has made public investments and attracted private development in its downtown and commercial areas. At the same time, housing costs have continued to rise, creating an affordability gap. Likewise, the vast majority (approximately 92%) of the jobs available in Plainfield are occupied by individuals who live outside of the community and approximately 14,000 Plainfield residents commute outside of the Town to work. Plainfield has an opportunity to capitalize on economic development opportunities and address these challenges through targeted efforts to build upon its existing assets and support job and wage growth for its residents.

## Goal

Advance strategic economic growth and prosperity.

## Objectives

1. Build upon the existing commercial assets already established in the Town.
2. Facilitate a supportive environment for businesses to grow and thrive.
3. Improve access to living wage jobs.



# Existing Conditions

## Personal Prosperity

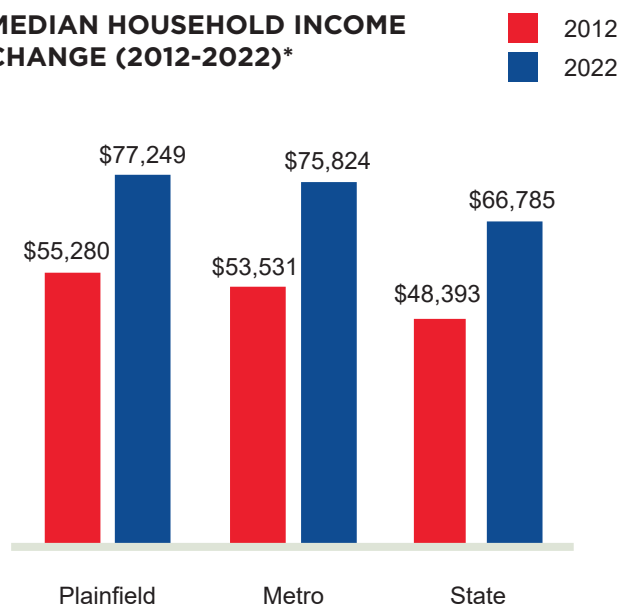
Median household incomes have risen by 38% in Plainfield in the last decade, this growth is slightly faster than in the Metro area (37%) and the state (38%).

Currently, 6.8% of the population lives below the poverty level, with an 8% increase in poverty observed between 2012 and 2022. However, this rate is still lower than that of the Metro Area (10.8%) and the State (12.3%). Additionally, 3.6% of families are living below the poverty line, representing a significant 22% decrease from 2012 to 2022. This family poverty rate is also lower than in the Metro Area (7.5%) and the State (8.5%).

The Town has a low unemployment rate. As of 2022, 2.1% of the civilian labor force are unemployed. This rate is comparable to the Metro Area and State. This continues the trend seen over the last ten years, during which time unemployment in Plainfield decreased by 24% (2011-2022).

These trends are important because income level is an indicator of the quality of life that Plainfield residents can enjoy. For this reason, Plainfield's income growth is a positive sign for the community. However, if the gap between Plainfield and other communities widens, or if the poverty level continues to increase, it may be a signal that a high quality of life is becoming more unattainable for some.

**MEDIAN HOUSEHOLD INCOME  
CHANGE (2012-2022)\***



\*Inflation-adjusted dollars. Includes Indiana Department of Corrections

Source: Calculations based on 2012 and 2022 ACS 5-year estimate data

Note: 2021 or 2022 data is used in this report in some instances instead of 2023 data because it was the most accurate or only Plainfield-specific data available at the time analysis was conducted.

# Education

Educational attainment varies among the Town's population. Currently, 41.1% of the population 25 years of age or older has achieved a high school diploma or less, which is slightly lower than the state's 41.7%, but higher than the 34.2% in the Metro Area. Conversely, 46.1% of residents hold an associates degree or higher, which is higher than Indiana's 39.4%, but falling short of the Metro Area's 48.1%.

This variation signals that an increased variety of types of jobs might be appropriate for Plainfield residents. Diversity in the types of jobs available will allow for a greater proportion of the population to access different employment opportunities.

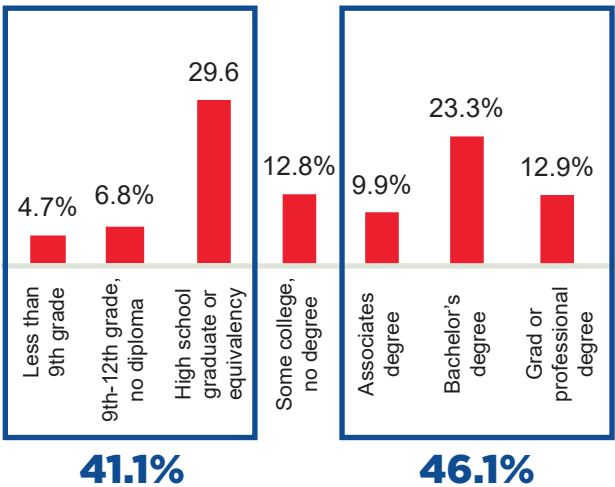
# Housing Costs

While incomes have increased for Plainfield residents, housing costs have also continued to climb. This creates challenges for middle income households. A reduction in average days on the market and rise in listing prices for properties also signals that demand is outpacing supply of housing.

A household earning the median income in Plainfield in 2023 could not afford to buy a house at the median sale price, even with excellent credit, and the impacts of the housing affordability crisis are even greater on households with fixed incomes.

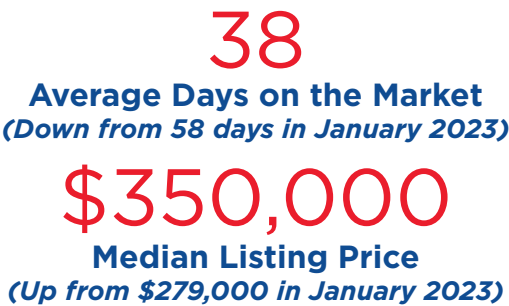
A greater supply of attainable housing will allow new generations of Plainfield residents to stay in the community, and will make Plainfield attractive to new residents at all income levels. This includes workers who are currently employed in the Town in sectors that are important to the community but not exceptionally high paying, such as education, government, and emergency services.

## HIGHEST EDUCATIONAL ATTAINMENT (2023)



Source: US Census Bureau 2023 5-year Estimate data

## HOUSING MARKET DYNAMICS (OCTOBER 2024)



Source: Realtor.com and Freddie Mac homebuying calculator assuming 10% down and 6% interest rate

In 2019 a Housing Study was completed for the Town. Major issues related to housing affordability identified in that study remain relevant today. More information on the study and housing in Plainfield can be found in Chapter 7, Vibrant Neighborhoods.

## Employment by Industry

Between 2011 to 2021, Plainfield added more than 15,000 jobs while only increasing its local resident workforce by 2,800. The table to the right shows what percentage of those who work in Plainfield work in each sector vs what percentage of Plainfield workers work in each sector. Healthcare and social services is the leading employer of Plainfield residents while transportation and warehousing sectors provide the largest source of jobs in Plainfield. This demonstrates that the largest sectors in Plainfield are not the sectors in which the greatest proportion of Plainfield residents work.

## Worker Inflow-Outflow

Nearly all (92%) Plainfield jobs are filled by people living outside the Town. In 2021, there were almost 37,000 jobs in Plainfield. Out of the total jobs available in the Town, over 34,000 are filled by non-residents, while just over 3,000 are filled by individuals who also live in Plainfield. This pattern highlights the mismatch between the types of jobs available in the Town and those held by its working residents. This increases strain on roadway infrastructure and can mean longer commute times for many individuals, which can adversely impact quality of life.

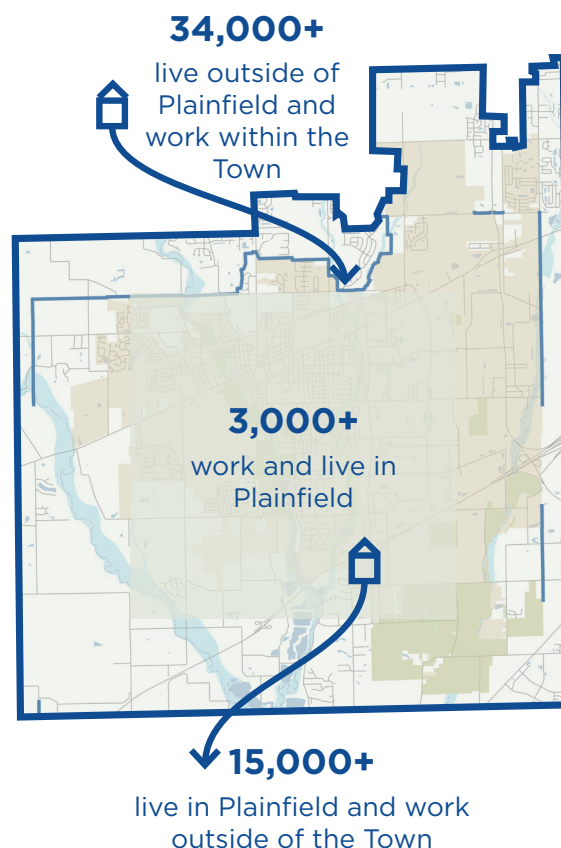
Over 15,000 Plainfield residents commute out of the Town for work, including 41% of Plainfield residents who work in Indianapolis. More commuters in and out of Plainfield can strain roadway infrastructure and increase congestion. Longer commute times also can have an adverse impact on residents' quality of life.

## TOP TEN SECTORS PLUS GOVERNMENT (2021)

	Workers in Plainfield	Residents of Plainfield
Health Care and Social Assistance	3.4%	14%
Transportation and Warehouse	38.2%	12.5%
Retail and Trade	12.2%	10.1%
Manufacturing	3.4%	9.2%
Education	2.0%	8.3%
Admin Services	10.2%	7.7%
Hospitality	6.4%	7.0%
Wholesale Trade	9.9%	4.9%
Construction	1.6%	5.0%
Professional and Technical Services	1.3%	4.6%
Government	3.2%	4.0%

Source: <https://onthemap.ces.census.gov>, ALL JOBS.

## WORKER INFLOW / OUTFLOW (2022)



Source: U.S. Census Bureau, Center for Economic Studies, <https://onthemap.ces.census.gov>, ALL JOBS (2022).



# Actions

## Objective 1. Build upon the existing commercial assets already established in the Town.

- B.1.1 Expand existing commercial and retail areas.** As the Town's population grows, existing commercial and retail areas in Plainfield should be expanded to support additional activities that serve as amenities to residents and help integrate these areas well with adjacent neighborhoods. The Town should continue efforts to enhance these areas to become attractive, walkable, regional attractions. This will require facilitating quality private development and enhancing public amenities such as sidewalks, crosswalks, small gathering places, and public art.
- B.1.2 Strategically reinstate Tax Increment Finance (TIF) districts and abatements as they expire.** Districts should be located to promote redevelopment of vacant and under-performing commercial areas and structures. They should be used both for retaining and recruiting businesses.

## Objective 2. Facilitate a supportive environment for businesses to grow and thrive.

- B.2.1 Diversify employment and job sectors beyond logistics / warehousing through marketing, attraction, and new place types.** Advanced Logistics and Manufacturing will continue to be a major industry in Plainfield, but the Town has an opportunity to diversify for a more resilient local economy. Policies encouraging sectors other than warehousing will help attract new talent, businesses, and individuals with a variety of income and education levels. For example, life science is a major growing sector in the Indianapolis metro and these types of jobs tend to gravitate toward places with amenities for workers (including outdoor activities).

### TAX INCREMENT FINANCE (TIF)

TIFs provide a means of capturing the net increase in property taxes generated by new nonresidential development and allocates those funds to pay for related infrastructure (roads and utilities). This mechanism benefits the build out of major roads, infrastructure, etc. associated with large developments. The town establishes Tax Increment Financing (TIF) districts to help fund infrastructure related to specific projects. This is typically through allowing a developer to re-coup a portion of costs associated with installation of major infrastructure with broader community benefits. The net increase in property taxes for a defined time period is captured and allocated to a portion of the related improvements.

Such uses also require flexibility in building floor plates (25,000-35,000 sf) and layouts. Some of the more advanced biotherapeutics are very logistics sensitive, and Plainfield's proximity to the airport, plus the developing Indianapolis downtown life science cluster makes Plainfield a viable option with the right infrastructure and supporting services, e.g. specialized cold chain services. Going forward, Plainfield should encourage a range of building types, locations/sites, and amenities attractive to other sectors and should identify employment areas that can accommodate development within the Tech Flex character type and update zoning and relevant ordinances accordingly. For some life science activities, Plainfield will need to consider water and sewer demand.

