

REMOVE THIS SECTION

THE HENDRICKS COUNTY

QUALITY GROWTH STRATEGY



SDG  RATIO



REMOVE THIS SECTION

THE HENDRICKS COUNTY VISION STATEMENT:

“Hendricks County is experiencing significant growth and urban expansion. If managed properly, we can benefit from this and use it to the community’s advantage. Building on a belief in the benefits of a strong, growing, diverse, and balanced economy, Hendricks County will plan for healthy urban expansion. At the same time, we believe that the core values of small town and rural America are central to the community’s quality of life. Through strong management of growth, Hendricks County will maintain its traditional identity while enhancing its vital, progressive, and dynamic community.”



December 2006

THE HENDRICKS COUNTY

QUALITY GROWTH STRATEGY



Prepared with the assistance of:

RATIO Architects Inc.

Strategic Development Group, Inc.

The Planning Workshop

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / INTRODUCTION

INTRODUCTION





Foreword

Hendricks County is in midst of transition with growth accelerating sharply in the last few years to rank the County as the second fastest growing County in the State and 75th in the nation. The growth and positive benefits including increased tax revenues and new commercial services are welcomed by many residents but the consequences such as traffic congestion and loss of rural character are feared. The Hendricks County Plan Commission decided in the fall of 2005 to respond to the challenge to achieve balance and create a community of quality by setting a course to "Grow Smarter".

The Plan Commission identified the tenets of a program to achieve this goal and a selection from that program follows.

"...While the community is cognizant of Smart Growth principles and other innovations in planning for growth and development, and while Growing SmartSM programs are helpful in managing community change, the unique circumstances that make Hendricks County a desirable place demands we look to equally distinctive ways of managing growth. Thus, the community doesn't want to just grow smart, it wants to grow smarter. To this end the community has titled this planning program Growing Smarter: The Hendricks County Quality Growth Strategy."

This Plan will set the tone for how land is used, open space and farmland conserved, public infrastructure provided and growth is managed for the next several years.

This plan was formally adopted by the Hendricks County Commissioners on December 19, 2006, resolution # 06-06.

Acknowledgements

County Commissioners

- David A. Whicker, President
Phyllis A. Palmer, Vice President
Ed Schrier, Member

County Council

- Larry R. Hesson, President
Hursel C. Disney
Kenny Givan
Paul T. Hardin
Wayne G. Johnson
Jay Puckett
Richard A. Thompson

Plan Commission

- C. Richard Whicker, President
Jo Ann Groves, Vice President
Jon Cain
Wayne G. Johnson
Sonnie Johnston
Larry Rambis
Ed Schrier

Steering Committee

- Al Bennett Jeff Kingdon
Mary Benson John Lazaro
Jon Cain Paul Miner
Brett Clark Tim Ogle
Betty Conklin Laura Parker
Martha Crosley Mike Starkey
Dennis Dawes Bill Sibbing
Mike Edmondson Roger Stephens
Jo Ann Groves David Wyeth
Harold Gutzwiller
Mitch Haase
John Hardin

Hendricks County Staff

- Don Reitz, AICP, Planning Director
Lesa Wagner, Planner
Tammy Richardson, Zoning Technician
Abby Heckman, Planning Technician
John Ayres, County Engineer
Cathy Grindstaff, REHS, Health Department

Consultant Staff

- RATIO Architects, Inc.
Pete Fritz, AICP, ASLA
Jackie Turner, AICP
Jennifer Higginbotham
The Planning Workshop
K.K. Gerhart-Fritz, AICP
Strategic Development Group, Inc.
Scott Burgins

Table of Contents

Introduction 3
Foreword..... 4
Acknowledgements 4
Table of Contents..... 4
State Mandate 6
The Vision 6
Plan Overview 7
Public Input Overview..... 7
Summary of Plan Issues..... 8
First Steps 9
History & Setting 10
Building Community 11
Chapter 1: Character & Identity 13
Introduction 14
GOAL 1.1: Enhance The County's Image and Character 14
GOAL 1.2: Support Individual Town Identity within Community Context 15
GOAL 1.3: Increase Communication between Community Stakeholders 15
GOAL 1.4: Preserve Elements of Hendricks County's History 16
Chapter 2: Growth Management & Governance 17
Introduction 18
GOAL 2.1: Coordinate Planning Efforts County-wide 18
GOAL 2.2: Maintain a Sustainable Balance of Land Uses 18
Profile - luci2 19



Table of Contents

Chapter 3: Open Space & Recreation	21
Introduction	22
GOAL 3.1: Preserve and Enhance Natural Amenities for Passive Recreation	22
GOAL 3.2: Strengthen Coordination and Planning of Parks and Open Space	22
GOAL 3.3: Increase and Develop Open Space	23
Profile - McCloud Nature Park / County Parks.....	24
Chapter 4: Environmental Conservation.....	25
Introduction	26
GOAL 4.1: Protect and preserve environmental quality and natural resources.....	26
Profile - Best Management Practices (BMPs) for Stormwater Treatment	27
Profile - Floodplain Management.....	28
Profile - Riparian Areas	29
Profile - Wetlands.....	30
Chapter 5: Economic Development.....	31
Introduction	32
Goal 5.1: Intergovernmental coordination.....	32
Profile - Peer Review FAQ	33
GOAL 5.2: Create a favorable business environment to attract development	33
GOAL 5.3: Encourage Business Diversity	34
Chapter 6: Utility & Public Services.....	35
Introduction	36
GOAL 6.1: Use Extension of Utilities as a Tool for Growth Management.....	36
GOAL 6.2: Expand and Support Infrastructure and Public Services	36
GOAL 6.3: Plan for and Fund Improvements.....	37

Chapter 7: Moving People.....	39
Introduction	40
GOAL 7.1: Coordinate County-wide Transportation Master Planning	40
GOAL 7.2: Plan for Future Growth of Transportation Infrastructure	40
Profile - Ronald Reagan Parkway	41
GOAL 7.3: Address Existing Roadway Congestion	41
GOAL 7.4: Encourage the Use of Alternative Transportation	41
Profile - Addressing Congestion	42
Chapter 8: Agriculture	43
Introduction	44
GOAL 8.1: Encourage Continued Agricultural Practices within the County	44
Building Neighborhoods.....	45
Chapter 9: Neighborhood Character and Identity	47
Introduction	48
GOAL 9.1: Enhance Neighborhood Image	48
GOAL 9.2: Support Planning Initiatives for Neighborhoods	49
GOAL 9.3: Promote Compact, Vibrant Mixed-Use Neighborhoods.....	49
Building Connections.....	51
Chapter 10: Land Use Plan	53
Introduction	54
Land Use Intensity Map	54
Future Land Use Plan	55
Future Land Use Map.....	55
Proposed Land Use Designations	56

Chapter 11: Transportation Plan	59
Introduction	60
Thoroughfare Map.....	60
Thoroughfare Map Designations.....	61
Road Types	61
Roadway Classifications	62
Access Control.....	63
Airports	63
Railroads.....	63
Trails and Greenways.....	64
Trails and Greenways Map	65
Public Transportation.....	66
Future Bus System Map	66
Profile: Complete Streets	67
Major Corridors.....	67
Chapter 12: High Priority Areas.....	69
High Priority Corridors & Areas.....	70
Ronald Reagan Parkway.....	71
The I-70 and SR 39 Interchange	71
Alternative Routes	72
US 36	72
US 36 Analysis Map.....	73

Appendix

The appendix for the Comprehensive Plan exists separate from this document.



State Mandate

Hendricks County has an Area Plan Commission. Area Plan Commissions serve all of the unincorporated territory within the County and any incorporated towns that have not formed their own Plan Commission. In Hendricks County, Amo, Coatsville, Stilesville, Clayton, and North Salem are incorporated towns that have joined to be part of the Area Plan Commission.

In counties with Area Plan Commissions, cities and towns that have their own planning may not take an extra-territorial planning jurisdiction, something that is allowed by Indiana Law in counties with an Advisory Plan Commission. State law mandates planning jurisdictions to adopt comprehensive plans if they wish to use zoning ordinances.

In accordance with the Indiana Code Title 36, Article 7, Section 4-501, 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 is required and shall be maintained by the Plan Commission.

Further, IC 36-7-4-502 states the required minimum plan elements, which are listed below.

1. A statement of objectives for the future development of the jurisdiction.
2. A statement of policy for the land use development of the jurisdiction.
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

State law allows the incorporation of many more sections into a plan to address the issues and goals specific to the jurisdiction. These can range from chapters on the natural environment and transportation to land use and utilities.

The Vision

The Hendricks County Steering Committee endorsed the following Vision Statement which formed the foundation for the Comprehensive Plan. The ideas which are laced throughout the Plan will assist the County in its goal to “Grow Smarter”.

“Hendricks County is experiencing significant growth and urban expansion. If managed properly, we can benefit from this and use it to the community’s advantage. Building on a belief in the benefits of a strong, growing, diverse, and balanced economy, Hendricks County will plan for healthy urban expansion. At the same time, we believe that the core values of small town and rural America are central to the community’s quality of life. Through strong management of growth, Hendricks County will maintain its traditional identity while enhancing its vital, progressive, and dynamic community.”

The Plan, which was prepared with the assistance of the Steering Committee, key stakeholders and citizens from the community, and county staff, should be used as a tool and guide when making decisions regarding land use, resource conservation, and the provision of infrastructure and public services. The Plan contains goals, objectives and action steps which when implemented will realize the Vision.

The outcome of dozens of community and steering committee meetings was a consensus on principles of growing smart which have been included in the Plan. These principles include:

- Construct well-designed neighborhoods
- Provide an efficient hierarchy of transportation choices
- Provide compact, efficient infrastructure
- Encourage growth in existing communities
- Protect and enhance agricultural lands
- Preserve open spaces, environmentally sensitive areas
- Foster unique community and neighborhood identities

The Plan is intended, and is most effective, when used in conjunction with other relevant documents. It should be consulted to review development plans, establish budgets or to set community priorities. Relevant plans and studies include:

- Hendricks County Zoning Ordinance and Subdivision Control Ordinance
- Sewer / Utilities Master Plan(s)
- Parks & Recreation Master Plan(s)
- Area / Regional Airport Layout Plan(s)
- Ronald Reagan Corridor Master Plan

The plans listed above are available for review at the County Offices.



Plan Overview

The Comprehensive Plan is intended to be a long-range guiding document. The Plan should be reviewed annually and updated every five to ten years depending on rates of growth, trends in development, population demographics or significant events that cause the plan or individual elements to be no longer relevant. Diligent monitoring and maintenance of the goals and objectives will ensure that Hendricks County has proper guidance for its future growth and development.

This document is organized and color coded into five sections to facilitate the decision making process:

Introduction

The Introduction explains the County's vision to "Grow Smarter." This section provides a synopsis of the contents of this plan including a brief summary of the history and growth trends and public input gathered from the county's citizens through a series of meetings with the Steering Committee, public workshop attendees, key focus groups and officials from adjacent planning jurisdictions. The introduction also identifies some of the primary issues explored as part of the community's "quality growth strategy."

Building Communities

The Building Communities section takes a broad view at intertwined, county-wide issues such as growth management, land use, the environment, and infrastructure. Each of these issues cannot be addressed and resolved in isolation but must be coordinated.

Each chapter contains a brief analysis of a particular goal which describes the philosophy of the community and provides the foundation for the objectives and corresponding action steps suggested to accomplish each goal.

Building Neighborhoods

This section contains goals that enhance and celebrate neighborhood identity and uniqueness. The objectives when implemented will create a sense of place and greatly influence how citizens perceive their quality of life. The design quality of neighborhood homes and shops, tree-lined walkable and bikable streets and the reuse of structures with historic character are elements that are addressed.

Building Connections

This section contains the primary tools to implement the goals and objectives of the previous chapters. Included are the Future Land Use Plan and the Future Land Use Map, the Transportation Plan and the Thoroughfare Map. The Future Land Use Plan includes designations which describe the types and character of land uses best suited for a particular area. These land uses are then designated on the county map. The Thoroughfare Plan details future transportation systems required to serve growth. To complete the implementation plan, there is a matrix that includes action steps and the party responsible for completion.

Appendix

The supplementary Appendix includes background information and analyses used to prepare the Comprehensive Plan. This includes demographic data, public input data and key physical mapping and analysis.

Public Input Overview

During the comprehensive plan process, a variety of public input mechanisms were employed to gather information from County residents and to share their concerns and visions for the future. The success of the planning process depends on how well the Plan reflects the goals and visions of the citizens. The following is a brief summary of the public input process.

Project Steering Committee

A Steering Committee was established at the outset of the project to oversee and guide the comprehensive plan update. This committee was composed of 20 members from different parts of the County, representing diverse sectors of the community from major business leaders and residential property owners to public officials and farmers. They provided input as representatives of the community throughout the planning process and met ten times to ensure that the Plan was on target.

Key Stakeholder Interviews

Ten Key Stakeholder groups were identified by County staff and invited to hour-long interviews. This process allowed group members to provide focused input about their concerns and desires for the future of Hendricks County. The groups represented builders, realtors, government officials, school officials, major employers, large landowners, public safety workers, farmers, utilities, and economic development.

Coordination Interviews

The project team interviewed officials from the cities and counties that border Hendricks County (Indianapolis, Morgan County, Boone County), as well as the incorporated areas of Brownsburg, Danville, Avon, Plainfield, and Pittsboro in order to find out about their plans and to discuss development impacts and influences that cross borders.



Public Input Overview

Visioning Workshops

Early in the development of the new plan, three public workshops were held at locations around the County. These workshops used worksheets to facilitate discussion about the needs and concerns of County residents. This series of events resulted in a preliminary list of issues to be addressed in the comprehensive plan.

Prioritization Workshops

A second round of three public workshops was conducted in order to gather specific information and establish a clearer set of priorities for the County's future. This time, residents participated in mapping exercises to provide specific input on issues such as land use, transportation and infrastructure.

Open Houses

The final draft of the Comprehensive Plan was presented at three public open houses geographically accessible to the entire County. The meetings were an opportunity to invite comment on the plan before it was prepared for adoption. The process gave the public assurance that concerns they had expressed were addressed in the Plan.

More detailed public input summaries of the meetings are provided in the supplementary Appendix.

Open House attendees filling out surveys.



Image By: Les Rice

Summary of Plan Issues

The unprecedented rate of growth within Hendricks County is creating issues that the County needs to address such as the impact of growth on schools, roads, utilities, town identity and environmental and cultural resources.

Housing

Recent housing development has changed the image and socioeconomic makeup of the County. The plan addresses concerns regarding the location, quantity, quality and types of newer housing and contains objectives which direct the creation of ordinances that will promote a more positive image.

Growth Management and Governance

Growth management and governance encompass all of the planning and land use issues and brings to light the importance of coordination, review, and enforcement of the policies outlined in the plan in order to accomplish the goals.

Transportation

The improvement and expansion of roadway networks has lagged behind the pace of development causing congestion and frustration in the growing county. The Plan includes objectives that will encourage new developments to be interconnected and to have adequate street networks that complement the existing county road system. The Plan recognizes the need to stay abreast of developing INDOT studies and regional and State plans, and to coordinate these with the County's goals. It also reflects the need to promote alternative means of transportation including mass transit.

Infrastructure and Public Services

The pace of new development has placed burdens on the services of the County and incorporated towns. There is often a lag between the need for these services and the provision of adequate facilities, staff and equipment. The County desires to extend and upgrade utilities such as sanitary sewer, drainage and water supply in such a way as to be most compatible with the County's natural resources. The Plan recommends the involvement of emergency service personnel and school officials in development planning.

Environmental Quality

The public has stated that the natural environment is important to the quality of life. The plan is careful to recognize this and seeks to minimize negative environmental impacts while increasing growth, development and economic benefit.

Community Identity and Cultural Resources

There is a desire upon the part of citizens for new development to acknowledge or reflect the uniqueness, natural features and historic resources of individual areas of the County. The recommendations of this plan maintain and enhance the identity while looking toward the future.

Continued Agricultural Practices

The plan addresses the County's desire to preserve rural agricultural landscapes. Policies contained herein encourage compact development instead of large-lot, rural residential development and seeks to reduce incompatible land uses which conflict with prime agricultural areas.

Economic Diversity

During public meetings and stakeholder interviews, the lack of economic diversity for the County was an issue. This plan recommends ways to improve the economic diversity through new business attraction, increasing employment opportunities for skilled labor, and intergovernmental cooperation.



First Steps

Throughout this document are action steps that are meant to help decision-makers get started on meeting the goals and objectives. During the Public Open Houses towards the end of the planning process attendees were asked to vote for the action steps that they felt should be accomplished first. Similar action steps have been combined. Action steps that received ten or more votes by the public have been listed here as a guideline for the County. These action steps are regarded as the most important by the public, and should be carried out soon after the adoption of this plan. They are listed below in no specific order, and are marked throughout the document by larger checkmarks and bold writing as shown below.

- ✓ **Coordinate communication between incorporated areas and the County regarding public improvements or development proposals by allowing extra-territorial jurisdiction through interlocal agreements or advisory planning.**
(Goal 1.1, page 14; Goal 2.1, page 18)
- ✓ **Continue to require open space within new development and provide development incentives such as density bonuses for developers that exceed minimum open space requirements, preserve existing natural resources, or use progressive stormwater management techniques.**
(Goal 3.3, page 23; Goal 4.1.3, page 27)
- ✓ **Encourage the dedication of conservation easements for new development within floodplains or along stream corridors to be used as public open space or as greenway and trail corridors.**
(Goal 3.1, page 22; Goal 3.3, page 23; Goal 7.4, page 41)
- ✓ **Acquire at least one new park site in eastern or central Hendricks County within the next five years.**
(Goal 3.3, page 23)
- ✓ **Adopt impact fees as allowed by Indiana Code to mitigate the capital cost of infrastructure (sanitary sewer, park facilities, roads, drainage and water treatment) necessitated by new development.**
(Goal 6.3, page 37)
- ✓ **Include the acquisition of land for linear/linking park trails in a Capital Improvements Plan.**
(Goal 3.2, page 23)
- ✓ **Create a County-wide Capital Improvements Program (CIP) which gives the community a clear, implementable strategy for enhancing facilities and services, and a means for matching community infrastructure needs with funding sources.**
(Goal 2.1, page 18; Goal 6.3, page 37)
- ✓ **Strengthen the formal process between county and towns to reduce land use and zoning conflicts at county-town boundaries.**
(Goal 2.1, page 18)
- ✓ **Refer to the Comprehensive Plan and Future Land Use Map when making decisions on development proposals and particularly consider the broader impacts of proposed uses that may deviate from the plan.**
(Goal 2.2, page 19)
- ✓ **Include the implementation of the county-wide trail plan as part of the Comprehensive Plan.**
(Goal 3.3, page 23)
- ✓ **Support the MPO in developing regional mass transit initiatives such as the proposed high speed rail route between Indianapolis and Crawfordsville on the Conrail tracks south of I-74.**
(Goal 7.4, page 42)
- ✓ **Design roads and streets that include means for alternative transportation. Encourage road designs in commercial and residential areas that include bike facilities, pedestrian amenities, landscaping and lighting.**
(Goal 7.4, page 41)
- ✓ **Review design and development guidelines for existing and new development that supports the desire to maintain the integrity of the historic development patterns and historic structures. Support efforts by individual towns to preserve historic areas and maintain the communities' individual identities and unique characteristics.**
(Goal 1.2, page 15; Goal 1.4, page 16; Goal 9.1, page 48-49)
- ✓ **Complete the Ronald Reagan Parkway (RRP) in accordance with the standards set forth in the master plan.**
(Goal 7.2, page 40)
- ✓ **Establish a "Right-to-Farm" ordinance to inform the public and to reduce conflicts between established agricultural practices and new development. Require realtors and developers to inform potential buyers of the nature and proximity of agricultural operations.**
(Goal 8.1, page 44)
- ✓ **Continue to use Fiscal Impact Analyses with development proposals to evaluate the financial relationship between land use, schools, infrastructure needs and public safety services to determine the best mix of uses to sustain a balanced tax base.**
(Goal 2.2, page 19)
- ✓ **Seek additional funding for zoning inspection staff.**
(Goal 9.1, page 49)



History & Setting

Hendricks County, adjacent to Indianapolis/Marion County’s west side, was officially formed in 1824 and named for Indiana’s current governor at the time, William Hendricks. Later the same year Danville was chosen as the county seat because of its close proximity to the geographic center of the county. At the time, many families settled in Guilford Township, named for Guilford County, North Carolina where many of the settlers originated. From the time of the county’s creation until 1868, several township and county lines were shifted and new townships were formed.