**B.2.2 Support the Hendricks County child care task force.** Access to convenient, affordable child care is essential to supporting the workforce and making Plainfield an attractive community for families. High quality child care and early learning centers have also been demonstrated to have developmental benefits that have lasting impacts on children's social and cognitive development, which prepares them as Plainfield's future workforce. A child care task force can proactively work to develop and implement a comprehensive strategy to improve access to child care in Plainfield, including addressing current barriers and working to attract and support child care providers. Specific attention should be paid to opportunities to partner with large employers in child care provision.

**B.2.3 Continue to support businesses with local tax abatements.** Plainfield supports certain businesses with tax abatements to attract desired long-term investments in the community and generate employment. A scoring system should be developed to allow for a more systematic and streamlined assessment and determination of which businesses should receive abatements. The scoring system could be used for all or just certain kinds of abatements.

**B.2.4 Encourage the creation of a range of space types that can accommodate the needs of existing, growing Plainfield businesses.** Plainfield is home to a mix of business types at a variety of sizes, scales, and operations. Accordingly, Plainfield should encourage the creation of spaces that can accommodate this range of business sizes and types. This would include new or rehabilitated office space that is easily

subdividable to accommodate smaller users (less than 12,000 square feet); flex space that can accommodate contractors who need contractor yards, design and fabrication space as well as office space; maker-type businesses that may have assembly, shipping, and showroom facilities in one location. For some of these building typologies such as office space, a public private partnership model may be needed to facilitate the creation of this space given the uncertainties surrounding the office market generally. At this time, Plainfield should be cautious about large scale office development (more than 50,000 square feet in a single development) and consider it opportunistically if tied to a specific tenant.

**B.2.5 Promote interstate access to support business development.** While key decisions and funding about interstate improvement is most often managed outside of the jurisdiction of the Town, local officials should be advocates and support efforts to maintain and leverage interstate access. Interstate access opportunities can also be protected from encroachment by other land uses that could impact future improvement. This is especially important for specialized roadway needs of light industrial and commercial development opportunities, as identified in the Future Character and Land Use Map on page 81 of this plan. Major interchanges should be monitored for traffic demand and options for addressing potential street limitations should be anticipated.

**B.2.6 Promote airport access to support business development.** Plainfield should make investments that make the Town more attractive to the business traveler. The Town should consider the entire experience starting with landing at the airport, including travel to and spending time in the Hospitality Character Area as identified in the Future Character and Land Use Map on page 27 of this plan, and traveling to and from other locations in and around the Town. At the same time, the Town should capture as many logistics and service jobs as possible as part of its overall economic development strategy.

## DEVELOPMENT INCENTIVE TYPES FOR REDEVELOPMENT

Development incentives can encourage private redevelopment investment by alleviating tax burden, increasing return-on-investment, or providing monetary contributions. Supported development incentives should provide creative options for aiding redevelopment while safeguarding the community's character and revenue stream. Many incentives can be tailored to align with the community's intent based on local implementation and state regulation. Example incentives include, but are not limited to the following:

- » Tax-Increment Financing (TIF) Districts
- » Revolving Loan Fund (RLF)
- » Development Benefits (density bonus, building height increase, etc.)
- » Income and Property Tax Abatements
- » Workforce Training Grant Programs
- » Energy Efficiency Loans
- » Historic Rehabilitation Tax Credit
- » Veterans Employment Tax Credit
- » Small Business and Agribusiness Tax Credit



**B.2.7 Supplement the Town’s business development handbook with small business incubation program.**

Plainfield’s development handbook is a resource to assist community members in opening businesses. Other communities manage programs that involve a broader array of services, including support for getting a business license, information on meeting state and other requirements, and other support to foster small, local business development. While these programs can be resource intensive, Plainfield could take a targeted approach whereby the selected resources most in need are developed over the time frame for this plan.

**Objective 3. Improve access to living wage jobs.**

**B.3.1 Continue the Town’s program that provides tax abatement to businesses that have promised to provide living wages and verify its use.** Plainfield’s tax abatements for businesses are tied to certain job numbers and wage requirements. As granted, these numbers should be verified. They should also be monitored over time to determine if businesses are still meeting the requirements over the years after abatements are granted.

**B.3.2 Promote the community as a leading center for workforce training.** To address the gap between jobs available and Plainfield residents, the Town has collaborated closely with major employers

**WORKFORCE  
DEVELOPMENT TACTICS**

- » Convene, two times a year, a group of human relations executives in charge of recruitment for larger companies and executives from smaller businesses about their HR challenges including re-recruitment issues, continuing education, diversity and inclusion initiatives, and skill upgrading.
- » Ensure participation of Plainfield staff in regional skills and talent discussions.
- » Hold informal discussions with local and regional development and planning officials about the growth in the BioHealth sector (growing national sector at the intersection of healthcare, life sciences, biosciences, digital health, and biomanufacturing) and talent attraction.
- » Conduct a workforce housing affordability assessment.
- » Identify and focus on high-growth sectors for expanding workforce opportunities.

and others to support workforce development. This collaboration includes programs at MADE@Plainfield, which closely monitors trade needs, develops training, and brings awareness about opportunities. Plainfield should continue to develop programs that provide technical education and career pathways, especially as they relate to growing job sectors such as life sciences. This emphasis should also be featured in the district's marketing efforts. Individual stories should be highlighted, revolving around key themes that elevate Plainfield's profile as a community focused on, and successful in, workforce development.



### **MADE@PLAINFIELD**

MADE@Plainfield is an innovative educational partnership that creates new opportunities for the Plainfield community. The Plainfield Community School Corporation, the Town of Plainfield, Ivy Tech Community College, Vincennes University, WorkOne, the Indiana Fire & Public Safety Academy, and others have partnered to address the need for regional-based adult education, vocational education, occupational education and other training and certification programs for individuals throughout Central Indiana. Courses that are offered at this facility include Accounting, Business, CDL Training, Career Development, General Education, Industrial Maintenance, Information Technology, Logistics, and Medical Assisting. These programs create workforce-ready individuals that can best meet the needs of the job market today.







# 5. ENHANCED ASSETS

Plainfield residents enjoy many high quality parks, natural spaces, and recreational amenities. Since the adoption of the last comprehensive plan the Town has made investments to enhance and expand them. Plainfield also boasts a historic downtown that includes a mix of well-preserved and recently-renovated structures. The historic district has been further enhanced by new buildings, including the new Civic Center and Hendricks Live! theater building that serves as a major community asset and complements the area's older buildings. Combined, these assets are greatly valued by the community and contribute to both the well-being of residents and local economy.

## Goal

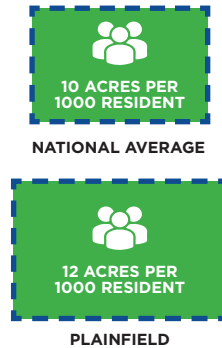
Leverage and enhance assets.

## Objectives

1. Build upon the existing parkland and natural space amenities.
2. Celebrate the Town's cultural, historic, and artistic assets.
3. Make a variety of programs and activities accessible to all ages and groups.

# Existing Conditions

Plainfield has  
**20%**  
more parkland  
than the national  
average



## Parks, Open Space, and Recreation Facilities

Plainfield has ample, high-quality, and conveniently-located parks. This includes 436 acres of developed parks and over 2,000 acres of undeveloped park lands. A variety of park types are available to the community including neighborhood, community, and regional parks, and special use parks and facilities.

The Town has more acres of parks and miles of trails than similar communities tracked by the National Recreation and Parks Association (NRPA).

The Town meets NRPA national standards for most of its indoor and outdoor facilities. Deficiencies exist in indoor aquatics facilities, rectangular fields, basketball and tennis courts, and playgrounds. This means that based on the current population, Plainfield is generally well served by parks and recreational facilities, with some needs. However, as the community grows it will be important to seek to maintain both the ratio of parks, trails, and recreational facilities to the population as well as the type and quality.

Plainfield offers a variety of recreational facilities to serve its community. This includes the following:

**Richard A. Carlucci Recreation & Aquatic Center.** This facility is located on a 20-acre site that offers indoor and outdoor activities with facilities including basketball courts, exercise areas, pools, the Splash Island water park facility, an indoor play area, community rooms, a media center, and fitness trails.



**Al and Jan Barker Sports Complex.** This 58-acre outdoor sports facility includes football and soccer fields, Little League baseball fields, and a synthetic handicap-accessible baseball field.

**Hummel Park.** This 205-acre park owned and operated by Guilford Township offers amenities including sport fields and courts, a community center, a performing arts center, a large outdoor venue called the Charleston Pavilion (often used for events like weddings and family reunions), several playgrounds, 3 miles of trails, six bodies of water, and an outdoor splash pad.

**Echo Hollow Nature Park.**

This 1,800-acre nature preserve features mature woodland with multiple trails, wildlife viewing platforms, and a picnic pavilion as well as a 5.5-acre pond with a floating dock for fishing.

**Franklin Park.** This recently renovated park includes pickleball courts with shade structures, a dog park, and a full basketball court. Other improvements include enhanced playground equipment, resurfacing of the tennis court, enhancements to the Anderson Baseball Diamond, updated restrooms and shelter houses, increased parking, and pedestrian mobility improvements.

**Friendship Gardens Park.**

This 13-acre garden features a three-room gazebo pavilion for gatherings of up to 75 people, surrounded by landscaping and a stone waterfall, Veteran's Memorial benches, and the Celebration of Service Plaza.

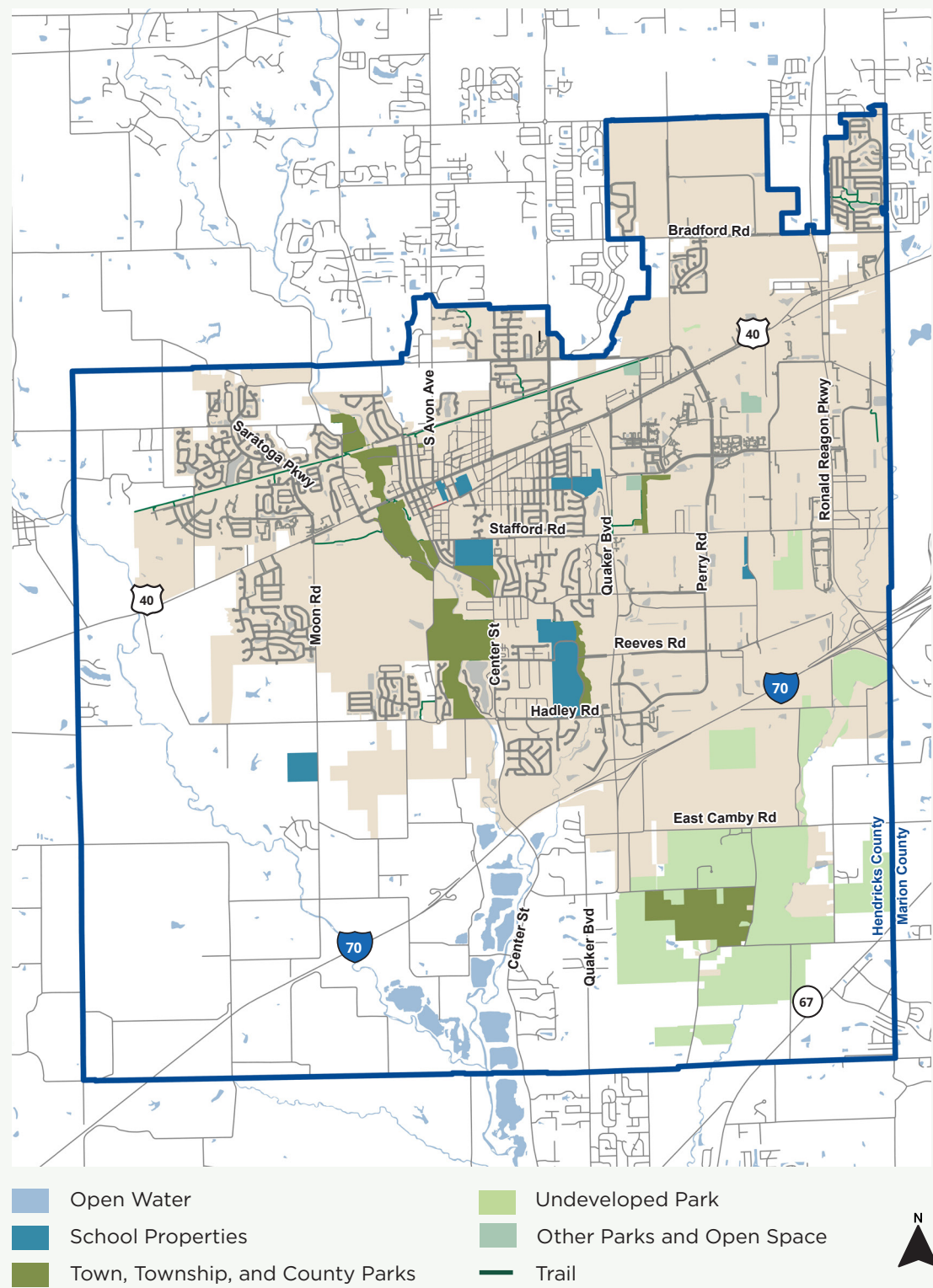
**Swinford Park.** This 25-acre park features a large playground, softball diamonds, pickleball courts, and a shelter house.

**Anderson Park.** This skate park offers a variety of ramps, rails, and boxes for skateboards, rollerblades, and bikes.





**PARKS INVENTORY**





## Environmental Resources

Plainfield has many environmental and natural assets, including creeks, wetlands, wooded areas, and a natural conservation area located south of I-70. The natural conservation area is home to an endangered species, the Indiana Brown Bat, and is a protected habitat.

White Lick Creek, West Fork White Lick Creek, East Fort White Lick Creek, and Clarks Creek are riparian corridors that flow through Plainfield. The Town does not generally have recurring flood issues, however, surrounding neighborhoods around White Lick Creek are occasionally prone to flooding.

As Plainfield grows, these environmental resources should be considered as potential natural boundaries for development and as opportunities to provide amenities to new residents.

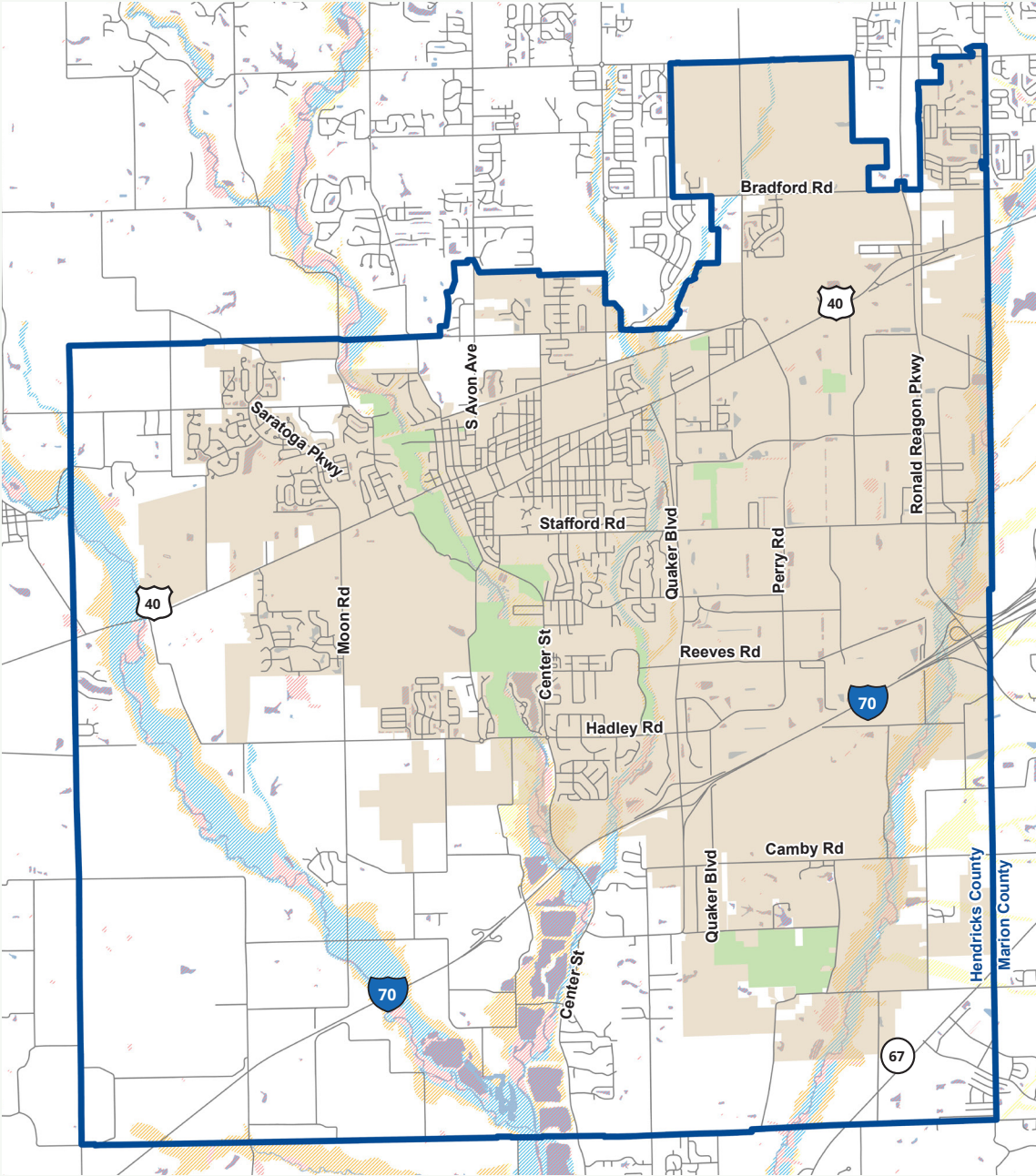
### ECHO HOLLOW NATURE PARK







Nestled south of Interstate 70 in Guilford Township, Echo Hollow Nature Park, formerly known as Sodalís Nature Park, encompasses over 1,800 acres, a significant portion of which was acquired from the Indianapolis International Airport in 2018. This acquisition, part of the airport's Land Use Initiative, marked a significant step by the Town of Plainfield towards creating a comprehensive, world-class public nature park. As of April 20, 2024, Echo Hollow Nature Park features nature trails, picnic areas, and a 5.5-acre pond, is open to the public and managed by the Plainfield Department of Public Works. The open area spans an impressive 200 acres and a total length of accessible trails of 5.1 miles. Furthermore, the Town opened the Lake Loop Trail in 2024, which encircles Sodalís Lake, offering visitors a continuous scenic route around this beautiful natural feature.





**ENVIRONMENTAL  
RESOURCES**



- |  |  |
|--|--|
|  Parks and Open Space                 |  Special Flood Hazard Area (100-Year Floodplain)  |
|  Open Water                           |  Moderate Flood Hazard Area (500-Year Floodplain) |
|  Wetlands                             |  |
|  Special Flood Hazard Area (Floodway) |  |





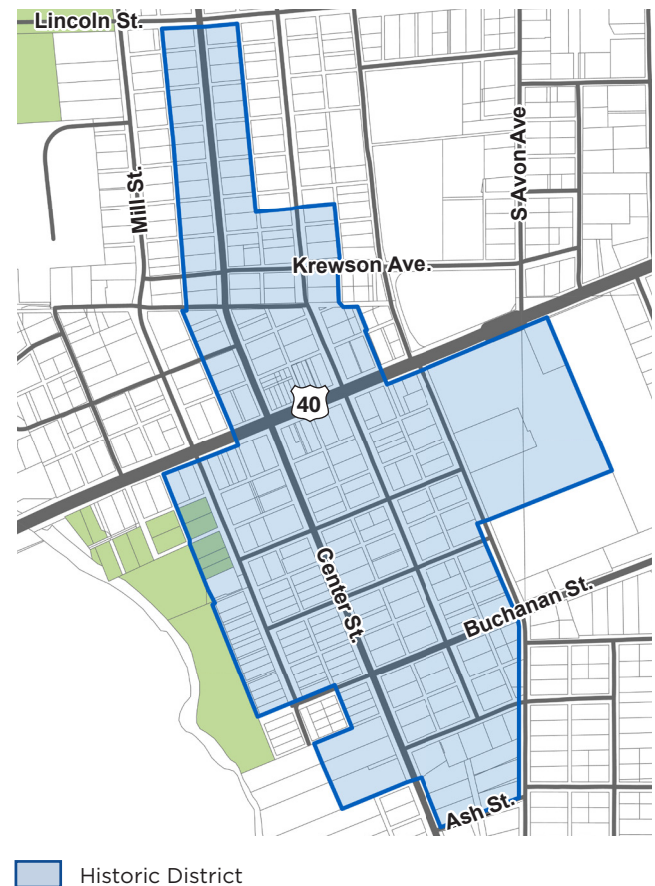
## Historic Preservation

Plainfield has remained committed to maintaining the historic look and feel of the portion of Main Street/US 40 that is considered historic as well as the historic buildings in its vicinity as much as possible. This has been achieved in part by setting up zoning and architectural standards in the downtown area. This rich history is also reflected in the Plainfield Town Center Historic District. The District is a 64-acre area bounded by Lincoln Street, S. East Street, Ash Street, and Mill Street. The District was listed on the National Register of Historic Places in 2010 and includes 177 contributing buildings built in the late 19th century. Architectural buildings are of mid-19th century Greek and Gothic Revival, late Victorian Italianate and Queen Anne, and Beaux Arts and Colonial Revival styles. Ongoing preservation efforts complemented by adaptive re-use that retains the historic integrity of historic buildings has helped to further enhance downtown and support both its economic development and sense of place.

## Public Art

Public art is integrated into Plainfield through installations throughout the Town including in public spaces, on building facades, and in and along its parks and trails. These installations contribute positively to their environments and provide visual interest that can serve to attract people and foster desire to spend time in these locations. In October 2024, Plainfield adopted an Art in Public Spaces Masterplan to provide a strategic guide for public art over the upcoming decades. The plan's public engagement efforts found that Community members support the addition of art in public spaces around the Town of Plainfield.

### PLAINFIELD HISTORIC DISTRICT (2010)



### ART IN PUBLIC SPACES MASTERPLAN

For the masterplan, the Town set out to thoughtfully integrate more art into public spaces where it can be seen, shared, and experienced by everyone. Through historical research about the Town of Plainfield, aligning with current projects and developments, and understanding the vision for future growth of the area, the Art in Public Spaces masterplan will provide a toolbox by which Town staff, developers, and citizens can integrate art into public spaces in a way that is thoughtful, actionable, and inspirational.

# Actions

## Objective 1. Build upon the existing parkland and natural space amenities.

- C.1.1 Improve and identify opportunities for more sports fields that align with changing preferences.** Preferences for sports change over time consistently. Demographic change can also impact preferences. Cricket and pickleball are two sports identified by community members as potentially increasing in demand. The Town should monitor this change over time and consider new facilities that could accommodate community preferences.
- C.1.2 Enhance the Richard A. Carlucci Recreation and Aquatic Center to allow for year-round and all age activities and events.** Plainfield's aquatic center is a tremendous asset to the community, especially for youth in the summer. However, summer months are especially busy and camp programming relies on using the facility, which can limit access and enjoyment by others. Similarly, in non-summer months community members would benefit from more indoor recreational activities. A recommendation in the Town's Parks and Recreation Master Plan is to develop a strategy to begin addressing aging components to the Recreation and Aquatic Center. Adult fitness and wellness was also a top program type identified by community members as a need in Plainfield. Consideration of how improvements can support programming and focus on all ages should be coordinated with such upgrades and would increase the benefit of the aquatic center to the Town's population.
- C.1.3 Improve access to the water and pursue linear park corridors.** Plainfield has trailway access along White Lick Creek and other locations. This could be expanded to increase access and expand park corridors along White Lick Creek and other waterways. These access points could include opportunities for limited small craft recreational canoeing and kayaking, as well as other recreational watersports.
- C.1.4 Evaluate any efforts to extend parks, trails and associated amenities against the recommendations of the Parks and Recreation Master Plan (2023-2027).** The Town's Parks and Recreation Master Plan sets forth priorities for parks and trails

as well as Level of Service (LOS) goals. As new development moves forward, new parkland should be aligned with the plan's targets. While the plan does not specifically address areas of anticipated residential expansion, it does include a short-term (1-2 years) recommendation to "Work with the Town Planning Department to identify potential parcels of property to acquire for preservation and future parks in growth areas to keep park deserts from increasing."

**C.1.5 Develop standards that require high quality amenities, landscaping, and furnishings.** Any upgrades to existing parks or the addition of new public parks should include furnishings such as benches, picnic tables, bike parking, playgrounds, etc. Public safety should also be a priority and include lighting and implement regular safety patrols. Standards and amenities should align with the Parks and Recreation Master Plan. Some of the top priorities identified by community members through the engagement conducted as part of that plan include water access, multi-use paved trails, and restrooms.

**C.1.6 Ensure new development is well-served by area parks.** Plainfield is known in the region for its quality parks and trails. Most existing neighborhoods have good access to parkland. As the Town grows, it is important that new neighborhoods are also well served by parks and trails. The Town has park impact fees whereby developers of new residential communities must contribute to a fund for park development and maintenance. The Town should explore methods of dedicating funds to the creation of parkland that is within or adjacent to new neighborhoods as they are built. Requirements should include both quantitative and qualitative requirements.