The Cumberland Road (also known as the National Road) came through the county in 1830, opening up the southern part of Hendricks County for settlement and development. In 1839 the town of Plainfield was formed along the National Road. Hendricks County had a large number of Quaker settlers in the early 1800s, and Plainfield (formed by the Quakers) quickly became a large Quaker center. In the 1840s Irish immigrants were hired to drain

the swampy northeastern land of the county, which soon became excellent farmland.

The Indianapolis and Terre Haute Railroad (also known as the Vandalia Line) connected Indianapolis to Plainfield in the 1880s. Soon after, several more interurban lines were created; causing an increase in the trading and shipping of livestock all over the Midwest and the completion of the Indianapolis and St. Louis Railroad furthered economic growth. Up until 1880 many immigrants to Hendricks County came from Indianapolis because of the good farmland and opportunities available in Hendricks County. After 1880 the trend changed in favor of people leaving Hendricks County to pursue jobs in Indianapolis made easier when in 1906, the Interurban (an electric railroad) opened. In 1930 the line was discontinued due to money problems and the rise of the automobile.

Over time, Hendricks County has changed from a rural, agricultural based community to an increasingly suburban community. As Indianapolis expanded

following WWII, suburban housing tracts began to appear throughout the eastern portion of the county. Access to the County is provided by several interstates and highways including Interstates 70, 65, and 74, U.S. highways 36, 40, and 136, and state roads 39, 75, 267, and 67 to the large towns of Danville, Plainfield, Brownsburg, and Avon. The county covers approximately 420 square miles (268,000 acres).

Hendricks County has experienced significant growth in 40 years. It grew by 93% from 1970 to 2000, and then exploded by another 22.5% from 2000 to 2005. The update of the Comprehensive Plan is timely because of the rapid growth.

Sources:

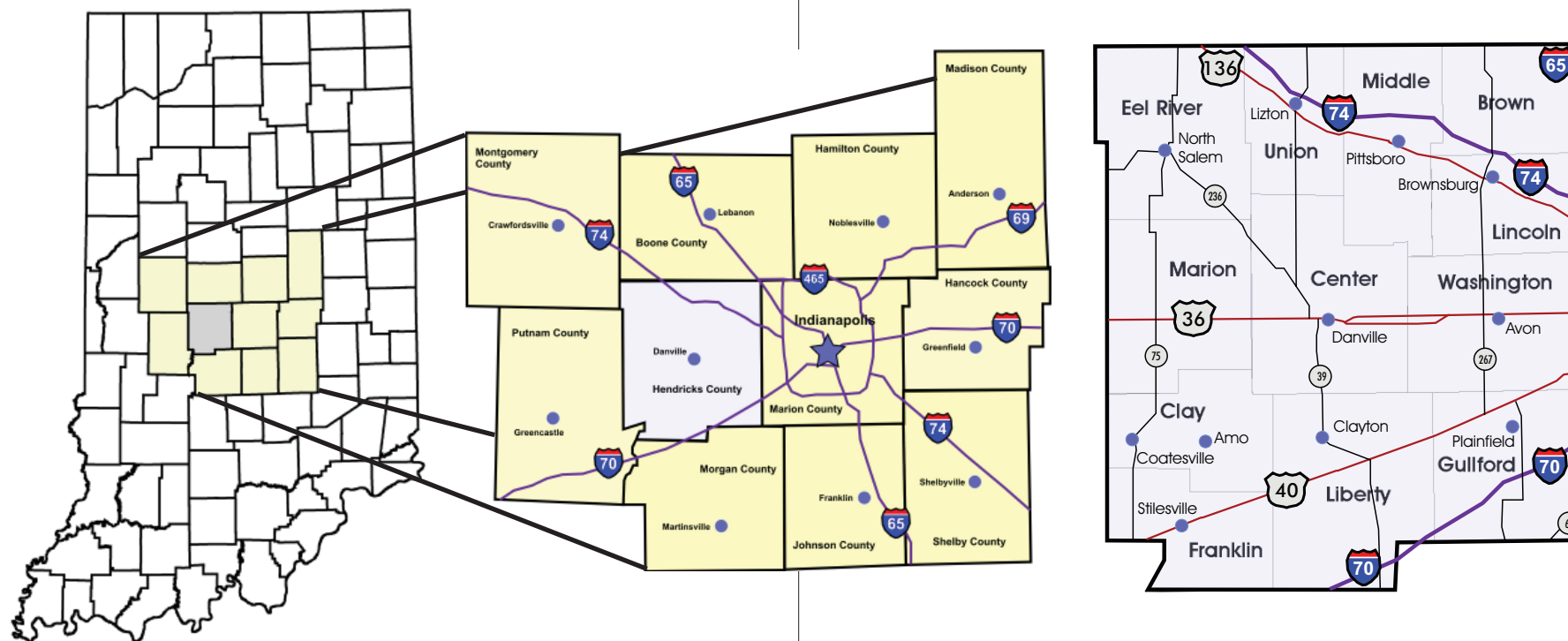
Hendricks County, Indiana Genealogy. History of Hendricks County. <http://www.rootsweb.com/~inhendri/>

Guilford Township Public Library. Some Facts on Hendricks County, Indiana. 1998.

<http://history.plainfield.lib.in.us/Hend.Co.Hist.html>

Danville Public Library. Community. <http://www.dpl.lib.in.us/community.html>

SAVI Interactive, Information for Central Indiana Communities. Community Profiles. http://www.savi.org/savii/comm_info/Community_Profiles/CNTY/18063/history.aspx



BUILDING COMMUNITIES



INTRODUCTION

The issues explored in this section seek to unify planning and development efforts by all jurisdictions within Hendricks County and to achieve the balance of land uses that is the “smart” part in smart growth. Public input has shown that the community desires a balanced approach to development. The following objectives integrate transportation and infrastructure improvements with development; increase the tax base; promote continued farming activities; allow growth without compromising natural and cultural resources; provide housing for all while at the same time demanding high quality design and amenities. This section addresses ways to achieve the desired image and character while merging existing, historic, and new development.

Community Planning Themes:

- Character and Identity
- Growth Management and Governance
- Parks, Recreation and Open Space
- Environmental conservation
- Economic development
- Utility and Public Services
- Moving People
- Agriculture

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING COMMUNITIES

CHARACTER & IDENTITY



Introduction

County residents have stated that the desired image of the community should be an overriding factor in the implementation of this Comprehensive Plan. The goals in this chapter most directly address the community’s vision as identified in the Vision Statement.

“... we believe that the core values of small town and rural America are central to the community’s quality of life. Through strong management of growth, Hendricks County will maintain its traditional identity while enhancing its vital, progressive, and dynamic community.”

Gateways and high visibility corridors create first impressions and lingering perceptions of the County’s image. Character is a reflection of the quality of life, and is seen in the highly visible presence of quality schools, churches, excellent medical facilities, clean parks, green spaces, productive well-maintained businesses (both new and long-established), support systems for citizens of all ages, mixed communities, a wide range of housing options, recognition of historically important places, buildings, and neighborhoods.

The principles of character and identity extend to all land use sectors including housing, retail, employment centers, civic, recreational and entertainment centers. It is paramount that these components express the unique character and identity of Hendricks County to achieve the quality of life sought by the community.

The Hendricks Regional Health hospital.



Goals & Objectives

GOAL 1.1: Enhance The County’s Image and Character

OBJECTIVES

1. Enhance County gateways and roadway corridors with high-quality design standards for building architecture, landscaping, welcome signage, commercial and institutional signage, banners, and special lighting along corridors.
2. Consider the desired image when establishing policies for infrastructure improvements such as adequate street widths, sidewalks, curb and gutter, landscaping, signs, lighting.
3. Promote Hendricks County’s quality of life benefits, such as dedication to health, education, recreation, growth to support employment, diverse housing options, and the presence and maintenance of historically significant places and structures.
4. Ensure that Hendricks County has the potential to be a “lifetime community” that provides housing options and employment, social, and educational opportunities for residents at all life stages.
5. Encourage opportunities for life-long learning in the County, including the potential for a university.
6. Encourage the inclusion of civic facilities such as libraries within all townships. Look for opportunities to provide them in mixed-use districts of large Planned Unit Developments.
7. Support the continued advancement of health facilities and initiatives promoting quality and continuity of care between and among all health care providers and facilities.
8. Support health care education and prevention programs for the poor, elderly, and disadvantaged.

ACTION STEPS

- ✓ Create overlay zoning districts that provide development and design standards for welcoming signage, access control/management, landscaping, and lighting for prominent roadways in the County.
- ✓ Develop specific gateway plans for entrances into unincorporated areas of the County.
- ✓ **Coordinate public improvements between incorporated areas and the County.**
- ✓ Include the implementation of gateway and corridor design plans in the Capital Improvements Plan (CIP).
- ✓ Establish corridor beautification committees or adopt-a-roadway programs to work with local businesses to address and develop improvements for sidewalks, landscaping, lighting, etc., which may unify a corridor and could increase commercial activity.
- ✓ Maintain and grow county-wide senior services.
- ✓ Encourage a variety of home and business styles (including maintaining and rehabilitating historic styles) to offer eclectic interest in various neighborhoods.

The Clayton Liberty Township Public Library.



Goals & Objectives

GOAL 1.2: Support Individual Town Identity within Community Context

OBJECTIVES

1. Encourage vehicular and pedestrian connectivity between the towns and rural neighborhoods.
2. Review each Town’s Comprehensive Plan for land use.
3. Consider each Town’s Comprehensive Plan to be the guide for land use.
4. Support the revitalization of rural towns and crossroads.

ACTION STEPS

- ✓ **Review design and development guidelines for existing and new development that supports the desire to maintain the integrity of the historic development patterns.**
- ✓ Develop appropriate zoning regulations for mixed-use and infill development that distinguish these areas from new “suburban” development.



The rural town of Amo.

- ✓ Work with the Economic Development Commission to identify infill and redevelopment opportunities.
- ✓ Identify and catalog opportunities for infill development to create or revitalize small towns. Provide the catalog to developers, builders and local decision makers that recruit potential development.

GOAL 1.3: Increase Communication between Community Stakeholders

OBJECTIVES

1. Encourage communication between community stakeholders such as government officials, town departments, local agencies and organizations, the school board, and utility providers.

ACTION STEPS

- ✓ Establish annual meetings of the Comprehensive Plan Steering Committee to review the progress of the Plan.

Goals & Objectives

GOAL 1.4: Preserve Elements of Hendricks County’s History

OBJECTIVES

- 1. Acknowledge and protect the integrity of historically significant neighborhoods, structures and places.
- 2. Support historic preservation organizations including not-for-profits, and encourage the protection of sites, structures, and bridges in the County that are considered to be historically significant. These can include sites listed in the County Interim Report, the National Register of Historic Places, or the Indiana Register of Historic Structures (State Register).

ACTION STEPS

- ✓ Support efforts by individual towns and historic districts to preserve historic town centers and create gateways through signage, landscaping and public spaces, which reflect the community’s individual identity and unique characteristics.
- ✓ Highlight the significance of the National Road Corridor as a means to catalyze economic development and encourage the proper maintenance of all historically significant structures.



The County Courthouse and the Danville town center are only two examples of historically significant structures and districts that should be preserved.



THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING COMMUNITIES

GROWTH MANAGEMENT & GOVERNANCE



Introduction

In 2005, Hendricks County was the 75th fastest growing County in the United States. Communication, coordination and skillful management between the County and the many incorporated and unincorporated jurisdictions can bring the prosperity of growth while mitigating negative impacts. Of prime importance to citizens is the assurance that growth will not outpace the County’s capacity to provide effective and efficient infrastructure and public safety services. Decision makers must minimize the cost of new development to residents while maximizing the impact of public investment.

In an effort to “grow smarter”, County officials worked with local researchers to develop growth scenarios using the luci2 Urban Simulation Model, which extrapolates and anticipates growth trends and patterns. A description of this growth model can be found in this chapter.

This following goals and objectives reflect the County’s growth strategy of focusing on land use, transportation, and infrastructure, and contains action steps to provide a way to make informed long range decisions about how and where the County will grow.

Goals & Objectives

GOAL 2.1: Coordinate Planning Efforts County-wide

OBJECTIVES

1. Work with the towns of Brownsburg, Pittsboro, Lizton, Avon, Plainfield and Danville to coordinate planning and zoning goals and objectives.
2. Coordinate with the Indianapolis Metropolitan Planning Organization (MPO) on regional matters that influence Hendricks County.
3. Encourage compatible infrastructure standards for ease of transition between communities.
4. Promote cooperation and consensus among all units of government (plan commissions, town councils, police and fire departments, sewer and parks boards, etc.) to reduce conflict and facilitate coordination.
5. Ensure consistency with the Ronald Reagan Parkway Plan, County Park Master Plan and other Town and County planning documents.

ACTION STEPS

- ✓ Expand the planning staff’s review of development proposals to include utility providers, emergency and public safety services, County departments, incorporated jurisdictions, and school district officials.
- ✓ Continue attendance and participation on the MPO.
- ✓ Regularly review and update the Comprehensive Plan to reflect changing trends in development.
- ✓ Establish zoning and subdivision control ordinances that support the Comprehensive Plan and other County development-related plans and that further the implementation of policies contained therein.

- ✓ **Strengthen the formal process between county and towns to reduce land use and zoning conflicts at county-town boundaries.**
- ✓ Continue a monthly summit of planning officials from the County and incorporated communities.
- ✓ **Create a Capital Improvements Program (CIP) which gives the community a clear, implementable strategy for enhancing facilities and services, and a means for matching community infrastructure needs with funding sources.**
- ✓ **Review the process for proposed development surrounding incorporated towns. Allow extra-territorial planning jurisdiction through either inter-local agreements or advisory planning.**

GOAL 2.2: Maintain a Sustainable Balance of Land Uses

OBJECTIVES

1. Promote methods to manage residential growth such as increasing zoning and design standards.
2. Reserve large tracts of land for commercial development at key intersections and thoroughfares in order to promote new sources of tax revenue and increased employment opportunities.
3. Encourage the revitalization of small, unincorporated areas and crossroads and provide incentives to encourage infill development.
4. Encourage the use of transitional land use designations for buffering of dissimilar uses.
5. Provide for growth of infrastructure to meet county-wide need without denying landowners’ rights by encouraging the extension of utilities adjacent to planned right-of-way.

Goals & Objectives

ACTION STEPS

- ✓ Refer to the Comprehensive Plan and Future Land Use Map when making decisions on development proposals and particularly consider the broader impacts of proposed uses that may deviate from the plan.
- ✓ Explore the establishment of urban growth boundaries subject to interlocal agreements.
- ✓ Continue to use Fiscal Impact Analyses with development proposals to evaluate the financial relationship between land use, schools, infrastructure needs and public safety services to determine the best mix of uses to sustain a balanced tax base.
- ✓ Regularly review the Future Land Use Map and update as necessary to meet the goals of the Comprehensive Plan and to reflect recent development patterns and changes.
- ✓ Provide development incentives such as density bonuses, special taxing or financing as a tool to benefit the community or to encourage development in specific locations.
- ✓ Use planning tools such as mixed-use zoning districts and PUD's to achieve balanced and sustainable neighborhoods and communities with development and design standards to support innovative concepts.



A commercial business in Clayton near a residential neighborhood.

PROFILE: luci2

Introduction

"The luci2 Urban Simulation Model is a general-purpose model to simulate future urban development. The model is initially being implemented for a 44-county region in Central Indiana.

"The *luci2 Urban Simulation Model* is the successor to LUCI: Land Use in Central Indiana Model. (Information on the LUCI model and the model itself can be obtained from the model website at <http://luci.urbancenter.iupui.edu/>.) The new model extends the original model in several important ways: luci2 separately simulates residential and employment-related development. The model forecasts employment growth by zip code for four industry sectors. And the luci2 program is being developed so similar models, of varying levels of complexity, can readily be implemented for other areas.

"The luci2 Model predicts the general trends in urban development over an extended period. It cannot and will not provide detailed, specific predictions of which parcels will develop. Rather, by simulating the general pattern of future development, the model enables users to examine different policy options and assumptions to determine their effects on the general pattern of development.

"The model is intended to be used to produce different development scenarios reflecting policy choices and alternative assumptions regarding future patterns of development that can be considered for the region. Examples of such scenarios and policy choices include restricting development along streams and in wetlands, policies to preserve agricultural land, new transportation developments, and increased densities of development. The model produces maps showing expected future patterns of development and measures associated with each scenario such as the length of the journey to work and amounts of different types of land converted to urban use.

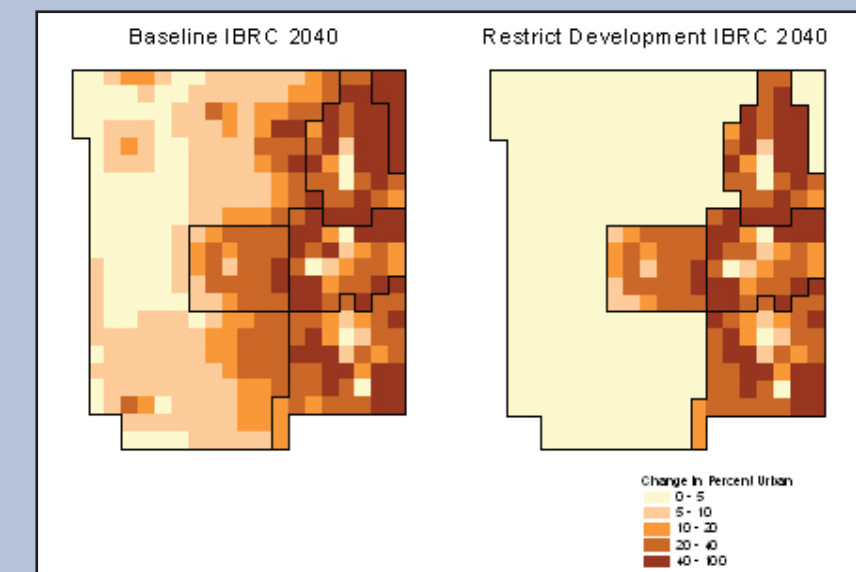
"Like its predecessor, the luci2 model has been designed so persons with no expertise can use the model to create and examine scenarios. Also, when completed, the Central Indiana Implementation will likewise be freely distributed. (The general luci2 Urban Simulation Model with the capabilities to create new implementations for other areas and with extended capabilities will not be freely distributed.)"

The preceding narrative is from "The luci2 Urban Simulation Model and the Central Indiana Implementation" by John R. Ottensmann (2004).

Application of the Model

The luci2 model has been applied to Hendricks County to create various possible scenarios of how growth may occur. Some of the scenarios included potential growth based on current population trends, potential growth based on the Indiana Business Research Center's (IBRC) population projections, potential growth based on the density residential development, and potential growth as a result of creating growth boundaries to restrict development outside of town jurisdictions or existing utility service areas.

Many of these factors can be influenced through public ordinances and development policies, making the scenarios a valuable tool to use when deciding how to place restrictions on development.



An example luci2 analysis graphic. This graphic uses the Indiana Business Research Center's population projections to predict growth by 2040 (left), and further constrains growth to pre-established urban growth boundaries around each of the four largest towns (right).