**C.1.7 Establish Capital Improvement Program (CIP) expenditure targets for parks, open space, trails, and conservation investments by Town Council.** In order to advance desired expansions of and improvements to parks, open spaces, and trails as Plainfield grows, the Town needs clear targets for expenditures that are coordinated with its CIP. The Town can review industry best practices and community benchmarking from resources such as the Government Finance Officers Association and the National Recreation and Park Association to determine targets. They can then be adjusted annually to consider other priorities, as well as anticipated development activity as it relates to needs. Criteria for making determinations about park and trails investments could include:



- » Need – The current condition of the infrastructure, improvement cost versus the cost of inaction.
- » Viability – The degree of understanding about the project, existing planning, or potential risk involved.
- » Community Benefit – Benefits to the Town, both direct and indirect (how many benefits and how).
- » Strategic Alignment – Consistency with the Thrive! Plainfield Comprehensive Plan.

## Objective 2. Celebrate the Town’s cultural, historic, and artistic assets.

**C.2.1 Update the Town’s inventory of historic buildings within the Town’s National Register District to determine buildings that have been demolished and identify priorities for investment.** Within this district buildings and structures were determined to be contributing if they possessed substantial historic integrity to the district’s period of significance of 1831-1959. Buildings retaining massing, form, fenestration, and details representative of the period of significance were considered contributing resources. However, since the district was first nominated in 2010, it has changed because some properties have been demolished or altered. The district should be evaluated with respect to the integrity of the buildings originally determined to be contributing. This information can be used to help re-evaluate preservation, rehabilitation, and/or adaptive reuse priorities.

**C.2.2 Leverage the history of the National Road as a tourism opportunity that incorporates informational signage and area tours.** Plainfield’s location along the National Road (US 40) is a significant reason why the Town developed during the 19th Century. Originally an agricultural community, Plainfield grew in part due to its location along this road that connected Maryland to Illinois. The Town should incorporate signage, public art, or other features to acknowledge the important role that the road played in the Town’s development.

### NATIONAL REGISTER DISTRICT

National Register Districts are distinct from local historic districts. Whereas local districts confer regulations that may restrict demolition or significant alteration of contributing buildings, National Register designation can allow property owners to take advantage of Federal Historic Tax Credits, which can be an important financial tool to support economic development and preservation goals.

**C.2.3 Work with current landowners to develop a property maintenance system seeking compliance to minimize enforcement relating to blighted, derelict properties.** Code violations for residential and commercial properties can be a signal of intentional neglect. They can also signify that property owners lack resources to maintain properties to desired standards. Punitive code enforcement policies can be helpful in certain situations, but some property owners could benefit from a more collaborative approach to addressing property maintenance. The Town of Plainfield should work with property owners to develop an approach to code enforcement that strategically focuses on maximizing compliance while minimizing intervention from local government. This might include helping property owners identify resources to assist with renovations and working with them on time frames for compliance that accommodate their particular circumstances.

**C.2.4 Establish standards through the Zoning Ordinance and other policies and guidelines for new development to make sure it is compatible with historic buildings in areas such as downtown.** Plainfield has benefited from the preservation and renovation of historic buildings downtown. These projects have helped to retain the historic character of this area, while providing new opportunities for activities and vibrancy. Equally important to these preservation projects will be facilitating new construction that is contemporary but compatible with the historic context. The Plainfield Government Center and Hendricks Live! facility, for example, relate well to their surroundings while providing an exceptionally high-quality space for Town government operations and a state-of-the-art space for performing and visual arts. The quality of design and materials, and sensitivity in how the building relates to its surroundings, should set the standard for future infill and redevelopment downtown.

### **ZONING CODE BEST PRACTICE**

A common shortcoming of traditional zoning codes is that they emphasize separation of land uses and prescribe little direction for the appearance of development. Contemporary zoning codes that are intended to implement a character-based land use plan will place a high emphasis on the form of development such as building design characteristics and placement on a site. In these codes, regulating specific land uses is often secondary. Such “form-based” standards or codes have been adopted in various degrees by communities of all sizes as a flexible way to carry out their visions for a vibrant built environment while fostering predictable results for both developers and residents. It is also not uncommon for a hybrid approach to be pursued with form-based standards underpinning a more conventional code.

Form-based codes address the relationship between building fronts and public areas, the size and mass of buildings and their relationship to one another and the scale and type of streets and blocks. The regulations are presented with clear diagrams and graphics.

**C.2.5 Implement the Art in Public Spaces Master Plan.** Public art can help to tell the story of Plainfield's history, express its values, create a sense of place, and reinforce a sense of pride in the community. In accordance with the Art in Public Spaces Master Plan, the town should integrate public art in locations where these outcomes are desired, either as part of new development or in an effort to contribute positively to existing areas. The Art in Public Spaces Master Plan is focused on thoughtfully integrating more art into public spaces around the community. The plan includes guidelines and criteria to use in selecting art, identification of potential opportunities for the integration of art in public spaces, and development of a framework for how to care for and maintain the art. The concurrent process has informed this comprehensive plan, and the comprehensive plan should, in turn, inform the Art in Public Spaces Master Plan. Specifically, public art should be incorporated as new construction advances along Main Street / US 40 and as part of new commercial developments, as well as within parks as they are improved or created, as anticipated in this plan.

### **Objective 3. Make a variety of programs and activities accessible to all ages and groups.**

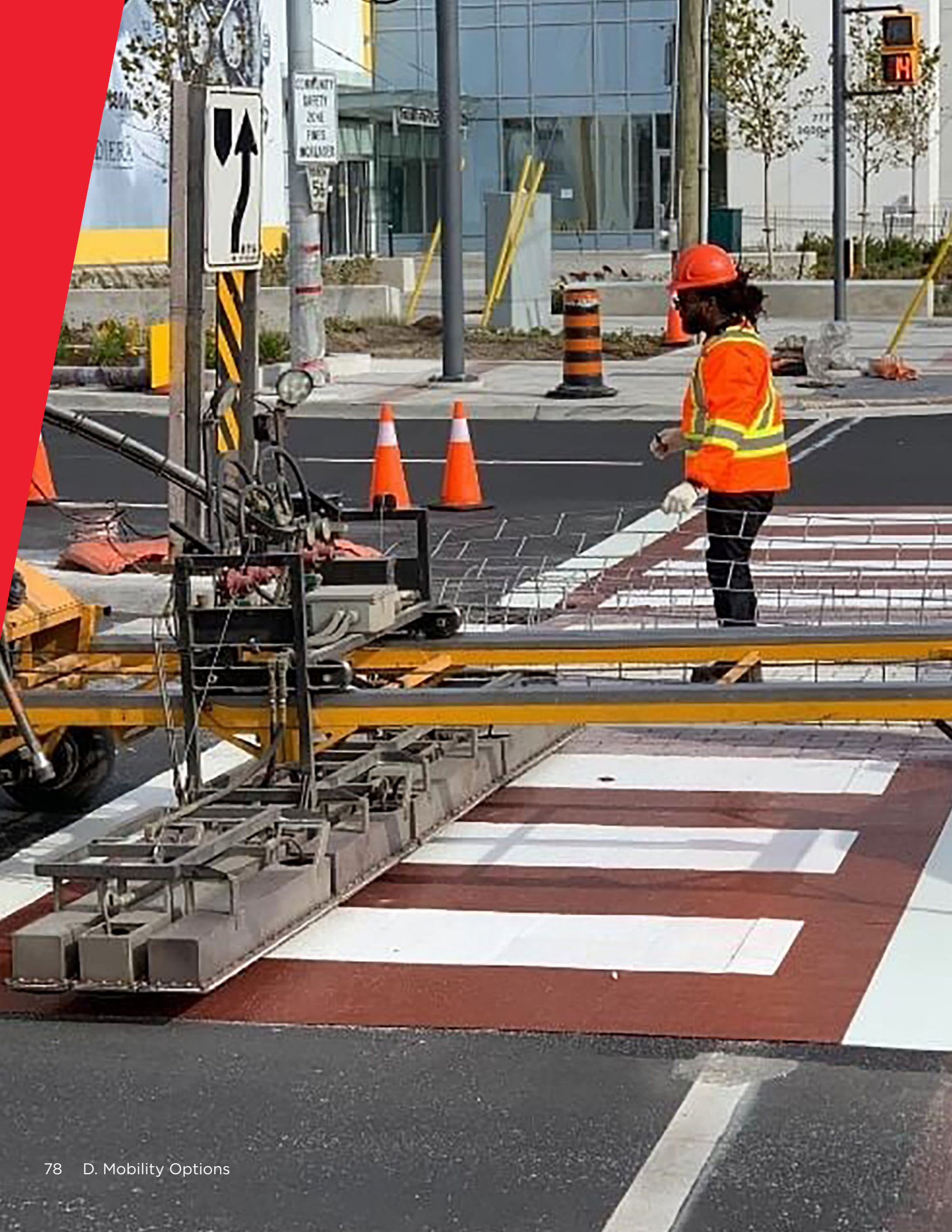
**C.3.1 Program all-season activities for all age groups at public parks and indoor recreational spaces with a focus on currently under served age groups.** In accordance with the Parks and Recreation Master Plan, the Town should pursue programs for underserved groups, including but not limited to older adults. The program needs identified in that plan included adult fitness and wellness, nutrition programs for all ages, and senior fitness and wellness. The Parks Department should also consider expanding its programming to include non-fitness activities that focus on social and cultural aspects of community engagement. Activities such as book clubs, community art projects, and social gatherings will foster inclusivity, strengthen community bonds, and enhance the cultural vibrancy of the town.



**C.3.2 Improve communications and awareness-raising about activities in the Town so more people know about and take advantage of them.** Focusing on “all things Plainfield,” a communications strategy to expose community events, will provide residents with a better calendar of activities and programs throughout the year. The delivery model should be diverse and may include both online and other formats to ensure the messaging is received by all of the Town’s audiences.







# 6. MOBILITY OPTIONS

Plainfield is largely a well-connected community. Interstate 70 and other major regional roadways generally allow for ease of travel by car to and from important destinations, including Indianapolis, other nearby communities, and major employment centers. Within Plainfield, an ample road network is well-managed, and a recent thoroughfare plan update (included in the appendices to this plan) anticipates major future demands. The Town's trail system is extensive and serves not only for recreation but also for daily transportation for cyclists and pedestrians. Other bike routes and pedestrian connections help the community to get around Plainfield and are well-established in certain parts of the Town. In other areas, there is opportunity for improved connections and enhanced safety, as well as consideration of expanded transit service.

## Goal

Expand mobility options and connectivity networks.

## Objectives

1. Plan for and extend bike routes that connect to key parts of Plainfield.
2. Extend the trail system to establish a well-connected trail network.
3. Create well connected neighborhoods through multi-modal options.
4. Explore transit service as an alternative mode of vehicular transportation.
5. Address vehicular traffic congestion and roadway infrastructure needs.
6. Improve safety for pedestrians.



# Existing Conditions

## Mobility

The Town of Plainfield has experienced significant growth and development in recent years. This growth provides tremendous opportunity for the community, but it comes with a need to maintain and improve the local transportation network to meet current demand and prepare for future needs.

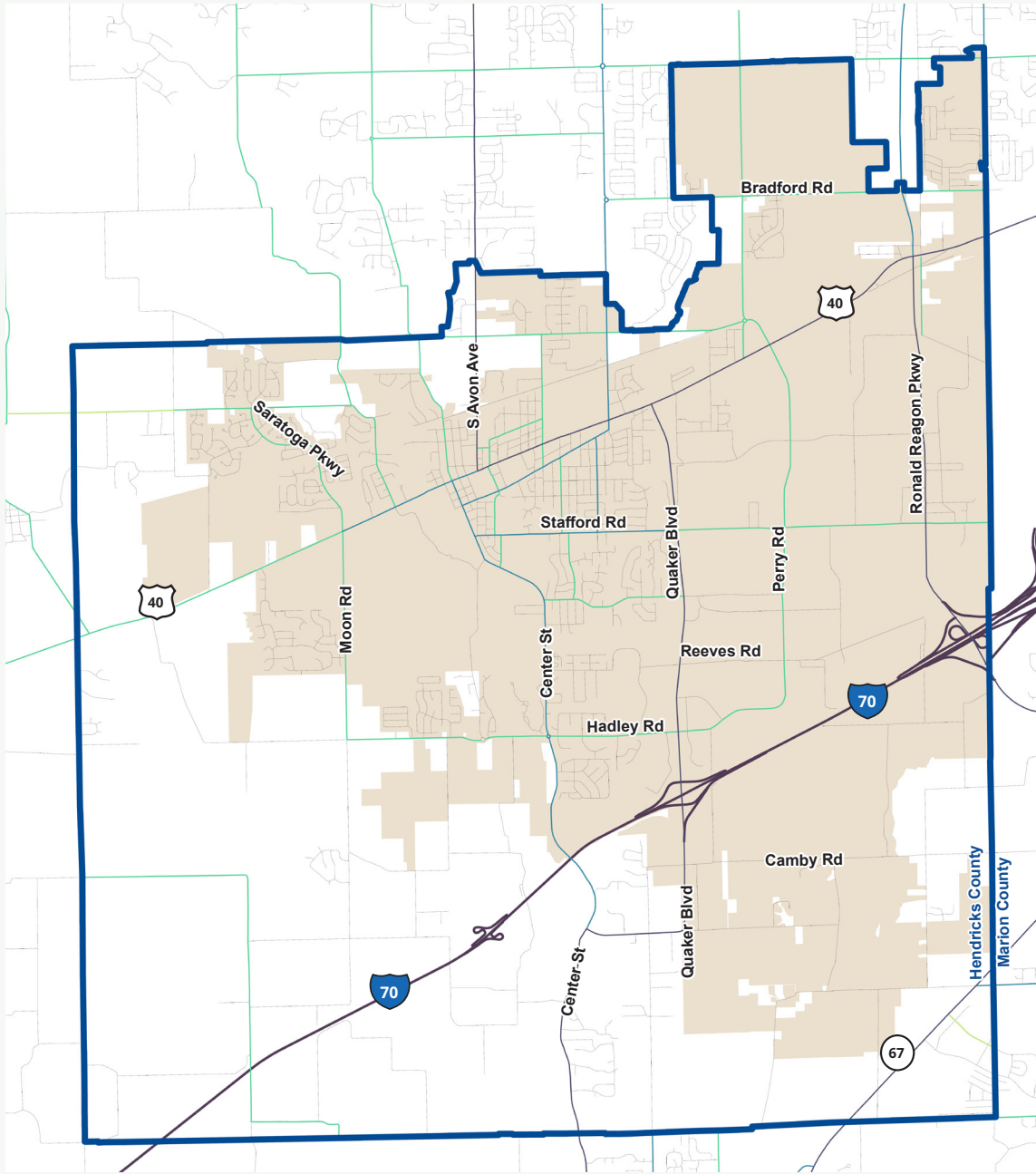
**Roadways.** Interstate 70 has played a significant role in the development of Plainfield. In addition to this major thoroughfare, principal arterials such as Ronald Reagan Parkway, Avon Ave./Quaker Blvd. (formerly SR 267), Dan Jones Rd., and US 40/Main Street provide convenient access to major regional travel routes.