Growth Management & Governance

BUILDING COMMUNITIES

--	--

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING COMMUNITIES

OPEN SPACE & RECREATION



Introduction

Several of the jurisdictions located within Hendricks County have engaged in open space and recreation planning to serve the local population. The County's effort includes the adoption of a new Parks and Recreation Master Plan in April 2006. The Parks Plan focuses on efforts to increase visibility for the county parks system, to acquire more parkland and to educate citizens about the benefits of the natural, historic and recreation areas in the County. Currently, McCloud Nature Park in Eel River Township is the only county-owned park. This chapter contains objectives and action steps that promote links to the County's open space and recreation areas and that acknowledge sensitive habitats and the historic natural environment.

Goals & Objectives

GOAL 3.1: Preserve and Enhance Natural Amenities for Passive Recreation

OBJECTIVES

1. Promote the County parks such as McCloud and other municipal/private park and recreation facilities located within the County.
2. Cluster new development near urban service areas to prevent sprawl and reduce impacts on natural areas.
3. Work with public trusts such as the Nature Conservancy and American Farmland Trust to preserve the Big Walnut Creek corridor as an important resource through land acquisition and preservation / conservation easements.

ACTION STEPS

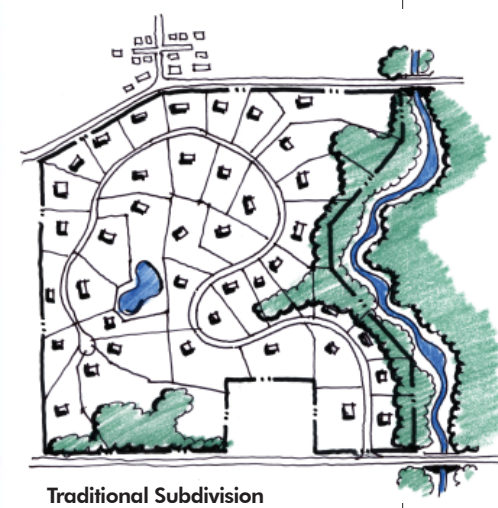
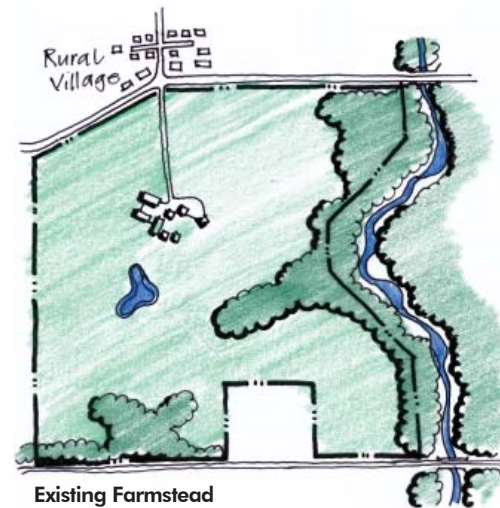
- ✓ Develop interpretive programs to elevate appreciation and awareness of natural habitats as passive recreational areas.
- ✓ **Explore the dedication of conservation easements in new development along stream corridors.**

- ✓ Establish Best Management Practices which encourage innovative, environmentally sensitive techniques for channeling runoff such as vegetated swales, site design with minimal grading, and porous pavement in low traffic areas.
- ✓ Explore the potential for passive recreation in protected wildlife areas, such as portions of Guilford Township. Coordinate with federal and state environmental agencies on regulations governing these resources.

GOAL 3.2: Strengthen Coordination and Planning of Parks and Open Space

OBJECTIVES

1. Encourage a joint effort between the County and towns to establish more parks and open space.
2. Consider open space opportunities from many sources such as schools, churches, and golf courses for incorporation into the County's open space network. These facilities can provide links in County-wide trail systems, wildlife habitat, or out-of-season or off-peak recreational opportunities.



Concentrating residential development into clustered lots can provide more public open space and help to protect natural resources.

Goals & Objectives

3. Coordinate with regional park and open space planning efforts by continuing membership and participation in the Metropolitan Planning Organization (MPO).
4. Strengthen park and open space standards per the Parks and Recreation Master Plan.
5. Encourage physical connections between development such as trails, greenways, sidewalks, multi-use paths, bike lanes and paths on roads and across bridges for the use of pedestrians, cyclists, and equestrian users as part of the Transportation Plan.
6. Establish additional park and greenway linkages from McCloud Nature Park to the B&O trail and to the National Road Heritage Trail.
7. Encourage coordination between the Hendricks County Parks and Recreation Board and County and municipal planning commissions to develop park and greenway corridor connections linking existing and planned local trail systems.

ACTION STEPS

- ✓ Continue to maintain and update the Hendricks County Parks and Recreation Master Plan in terms of acquisition, development and management of County facilities.
- ✓ Planning staff should participate in any forum involving county, township and municipal park officials.
- ✓ **Include the acquisition of land for linear/ linking park trails in a Capital Improvements Plan.**
- ✓ Facilitate cooperative arrangements with schools, churches, golf courses and other entities to incorporate their open space into the County network.

i The National Road Heritage Trail

The National Road Heritage trail takes its name from and generally parallels the National Road (U.S. 40). It runs along the former Vandalia Railroad alignment from Richmond west to Terre Haute. The B&O Trail runs along a former Baltimore and Ohio (B&O) Railroad from Speedway, Indiana in western Marion County to Montezuma, Indiana in western Parke County.

Further Information:
www.BOTrail.org
www.nrht.org

GOAL 3.3: Increase and Develop Open Space

OBJECTIVES

1. Establish a land acquisition policy for parks and open space, and set priorities for the acquisition of parkland in populated areas that are in imminent danger of losing open space.
2. Acquire parkland and open space.
3. Develop a cooperative relationships with the and Indianapolis Airport Authority for use of protected lands and greenways.
4. Seek funding for new park development and work with municipalities, granting organizations, foundations, and individual donations to fund parkland acquisition.
5. Explore feasibility of non-motorized transportation and develop a system of non-motorized links between places where people live, work and play.
6. When possible combine large-scale regional storm water retention and detention facilities with public parks and open space.
7. Explore land banking options for open space and parkland acquisition as future public parkland.

ACTION STEPS

- ✓ Maintain and update the parks inventory through GIS mapping and data-sharing.
- ✓ **Continue to require open space in new residential and commercial development.**
- ✓ **Provide development incentives when minimum open space requirements are exceeded.**

- ✓ Continue to ensure that dedicated parkland meets the objectives of the Comprehensive Plan and County Parks and Recreation Master Plan prior to acceptance.
- ✓ **Acquire at least one new park site in eastern or central Hendricks County within the next five years.**
- ✓ **Encourage the implementation of the county-wide trail plan as part of the Comprehensive Plan.**
- ✓ Establish a fund-raising committee for parkland acquisition.
- ✓ **Utilize river and stream corridors as potential public greenways. Explore the possibility of requiring easements on land within the floodplain.**



Views along the Vandalia Trail between Coatsville and Amo.



Views of the potential B&O Trail following abandoned railroad lines.

PROFILE: McCloud Nature Park / County Parks



Photos of McCloud Nature Park.

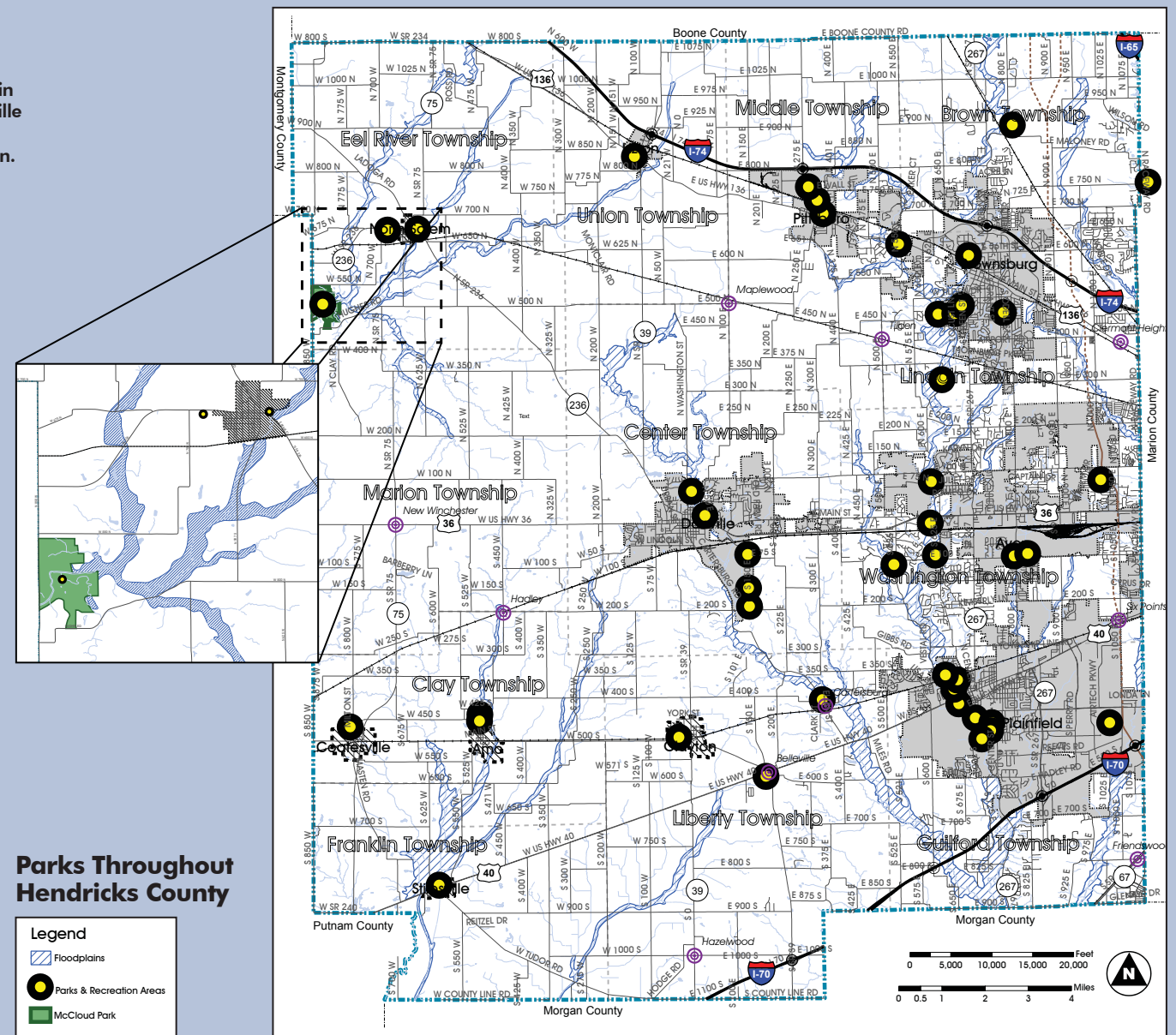


Town parks in Stilesville and Clayton.



McCloud Nature Park is located on the western border of Hendricks County near North Salem. The park is 235 acres in size, and is located along Big Walnut Creek. Several recreation facilities are located in the park, including a nature center, a picnic shelter, and six trails.

McCloud is currently the only County-owned park in Hendricks County, but several other parks and playgrounds exist throughout the county, located within various towns. The map to the right shows the locations of these parks.



THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING COMMUNITIES

ENVIRONMENTAL CONSERVATION



Introduction

This chapter focuses on protecting and conserving the natural beauty and resources of Hendricks County by minimizing the environmental impacts of development and enhancing the environmental quality. The creeks and streams, stands of woodlands and rolling agricultural landscapes are natural features which help define the County character. Many of the environmental resources are part of larger natural systems that are affected by what occurs in the County. Degradation of these natural amenities can be a detriment to the goals of enhancing the County’s image and for positive economic development and overall quality of life.

The goals and objectives also address water and air quality, forest management, and wetlands. These critical natural community assets must be protected and enhanced to ensure continued vitality of the natural systems. Community education and physical and/or visual accessibility are key to the protection of the resource.

Goals & Objectives

GOAL 4.1: Protect and preserve environmental quality and natural resources

4.1.1 GROUND WATER QUALITY OBJECTIVES

1. Consider the towns’ wellhead protection areas when evaluating development plans.
2. Identify ground water infiltration problems and issues and educate public as to effects of waste disposal on water quality.

ACTION STEPS

- ✓ Encourage appropriate entities to map aquifer recharge areas in the County for protection from negative impacts.
- ✓ Adopt ordinances with adequate development setbacks and buffers to protect natural drainage and habitat areas of creeks.
- ✓ Improve understanding of the local environment by promoting community awareness of issues regarding wetlands, ground water and drinking water protection. Help distribute information on proper disposal of household wastes, use of lawn, golf course, and farm chemicals, etc.
- ✓ Encourage the installation of innovative technologies with appropriate oversight and management for onsite wastewater disposal that will promote desired development design and reduce sprawl.
- ✓ Alert property owners that these systems requires maintenance and continue to distribute notifications for voluntary maintenance of existing septic systems.

- ✓ Consider the creation of an On-site Wastewater Management District to institute operating permits and periodic inspections of onsite systems.

4.1.2 SURFACE WATER QUALITY OBJECTIVES

1. Maintain and improve surface water quality.
2. Explore alternatives to the use of retention ponds throughout the County such as constructed wetlands for small and large scale development.
3. Provide increased protection for surface water quality in the Eagle Creek watershed and in other environmentally sensitive areas.
4. Preserve the White Lick Creek corridor and other natural areas from development.
5. Promote the proper operation of existing septic systems and the deactivation of failing septic systems.

ACTION STEPS

- ✓ Work with Natural Resource Conservation Service (NRCS) during site plan review to enforce water quality standards.
- ✓ Establish Best Management Practices such as encouraging innovative, environmentally sensitive techniques for channeling runoff such as vegetated swales, site design with minimal grading, and porous pavement in low traffic areas.



Image By: Don Reitz

White Lick Creek in Hendricks County.

PROFILE: Best Management Practices (BMPs) for Stormwater Treatment



Before and after photos of Miller Showers Park in Bloomington, Indiana.



Innovative bioswale stormwater treatment along minor roads and parking lots.

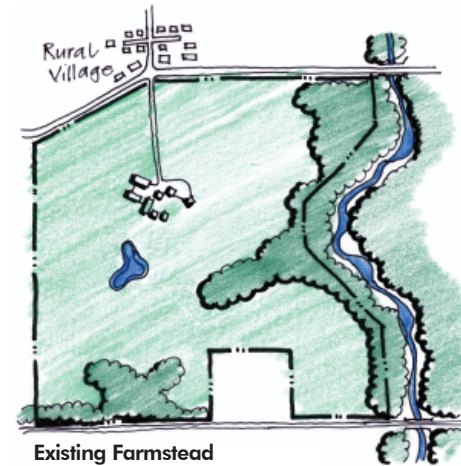
What are some alternatives to retention ponds for stormwater collection and treatment?

The use of constructed wetlands and bioswales can be beneficial to not only wastewater, but also for the treatment of stormwater runoff for existing properties and developing residential subdivisions, business, and industry. Some of the benefits of integrating BMPs into new development projects include:

- They can be less expensive to install as well as to maintain.
- They can be self-healing.
- People have a strong preference for living in healthy natural environments.
- People want to be able to access the natural environment in which they live, and stormwater management facilities have the potential to become spectacular components of parks.
- They are more readily permitted by regulatory agencies.
- Communities & corporations can project a progressive environmentally-friendly image.
- They encourage better integration of the built and natural environments.
- They can be built to facilitate the control of geese.
- There is a reduced liability for wet ponds with extended shallow water shelves.

There are also some issues to consider when utilizing constructed wetlands:

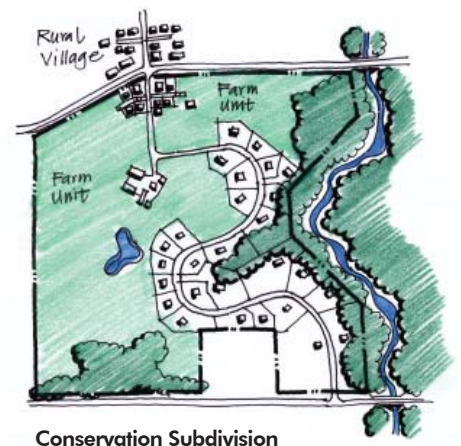
- The types of plant materials used: native vs. ornamental
- The natural elements will need to be maintained



Existing Farmstead



Traditional Subdivision



Conservation Subdivision

Goals & Objectives

- ✓ Educate citizens to reduce non-point source pollution from residential areas, farming, industrial operations, and failing onsite septic systems.
- ✓ Incorporate riparian buffers as part of the conservation buffer designations.
- ✓ Continue to inventory onsite wastewater disposal systems in use, and correct tank-to-tile direct sewage discharges.

4.1.3 LAND RESOURCES OBJECTIVES

1. Promote the protection of wilderness areas and animal habitat including riparian corridors, woodlands, wetlands, open spaces, and floodplains by encouraging the incorporation and preservation of these areas in new developments as dedicated open space.
2. Conserve natural amenities through creation of parks and trails as part of new development.
3. Preserve natural wetlands and wilderness areas by clustering new development.
4. Reduce light and noise pollution.

ACTION STEPS

- ✓ Create and maintain an inventory of natural features that will include environmentally sensitive areas such as rivers, wetlands and woodlands which

The sketches to the left show the benefits of Conservation Subdivisions. They offer more open space for neighborhood interaction and enable better protection of natural features while allowing residents to take advantage of natural amenities and views.

Goals & Objectives

will serve as a reference for new development and preservation activities.

- ✓ **Develop policies that provide incentives or give credit or density bonuses to developers for preserving existing resources (trees, riparian corridors, wetlands) using progressive, stormwater management techniques (grassy swales, etc.).**
- ✓ Adopt a conservation subdivision ordinance.

4.1.4 AIR QUALITY OBJECTIVES

1. Develop standards that will not decrease air quality or cause an increase in the required federally mandated air quality restrictions.

ACTION STEPS

- ✓ Adopt a land use policy which promotes neighborhood businesses and services in residential areas to decrease vehicular trips.
- ✓ Provide vehicular and pedestrian connectivity between places where residents live, work, recreate, and shop to decrease vehicular trips.

4.1.5 MINERAL DEPOSITS OBJECTIVES

1. Promote compatibility between surrounding land use and mining operations.

ACTION STEPS

- ✓ Continue to implement zoning ordinance development standards for mineral extraction industries.

PROFILE: Floodplain Management

Why Is Floodplain Management Important?

While many areas have flood problems, floodplain lands can be valuable community assets. The natural resources that are contained in these areas, as well as the natural functions of these resources, can contribute to the overall quality of life. When floodplain areas are left in or restored to a natural state, they can not only reduce the severity of flooding, but better handle stormwater runoff and help prevent pollution of the natural water system.

Floodplain or Floodway?

The floodway is the channel of a river or stream and those portions of the land adjoining the channel which are reasonably required to carry and discharge the peak flow of the regulatory (100-year) flood. The areas adjoining the channel which have been or may be covered by the regulatory flood is the floodway fringe. The floodplain includes both the floodway and the floodway fringe districts. Generally, the floodway should be kept clear of structures and other impediments to drainage flow. Floodway fringe areas may have limited development, but it should be carefully managed to ensure minimum impact on drainage and damage to structures.

Floodplain Management Practices

There are many steps that communities can take to manage their flood-prone areas in a way that maintains effective drainage and provides quality of life benefits:

PREVENTING INCREASES IN FLOOD LOSSES

1. Establishing floodplain regulations that limit new construction in these areas.
2. Information/education programs for those who live in or near floodplain areas.