US 40 is Plainfield's Main Street and is a critical component of the Town's identity and history. Once a corridor designed to move travelers across the State of Indiana and to other regions of the US, that purpose has long since been replaced by the Interstate system. The Town relies upon US-40 to carry drivers to the urban core of Plainfield, while continuing to develop a network plan of roadway alternatives designed to support drivers seeking to travel through or around the Town.

As a result of rapid growth in the community and the resulting demands on its transportation network, Plainfield pursued an update to its thoroughfare plan in 2019. The update included a detailed traffic modeling of all roadways in Plainfield and evaluated multiple development scenarios to identify transportation improvements. The plan also evaluated the feasibility of a future Interstate 70 interchange west of Quaker Boulevard. The thoroughfare plan is included in this plan's appendix.

**Transit.** There are options for transit available to Plainfield residents and visitors. The Plainfield Connector, which operates under the Central Indiana Regional Transportation Authority (CIRTA), travels through the Plainfield advanced logistics parks next to the airport and connects Central Indiana workers to the area. Riders can transfer from the Bridgeport stop on Route 8 of the IndyGo service, located at the airport.

ROADWAY FUNCTIONAL CLASSIFICATIONS



- |                    |                 |
|--------------------|-----------------|
| Interstate         | Major Collector |
| Principal Arterial | Minor Collector |
| Minor Arterial     | Local Roads     |



**Trails.** Plainfield provides a well-maintained trail system that is extensive for a community of its size. It connects the central portion of Town to a variety of neighborhoods and public amenities. Overall the Town has over 35 miles of trails, including the Vandalia, White Lick, Clarks Creek, Hummel Park Loop, Sugar Grove, and side path routes such as those along Ronald Reagan Parkway and Saratoga Parkway, which provide critical connections within the overall network.

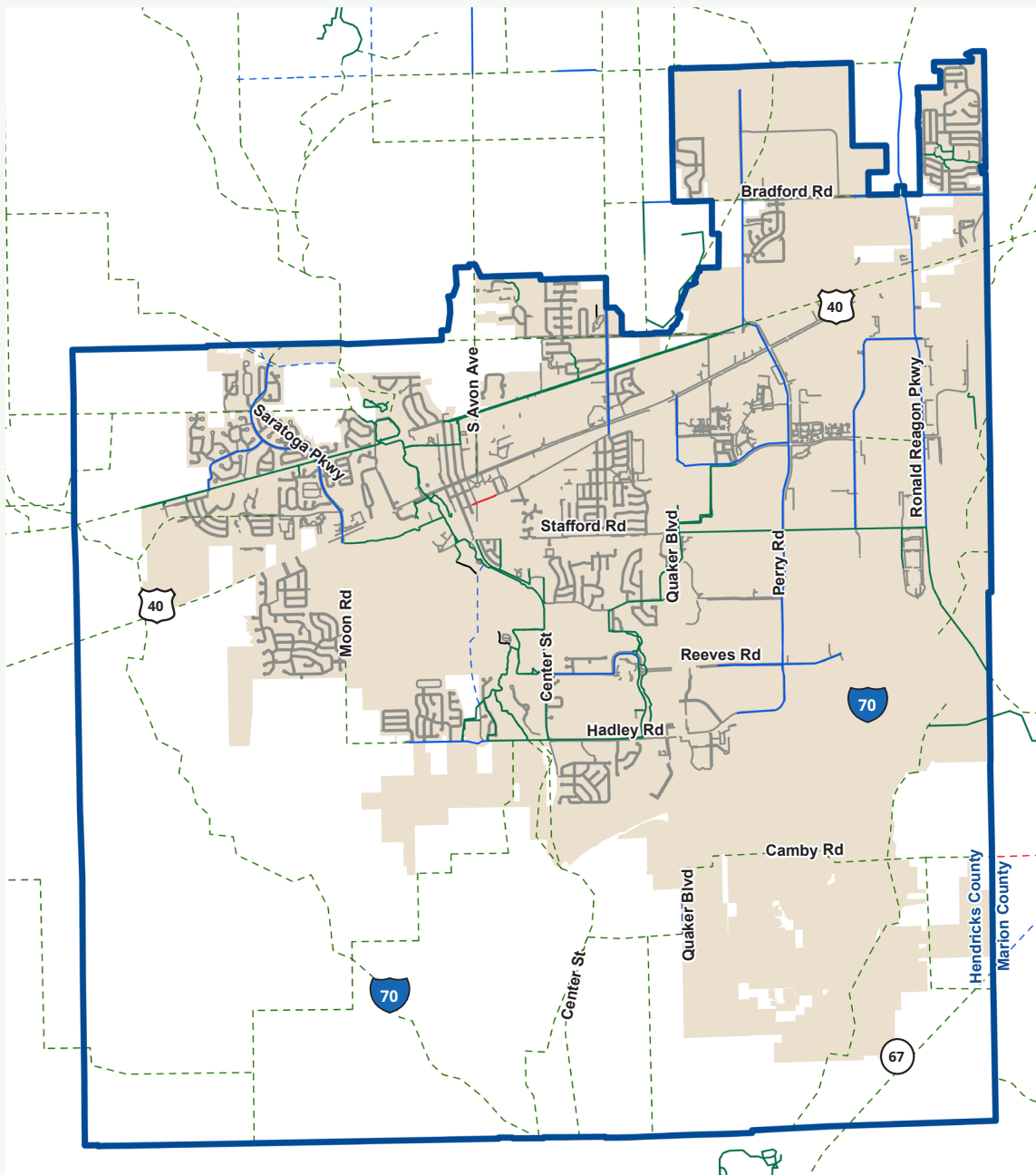
Due in part to their greenway design, separation from traffic, and integration into a natural setting, the Vandalia Trail and White Lick Creek Trail are the most used trails in Town. The Sugar Grove Trail extends west from Hummel Park to include several subdivisions, and other spurs have been provided to ensure that everyone in the town has access to the trail system.







**Bicycle and Pedestrian Infrastructure.** Most of the Town is served by sidewalks but there are deficiencies in older neighborhoods. The 2021 Sidewalk and Trail Master Plan Update is helping the Town proactively upgrade and expand the mobility network. The plan process identified over 300 project needs, including 102 miles of new, upgraded, or repaired trail, sidepath, or sidewalk projects. Achieving the Town's vision will require sustained, long-term commitment and effort. The plan focuses on providing and improving connections, with comprehensive recommendations to upgrade and improve the overall bicycle systems, pedestrian networks, and trail amenities. It also includes a review of planning efforts by neighboring communities to understand opportunities for improved regional connectivity.





**BICYCLE AND PEDESTRIAN INFRASTRUCTURE**



- |   |   |
|---|---|
|  Bike Lanes          |  Trails          |
|  Proposed Bike Lanes |  Proposed Trails |
|  Sidepaths           |  Sidewalks       |



# Actions

## Objective 1. Plan for and extend bike routes that connect to key parts of Plainfield.

- D.1.1 Align bike route initiatives and facilities with the recommendations in the Sidewalk and Trail Master Plan Update (2021).** Dedicated bike lanes, sidewalks, and multi-use trails provide safe access to and from residential and commercial areas, as well as parks, schools, and other community amenities. The Town's Sidewalk and Trail Master Plan Update identifies specific locations where improvements should be made. This plan should be used to identify priorities, especially as new development is pursued in the Town.
- D.1.2 Create and promote bike loops and lanes that connect to other key assets in Town (i.e., trails, parks, etc.).** A fully connected loop through Plainfield that intentionally connects destinations in the community will facilitate transportation to these destinations by bike, thereby reducing reliance on cars and traffic on roadways. Such a loop should be developed in accordance with the Sidewalk and Trail Master Plan Update and should especially consider community members who might not be as comfortable riding on typical streets, such as children.

## Objective 2. Extend the trail system to establish a well-connected trail network.

- D.2.1 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.** The Town should require trail-oriented buildings and site design for new residential development to provide direct access to nearby trails. This will better connect these areas, attract residents, and help to ameliorate some of the traffic congestion that can be generated by new residential development. Wayfinding signage along trails to indicate distances between and directions to different residential areas will help encourage use.
- D.2.2 Continue initiatives to maintain, improve, and expand upon the Town's trail and sidewalk system, addressing conditions and gaps in the mobility network.** Plainfield's trail system is well developed, and there are good connections between many neighborhoods for people traveling by a variety of modes. However, the Town's Sidewalk and Trails Master Plan and existing systems map identified where some subdivisions had been built without a strong regard for pedestrian and bicycling connectivity. Trying to retrofit an area with narrow or no sidewalks is especially challenging and expensive. As new areas are developed it will be important to expand networks to and through them and connect between residential and non-residential areas (e.g. Main Street). This can be achieved, in part, by strengthening the Town's

Subdivision Control Ordinance and Zoning Ordinance requirement for making connections. In addition, the Town should focus on securing funding, when possible, to improve maintenance of existing trails, which is often harder to acquire than funding for new projects.

**D.2.3 Continue to work closely with developers in the design phase to integrate trails and trail connections within emerging developments.** In addition to connectivity between newly developed areas and other locations in the Town, Plainfield should work to encourage trails and trail connections within new residential, commercial, and mixed-used areas. This can best be achieved by discussing opportunities early in the site planning and design process so that connections are prioritized before building configurations and other design concepts are fully developed.

**D.2.4 Improve safety along trails in select areas.** Safety along the Town's trails is of paramount importance. At selected locations, particularly in denser areas where trail segments provide pedestrian connections to nearby commercial areas or activity nodes, lighting can be added to enhance visibility to minimize accidents and deter crime. Safety patrols can also help create an environment that feels safe, while potentially deterring theft, assault, or vandalism. A combination of lighting and safety patrols should be identified and planned for comprehensively Town wide to determine the most desirable locations.

**D.2.5 Improve trail connections between Plainfield and other communities.** It is important to realize that many Plainfield residents work, shop, recreate, and spend time in surrounding communities. Beyond connections within Plainfield, trail connections between Plainfield and other communities should be prioritized for improvement to help people access employment, goods, services, entertainment, and more outside of Plainfield without always having to travel by car. This may be especially important for neighborhoods that are at the edges of the Town, including potential new residential neighborhoods.

### **Objective 3. Create well connected neighborhoods through multi-modal options.**

**D.3.1 Strengthen Subdivision Control Ordinance and Zoning Ordinance requirement for connections between residential neighborhoods to create a seamless, integrated network system.** New residential developments will not be well-integrated with existing neighborhoods without a deliberate effort to provide connections. Connections are important because they increase ease of navigation between areas and ensure that new neighborhoods are not isolated. Plainfield should modify its ordinances to require better connections that will support development in the Town that more closely approximates historic neighborhoods that, while distinct from each other, provided ease of access between each other and a sense of overall cohesion.



**D.3.2 Strengthen regulations requiring connections between commercial areas.** Connections between commercial areas are important, especially as these areas expand, to keep people off main roads and create effective internal circulation. Plainfield should require connections in order to foster a sense of cohesiveness within commercial areas, in keeping with the Character Type descriptions described in the Future Character and Land Use Map.

**D.3.3 Update the Subdivision Control Ordinance to improve connections through residential and non-residential areas so they are connected internally.** Plainfield has great connections from subdivisions to external trails, but the Town lacks connectivity within many of its subdivisions. In addition to bringing trail connections through new residential areas, as described in Action D.2.3, connections in residential areas can be improved through sidewalks, crosswalks, bicycle lanes and amenities, signage, and other improvements that make traversing neighborhoods by foot and bicycle comfortable and convenient. For non-residential sites, easements should be designated between properties to reserve space for connections, and then appropriate infrastructure constructed within these areas for travel by modes of alternative transportation, including walking, cycling, wheelchair traffic (including motor-assisted chairs) and other forms of non-motorized conveyance. Additionally, alternative ways of moving vehicular traffic from the property to intersections rather than right-ins and outs should also be pursued to create safer pedestrian and bicycling environments.

## **Objective 4. Explore transit service as an alternative mode of vehicular transportation.**

**D.4.1 Continue to work with the Central Indiana Regional Transportation Authority (CIRTA) to improve service.** Many Plainfield residents commute to work within the Town and nearby communities. Expanded transit options would provide reliable, affordable transportation for worker, especially in logistics, retail, and service industries. Additionally, expanded transit offerings could benefit residents and visitors alike by providing access to healthcare, shopping, entertainment venues, and recreational opportunities.

**D.4.2 Undertake a study of transit service to and from Indianapolis.** Plainfield employs almost two times as many workers as it has working residents. As of January 2024, the Central Indiana Regional Transportation Authority (CIRTA) and businesses in the Plainfield and Whitestown Economic Improvement Districts (EIDs) Workforce Connectors launched a promotional offer of free shuttles from Indianapolis to advanced logistics parks in Plainfield and Whitestown. A study of additional service options could explore regular bus service that would also connect other parts of Plainfield to Indianapolis. Regular bus service between Plainfield and Indianapolis could benefit commuters to Plainfield as well as Plainfield residents who work in the city. Regular bus service between Plainfield and Indianapolis could benefit commuters to Plainfield as well as Plainfield residents who work in the city. As of January 2024, the Central Indiana Regional Transportation Authority (CIRTA) and businesses in the Plainfield and Whitestown Economic Improvement Districts (EIDs) Workforce Connectors launched a promotional offer of free shuttles from Indianapolis to advanced logistics parks in Plainfield and Whitestown. A study of additional service options could explore regular bus service that would also connect other parts of Plainfield to Indianapolis.

## **Objective 5. Address vehicular traffic congestion and roadway infrastructure needs.**

**D.5.1 Continue conversations with INDOT to improve roadway infrastructure.** Plainfield supports design solutions for major corridors, most notably US 40, that promote more continuous movements at reduced travel speeds rather than considering it to be a through road to get through Town. The Town should continue conversations with INDOT that acknowledge and support INDOT's expectation of restricting access in select locations to reduce conflict points, while simultaneously introducing designs that encourage desired travel speeds with the intent to reduce severe crashes along the corridor.

### **TRANSIT SERVICE**

Transit service exploration should consider the objectives below:

- » Improve the speed and reliability of public transportation service. To be seen as a viable alternative, transit speeds should be competitive with car travel and arrive at stops reliably at their designated time.
- » Support commuter public transportation service. Commuter public transportation service is another critical part of the complete public transportation system, providing convenient, reliable access to the region's major job centers from the surrounding suburban and rural communities.
- » Improve the public transportation experience. In order to attract and retain public transportation riders, it is important that the Town and its public transportation providers create a transportation service that can rival the comfort and convenience of individual automobiles.
- » Improve access to public transportation. Access to public transportation is an essential component of the overall public transportation experience and vital to its success. A coordinated mobility system should provide all users with safe, convenient access to the Town's transit system by walking, biking, driving, or micro-mobility.

**D.5.2 Upgrade intersections or modernize traffic lights and signals to help improve traffic flow.** In many locations, technology can be applied at intersections to help manage traffic without widening roadways. Plainfield should integrate technology such as smart sensors and communication systems into key intersections. As technology changes rapidly, it will be important for Plainfield to have staff with the appropriate expertise to be able to determine which types of improvements are best and to prioritize securing funding to implement these improvements.

**D.5.3 Align roadway classifications in various Town plans and ordinances to improve clarity and facilitate access to funds.** Plainfield is making updates to the classification language used by the Town's ordinances to align with the 2019 Thoroughfare Plan and FHWA/INDOT classification system. This follows changes to the 2019 Thoroughfare Plan that were made to bring it into alignment with Federal classifications. Using the same classifications will help to ensure clear understanding between the various agencies using plan documents and will better position Plainfield for Federal Funds. This classification is carried forward in this comprehensive plan and should be used in other Town plans moving forward.

## **GREEN INFRASTRUCTURE**

Green Infrastructure emphasizes conservation and the protection of on-site natural features while allowing development to occur. It can include the following, among other, interventions:

- » Conserving natural areas wherever possible.
- » Minimizing the development impact on hydrology.
- » Maintaining runoff rates and duration from the site.
- » Implementing pollution prevention.

Some examples of Green Infrastructure that can be integrated into new projects or existing areas include:

- » Allowing usable green roofs on large format flat roofed buildings.
- » Encouraging sustainable design of ponds or other water features.
- » Integrating bioswales, rain gardens or other storm-water retention interventions.
- » Minimizing impervious surfaces.
- » Introducing pollinator gardens.
- » Allowing solar panels as-of-right.



## Objective 6. Enhance safety for pedestrians.

- D.6.1 Ensure Americans with Disabilities Act (ADA) accessibility is applied to new or upgraded road and pedestrian mobility infrastructure.** In order for Plainfield to be a fully inclusive and accessible community, roadway and sidewalk accessibility is needed. There is an opportunity to make improvements as infrastructure is built or upgraded. This may include resurfacing, curb ramps, crosswalks and pedestrian signals, and other changes.
- D.6.2 Establish a Safe Routes to School Program that encourages students and parents to walk and bike.** Through the Safe Routes to School (SRTS) national initiative communities can apply for federal funding to address specific needs that they identify. Plainfield should coordinate with the National Center for Safe Routes to School (NCSRTS) to launch a program, design a plan, and pursue funding for implementation.
- D.6.3 Create a policy that encourages the design and development of streets that accommodate all users equitably and incorporates green infrastructure, where appropriate.** Streets should be designed and operated for the benefit of all users, including pedestrians, bicyclists, public transit riders, and drivers. Policies can be administered at the local level that include design recommendations such as curb extensions, accessible pedestrian signs, and modified vehicle travel lanes that encourage safety and mobility for all. Investments in streetscape features, such as sidewalks, street trees, and lighting, can also improve the Town's public spaces. Rain gardens and bioswales, where appropriate, can help reduce the volume and speed of runoff so that storm water systems are not overloaded. These types of green infrastructure can reduce the cost of storm water treatment to the community. In combination, these improvements may reduce traffic speeds, make for a more aesthetically appealing environment for pedestrians, enhance the overall sense of community, and alleviate stress among community members.

### AMERICANS WITH DISABILITIES ACT (ADA)

The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in many areas of public life, including jobs, schools, transportation, and many public and private places that are open to the general public. The purpose of the law is to ensure that people with disabilities have the same rights and opportunities as everyone else.

### SAFE ROUTES TO SCHOOL (SRTS)

An approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives. SRTS initiatives improve safety and levels of physical activity for students. Programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, or even an individual school.



# Quaker Day Parade

PRESENTING BY  
DU  
EN

# 7. VIBRANT NEIGHBORHOODS

Plainfield has many desirable residential neighborhoods, including both older and newer-built areas. While the majority of housing is single-family, several high-quality newer residential mixed-used and multifamily projects have been constructed within the past ten years. Investments in Plainfield's downtown have contributed to its revitalization through both new and renovated housing and commercial space, in addition to important signature civic and community facilities, most notably the Plainfield Civic Center and Hendricks Live! theater. Many of Plainfield's neighborhoods could, however, be further enhanced through taking deliberate action through policies and programs described in the following pages.

## Goal

Build strong  
and vibrant  
neighborhoods.

## Objectives

1. Promote a variety of housing types to accommodate different preferences at a range of price points.
2. As new residential areas develop, encourage integration of amenities and services.
3. Continue to revitalize the downtown.
4. Preserve and enhance environmental resources, natural habitats, and farmland.



# Existing Conditions

## Housing

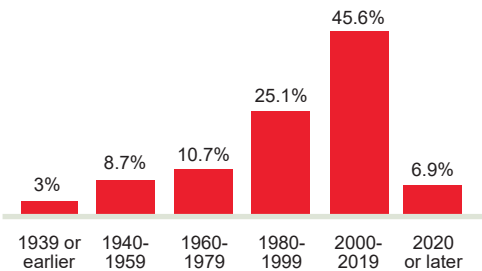
The housing landscape in Plainfield is evolving, marked by significant growth and changes in demand. Single-family homes dominate the market, with most of the housing stock built in and after the 1980s. Since 1990, single-family and two-family homes have made up approximately two-thirds of residential construction.

In 2023, Plainfield witnessed a transformation in housing preferences. The year brought 230 new residential units, only 63 of which were single-family homes. Developments such as Trescott, Hobbs Station, and Grey Hawk provided new single-family homes while multifamily projects such as Stanley Terrace and Saratoga Village added to the diversity in housing stock. The average cost for a one-bedroom apartment reached \$1,361 and two-bedroom units rose to \$1,675, a significant increase from 2020's averages of \$993 and \$1,143, respectively. The average price of new homes soared to \$424,635, almost doubling the \$261,862 average in 2018.

Looking ahead, Plainfield is projected to continue its housing growth over the next five years. However, it is critical that this growth reflects demand and includes a diversity of price points. As the region's

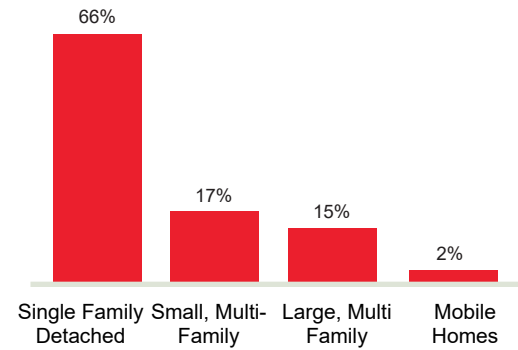
Source: Plainfield 2023 Annual Report

### BUILT HOUSING STOCK (2022)



Sources: Plainfield 2023 Annual Report, US Census Bureau ACS 5-Year Estimates.

### OCCUPIED HOUSING TYPES (2023)



Small multi-family – one unit attached, and two to nine units within a structure.

Large multi-family – ten or more units within a structure.

Source: US Census Bureau ACS 5-Year Estimates.

population diversifies, and more people from different socioeconomic backgrounds desire to live in Plainfield to work in local jobs, housing demand for smaller single-family and multifamily housing can be expected to increase. At the same time, middle-income earners may also struggle to find affordable housing options as costs increase, younger residents may desire smaller housing than in previous generations, and older residents may be seeking to downsize. All of these factors point to a need for a more diverse housing stock, including housing at a range of price points, which will help to accommodate both current and potential future residents.

## Downtown Redevelopment

Many initiatives from the Conceptual Downtown Redevelopment Plan have been implemented since adoption. The plan was adopted in 2018 to help protect the long-term sustainability of the historic downtown core. Recent achievements include:

- » Opening of the White Stone Veterinary Clinic;
- » Historic Prewitt converted into a fine dining restaurant; and
- » Opening of the new Civic Center.

Continued implementation of the Conceptual Downtown Redevelopment Plan will continue to build upon the strengths of the downtown. The plan will help to:

- » Identify appropriate infill areas.
- » Promote a village atmosphere.
- » Take pride in the Town's greenspaces.
- » Preserve the historic assets and be sensitive to the character and scale of surrounding areas.