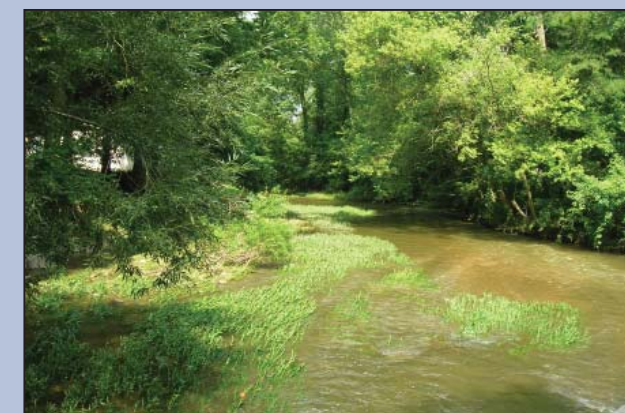
REDUCE FLOOD RISK FOR EXISTING DEVELOPMENT

1. Acquisition and relocation programs for at-risk properties.
2. Participation in the National Flood Insurance Program.
3. Structural measures to improve drainage, such as channel alterations, land treatment measures, and on-site or regional detention systems.

PRESERVE & RESTORE NATURAL FLOODPLAINS

1. Wetland and riparian area restoration projects
2. Floodplain and wetland protection regulations
3. Develop floodplain areas with complimentary uses such as parks, nature preserves, or other low-impact recreation facilities.

Appropriate floodplain management practices will reduce the long-term cost to the community of clean-up and repair should a major flood event occur.



Floodplains must be properly protected and managed to reduce the severity and impact of potential floods.

PROFILE: Riparian Areas

What is a Riparian Area?

Riparian areas are also known as streamside forests. They are the wooded areas along rivers and streams. These areas are a complex ecosystem vital to the protection of stream and river water quality. These areas include some of the richest varieties of plants and animals in most regions.

Why are Riparian Areas Important?

Land along waterways has significant ecological and aesthetic value that enhances the natural environment of a community. The presence of riparian areas also adds value to properties with water access, as they are often prime locations for development.

Many communities depend upon local rivers and streams for recreation, drinking water, and natural resource areas. The loss of riparian areas along such waterways is a major cause of decreases in water quality and loss of wildlife habitat.

How are Riparian Areas Identified?

Healthy riparian areas are typically composed of large trees, woody understory trees and shrubs, and smaller flowers, grasses, and groundcovers. Well maintained and managed riparian areas are able to influence the physical, chemical, and biological characteristics of the stream by:

1. Providing food, shelter and natural linkages for a wide variety of plant and animal communities.
2. Shading and cooling the stream to enhance aquatic habitats.
3. Filtering sediments and pollutants, preventing them from entering the stream or waterway.
4. Stabilizing river banks and reducing bank erosion.
5. Providing flood control.



An example of a riparian area adjacent to a stream and its recreational use by fishermen.

Who Regulates Riparian Areas?

In Indiana, the Indiana Department of Natural Resources has the authority to regulate riparian areas for water quality purposes. Local governments may regulate, to some extent, development or encroachment to riparian areas through planning and zoning controls.

The Natural Resource Conservation Service (NRCS) has developed Conservation Standards for Riparian Forest Buffers (Code 391). These standards are site specific and will vary depending on the size of the waterway and floodplain. Most standards address an area ranging from 35 to 150 feet on either side of the stream. The ideal riparian area includes three zones for management in which development should be restricted. These zones, listed in sequence from the edge of the stream, are as follows:

1. Undisturbed Forest - This zone is adjacent to the stream and is ideally 15' in width. Removal of vegetation is not permitted.
2. Managed Forest - This zone is ideally 60' in width and harvesting of older vegetation is encouraged to support better filtering/removal of nutrients through younger, faster growing vegetation.
3. Runoff Control - This zone is ideally 20' and may be pastured, farmed for hay or mowed for recreational purposes.

PROFILE: Wetlands

What is a Wetland?

Wetlands are areas inundated or saturated by surface or ground water throughout the year. The presence of water at or near the surface is the dominant factor that determines soil characteristics as well as plant and animal communities.

Why are Wetlands Important?

1. Water Quality - Wetlands purify water by filtering and trapping sediment, chemicals, and excess nutrients before water enters other water bodies or groundwater.
2. Wildlife Habitat - Wetlands provide habitat for fish, waterfowl, and other wildlife that use these areas to breed, find food, and protect their young.
3. Flood Control - Wetlands reduce flood damages by storing and slowing floodwaters. Wetlands regulate water levels within a watershed.

How are Wetlands Identified?

The general location of wetland areas may be determined using the U.S. Geological Service's (USGS) National Wetland Inventory (NWI) maps. The specific identification of wetlands are typically made by an individual holding a "US Army Corps of Engineers Regulation 4 Jurisdictional Wetland Certification". The exact boundaries of jurisdictional wetlands can be determined using all three of the following criteria:

1. Water Indicator - The area is inundated or saturated to the surface, by a single, continuous episode, for at least 5% of the growing season in most years.
2. Wetland Vegetation - The presence of plant species that are typically adapted for life in anaerobic soil conditions.
3. Hydric Soils - The presence of soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the root zone.



Photo Depicting a Wetland

Who Regulates Wetlands?

Wetlands along waterways are protected primarily by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. The Natural Resource Conservation Service (NRCS), U.S. Fish & Wildlife Service (USFWS), as well as state and local environmental agencies may also regulate wetlands.

The U.S. Environmental Protection Agency (EPA), Corps, and USFWS have a public policy of "no net loss of wetlands" requiring acre-for-acre replacement of wetlands either on-site or within the same watershed.

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING COMMUNITIES

ECONOMIC DEVELOPMENT



Introduction

This chapter focuses on economic development's role as an engine for growth in the community.

It is easy to spot new retail chains and warehouses sprouting up along the eastern side of the county and the endless development possibilities along the Ronald Reagan Parkway.

The ongoing boom only emphasizes the need to plan for a diverse economy in the future. For example, during this planning process stakeholders said that skilled labor is a long-term concern. Currently, many of Hendricks' high-paying jobs are filled by professionals from surrounding counties. Others have mentioned a shortage of Class A office space, the type that attracts knowledge-based businesses.

A community divided by uses – with the restaurants and shops in one section, the manufacturing jobs in another and all the homes in a third – only contributes to traffic congestion and sprawl. Where possible, the goal should be a mix of activities designed to serve smaller areas.

The future of Hendricks County's economy depends on multiple economic sectors and not just residential housing and retail. As a consequence, the land use plan needs to be part of an overall effort to ensure that the county has an appropriate mixture of basic employers: companies who serve a market that is primarily outside of Hendricks County.

Basic employers accomplish two primary objectives. One, they bring new money into the local economy and two, they help diversify the tax base. Basic employers also should provide higher-paying jobs for the community.

There are tools available to steer this type of planned growth, but communities have to be comfortable with their use. A key point is how the county's economic development planning complements activity in the incorporated cities and towns. The county's control of some key infrastructure and development incentives (i.e. sanitary sewers) gives them a leading role in directing growth.



Additional Information

Additional economic development information including the Community Peer Group Report and the Williamson County Document can be found in the supplementary Appendix.

The county should use these tools to prevent sprawl of all land use sectors, including commercial and industrial land uses. This will become important over the next decade in the likely event of increased efforts to develop new business parks and industrial sites within the county's jurisdiction.

This chapter contains goals and objectives which reflect the county's growth strategy of focusing on intergovernmental coordination, creating a favorable business environment and encouraging business diversity.



Image By: Don Reitz

A light industrial business in Danville.

Goals & Objectives

GOAL 5.1: Intergovernmental coordination

OBJECTIVES

1. Coordinate and incorporate policies from existing plans and studies to clarify opportunities for the County.
2. Support the Hendricks County Economic Development Partnership and coordinate its policies with those of the Plan Commissions of the County and Towns.
3. Support the positive impact of the Hendricks County Convention and Visitor's Bureau.
4. Remain current on the economic development strategies of the incorporated cities and towns.

ACTION STEPS

- ✓ Have plan commission representatives meet semi-annually with representatives from all the economic development programs in the county. Agenda items might include ongoing development projects and future plans.
- ✓ Issue a brief report to the public summarizing the economic development meetings and make it available on the Internet, etc.

PROFILE: Peer Review FAQ

In order to assess Hendricks County's transformation over the last few decades, ten peer communities in Indiana and the Midwest were selected for comparison, based on comparable characteristics in 1970 and 1990. The steering committee helped select the communities and some of their more frequently asked questions (FAQ) are answered below. The complete Peer Group Analysis Report can be found in the supplementary Appendix of this document.

Did you rule out any areas of the United States for peer review?

After discussions with the steering committee, the report stayed clear of coastal cities and focused on Midwest communities.

A few Indiana counties near Hendricks County were selected (the "horizon counties") and three new counties (two from around Columbus, Ohio and one from around Nashville, Tennessee) were added.

Why pick those specific variables, isn't there other important data as well?

The chosen variables (population, median household income, educational attainment levels, poverty, unemployment, and the distribution of jobs by sector) are available and are generally accepted standards to judge improvement. Because census definitions and data collection standards change over time, going farther back than 1970 doesn't yield useful information.

For example, the census completely changed how it collected information on jobs by sector (that's why we only go back to 1980 for that category).

Why look backward at counties that used to be the same size; why not start with places that are the same size now?

Williamson County, Tennessee provides a good answer to this question. If we didn't have data to show growth over time, we might assume it was always that populated, educated, wealthy, etc. Looking at trends over time shows change rates and may point to reasons for rapid growth.

Hendricks County has experienced rapid growth over the last 30 years. We should look at other areas with similar experiences.

Why not just study communities which have handled growth well, no matter what size they are?

It may be helpful to look at communities that shared similar characteristics in 1970 but for various reasons have failed to capitalize on strengths. Looking at less successful communities might help Hendricks County avoid the mistakes of its less thriving peers.

Goals & Objectives

GOAL 5.2: Create a favorable business environment to attract development

OBJECTIVES

1. Generate multiple university partnerships.
2. Encourage the relocation and retention of business in Hendricks County.
3. Direct business development towards land near interchanges for high quality non-residential mixed-use development.
4. Accommodate non-residential development in areas where all infrastructure and services are available.
5. Require non-residential activities to have access to major highway corridors as identified in the Transportation Plan and subdivision ordinances.
6. Promote well-designed large-scale non-residential development along the Ronald Reagan Parkway in accordance with the corridor's Master Plan.

ACTION STEPS

- ✓ Work with INDOT to obtain funding for the improvements to major interchanges along I-70 and I-74.
- ✓ Promote and support the use of development incentives such as special taxing or financing districts, tax abatement, small business services, educational support, or technology.
- ✓ Partner with economic development organizations to create a public education process on the benefits of using tools such as tax abatement.

Goals & Objectives

- ✓ Highlight major business benefits, such as the terminal expansion of the Indianapolis International Airport, opportunities at Gordon Graham Field (GGF), the connection to the Ronald Reagan Parkway, and the network of interstates in the County.
- ✓ Promote the development of amenities such as appropriately located shopping and recreation opportunities as economic development tools to encourage business relocation.
- ✓ Establish zoning regulations to protect industrial zoned land from encroachment by incompatible development such as residential.
- ✓ Develop, identify and maintain a truck route system consistent with the transportation goal to provide convenient access to industrial sites from major transportation routes.
- ✓ Support local higher learning institutions to extend job skills and training throughout the community to establish a ready workforce.
- ✓ Encourage industrial development in industrial/business parks; dissuading scattered industrial development.
- ✓ Seek developers of 200-1,000 acres tracts for business parks.

GOAL 5.3: Encourage Business Diversity

OBJECTIVES

1. Pursue a diverse business community (in wages, business type, skill level, etc.) Focus economic development efforts on providing a balanced variety of economic opportunities to keep pace with changes in the national and local economies.

ACTION STEPS

- ✓ Educate and inform residents, elected officials and members of the building community of the benefits and proper design for mixed-use developments.
- ✓ Support the expansion of existing businesses and encourage business development for entrepreneurs.
- ✓ Adopt and maintain ordinances and design standards for the architecture, building materials, site orientation, visual buffering, lighting, and landscaping of the business and industrial operations that are visually prominent in the community at gateways and on major thoroughfares.



Image By: Don Reitz

Gordon Graham Field in Hendricks County provides economic opportunities for existing and potential businesses.

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING COMMUNITIES

UTILITY & PUBLIC SERVICES



Introduction

In many cases, the implementation of policies for the extension, upgrade, and maintenance of a community’s infrastructure serves as the most significant factor in local growth and development. The infrastructure of a community includes not only utility service and roadways, but also public services such as fire and police protection, and other safety services.

Utility and public services that lag behind the pace of development can be frustrating and the burden for the taxpayer can be imposing. Adequate public infrastructure is needed for new suburban and urban development. Also, one of the best ways a community has of directing where growth occurs is through the use of their public sanitary sewers. Therefore it is imperative that decisions regarding land use development be made in concert with decisions on infrastructure. Planning in this way is what “Growing Smarter” is all about.

Goals & Objectives

GOAL 6.1: Use Extension of Utilities as a Tool for Growth Management

OBJECTIVES

- 1. Encourage new development, revitalization and redevelopment in areas already served by utilities and infrastructure or where infrastructure can feasibly and reasonably be extended.
- 2. Discourage inconsistent development that does not match the Comprehensive Plan. Development and redevelopment in or adjacent to small unincorporated towns, incorporated jurisdictions and along major thoroughfares should be encouraged.

ACTION STEPS

- ✓ Require utilities (sanitary sewer, etc.) for any newly approved developments in areas of potential annexation.
- ✓ Require major residential subdivisions to hook on to sanitary sewer utility service.
- ✓ Encourage large businesses or institutions to locate in areas that could benefit from the extension of sanitary sewers.
- ✓ Extend sanitary sewer utility service into areas with failing septic systems.
- ✓ Encourage the reservation of land for public facilities, street rights-of-way and utility easements to assure connectivity of service for future projects.



Image By: Don Reitz



Fire stations in Hendricks County.

GOAL 6.2: Expand and Support Infrastructure and Public Services

OBJECTIVES

- 1. Encourage technology access throughout the county.
- 2. Ensure that adequate infrastructure including emergency services is available for healthy economic development.
- 3. Support plans for the creation of a County-owned wastewater treatment facility.
- 4. Encourage the addition of fire and law enforcement sub-stations in the southwestern quadrant of the County.

ACTION STEPS

- ✓ Expand staff review of development proposals to include representatives from all utility providers, emergency and public safety services, County departments, incorporated jurisdictions, and school districts who review and comment on incremental and cumulative impacts of growth and development on services.
- ✓ Promote the use of impact fees to pay for infrastructure, public safety, and parks. Provide education to the public on the benefits of impact fees.
- ✓ Consider utilizing abandoned rail lines for utility as well as trail corridors.
- ✓ Expand fiber optics throughout the County.
- ✓ Ensure that utility planning is coordinated and consistent with the Comprehensive Plan.

Goals & Objectives

- ✓ Encourage the installation of sewer lines, water lines, and other vital infrastructure along Ronald Reagan Parkway as the corridor is being constructed.
- ✓ Encourage mutual representation at meetings of utility representatives and the County Plan Commission.
- ✓ Create a wastewater treatment facility in Liberty Township.
- ✓ Explore opportunities for the collection of impact fees for utility development, parks, and roadway improvement in Hendricks County.
- ✓ Consult fire protection and public safety personnel in the creation of new ordinances.

GOAL 6.3: Plan for and Fund Improvements

OBJECTIVES

1. Coordinate sewer and water extensions.
2. Support a Capital Improvements Plan which provides an effective means of matching community infrastructure needs with funding sources.

ACTION STEPS

- ✓ **Develop a County-wide Capital Improvements Plan. (CIP)**
- ✓ Create plans consistent and in coordination with the Hendricks County Regional Sewer District, the West Central Conservancy District (WCCD) and other sewer districts.
- ✓ Form Public / Private Partnerships by partnering with private utilities to extend services.
- ✓ **Adopt impact fees as allowed by Indiana Code to mitigate the capital cost of infrastructure (sanitary sewer, park facilities, roads, drainage and water treatment) necessitated by new development.**
- ✓ Explore the most effective means to enhance the public water supply.

Utility construction in Hendricks County.



Image By: Don Reitz



Utility & Public Services

BUILDING COMMUNITIES

--	--

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING COMMUNITIES

MOVING PEOPLE



Introduction

The primary focus of the following goals is to provide for safe and efficient travel in the County. Development has tended to outpace improvements to the roads, causing congestion in this automobile-dominated County. The creation of north-south options to increase connections from I-74 to U.S. 36 and I-70, as well as to link the three major towns of Brownsburg, Avon, and Plainfield, was cited as one of the major goals. Besides improving and building new roads, county residents desire to provide accommodations for pedestrian and bicycle travel both on- and off-road and to look towards mass transit opportunities.

Note

Refer to the Transportation Plan and Thoroughfare Map when reviewing development proposals or upgrading or constructing new roads.

US 40 through Stilesville.



Goals & Objectives

GOAL 7.1: Coordinate County-wide Transportation Master Planning

OBJECTIVES

1. Preserve and enhance important transportation corridors throughout the county through the use of consistent design standards and land planning that are integrated with the Thoroughfare Plan.
2. Continue to reserve adequate rights-of-way for new or improved county roads.

ACTION STEPS

- ✓ Coordinate the County Transportation Plan with the transportation plans of incorporated towns and surrounding Counties to plan future improvements.
- ✓ Refer to the Future Land Use Plan and Capital Improvements Plan to prioritize transportation improvements with other public/private improvements.
- ✓ **Where possible combine the upgrade of roadways and provision of pedestrian and bike facilities with the extension of infrastructure.**
- ✓ Develop a Roadway Design Standards Manual to increase consistency of construction throughout the County and involve public safety professionals, the County engineer, and the County highway department.

GOAL 7.2: Plan for Future Growth of Transportation Infrastructure

OBJECTIVES

1. Incorporate planned improvements for the Ronald Reagan Parkway into the County Thoroughfare and Capital Improvements plans.
2. Support the rerouting of SR 267 in Guilford Township to SR 67. Remain aware of potential federal and state environmental regulations associated with the rerouting of SR 267.
3. Reserve adequate rights-of-way for upgrades to roads in the rural western part of the County.

ACTION STEPS

- ✓ **Complete the Ronald Reagan Parkway (RRP) in accordance with the standards set forth in the master plan.**
- ✓ Participate in the investigation of available funding for SR 267 right-of-way acquisition and negotiations with the airport authority and INDOT.
- ✓ Develop a strategy to ensure transportation infrastructure and the needed funding will grow with the population.
- ✓ Investigate funding sources. Pursue impact fees or user fees such as a full value wheel tax, sales tax, and gas tax, matching funds and grants, and cooperative efforts between all of Hendricks County's Towns.
- ✓ Review appropriate ordinances to ensure adequate rights-of-way for road improvements on local streets and County roads for passing blisters (passing lanes located at intersections), turn lanes, etc.

PROFILE: Ronald Reagan Parkway

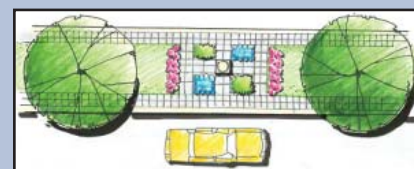
The intent of the Ronald Reagan Parkway Master Plan (HNTB Corporation, 2004) was to create a plan for a north-south corridor along the east side of Hendricks County, connecting three of the County's largest towns: Plainfield, Avon, and Brownsburg. This twelve-mile roadway will connect I-70 and the Indianapolis International Airport to I-74, and further north to Boone County and I-65.

The three main portions of this plan include land use planning and recommendations for development along the corridor, recommendations for roadway enhancement including physical design characteristics, and recommendations for access management and traffic movement. A zoning overlay district was also developed with sample design guidelines.

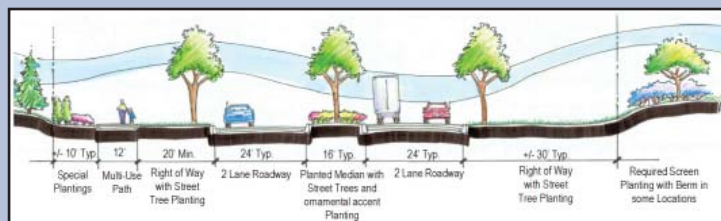
Hendricks County and various town governments all participated in the creation of this plan. Some images from the Corridor Master Plan are included below.



Typical Landscape Screen - HNTB



Typical Median Accent - HNTB



Landscape Screen Treatments and Median Accents Section - HNTB

Goals & Objectives

GOAL 7.3: Address Existing Roadway Congestion

OBJECTIVES

1. Complete bypasses around Danville and Brownsburg.
2. Improve commute routes both North-South and East-West.
3. Support the Thoroughfare Plan when planning transportation improvements.
4. Encourage the creation of public transportation such as a public bus or light rail system to reduce traffic on heavily traveled roads.

ACTION STEPS

- ✓ Control (limit) access for new roads and thoroughfares. Encourage the creation of frontage roads and shared drives to provide access.
- ✓ Support the proposal for an alignment around Danville on the south side from north SR 39 to East U.S. 36 which would increase development opportunities on the west side of Danville and western Hendricks County.
- ✓ Provide clear signage, synchronized signalization, turn lanes and controlled access on major thoroughfares when appropriate.
- ✓ Develop roadway standards that provide for wider travel lanes, safe shoulders, adequate pavement thicknesses, and turn lanes, etc.
- ✓ Develop, identify and maintain a truck route system consistent with land use and transportation goals.
- ✓ Continue to require connectivity through street layouts in major subdivisions that create internal linkages to adjacent existing or future subdivisions.

GOAL 7.4: Encourage the Use of Alternative Transportation

OBJECTIVES

1. Consult the Indianapolis Metropolitan Planning Organization's (MPO) Regional Pedestrian Plan and other documents to provide east-west and north / south trail systems linking Hendricks County towns for bicycles, walkers/joggers, and equestrian users.
2. Support the construction and protection of the B&O Trailway and the National Road Heritage Trail as part of new development.
3. Ensure the safety of trail users where trail crossings intersect with major roadways through trail identification signage and the creation of trail over- or underpasses as development occurs.
4. Plan for public transit on main thoroughfares by ensuring that roads and rights-of-way are not encroached upon.
5. Encourage expansion of the Airport facilities at Indianapolis Airport Authority and Gordon Graham Field.

ACTION STEPS

- ✓ **Continue to pursue and support the dedication of easements or purchase of private land to complete greenway and trail corridors within the County.**
- ✓ Continue to coordinate with the Metropolitan Planning Organization (MPO) to connect trail systems between communities and complete a county-wide trails and greenway master plan.
- ✓ **Design roads and streets that include means for alternative transportation. Encourage road designs in commercial and residential areas that include bike facilities, pedestrian amenities, landscaping and lighting.**

Goals & Objectives

- ✓ Accommodate all citizens by reviewing proposed projects for compliance with the Americans with Disabilities Act.
- ✓ Pursue transportation grants from federal and state sources to provide funding for alternative transportation.
- ✓ **Support the MPO and CIRT in developing regional mass transit initiatives such as the proposed high speed rail route between Indianapolis and Crawfordsville on the Conrail tracks south of I-74.**
- ✓ Work with the MPO to further develop a rapid transit strategy for the county including solidifying bus routes and stops, and potential commuter or rapid transit routes and connections.
- ✓ Explore “park & ride” opportunities for public transportation or bicycle commuters (parking near trails to encourage bicycle commuting into urban areas).

PROFILE: Addressing Congestion

Recognizing Traffic Congestion

Traffic congestion most commonly occurs along major thoroughfares at peak commuting hours. Due to a large number of commuters, either into or away from an area, roads can become filled with automobiles creating frustrating and potentially dangerous situations if the corridors are not managed properly. Corridors within Hendricks County that are considered to be among the most heavily congested include US 36, 100 N, and US 136.

There are several ways to address traffic congestion along existing thoroughfares. They generally fall into three categories: physical, operational, or usage changes to the corridor.

Physical Changes

Physical changes to a congested corridor can include, but are not limited to, the addition of non-continuous turn lanes, medians to limit access, peak hour traffic lanes that change direction depending on the time of day, the creation of roundabouts, or one-way street pairs with limited access.

Other physical improvements can include the creation or improvement of bicycle lanes and sidewalks to encourage commuting by bicycle or foot, or the creation of an alternate route that is better designed to carry peak hour traffic. An alternate route could also be used as a truck route to alleviate congestion due to heavy truck traffic.

Usage Changes

Usage changes refer to changing the modes of transportation that are used along corridors with high levels of congestion. Some modes of transportation will require physical improvements, such as providing on-street bicycle lanes, pedestrian facilities, or passenger rail systems, while others require education and encouragement, such as carpooling or vanpooling to cut down on the costs of commuting. The use of public transportation can not only reduce the cost of commuting and the number of vehicles on the road, but when combined with special bus lanes or signalization, can prove to be a faster mode of transportation.

Operational Changes

Changes to the operation and management of corridors can include synchronized signalization that is coordinated with peak hour commuting traffic, better signage to provide advanced warning for turns and traffic lights, or enforceable turning restrictions that occur only during peak hours.



A bicyclist commuter.



Light rail public transportation in Portland, OR.



A roundabout.

AGRICULTURE



Introduction

Hendricks County recognizes agriculture as a viable industry and supports its continuation into the future as the County experiences growth and development. This plan identifies tools that can be employed to protect agriculture and its supporting industries. This chapter also contains objectives to reduce conflicts between expanding development and established agricultural land uses, while protecting natural resources as an amenity that enhances economic development.



Definitions

Local market agriculture: The independent growth, harvest, and sale of agricultural products such as fruits, vegetables, wines, jams, etc. at a local market.

Demonstration agriculture: Farms, vineyards, or other agricultural land uses that are open to the public. For example, a dairy farm with a dairy bar or dairy shop, or a vineyard with a wine shop or wine-tasting activities.

“U-pick” agriculture: Fruit/vegetable farms, orchards, Christmas tree farms, or other agricultural uses that invite the public to pick or harvest their own purchases.

Goals & Objectives

GOAL 8.1: Encourage Continued Agricultural Practices within the County

OBJECTIVES

1. Provide agricultural designations on the Future Land Use Map in appropriate areas and near highway and rail corridors.
2. Protect agricultural land from the effect of new development.
3. Encourage alternative agricultural business such as local market agriculture, demonstration agriculture and “u-pick” agriculture.
4. Support compact development as a way to preserve large contiguous tracts of land promoting sustainable and effective agricultural practices.

ACTION STEPS

- ✓ **Establish a “Right-to-Farm” ordinance to inform the public and to reduce conflicts between established agricultural practices and new development. Require realtors and developers to inform potential buyers of the nature and proximity of agricultural operations.**
- ✓ Adopt development standards for Confined Animal Feeding Operations (CAFOs). Permit the development and expansion of CAFOs in agriculturally designated areas or as a Special Exception use. Include in ordinances a requirement to provide buffers between CAFOs and residential development.
- ✓ Adopt the Conservation Subdivision Ordinance as a tool for compact development which will aid in the preservation of agricultural land.



Agricultural views of Hendricks County.



THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY

BUILDING NEIGHBORHOODS



INTRODUCTION

The rapid growth and changes that are occurring in Hendricks County can be both exciting and a cause for concern. County residents are concerned about the erosion of the quality of life. Quality growth should be the universal goal for all of Hendricks County. The citizens have the right to ask for the highest quality in new development. High quality standards for all planning efforts undertaken within the County will result in enhanced economic development and a higher quality of life.

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING NEIGHBORHOODS

NEIGHBORHOOD CHARACTER & IDENTITY



Introduction

The following goals focus on the quality of existing and future residential and non-residential neighborhoods. Themes were repeated by Hendricks County citizens throughout the planning process. These concerns included the density of neighborhoods, the congestion of the streets, the durability of the building materials, and the ability to walk or ride a bike safely. The objectives and action steps, when implemented, will help allay some of these concerns and restore the sense of well-being that is sought by so many.

Goals & Objectives

GOAL 9.1: Enhance Neighborhood Image

OBJECTIVES

1. Consider the quality of life the community desires when establishing policies for infrastructure improvements (streets, utility placement, signs, lighting, etc.).
2. Support neighborhood connectivity and walkability. Encourage the creation of pedestrian connections between neighborhoods where citizens live, work and play.
3. Protect and preserve wooded areas. Consider giving credits to developers that incorporate mature woodlands in site plans.
4. Protect the integrity of historically significant neighborhoods.
5. Encourage the provision of visually and physically accessible open space in all new developments.
6. Increase the enforcement of zoning regulations and building codes.

ACTION STEPS

- ✓ Adopt development standards and/or guidelines for sustainable, pedestrian-scale neighborhoods. The guidelines should address amenities such as architectural features, building materials, pedestrian links, lighting, street trees and signage.
- ✓ Establish a design review committee as a subcommittee of the Plan Commission to review development plans for architectural design, building materials, coordinated lighting, site furnishings, signage design and other items which affect the appearance of the community.
- ✓ **Support the maintenance and updating of historic property inventories.**

An example of neighborhood development with lighting, pedestrian amenities, and varying architectural details.



An example of a stormwater treatment system integrated into a neighborhood.





Goals & Objectives

- ✓ Enhance methods for officially protecting historic resources throughout the County.
- ✓ Support developments with distinctive character and themes.
- ✓ Encourage the use of neighborhood detention ponds as amenity areas by placing them in highly visible locations and applying attractive edge treatments to them.
- ✓ Seek additional funding for zoning inspection staff.

GOAL 9.2: Support Planning Initiatives for Neighborhoods

OBJECTIVES

1. Support and promote neighborhood organizations.
2. Encourage investment in neighborhoods.
3. Coordinate master planning between towns and the County to identify potential areas of land use conflict.
4. Promote growth management methods that keep residential growth concurrent with non-residential growth and infrastructure improvements.

ACTION STEPS

- ✓ Provide adequate resources for code enforcement to maintain quality neighborhoods.
- ✓ Implement ticketing for code enforcement.
- ✓ Establish a matching grant program to help fund neighborhood improvements that benefit the entire County.
- ✓ Consider programs to assist with improvements in older neighborhoods.
- ✓ Update fiscal impact analysis methodology as needed.

GOAL 9.3: Promote Compact, Vibrant Mixed-Use Neighborhoods

OBJECTIVES

1. Encourage the revitalization of commercial centers in small towns by guiding growth to these areas. Support new mixed-use neighborhoods which incorporate institutional uses such as churches and schools, and neighborhood scaled commercial development.
2. Encourage housing diversity through the promotion of neighborhoods with a variety of styles, densities and ranges of affordability.
3. Encourage new development to respect existing town center development patterns such as narrower lots, smaller setbacks, on-street parking, etc.

ACTION STEPS

- ✓ Establish incentives to facilitate infill development on vacant sites and to reuse existing structures, such as tax increment financing (TIF), federal funding assistance, tax abatements, and expedited review.
- ✓ Educate citizens about the benefits of mixed-use neighborhoods (fewer environmental impacts, more efficient to provide infrastructure).
- ✓ Adopt development standards to accommodate residential uses on upper floors of businesses.



BUILDING CONNECTIONS



INTRODUCTION

This section, Building Connections, bridges the goals, objectives, and action steps presented in the previous sections with primary implementation tools, the Land Use and Transportation Plans. Included in these plans are land use designations and thoroughfare classifications which are intended to provide additional guidance to the County and its communities in determining the appropriateness of specific development proposals. The plan is not specifically tailored to meet the needs of the 11 incorporated and unincorporated jurisdictions, but provides the concepts and framework within which each community can plan. The implementation tools contained in this section recognize this fact and reflect strategies that promote intergovernmental cooperation and coordination at every turn.

Existing development forms in the County range from intensely developed suburban areas to historic small towns to rural areas, each with their own growth and development issues. The County must take the lead on issues such as transportation, infrastructure and open space preservation which cross jurisdictional boundaries and are part of the important connections between communities. The County will continue to grow and develop, but taking on a comprehensive view of community planning and acknowledging the need for these connections are what makes Hendricks County “grow smarter”.



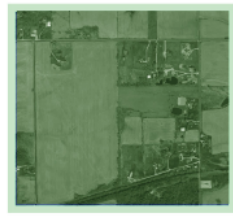

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING CONNECTIONS

LAND USE PLAN





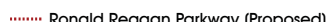
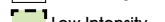













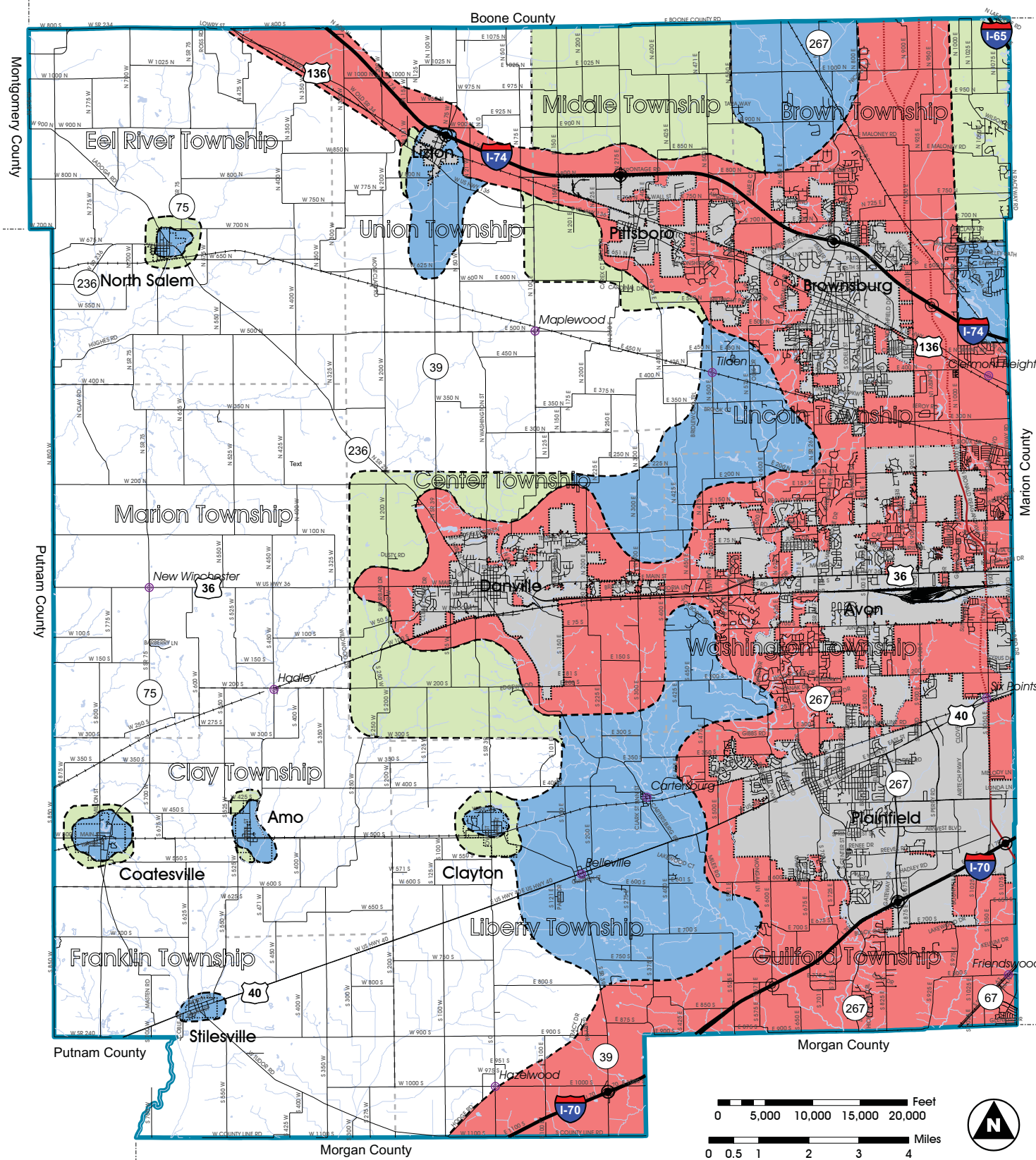
Introduction

With a view to the future, three land use and growth scenarios were prepared as part of the comprehensive planning process. The scenarios identified conceptual forms representing areas of growth intensity 10-20 years into the future. Intensity was characterized by particular concentration and mix of land uses upon the land. Brief descriptions and images portraying each level of intensity are listed below. These three scenarios were presented to the Steering Committee which reached a consensus on one growth scenario which formed the foundation for the County Land Use Map. All of the scenarios can be found in the supplementary Appendix.