## ANTICIPATED ADDITIONAL HOUSING IN THE NEXT 5 YEARS:

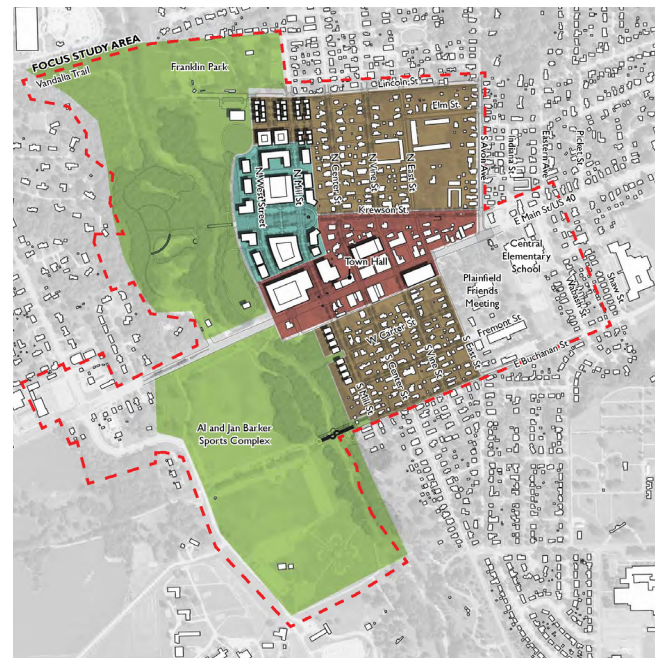


**Single Family  
Detached  
+2,500**



**Multi-Family  
Units  
+1,500**

## CONCEPTUAL DOWNTOWN REDEVELOPMENT PLAN (2018)



Source: Executive Summary Conceptual Downtown Redevelopment Plan (2018)

# Actions

## **Objective 1. Promote a variety of housing types to accommodate different preferences at a range of price points.**

**E.1.1 Update the Zoning Ordinance to allow flexibility for diverse housing options.** A wide variety of housing options in Plainfield, from starter homes to high end/custom built homes, will accommodate different life stages and price points. An updated Ordinance should include definitions for a range of housing and other building types, their design characteristics, and their appropriate land use context. Residential development intensity should be determined by design characteristics such as building type, height, distance from the street, architectural variety, and streetscape features rather than by units-per-acre. Plainfield should identify specific areas (defined by criteria such as size, configuration, location, and ownership, etc.) with a high potential for diverse housing products and focus on allowing flexibility in these areas.

**E.1.2 Develop a neighborhood reinvestment plan.** Plainfield should prepare a plan to invest in, to improve, and update older neighborhoods, for example those that include pre-WWII homes. This is a way to protect naturally occurring affordable housing and to address decline. The Town should leverage the plan to pursue funding through state programs including Indiana's Owner Occupied Rehabilitation Program. This plan, and funding that is acquired, can also be coupled with local programs, for example a grant program focused on improving residential "curb appeal" through exterior home improvements.

### **AARP AGE-FRIENDLY COMMUNITY PROGRAM**

This program supports the work of local, regional, and state governments as they prepare for the nation's changing demographics. The program's framework equips local leaders and residents with resources for assessing the needs of older adults related to housing and transportation options, access to key services, and opportunities to participate in community activities.

### **OWNER OCCUPIED REHABILITATION PROGRAM**

The Owner Occupied Rehabilitation program aims to empower Indiana communities to directly fund homeowners of low-moderate income to make needed repairs on their homes. The purpose of the program is to create strategic, workable solutions to any major barriers and/or regulatory impediments identified, and to identify technical assistance resources needed for local decision makers, housing professionals, and homeowners who will be working to overcome these issues in future rounds of the program.



## **Objective 2. As new residential areas develop, encourage integration of amenities and services.**

### **E.2.1 Adhere to character type descriptions in new neighborhoods, which emphasize integration of small-scale and community-serving commercial uses when possible.**

As additional residential development occurs, there will be a growing need for small-scale, neighborhood-serving commercial development. These are locations where residents have access to daily goods and services without needing to travel across town or to another community. These areas should not be expected until significant residential growth in the area creates a viable market and should be developed as nodes around significant intersections rather than in a linear manner along corridors. Where feasible, neighborhoods should offer convenient pedestrian access to commercial nodes.

### **E.2.2 Continue to coordinate with school districts on planning capacity and evaluate the compatibility of potential school locations with future land uses.**

While educational policy is guided by school district plans, land use decisions can impact population, and thereby enrollment. Coordination with schools is important if plans for growth or new facilities are being considered. The Future Character and Land Use plan should create a level of predictability for schools with respect to potential future land use changes that could impact them. However, regular communication, which may take the form of an update on the anticipated timing of development as depicted in the comprehensive plan, could be useful.

### **E.2.3 Identify potential sites and incentives that would support the expansion of large medical facilities as the town grows.**

As Plainfield adds more residents, it will be important that their healthcare needs are met. The expansion of medical facilities also supports the Town's economic development objectives, including providing jobs in a growing sector in the region. The Town is well-positioned to attract medical facilities and should create conditions for them to choose Plainfield as a location.

## **Objective 3. Continue to revitalize the downtown.**

### **E.3.1 Evaluate and continue to implement the 2018 Conceptual Downtown Revitalization Plan.**

The Conceptual Downtown Revitalization Plan provides important direction for future development downtown, emphasizing and identifying infill opportunities along Main Street, as well as redevelopment opportunities in other areas. While this overall orientation and some of the plan's specific opportunities are still relevant, the plan should be revisited to determine if adjustments should be made.

### **E.3.2 Manage downtown parking utilizing wayfinding and directory signage.**

Drivers can perceive there to be a lack of parking, even if it is in ample supply, if it is not easy to find and navigate to it. The Town can utilize wayfinding and directory signage to make it easier and more convenient to find. Signage can also be used to better direct

people from parking areas to their destinations. Design should be consistent with the Town's branding and standards.

- E.3.3 Improve alley design to allow for alley-accessible parking lots.** Alley-accessible parking lots can allow for space to be used efficiently and allow parking to be hidden from public view in many locations. They can also create combined lots that are shared by multiple businesses with different peak times. These lots can also keep traffic flowing more freely on roadways, improving circulation and increasing safety.

## **Objective 4. Preserve and enhance environmental resources, natural habitats, and farmland.**

- E.4.1 As development occurs, ensure property owners and developers comply with the wellhead protection program.** The Town's wellhead protection program helps protect water quality by managing potential sources of contamination. The program sets certain requirements regarding where and how developers can build. Compliance with protection zones should be enforced to minimize water contamination and monitoring should be conducted over time on a regular basis.

- E.4.2 Prioritize wetlands for parks in Town growth areas.** Wetlands within Plainfield can be an appropriate location for passive recreation areas and natural parks. While wetland development is anticipated during the timeframe of this plan, the Town should consider opportunities, when possible, to utilize wetland areas for parks to prevent development. Preserving wetlands has numerous benefits to the Town, including storm water management, protection of wildlife habitats, and reductions in pollution of water bodies by providing filtration.

### **WELLHEAD PROTECTION PROGRAM (WHPP)**

A program established by the EPA to protect underground sources of drinking water from contaminants that may adversely affect human health. The program has an emphasis on the prevention of ground water contamination due to the difficulty in cleaning up the contamination once it occurs. Each state is required to have their own Wellhead Protection Program, which specifies the duties of State agencies, local government entities, and public water supply systems to develop and implement wellhead protections.

**E.4.3 Encourage environmental preservation of important assets such as wetlands, stream corridors, and natural wooded areas.**

As new development moves forward in accordance with the Future Character and Land Use Map, areas of environmental value should be preserved where possible. Preservation may be supported through incentives such as density bonuses, or in negotiation regarding site plan proposals. This will be especially important for the significant areas that are identified in this plan for southwestern expansion of residential areas. As with many other already-built residential areas important environmental features should be incorporated for open space and trails. This can also benefit a specific development by adding to property values and leveraging the value of existing environmental resources rather than designing new.

**E.4.4 Coordinate with the U.S. Department of Fish and Wildlife and landowners to develop a long-range plan for the bat conservation area and adjacent parcels.**

A coordinated, long-term plan will help ensure that the area is protected, and that the various agencies, organizations, and jurisdictions that may impact the area or have some responsibility for it are coordinated and aligned.

**E.4.5 Shape development to promote efficient use of land.**

This comprehensive plan is consistent with the previous plan in its emphasis on prioritizing infill and redevelopment to support growth where there is existing infrastructure, promote fiscal responsibility, and use land resources wisely. The Future Character and Land Use Map does include some new development (mostly residential in nature) in existing agricultural areas to meet anticipated housing demand. However, residential development should advance in phases such that new development is first prioritized within existing developed areas and moves outward as additional land is needed, without “leapfrogging” over agricultural areas.







## 8. IMPLEMENTATION

Thrive! Plainfield is a long-term guide to manage growth and change for the next ten years. It is not the responsibility of any one department or organization to implement the plan and it is not expected that all actions will be prioritized immediately. Rather, it is imperative that a collaborative approach is taken to implementation. Town departments, boards and commissions, private businesses, civic organizations, and individually interested community residents can and should all have a role in turning the plan's recommendations into reality. They should focus first on the highest priorities and priorities should be revised at least on an annual basis. This chapter provides guidance for the plan's implementation.

# How to Use the Plan

This chapter has been developed to help guide implementation of the comprehensive plan. It includes both overarching strategies and process guidance as well as a matrix of plan actions with associated timeframes and responsible parties.

## Implementation Strategy

The overarching strategy for implementation includes three main areas of focus.

### **MONITORING**

The plan should be consistently monitored to assess implementation progress over time. This review should happen formally no less than once per year. A status report and presentation to Town Council and the Plan Commission should accompany this review and the results of the review should be communicated throughout the Town so that community members are kept informed.

### **COLLABORATING**

Some aspects of implementation for the plan fall to the Planning and Zoning Department. However, it is not intended to be solely implemented by this department. Many actions will require the coordinated efforts of other Town departments and individuals and organizations.

### **UPDATING**

Future updates and amendments to the plan may be initiated by Planning and Zoning Department staff, the Plan Commission, and Town Council. Updates should be considered at least every five years to take into consideration changes in trends or Town priorities over time.



## **Integration into Town Operations and Processes**

The specific ways in which the plan will be incorporated into Town operations and processes include the following:

### **REGULATORY UPDATES**

Revisions to the Town's Zoning Ordinance and other regulations should be made in accordance with the plan. This will provide the Town with the regulatory authority to enforce recommendations in the Future Character and Land Use Map and promote other desired outcomes expressed through the plan's actions.

### **DEVELOPMENT APPROVALS**

Administrative and legislative approvals for development proposals will be reviewed for consistency with the plan. Decisions by the Plan Commission and reports by Planning and Zoning Department staff will reference relevant plan goals, objectives, and actions as well as the Future Character and Land Use Map.

### **BUDGET AND CAPITAL IMPROVEMENTS PLAN**

Plainfield's annual budget should be influenced by this plan. Plainfield also plans for capital improvements through its Capital Improvements Plan (CIP), which provides a roadmap for present and future infrastructure projects. The Town's CIP will be reviewed for consistency with the plan's principles, objectives, and actions.

### **ANNUAL WORK PROGRAMS**

Departments, administrators, and relevant boards and commissions should be cognizant of the principles, objectives, and actions in the plan when preparing annual work programs. Similarly, it will help in tracking implementation of the plan if these entities report back to the Planning and Zoning Department staff on progress toward implementation for annual tracking. This should be systematized so that check-ins are scheduled for the same time on an annual basis prior to an overarching annual review of implementation progress for the plan.

### **PRIVATE DEVELOPMENT DECISIONS**

Property owners and developers should consider the goals, objectives, and actions in the plan in their development planning and investment decisions. Public decision-makers will be using the plan as a guide in their deliberations on proposed development projects.

### ECONOMIC INCENTIVES

Future economic incentives should be considered and prioritized relative to their consistency with the plan’s goals, objectives, and actions. They should reinforce the land use and economic development objectives put forth in this plan.

### FUTURE PARTNERSHIPS

Formal and informal collaborations with surrounding communities, regional and state agencies and organizations, and institutions, should be informed by the plan’s goals, objectives, and actions. Existing partnerships within the Indianapolis-Carmel-Anderson Metropolitan Statistical Area can benefit from deliberate consideration of the actions presented in the plan and purposeful efforts to integrate them into existing work. In some cases, new partnerships may be warranted to implement the plan’s actions.

## Matrix

The following table organizes the recommendations under all of the goals and objectives. The table indicates the timeframe, lead, and support for each action. The timeframes are defined by the following:

Timeframe		Length
O	Ongoing	Ongoing
S	Short term	0-5 years
M	Medium term	5-10 years

Note: Implementation is subject to Town Council prioritization and availability of resources. It is anticipated that some actions identified as medium term may be shifted to longer term (may take up to ten years to implement) if other priorities emerge within the next five years.

ACTION	TIME-FRAME	LEAD	SUPPORT
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## GOAL A: CREATE ATTRACTIVE AND DISTINCTIVE PLACES

### Objective #1. Promote efficient use of land and a mix of compatible land uses.

A.1.1	Pursue infill and redevelopment in selected locations as identified in the Conceptual Framework Map in this plan.	O	Development Services	Redevelopment Commission
A.1.2	Implement policies that encourage a mix of uses in selected locations.	S	Development Services	Plan Commission / Town Council
A.1.3	Investigate the implementation of a fiscal model that can be used to evaluate fiscal impact of development proposals.	M	Town Manager	Financial Consultant / Development Services / Town Controller

### Objective #2. Develop and connect community members to available resources and funding that help property owners improve building and property conditions and aesthetics.