	High Intensity - Commercial - Industrial - Urban Residential (Cities & Towns)
	Medium Intensity - Suburban Residential - Small Town Centers
	Low Intensity - Scattered Subdivisions - Small, Isolated Commercial
	No Change - Agriculture - Existing Land Use

Land Use Intensity Map

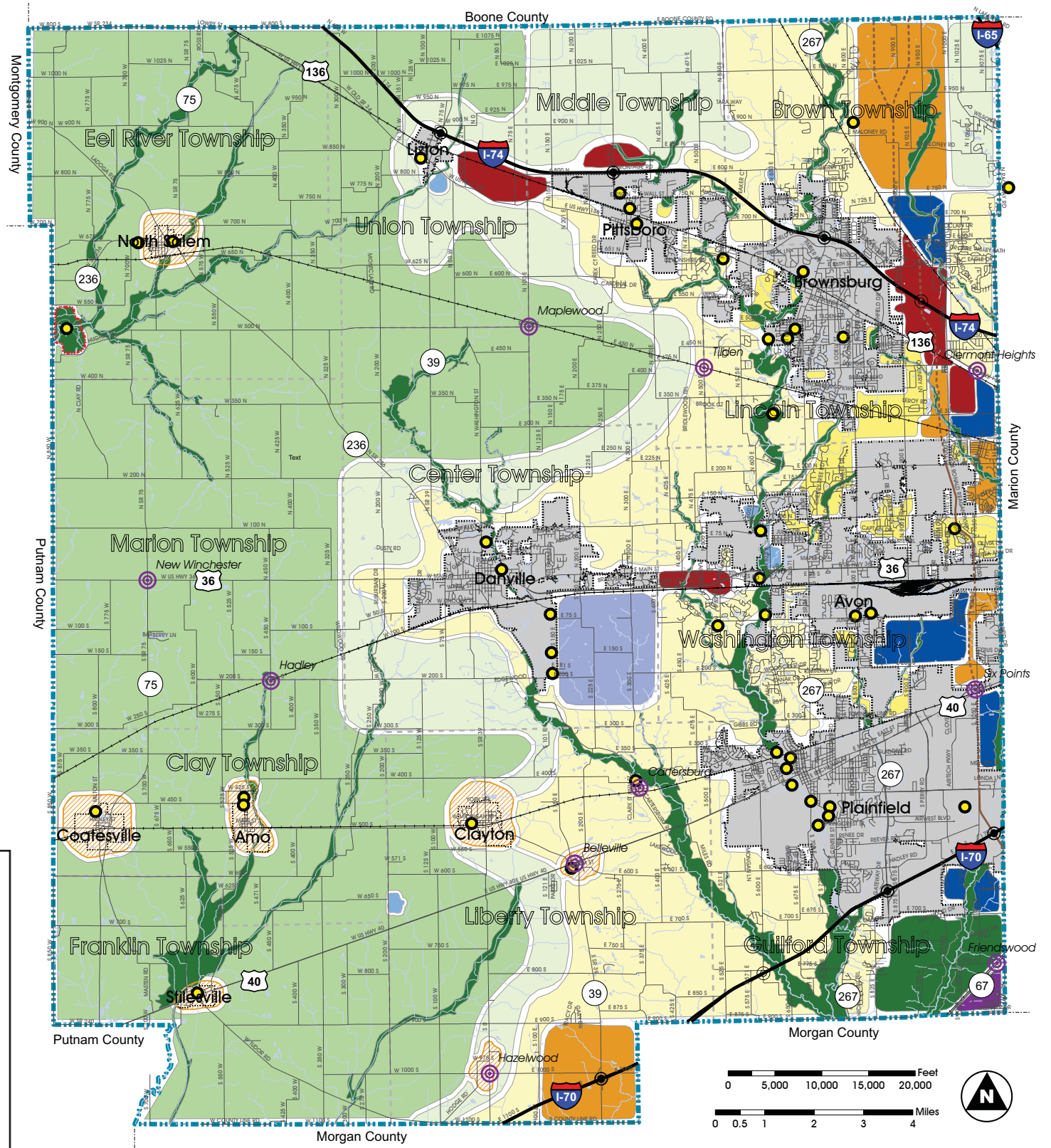
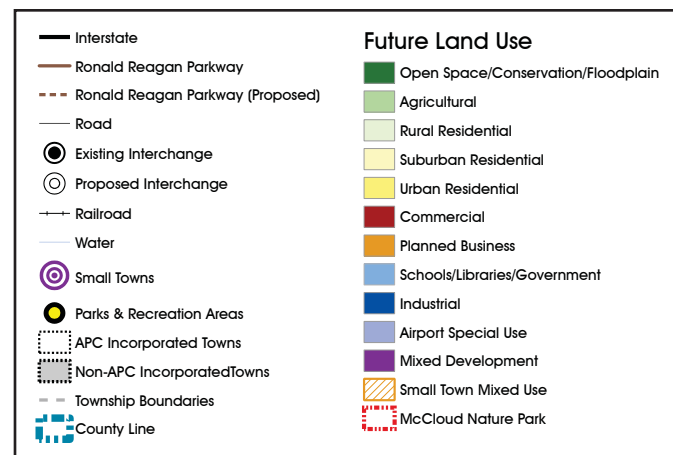
	Interstate		No Change
	Ronald Reagan Parkway		Low Intensity
	Ronald Reagan Parkway (Proposed)		Medium Intensity
	Road		High Intensity
	Existing Interchange		
	Proposed Interchange		
	Railroad		
	Water		
	Small Towns		
	APC Incorporated Towns		
	Non-APC Incorporated Towns		
	Township Boundaries		
	County Line		



Future Land Use Plan

The Future Land Use Map on this page illustrates the general character of large areas of the County. It is intended to be used to identify development patterns, forms, relationships, and general land uses. The land use designations contain desired characteristics and concepts, and are based on a number of factors, including 1) present and future county infrastructure capacities, 2) the location and character of existing land uses, 3) analysis and public input gathered during the comprehensive planning process, and 4) the vision, goals and objectives of the Comprehensive Plan.

Future Land Use Map



Proposed Land Use Designations

Open Space / Conservation / Floodplain



This designation refers to lands that should remain free from the potential impact of development. Open space can include both active and passive recreational areas. Sports fields would be considered “active”, while McCloud Nature Park in Eel River Township are passive containing trails, picnic areas and grassy open spaces. Conservation

areas include many different types of natural features such as wetlands, forests, and streams. The conservation designation protects environmentally sensitive natural features from the potential negative impacts such as water and air pollution, run-off, and erosion. It also promotes the safety and protection of private investment and property in flood-prone areas or areas that may present other natural hazards. There should be minimal development in or near the floodplains identified on the Land Use Map. Adjacent land use designations should provide areas of transition or buffers between these sorts of lands and more intense development.

Agricultural



Agricultural land uses are present throughout the county, but primarily exist in the western portion. The agriculture designation has been applied to areas recommended for traditional farming practices such as crop production, livestock (grazing and confined animal feeding operations), agricultural production and storage centers (such as

grain elevators); agricultural research; stables, wineries, and other natural and food production related activities. Existing residential lots containing single-family housing units could also have agricultural related uses, such as stables and small-scale non-commercial food production and limited livestock production. Activities characterized as agritourism (farm trails, farmers’ markets, and roadside stands) may also be here.

Rural Residential



Rural Residential areas are intended to serve as buffers between medium or high intensity land uses, and the relatively low intensity uses of agriculture. These areas will allow both continued farming and some residential development, with the understanding that new development that

may occur in rural residential areas will need to remain aware of adjacent uses. Agricultural uses (in Agricultural designated areas) need to minimize their impact on higher density residential neighborhoods (in Suburban Residential areas) in order to mitigate nuisance claims.

Suburban Residential



Suburban Residential refers to neighborhoods of moderate density. These areas may also include institutional uses such as civic, church and educational facilities, or may contain neighborhood serving mixed-use developments. Suburban Residential areas surround incorporated

towns and radiate out to areas of anticipated growth without “leapfrogging” over agricultural land. Development should occur near established urban centers where new residents can also work and play, and should always be required to hook on to utility services. A conservation subdivision is an appropriate type of land tool to use when suburban residential comes in contact with existing floodplains and conservation areas.

Urban Residential

Urban Residential development is characterized by medium to high density housing including multifamily residential with sufficient access to goods and services, transportation, transit, parks and open spaces. These areas are in close proximity to incorporated towns and likely will be annexed by these towns. The development should be created with a high level of connectivity to adjacent residential and non-residential uses and often serve as transitional areas between lower density residential and commercial and business activities. It goes without saying that development in this area should only occur with a full complement of utilities, infrastructure, and public services.

Commercial



Commercial areas are typically located along major transportation routes and at intersections. These areas contain goods and services to serve the needs of the community such as

convenience and grocery stores, shopping centers, and restaurants, among others. Commercial areas may include high density multifamily residential uses such as apartment buildings and mixed-use development. The visibility of this type of development sets the tone for the community image resulting in the need for high-quality development standards. The standards should be applicable to the site design, building materials, architectural features, landscaping and signage. Controlled access, frontage roads, and synchronized signalization along the highway corridors should be part of the plan to mitigate potential traffic congestion and safety concerns.

Proposed Land Use Designations

Small Town Mixed Use



This designation pertains to five of the County’s incorporated small towns (North Salem, Coatesville, Amo, Stilesville, and Clayton) and four unincorporated towns (Belleville, Hazelwood, Maplewood, and Montclair). Each of these towns has a town center or crossroads combined with a residential neighborhood set with traditional development patterns. Stilesville and Belleville have the added distinction of being located along U.S. 40 – the National Road. These towns are candidates for revitalization as they are a major component of the County’s rural identity.



The towns include a mixture of residential, commercial, institutional, and agricultural uses that serve the nearby community. These neighborhoods are typically developed in a grid street pattern with alleys and garages on the rear of the lots. Infill development including small scale parks, schools, churches, neighborhood-serving businesses, and occasionally accessory and multifamily residences on the vacant lots should be encouraged as long as it respects the traditional / historic scale and pattern of the area. New development should be closely oriented towards the street but sidewalks and landscaping should be provided as pedestrian buffers. Developers as well as residents are encouraged to rehabilitate existing structures and residences.

Planned Business

This designation includes uses such as office, light industrial, and flex-tenant type business located in campus-like settings. The facilities can serve the needs of both major employers and start-up small businesses. Accessory commercial uses such as banks, coffee shops, gyms and dry cleaners may also be located within this designation. Development should complement the surroundings and site layout should address access and connectivity for both automobiles

and pedestrians with a system of frontage roads, sidewalks and trails. The architectural style, lighting, landscaping and other site amenities should provide a unifying theme. Parking should be limited to the rear of buildings, and should be appropriately screened from employees and visitors with proper landscaping.

Schools/Libraries/Government



Institutional uses including schools, libraries, town halls, fire stations, etc. should be located or expanded within areas designated for Schools/

Libraries/Government. Suitable areas for these types of uses also exist in the County’s towns within the Small Towns land use designation. New institutional facilities should be built to architectural, lighting, landscaping, and site design standards that reflect the desired character of established institutional areas and the towns where they are located.

Industrial



Some land along major corridors such as the Ronald Reagan Parkway and interstate corridors are designated for industrial uses such as manufacturing, bulk warehousing and distribution. Besides the need for adequate road access, rail access may be an important necessity. Sidewalks or trails should be provided on-site connecting to nearby neighborhoods for the benefit

of employees. Access to state of the art technology such as fiber optics and other services is a key to success. Industrial campuses are good candidates for

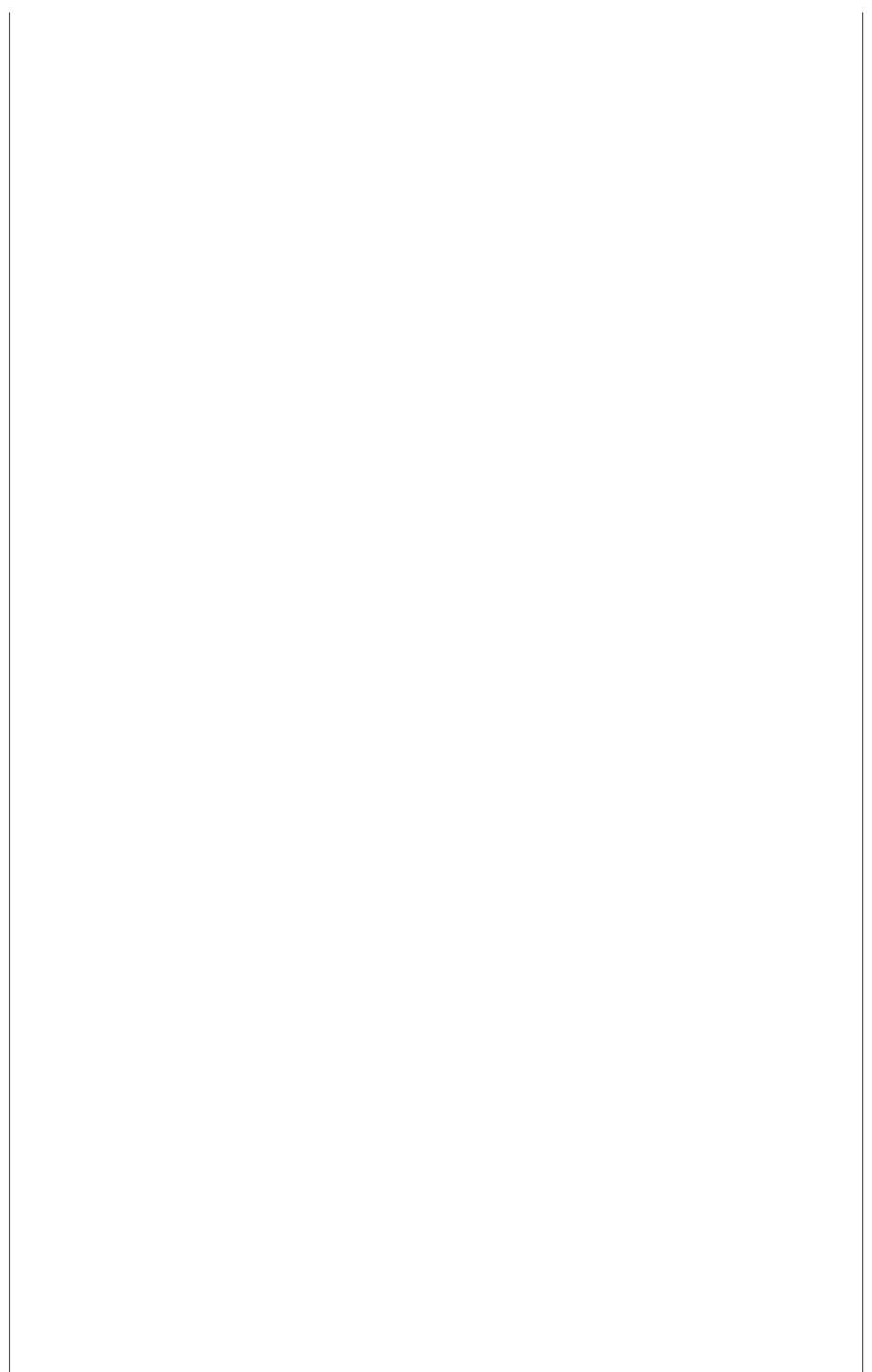
a coordinated drainage system of the multiple sites. Industrial development is generally incompatible with residential uses and should be well buffered from dissimilar uses. Views of truck loading, parking, service bays, and storage facilities should be screened from roadways.

Airport Special Use

Areas designated Airport Special Use are intended to serve potential expansion for airport related uses at the Indianapolis International Airport (IIA) and Gordon Graham Field (GGF). Residential development within and adjacent to this zone is incompatible. There are particular design considerations within and surrounding Airport Special Use areas such as buffers to mitigate the potential negative impacts of the airport, including noise and a potential increase in congestion on adjacent land uses.

Mixed Development

Mixed Development areas include a mixture of existing residential, industrial, and commercial land uses. New development occurring in these areas should be required to meet high quality development, site, and design standards, and should always be required to hook on to utility services.



THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING CONNECTIONS

TRANSPORTATION PLAN



Introduction

The Transportation Plan is the primary method of implementing the transportation related goals for Hendricks County. The Transportation and Future Land Use Plans work together and each influences and is influenced by the other. The Transportation Plan is comprised of several key elements:

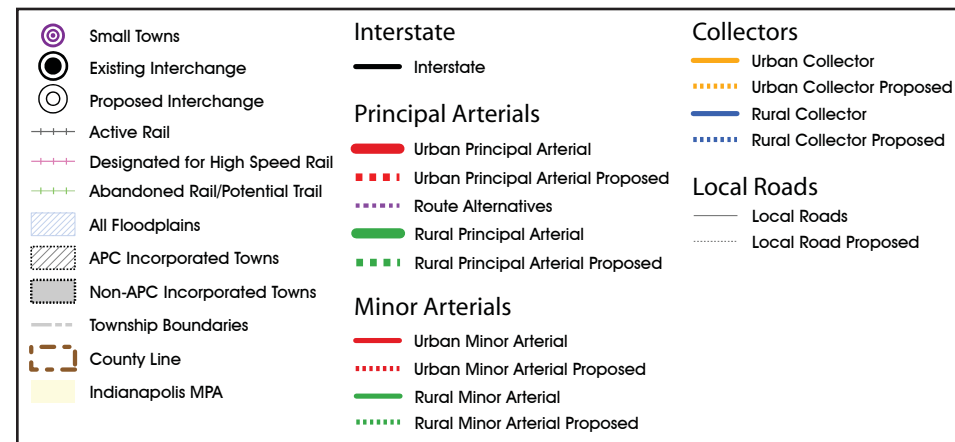
1. The Thoroughfare Plan
2. Airports and Railways
3. Alternative Transportation

Hendricks County's location has been both a blessing and a challenge in terms of transportation issues. Two interstate highways and U.S. highways (National Road - U.S. 40) cross the county from east – west but similar transportation routes were not developed in the north-south direction. Consequently, as the County has experienced growth, the need for these connections has become critical. The new Ronald Reagan Parkway which runs north-south in the eastern portion of the County is one of these critical areas.

Regional Connections

Hendricks County is connected to a regional network of transportation routes that connect area communities with each other and with Indianapolis. The Metropolitan Planning Organization (MPO) is responsible for long-range transportation planning in the region, as well as managing the finance and coordination of transportation projects. Representatives of local governments within designated Metropolitan Planning Areas coordinate regularly through the MPO on regional transportation issues. The MPO manages an area called the Metropolitan Planning Area (MPA), which is shown on the Thoroughfare Map.

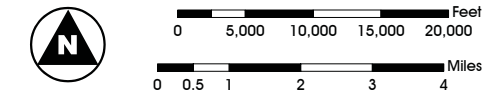
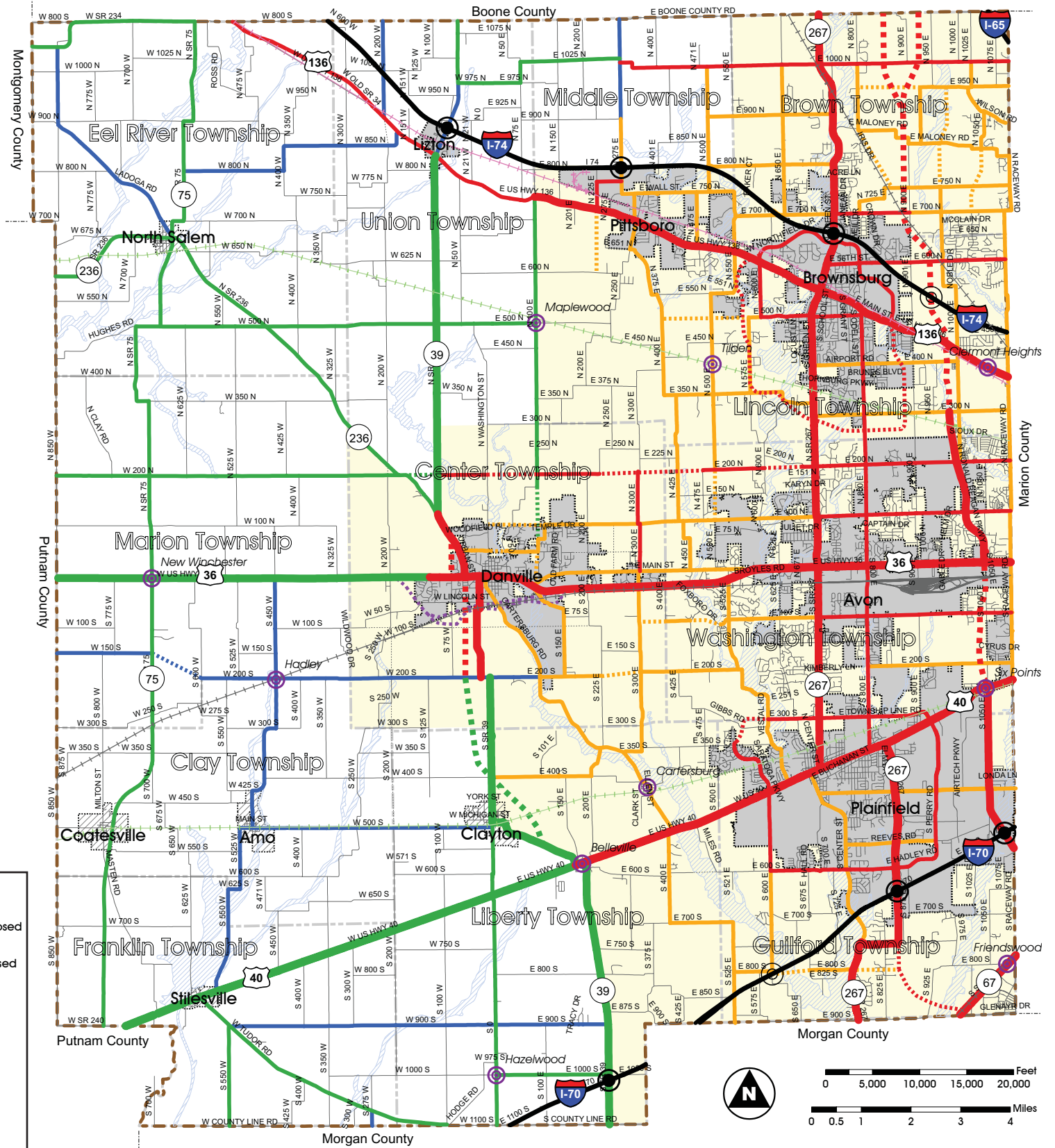
Thoroughfare Map



Note

Refer also to "Chapter 7: Moving People."

Note: The rerouting of SR 267 to connect to SR 67 in the southeast corner of this map is conceptual. Several opportunities are being considered including the suggestions of Plainfield, Mooresville, and Hendricks County.