A.2.1	Promote grant programs and funding available to small businesses to incentivize façade improvements for properties throughout the Town.	O	Development Services	Town Council
A.2.2	Develop incentives to improve building and site aesthetics within established commercial areas.	M	Development Services	Town Council / Development Services

### Objective #3. Improve standards and regulations to ensure development is high quality in design and sensitive to its context.

A.3.1	Periodically review and update design regulations for commercial development.	O	Development Services	Design Review Committee / Plan Commission
A.3.2	Undertake a periodic townwide review of submitted and approved development applications to ensure development reflects desired design, quality, and type.	O	Development Services	Design Review Committee / Plan Commission
A.3.3	Proactively coordinate with the State of Indiana to stay informed about potential growth or operational changes at state properties within the Town.	O	Town Manager	Town Council

### Objective #4. Promote building and development practices throughout the community that minimize impacts on the environment.

A.4.1	Develop policies and incentives for stormwater management alternatives.	O	Development Services	Community Services
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ACTION		TIME-FRAME	LEAD	SUPPORT
A.4.2	Work with developers to ensure that new developments include techniques and practices that help preserve environmental assets.	O	Development Services	Community Services

**Objective #5. Plan for public utility, infrastructure, and public safety upgrades or expansion to support development or redevelopment that is fiscally responsible.**

A.5.1	Evaluate utility and infrastructure capacity for new development or redevelopment as it is considered.	O	Development Services	Community Services
A.5.2	Evaluate the system availability and connection fees and monthly user rates periodically to identify opportunities for utility projects.	O	Development Services	Town Controller
A.5.3	Pursue an Adequate Public Facilities Ordinance (APFO).	M	Development Services	Town Council
A.5.4	Continue to work with developers to discuss approaches to cost sharing for effective long-term infrastructure planning	O	Development Services	Town Controller / Town Council
A.5.5	Engage the Department of Public Safety in regular meetings as the Town's population continues to grow.	O	Development Services	Public Safety

**GOAL B: ADVANCE STRATEGIC ECONOMIC GROWTH AND PROSPERITY.**

**Objective #1. Build upon the existing commercial assets already established in the Town.**

B.1.1	Expand existing commercial and retail areas.	O	Development Services	Plan Commission / Town Council
B.1.2	Strategically reinstate Tax Increment Finance (TIF) districts and abatements as they expire	O	Development Services	Redevelopment Commission

**Objective #2. Facilitate a supportive environment for businesses to grow and thrive.**

B.2.1	Diversify employment and job sectors beyond logistics / warehousing through marketing, attraction, and new place types.	O	Development Services	Town Council
B.2.2	Support the Hendricks County child care task force.	S	Development Services	Town Council
B.2.3	Continue to support businesses with local tax abatements.	O	Development Services	Redevelopment Commission
B.2.4	Encourage the creation of a range of space types that can accommodate the needs of existing, growing Plainfield businesses.	O	Development Services	Plan Commission
B.2.5	Promote interstate access to support business development.	O	Development Services	Communications and Marketing

ACTION		TIME-FRAME	LEAD	SUPPORT
B.2.6	Promote airport access to support business development.	O	Development Services	Communications and Marketing
B.2.7	Supplement the Town's business development handbook with small business incubation program.	M	Development Services	Communications and Marketing

### Objective #3. Improve access to living wage jobs.

B.3.1	Continue the Town's program that provides tax abatement to businesses that have promised to provide living wages and verify its use.	O	Development Services	Redevelopment Commission
B.3.2	Promote the community as a leading center for workforce training.	O	Communications and Marketing	Development Services

## GOAL C: LEVERAGE AND ENHANCE ASSETS.

### Objective #1. Build upon the existing parkland and natural space amenities.

C.1.1	Improve and identify opportunities for more sports fields that align with changing preferences	O	Community Services	Town Council
C.1.2	Enhance the Richard A. Carlucci Recreation and Aquatic Center to allow for year-round and all age activities and events.	M	Community Services	Town Council
C.1.3	Improve access to the water and pursue linear park corridors.	M	Community Services	Town Council
C.1.4	Evaluate any efforts to extend parks, trails and associated amenities against the recommendations of the Parks and Recreation Master Plan (2023-2027).	O	Community Services	Development Services
C.1.5	Develop standards that require high quality amenities, landscaping, and furnishings.	S	Community Services	Development Services
C.1.6	Ensure new development is well-served by area parks.	O	Development Services	Community Services
C.1.7	Establish Capital Improvement Program (CIP) expenditure targets for parks, open space, trails, and conservation investments by Town Council.	M	Community Services	Town Council

### Objective #2. Celebrate the Town's cultural, historic, and artistic assets.

C.2.1	Update the Town's inventory of historic buildings within the Town's National Register District to determine buildings that have been demolished and identify priorities for investment.	M	Development Services	Town Council
C.2.2	Leverage the history of the National Road as a tourism opportunity that incorporates informational signage and area tours.	M	Communications and Marketing	Development Services

ACTION		TIME-FRAME	LEAD	SUPPORT
C.2.3	Work with current landowners to develop a property maintenance system seeking compliance to minimize enforcement relating to blighted, derelict properties.	M	Development Services	Town Council
C.2.4	Establish standards through the Zoning Ordinance and other policies and guidelines for new development to make sure it is compatible with historic buildings in areas such as downtown.	M	Development Services	Town Council
C.2.5	Implement the Art in Public Spaces Master Plan.	O	Development Services	Communications and Marketing

**Objective #3. Make a variety of programs and activities accessible to all ages and groups.**

C.3.1	Program all-season activities for all age groups at public parks and indoor recreational spaces with a focus on currently underserved age groups.	S	Community Services	Communications and Marketing
C.3.2	Improve communications and awareness-raising about activities in the Town so more people know about and take advantage of them.	O	Communications and Marketing	Town Manager

**GOAL D: EXPAND MOBILITY OPTIONS AND CONNECTIVITY NETWORKS.**

**Objective #1. Plan for and extend bike routes that connect to key parts of Plainfield.**

D.1.1	Align bike route initiatives and facilities with the recommendations in the Sidewalk and Trail Master Plan Update (2021).	O	Development Services	Town Council
D.1.2	Create and promote bike loops and lanes that connect to other key assets in Town (i.e., trails, parks, etc.).	O	Development Services	Community Services / Town Council / Communications and Marketing

**Objective #2 Extend the trail system to establish a well-connected trail network.**

D.2.1	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.	S	Development Services	Plan Commission / Town Council
D.2.2	Continue initiatives to maintain, improve, and expand upon the Town's trail and sidewalk system, addressing conditions and gaps in the mobility network.	O	Development Services	Community Services
D.2.3	Continue to work closely with developers in the design phase to integrate trails and trail connections within emerging developments.	O	Development Services	Consultants
D.2.4	Improve safety along trails in select areas.	M	Community Services	Public Safety



ACTION		TIME-FRAME	LEAD	SUPPORT
D.2.5	Improve trail connections between Plainfield and other communities.	O	Development Services	Town Council

### Objective #3. Create well connected neighborhoods through multi-modal options.

D.3.1	Strengthen Subdivision Control Ordinance and Zoning Ordinance requirement for connections between residential neighborhoods to create a seamless, integrated network system.	S	Development Services	Plan Commission / Town Council
D.3.2	Strengthen regulations requiring connections between commercial areas.	S	Development Services	Plan Commission / Town Council
D.3.3	Update the Subdivision Control Ordinance to improve connections through residential and non-residential areas so they are connected internally.	S	Development Services	Plan Commission / Town Council

### Objective #4. Explore transit service as an alternative mode of vehicular transportation.

D.4.1	Continue to work with Central Indiana Regional Transportation Authority (CIRTA) to improve service and explore a potential new circulator route.	O	Development Services	Town Council
D.4.2	Undertake a study of transit service to and from Indianapolis.	S	Development Services	Town Council

### Objective #5. Address vehicular traffic congestion and roadway infrastructure needs.

D.5.1	Continue conversations with INDOT to improve roadway infrastructure.	O	Development Services	Town Council
D.5.2	Upgrade intersections or modernize traffic lights and signals to help improve traffic flow.	O	Development Services	Town Council
D.5.3	Align roadway classifications in various Town plans and ordinances to improve clarity and facilitate access to funds.	S	Development Services	Plan Commission / Town Council

### Objective #6. Enhance safety for pedestrians.

D.6.1	Ensure Americans with Disabilities Act (ADA) accessibility is applied to new or upgraded road and pedestrian mobility infrastructure.	O	Development Services	Town ADA Coordinator
D.6.2	Establish a Safe Routes to School Program that encourages students and parents to walk and bike.	M	Development Services	Communications and Marketing

ACTION	TIME-FRAME	LEAD	SUPPORT
D.6.3 Create a policy that encourages the design and development of streets that accommodate all users equitably and incorporate green infrastructure, where appropriate	S	Development Services	Plan Commission / Town Council

## GOAL E: BUILD STRONG AND VIBRANT NEIGHBORHOODS.

**Objective #1. Promote a variety of housing types to accommodate different preferences at a range of price points.**

E.1.1 Update the Zoning Ordinance to allow flexibility for diverse housing options.	S	Development Services	Plan Commission / Town Council
E.1.2 Develop a neighborhood reinvestment plan.	M	Development Services	Town Council

**Objective #2. As new residential areas develop, encourage integration of amenities and services.**

E.2.1 Adhere to character type descriptions in new neighborhoods, which emphasize integration of small-scale and community-serving commercial uses when possible.	O	Development Services	Plan Commission / Town Council
E.2.2 Continue to coordinate with school districts on planning capacity and evaluate the compatibility of potential school locations with future land uses.	O	Development Services	Town Manager
E.2.3 Identify potential sites and incentives that would support the expansion of large medical facilities as the town grows.	O	Development Services	Town Council

**Objective #3. Continue to revitalize the downtown.**

E.3.1 Evaluate and continue to implement the 2018 Conceptual Downtown Revitalization Plan.	O	Town Manager	Development Services / Town Council
E.3.2 Manage downtown parking utilizing wayfinding and directory signage.	M	Development Services	Communications and Marketing
E.3.3 Improve alley design to allow for alley-accessible parking lots.	M	Development Services	Consultants

ACTION		TIME-FRAME	LEAD	SUPPORT
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**Objective #4. Preserve and enhance environmental resources, natural habitats, and farmland.**

E.4.1	As development occurs, ensure property owners and developers comply with the wellhead protection program.	O	Community Services	Development Services
E.4.2	Prioritize wetlands for parks in Town growth areas.	O	Community Services	Development Services
E.4.3	Encourage environmental preservation of important assets such as wetlands, stream corridors, and natural wooded areas.	O	Development Services	Plan Commission
E.4.4	Coordinate with the U.S. Department of Fish and Wildlife to develop a long-range plan for the bat conservation area and adjacent parcels.	O	Development Services	Town Council
E.4.5	Shape development to promote efficient use of land.	O	Development Services	Plan Commission / Town Council



For questions about this plan, contact:

Town of Plainfield Planning & Zoning Department  
development@townofplainfield.com  
317-754-5376



# APPENDICES

The Thrive! Plainfield Comprehensive Plan Appendix serves as a supplemental resource, providing key supporting materials that informed the planning process. These documents were included and considered in the development of this plan, ensuring alignment with past and ongoing efforts and community insight. Together, these components offer a deeper understanding of the data, community vision, and frameworks that guided the development of Thrive! Plainfield.

The appendices includes the following:

- Referenced Plans
- Building Ideas Summary Memo
- Community Choices Summary Memo
- Final Results Summary Memo
- 2019 Town of Plainfield Thoroughfare Plan
- 2024 Amendment to the Plainfield Thoroughfare Plan

## Referenced Plans

Plainfield has engaged in extensive planning efforts that have sustained positive momentum for the community. These plans were taken into consideration in the development of Thrive! Plainfield.

- 2007 Ronald Reagan Corridor Master Plan
- 2016 Comprehensive Plan
- 2017 Conceptual Downtown Redevelopment Plan
- 2018 Nature Preserve Master Plan
- 2018 Annexation Fiscal Plan
- 2019 Plainfield Housing Analysis and Strategies
- 2019 Town of Plainfield Thoroughfare Plan (included)
- 2021 Sidewalk and Trails Master Plan
- 2021 Perry Crossing District (South) Master Plan Study
- 2022 City Center Way Alignment Study
- 2022 Scoping and Alignment Study
- 2022 Parks and Recreation Master Plan
- 2024 Art in Public Spaces Master Plan
- 2024 Amendment to the Plainfield Thoroughfare Plan (included)
- 2025 Nature Park Master Plan for Echo Hallow (underway)