Thoroughfare Map Designations

Public Streets within the County are classified according to the purpose they serve within the transportation network. The designations have been based on location and anticipated future land use patterns as indicated on the Land Use Intensity Map and Future Land Use Map on pages 54-55. There are generally five road classifications – local, collector, minor arterial, principal arterial and Interstate Highway. Roads that do not currently exist, but were determined to be critically needed links or bypasses are shown with dashed lines. The classifications of roads are further distinguished and divided into rural and urban because of the settlement and development patterns in the county.

Road Types

Rural Roadways

The cross-section of a rural road which traverses less developed areas will generally not include curb and gutter, but instead will have an adjacent roadside swale to channel drainage from the surface of the road. These facilities will tend to have fewer amenities for pedestrians and cyclists, but will have defined shoulders consisting of graded and compacted surface materials. Bike routes tend to share the roadways and on-street parking is not allowed.

Urban Roadways

The urban road may contain the same number of travel lanes as a rural road but it passes through developed or soon to be developed areas. The roads are constructed with curb and gutter, tree lawns, and sidewalks or multi-use paths on both sides to serve pedestrians and cyclists. On-street parking may

be allowed and appropriate in some areas. Turn lanes and medians may be used to control the flow of traffic through more congested areas. On-street bike lanes may be appropriate on some roads.

In areas with traditional neighborhood development patterns, right-of-way requirements are lower due to lower speeds and narrower travel lanes. Adequate space for curbs, sidewalks, and street trees should be provided, and should produce minimal conflict with overhead and underground utilities. In new subdivisions, utilities should be located underground.

In small towns, rear parking can encourage alley access to residences and businesses in addition to access from the main road. This can minimize curb cuts and traffic congestion while keeping the traditional shallow setback distances. Crosswalks connecting sidewalks and on-street parking should be provided on one or both sides of a street as part of a traditional development form. The on-street parking may affect the width of tree lawns.

Functional Class	Minimum R.O.W.	Number of Moving Lanes	Number of Auxiliary Lanes	Pavement Section					Border Section		
				Lane Width	Median Divider	Shoulder Minimum	Curb & Gutter (each side)	Bicycle Lane* (each side)	Tree Lawn** Minimum	Sidewalk	Multi-use path***
Rural Local Road (C&G)	50'	2	-	12'	-	7'	2'	4'	5'	5'	8-12'
Rural Local Road (w/o C&G)	80'	2	-	12'	-	7'	-	-	10'	-	8-12'
Urban Local Road (C&G)	50'	2	-	12'	-	7'	2'	4'	5'	5'	8-12'
Urban Local Road (w/o C&G)	80'	2	-	12'	-	7'	-	-	10'	-	8-12'
Rural Collector	100'	2	-	12'	-	7'	-	-	12'	-	8-12'
Urban Collector	100'	2	1	12'	12'	7'	2'	5'	12'	5'	8-12'
Rural Minor Arterial	150'	2-4	-	12'	12'	7'	-	4'	12'	5'	8-12'
Urban Minor Arterial	150'	2-4	-	12'	12'	7'	2'	5'	12'	5'	8-12'
Rural Principal Arterial	200'	4	-	12'	12'	7'	-	4'	12'	5'	8-12'
Urban Principal Arterial	200'	4	1	12'	14'	7'	2'	5'	12'	5'	8-12'

* Potential Bicycle Lane locations determined by Trails and Greenways Map

** Tree Lawn includes unpaved area for landscaping, swale, utilities and trees

***Multi-use path is optional and can include paved or unpaved paths for pedestrian, bicycle, or equestrian travel, or a portion of an adjacent

(C&G) = Curb and gutter

(w/o C&G) = Without curb and gutter

i Roadway Classifications:

- Rural Local Road
- Rural Collector
- Rural Minor Arterial
- Rural Principal Arterial
- Urban Local Road
- Urban Collector
- Urban Minor Arterial
- Urban Principal Arterial
- Interstate Highway or Expressway

Roadway Classifications

Local Roads

Local roads are of two types in Hendricks County. There are local roads typically found in neighborhoods and those that are local roads which refer to the network of County roads not classified as collector or arterial.

Rural: Rural local roads also carry low volumes of traffic but speeds will typically be much higher than urban local roads. Rural local roads should employ some access control standards.

Urban: Urban local streets are generally found in neighborhoods, and typically carry low volumes of traffic at low speeds and over short distances. Local roads in major subdivisions provide direct access to abutting properties. Interconnecting streets between adjacent residential developments is encouraged. Alleys may be found in historic town centers but would not be subject to the same standards as local streets, though alley rights-of-way may need to be increased to handle modern public safety equipment.

Collectors

Collector roads serve an intermediate function in the roadway hierarchy. They serve to collect traffic from local roads and move it to the larger arterial network, and are recommended to be medium capacity roadways with moderately high rates of speed.

Rural: CR 200S west of Danville and CR 850 N west of Lizton are rural collectors that funnel traffic between the rural arterials of SR 39 and SR 75.

Urban: Urban collectors are roads that play significant roles in moving traffic between arterial roadways, as well as funneling traffic from residential areas to the greater road network. Examples of urban collectors are CR 300N east of SR 267 and Cartersburg Road.

Minor Arterials

These roads are alternates to higher volume roadways and have the capacity to move relatively high traffic volumes across the county at relatively high rates of speed.

Rural: Rural minor arterials include several local routes of lesser regional significance but which still serve high volumes of traffic within the community. These road corridors should also be subject to access control measures as development occurs along them. An example of this classification is SR 75 in the far west part of the County.

Urban: Roads designated urban minor arterials are proposed roads or roads that provide continuous travel such as CR 200 N or the Danville and Brownsburg bypasses.

Principal Arterials

These are the high volume roadways in Hendricks County. They are designed to carry traffic at high rates of speed long distances across the entire County, connecting population centers. These facilities should be designed with controlled access and with all uses in mind. Facilities for pedestrians and bicycles should be provided as well as for mass transit facilities / connections.

Rural: Rural principal arterials are located in the west half of the County and include such major roads as SR 39 and US 40.

Urban: Urban Principal Arterials are local and state roads of regional importance such as US 40 between Indianapolis and Belleville, SR 267 which extends the entire north-south direction of the county, and the Ronald Reagan Parkway. These roads are designed to move large volumes of traffic between communities and should impose access controls to reduce congestion. The profile of these roads would likely contain curb and gutter, street lighting, sidewalks, bike paths or bike lanes, landscape medians and tree lawns, and utilities should be buried underground.

Interstate Highway

There are three designated Interstate Highways in Hendricks County. Interstates 74 and 70 have a greater influence on development patterns than does I-65, which barely crosses the northeastern corner. Interstates are designed as high-speed, limited access corridors that move very high volumes of traffic on a regular basis. They are characterized by two or more lanes of traffic in each direction, and are constructed with grade-separated interchanges to maintain traffic flow. There are currently six existing and two proposed interchanges in the County. The land use plan identifies commercial nodes with higher design and development standards in order to highlight the image desired by the community.

Access Control

As traffic volumes on roadways increase, the need to control access from abutting properties also increases. The primary purpose of arterials and major collectors is to move traffic from one point to another, not to provide access to individual properties. Access control is needed to facilitate this purpose.

On county and state roads, the county highway department may regulate access characteristics, including sharing and spacing of access points. It is in the county's best interest to establish site development standards that minimize transportation impacts. This not only ensures the safety and efficiency of the roadways, but can also help to manage road maintenance costs over the long term. Some techniques that can be used to control access include the following:

- Regulate minimum spacing of driveways.
- Regulate minimum corner clearance. Provide drivers suitable sight distance to help them execute their turns smoothly and safely.
- Regulate the maximum number of driveways per property frontage.
- Establish minimum frontage requirements for newly subdivided lots.
- Arrange access points so that streets and driveways are immediately across from one another.
- Consolidate access for adjacent properties. Encourage the use of shared driveways and parking and frontage roads.
- Encourage connections (cross-access easements) between adjacent properties.
- Require adequate internal design and circulation planning.

Airports

There are two main airports that directly influence the Hendricks County planning area: Gordon Graham Field located to the southeast of Danville, and the Indianapolis International Airport adjacent to the County on the east side.

The Indianapolis International Airport influences planning and development in the County through the impact of its airspace usage and Federal Aviation Administration (FAA) regulations as well as from the location of the Bat Habitat Conservation Area that was created as a result of airport expansion. Development proposed in areas adjacent to the existing airport or in the areas targeted for any future airport expansion must be coordinated with the airport authority. This can help to ensure that compatible land uses are created and to minimize any conflicts or negative impacts to the community or natural environment that may occur. Development proposed for any areas near the Bat Habitat Conservation Area must be carefully reviewed to minimize negative impacts to that conservation area, as well as to consider the impact that development may have on any future expansions of that conservation area. The County is currently undergoing efforts to coordinate with the Indianapolis Airport Authority on utilizing part of the Bat Habitat Conservation Area as County parkland.

Railroads

Hendricks County currently has two operational railroad lines. The central line that travels (in part) through Indianapolis, Danville, and Terre Haute is used for freight transportation by CSX Transportation, Inc. The northern line that travels (in part) from Indianapolis to Chicago is used both for freight by CSX and for passenger transportation by Amtrak. This northern line is also one of the lines that has been federally designated for future high-speed passenger rail.

These lines currently provide economic benefits to the county for freight transportation and may have the potential to increase the County's opportunities for passenger rail in the future.

The County should also remain aware that some Indiana railroad lines, as with most railroad lines in the United States, could potentially become abandoned in the future. Should this occur, the County should be prepared to explore opportunities for the reuse of the railroad right-of-ways into multi-use trails or utility corridors.

Trails and Greenways

Multi-use Corridor Plan

In a community that is “growing smarter”, alternative methods of transportation are key components. Many groups within Hendricks County have proven their commitment to these other modes of travel and taken the first step by developing plans for trails and greenways that lace the County. These facilities for bicyclists, pedestrians and equestrians are visible examples to people within and outside of the community that Hendricks County is a friendly, safe and healthy place to live. The County’s role is to assist with the implementation of these plans by completing links between communities and to other county recreational and commercial facilities. The Trails and Greenways Map identifies multi-use routes. These routes were determined by public input, and information from the MPO’s Draft Regional Pedestrian Plan.

This Transportation Plan includes a trails and greenways system that can be extended to connect with local subsystems that currently exist or may be implemented in the future by the County, Towns and developers to connect with schools, parks, libraries, commercial centers and other activity centers. There are four facility standards that the multi-use paths can be built to. On-street adjacent facilities include sidewalks or paths that are located within the road right-of-way, but are separated from the road by tree lawns or other landscaping. On-street bicycle lanes are located within road right-of-way and exist as an expansion of driving lane pavement with painted markings to designate them for bicycle users. On-street shared lanes occur when pavement is slightly extended, but specific bicycle lane markings do not exist. There is usually some form of shared lane logo to alert drivers that bicyclists use the lanes as well. Multi-use pathways or greenways are not located in road right-of-way, and often exist adjacent to natural features such as river and streams, or through wooded areas. Multi-use pathways are open for use by all trail users (pedestrians, bicyclists, and equestrians), and are sometimes located in former railroad right-of-way.

Types of Trail and Greenway Users

Pedestrians

Pedestrian users generally require sidewalks or trails that are separated from roadways, either in non-roadway locations or within road right-of-way but separated by tree lawns. This ensures the safety of the pedestrian, especially along busy corridors, and often provides a more pleasing environment if landscaping, special lighting, or occasional pedestrian amenities such as benches or drinking fountains are included along the route.

Bicyclists

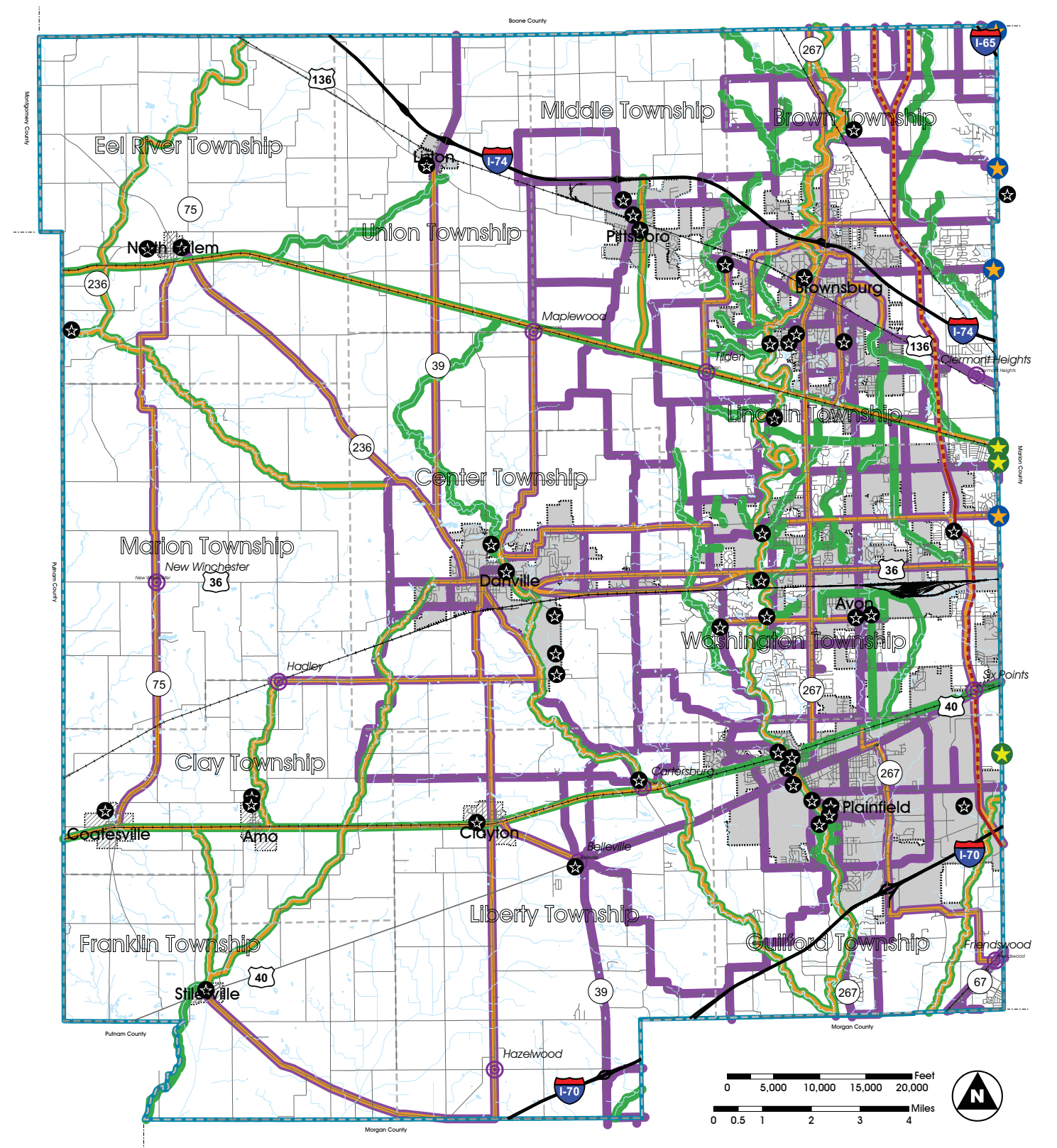
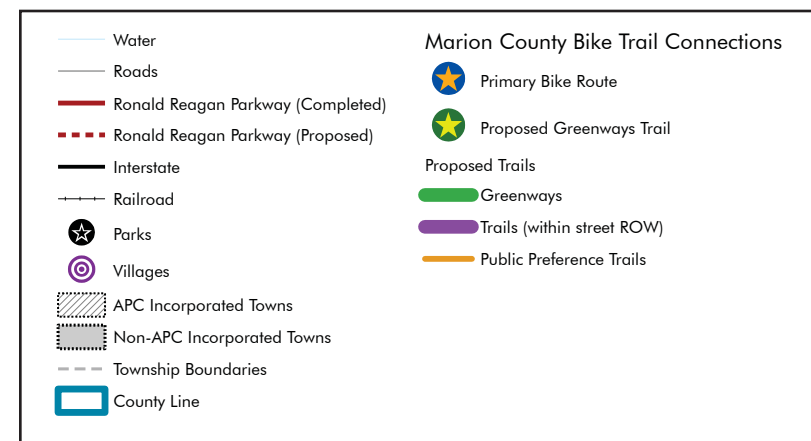
There are three main types of bicyclists: Group A - Advanced Bicyclists; Group B - Basic Bicyclists; and Group C - Children. Group A includes experienced riders who can operate under most traffic conditions. The Bicycle Federation of America estimates that fewer than 5 percent of all bicyclists can be defined as an experienced bicyclist. Group B includes casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. This is the largest group. Group C includes pre-teen riders whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the system. Separate facilities are the safest type for this group.

Equestrians

Equestrian trail users, or those on horseback, often require facilities that are separate from roadway corridors. The trails are often composed of softer materials, such as woodchips or grass, and should be of a considerable length, i.e. ten miles or more.

Trails and Greenways Map

Trails and Greenways Map



Public Transportation

Public Transportation

Public transportation is another important element of alternative transportation. Hendricks County does not currently have public transportation within the county or towns, or to connect the towns to each other and Indianapolis. Several Hendricks County residents expressed interest in having public transportation options both within the county and its towns, as well as for commuting into Indianapolis.

In 2005, the Indianapolis Metropolitan Planning Organization (MPO) created a rapid transit study document entitled DiReCTioNS. This study analyzed the operations of the IndyGo Transit System, and within that document described the future Express Bus routes. An image showed that a connection to Plainfield could take place 4-9 years after that plan, and connections to Avon and Brownsburg could take place 10-15 years after that plan.

In anticipation of these connections to Indianapolis, Hendricks County will want to consider the creation of a county-wide intertown bus system. These routes have been identified on the "Future Bus System Map." An intra-county bus system could provide accessible transportation between towns, to major attractions within towns, and to recreation areas. In the future this system could attach to the planned routes of the IndyGo system into Indianapolis.

In the future routes should also be identified for light rail transportation. In Hendricks County there is currently an active rail line that runs past the Indianapolis Airport, and through Avon and Danville. The Hoosier Heritage Port Authority currently owns a rail line traveling from downtown Indianapolis to Noblesville. They would like to see the eventual conversion

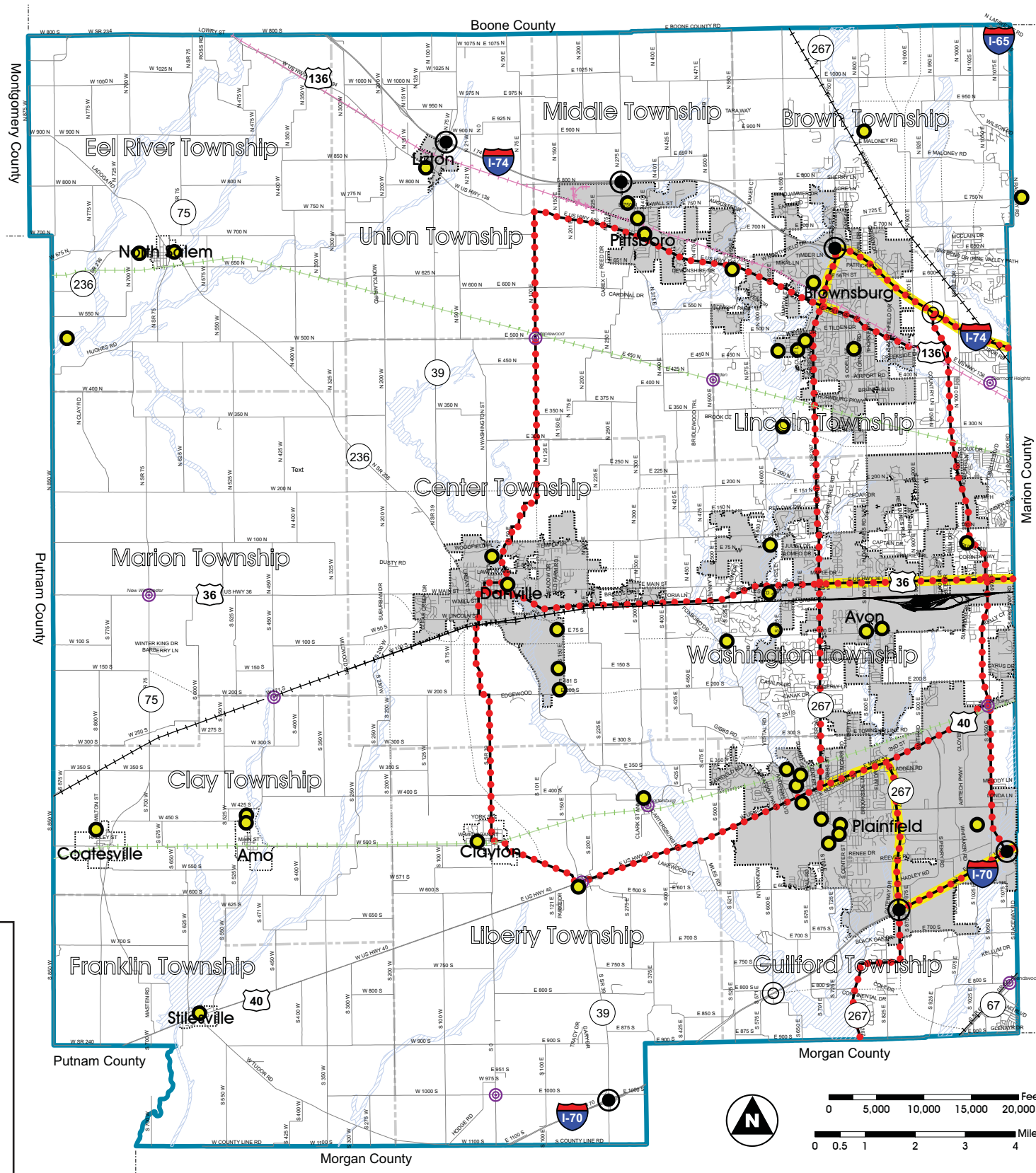
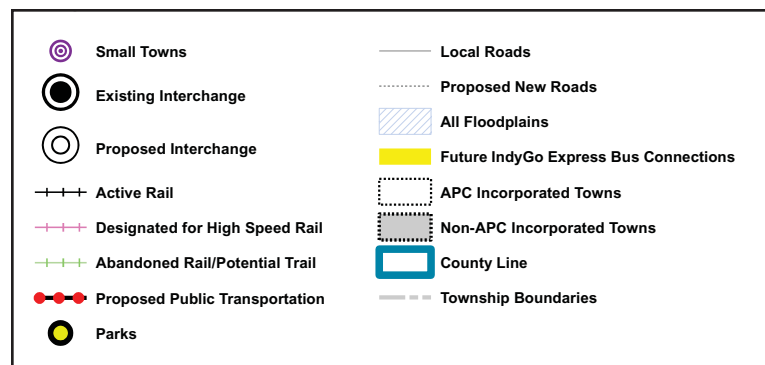
of this line into light mass transit from Noblesville to downtown Indianapolis connecting to an additional planned line that will run from downtown Indianapolis to the Indianapolis Airport. The line connecting downtown Indianapolis to the Indianapolis Airport is proposed to be constructed within the next ten years. With support from Marion County, the Indianapolis MPO, the Hoosier Port Authority, and the owner of the line, CSX, light rail could potentially expand into Hendricks County.

The Central Indiana Regional Transportation Authority (CIRTA) is another important organization to coordinate with. CIRTA is a new group with the following vision statement:

"CIRTA's vision is for an integrated, multimodal transportation system throughout the nine-county region, including but not limited to bus, rail, and small vehicle services together with supportive non-motorized systems and facilities, both public and private, that provide high-quality, safe, reliable, affordable, and environmentally sensitive travel options to customers while supporting the broader shared goals of the region."

It will be important to establish coordination with this group early on.

Potential Future Bus System Map



PROFILE: Complete Streets

What are Complete Streets?

A Complete Street is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit. A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users. Walking and bicycling help prevent obesity, diabetes, high blood pressure, and colon cancer. Residents are 65% more likely to walk in a neighborhood with sidewalks.

- 52% of Americans want to bike more
- 55% of Americans would prefer to drive less and walk more.

In a year 2000 document, the FHWA's guidance suggested that "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist." Unfortunately few states follow this guidance. However, Boulder, Colorado is building all arterials as multi-modal corridors for auto, pedestrian, bicycle, and transit.

A complete streets report concludes that:

- Most policies have been put in place since 2001
- Most policies cover only bicycle and pedestrian accommodation

What are the Problems?

Roads are:

- Too narrow to share with bikes
- Uninviting for bus riders
- Too dangerous to cross on foot

Isn't it expensive?

"By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized." -Jeff Morales, Director, CalTrans

Sources and for more information:

- Thunderhead Alliance / www.thunderheadalliance.org
- America Bikes / www.americabikes.org
- Indiana Bicycle Coalition / www.bicycleindiana.org



Inadequate streets: Uninviting for bicycles, pedestrians, and users of public transportation.



Complete streets: A bicycle lane on a rural road (above right) and room for pedestrians and bicycles along a commercial corridor (above left).

Major Corridors

Ronald Reagan Parkway

The Ronald Reagan Parkway will be a major north-south corridor on the east side of Hendricks County. It will link the towns of Plainfield, Avon, and Brownsburg with a major thoroughfare. This corridor has the potential to spur large amounts of development, and become a catalyst for development throughout the County. Further information on this corridor can be found in "Chapter 7: Moving People," and recommendations for this corridor can be found in "Chapter 12: High Priority Areas".

US 36

This corridor is a major link between Hendricks County and Indianapolis. The corridor travels through the town centers of both Danville and Avon, creating congestion issues in those towns. It is also a major contributor to the image and perception of Hendricks County.

Further analysis and recommendations for this corridor can be found in "Chapter 12: High Priority Areas".

US 40

The US 40 corridor through Hendricks County is an important cultural resource for the County as well as an important thoroughfare. This corridor has a lot of history, and travels through three of the County's towns (Stilesville, Belleville, and Plainfield) making it an important contributor to the County's perceived image.

Efforts by the County should be made to ensure the protection of the corridor, both through recognition of its historic significance and through high quality design standards to protect the corridor's and the County's image.

SR 75

SR 75 is a north-south corridor near the western edge of Hendricks County that connects Coatesville and North Salem. There are several jogs along this corridor, some of which have been identified on the Thoroughfare Map for

Major Corridors

potential realignment. SR 75 was also considered for an upgrade of its roadway classification from a rural minor arterial to a rural principal arterial, but it is not likely that the amount of development and growth needed to support this upgrade will occur on the County's west side during the life of this Plan.

SR 39

SR 39 is a main north-south corridor through the center of Hendricks County. This corridor also provides a connection from Lebanon to the north, through Lizton, Danville, Clayton, and Belleville, and down to Martinsville.

Two main realignments for SR 39 have been proposed: 1) an alignment along the western edge of Danville and 2) an alignment that would deter traffic from Clayton. These realignments could make SR 39 into more of a direct route and from this could potentially encourage development to the north and south of Danville.

SR 39 has also been identified as one of two main corridors in Hendricks County in the [Central Indiana Suburban Transportation and Mobility Study](#) (CISTMS) written by HNTB Corporation in 2005. This study highlighted all corridors within the eight counties surrounding Indianapolis that form a loop outside of Indianapolis along existing roads. The document analyzes these key routes and makes recommendations for increasing their levels-of-service (LOS).

Along SR 39, CISTMS identified plans by INDOT to reconstruct or replace existing pavement from SR 42 (south of Hendricks County) to the north side of Clayton. These improvements will include lane width upgrades. Other recommendations include improvements of SR 39 on up to Danville, and monitoring the remaining portion up to Boone County for future access control and traffic engineering as that portion of Hendricks County continues to grow.

SR 267

SR 267 is also identified in CISTMS as a major north-south corridor route to the west of Indianapolis. Potential improvements to that corridor may include road, signalization, safety, and aesthetic improvements through Plainfield, a new bridge for a rail crossing within Avon, and SR 267 route relocation south of Plainfield to connect to SR 67. A new southern route for SR 267 has not yet been specifically defined as many alternatives are still being considered. The route identified on the Transportation Map is purely conceptual at this point in time. Studies for the SR 267 improvements are currently still in progress.

THE HENDRICKS COUNTY QUALITY GROWTH STRATEGY / BUILDING CONNECTIONS

HIGH PRIORITY AREAS



High Priority Corridors & Areas

Certain areas and transportation routes in Hendricks County merit special attention based on issues identified by the public, the steering committee and planning analysis. This special attention includes identifying issues particular to the development of these important areas and corridors. Existing conditions and development policy recommendations to address the issues of each area or corridor should be considered in concert with proposed land uses as a guide for decision making.

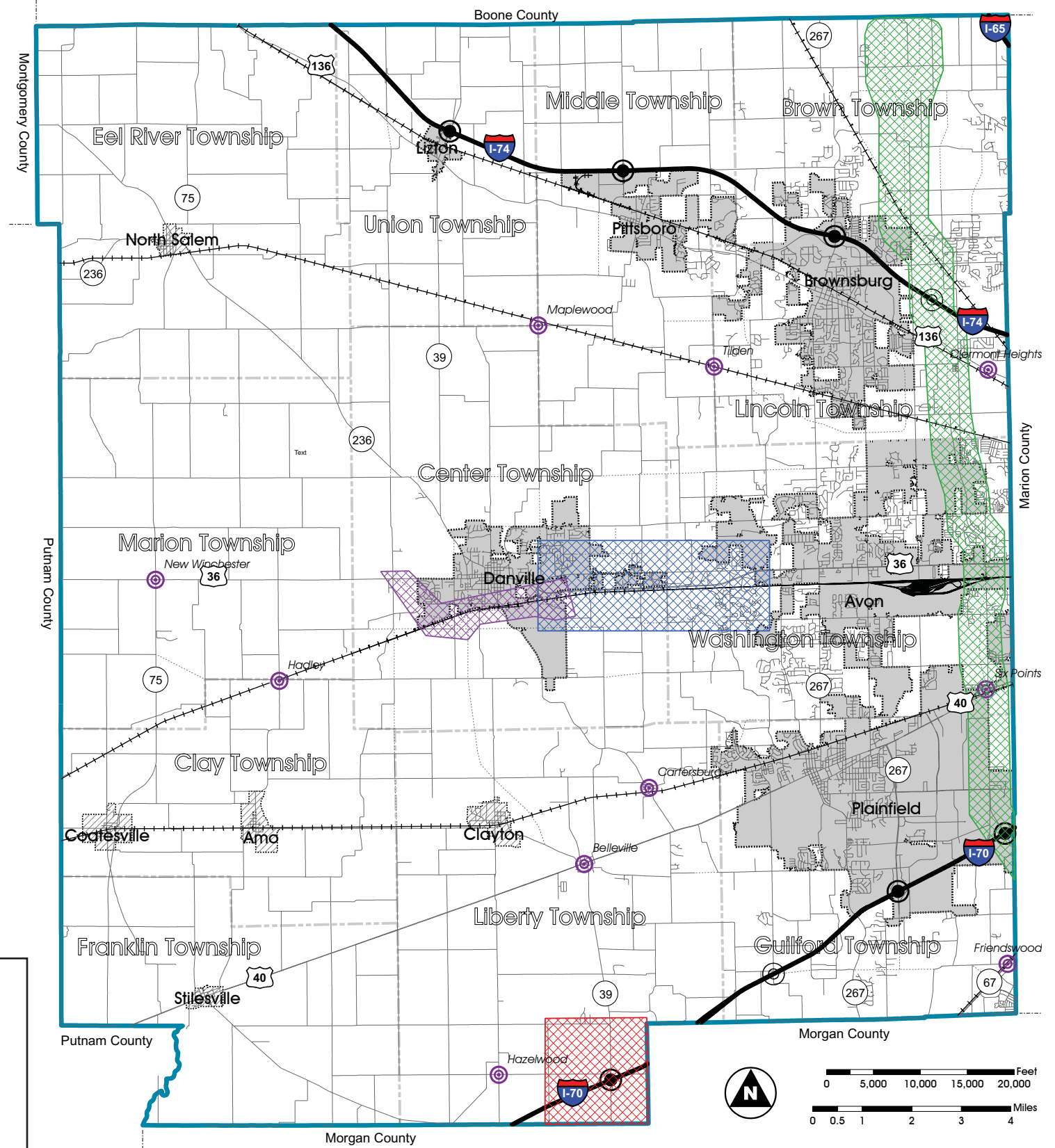
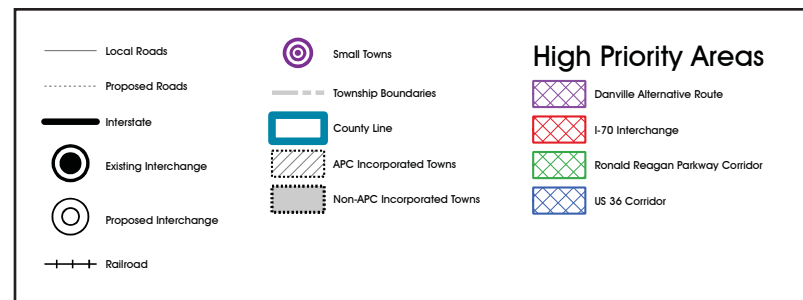
The High Priority Corridors are:

- Ronald Reagan Parkway
- Alternate Routes
- U.S. 36

The High Priority Areas are:

- The Ronald Reagan Parkway
- U.S. 36
- The I-70 and SR 39 interchange

High Priority Areas Map



Ronald Reagan Parkway

Existing Conditions

The Ronald Reagan Parkway began construction in 1996. The roadway is being built in segments as funding becomes available and will likely be finished from I-70 to 56th St. within the next ten years. The remaining northern portion of the corridor up into Boone County is still being studied and assessed for environmental impacts and is estimated to be ready for construction not before 2015.

This corridor will become a main north-south arterial through the communities of Brownsburg, Avon and Plainfield for eastern Hendricks County. The new portions of the corridor will exist in areas that are largely agricultural, natural, or otherwise undeveloped. The creation of this new thoroughfare will spur new development in these areas along with the higher traffic volumes.

Transportation Recommendations

This corridor will become a major contributor to Hendricks County's image, and a main thoroughfare linking the towns on the County's east side. The following recommendations should be considered to ensure that negative images and incompatible development does not occur:

- Create and adopt overlay and design standards for the corridor to ensure that quality gateways and development are created.
- Control access along the corridor, limiting the number of curb cuts that are allowed and encouraging shared entrances and cross-access drives for commercial, industrial, or other development with multiple developers.
- Engineering standards should meet the anticipated usage of the roadway, including signalization, turn lane, and median design (refer to the suggested standards in the Ronald Reagan Parkway Corridor Master Plan).
- Create pedestrian and bicycle facilities including multi-use paths, and link these paths to intersecting paths and greenways to contribute to the overall trail and greenway system.

Land Use Recommendations

Several design and development land use issues may arise with the creation of the RRP. Considerations should be made for the following recommendations:

- Create a corridor overlay for property adjacent to the corridor to address standards such as commercial design standards, residential buffering, landscape and corridor design standards (sidewalks, lighting, etc.) and other components.
- Ensure that all new development is designed to encourage pedestrian accessibility both from pedestrian pathways along the corridor as well as providing access to any established neighborhoods.
- Require new development along the RRP to respond to new development along the corridor as well as existing, adjacent residential neighborhoods. This can take the form of circulation patterns within sites, or design of site layouts and buildings. This development style will benefit both new development along and users of the corridor, as well as existing and proposed neighborhoods.

The I-70 and SR 39 Interchange

Existing Conditions

There is currently very little developed land at the I-70/SR 39 interchange. The area is mostly agricultural with a few small patches of natural woodlands and some light industrial. This area has the potential to become a prime location for commercial and industrial development because of the easy access provided by the intersection of a state road and an interstate. The limitations of the area are that it is not currently served by wastewater utilities, and the provision of utilities is dependent on the development interest of the land at that interchange. This interchange is also targeted as the western terminus to the recently proposed "Indiana Commerce Connector" linking east and north to I-69. This toll road would run from the I-70/SR 39 interchange south to Martinsville, and on east around the southern and eastern sides of Indianapolis. The feasibility of this highway has not yet been studied by state or local agencies.

Land Use Recommendations

If development interest takes place at this interchange and the area begins to grow, the following recommendations should be considered:

- This area is considered an important gateway into Hendricks County. Create a gateway corridor overlay for the interchange that would encompass the area between 100E and the county line, and 900S and the county line. The gateway corridor overlay would need to include standards for architectural and site design, landscaping, buffering, and access among others. This area should include mixed-use planned commercial, light industrial, and distribution development as opposed to individual lot development.
- Any future utility service that may be provided for this area should study the implications of and consider the extension of utility service lines into the neighboring town of Hazelwood.
- If plans for the proposed "Indiana Commerce Connector" terminating at this interchange are solidified, Hendricks County should coordinate with INDOT and the Indianapolis MPO early and continually to encourage their cooperation in enhancing this area as a gateway that will be sensitive to the context of Hendricks County's vision.

Alternative Routes

Existing Conditions: Alternative for US 36

There are currently two options for an alternative route to US 36 through Danville that are identified for further study. Both of these routes follow the active rail lines south of the town.

There are two main reasons for the creation of an alternative route. One reason is that Danville and Hendricks County residents are concerned that as the County continues to grow Danville will feel the negative impacts of congestion within its historic downtown. Another reason is to open up development opportunities on the west side of the County. The majority of growth and development in the County is currently occurring on the east side in the towns that are nearest to Indianapolis. Through the creation of this alternative route the County can provide easier access to the west side of the County without encouraging more traffic in downtown Danville. The alleviation of traffic in downtown Danville could also create more development opportunities for the town, and more opportunities for annexation.

Transportation Recommendations: Alternative for US 36

An alternative route around Danville will significantly change the traffic patterns through downtown Danville. It will also cause potential increases of development away from downtown Danville along the proposed alternative route. Issues that must be addressed when creating this roadway include:

- Access control along the alternate route to ensure that congestion does not build up again.
- Design standards or an overlay zone for development that does occur along this route to ensure a quality image of both Danville and the County.
- Potential necessary upgrades to rural roads that may feed into the new alternative route.

Existing Conditions: Other Alternatives

Other towns in Hendricks County have also been considered for advanced alternative route planning and right-of-way acquisition to ensure that the rural town centers do not become overwhelmingly congested. It was ultimately decided that while it is a good idea to keep these options in mind for future Comprehensive Plan updates, the amount of growth that would need to occur in the towns to warrant the necessity for alternative routes will likely not occur during the life of this Plan.

US 36

Existing Conditions

The US 36 corridor is currently a heavily traveled east-west corridor of Hendricks County, and a main link to Indianapolis for visitors and commuters. Many areas along US 36 between Danville and Avon are not yet annexed, though several land uses currently exist such as Gordon Graham Field, single- and multi-family housing, commercial, and existing natural features. US 36 has limited access to areas along this corridor, limited to only 5 main intersections within the study area, and even more access limitations on the south side of the roadway due to the adjacent CSX railroad line.

Transportation Recommendations

This corridor requires special attention when making recommendations for development due to the limited access of the corridor and the potential for land along the US 36 corridor to become annexed by Danville and/or Avon in the near future as the towns grow. To ensure that the effects of growth and congestion do not further negatively impact this corridor, the following recommendations should be considered:

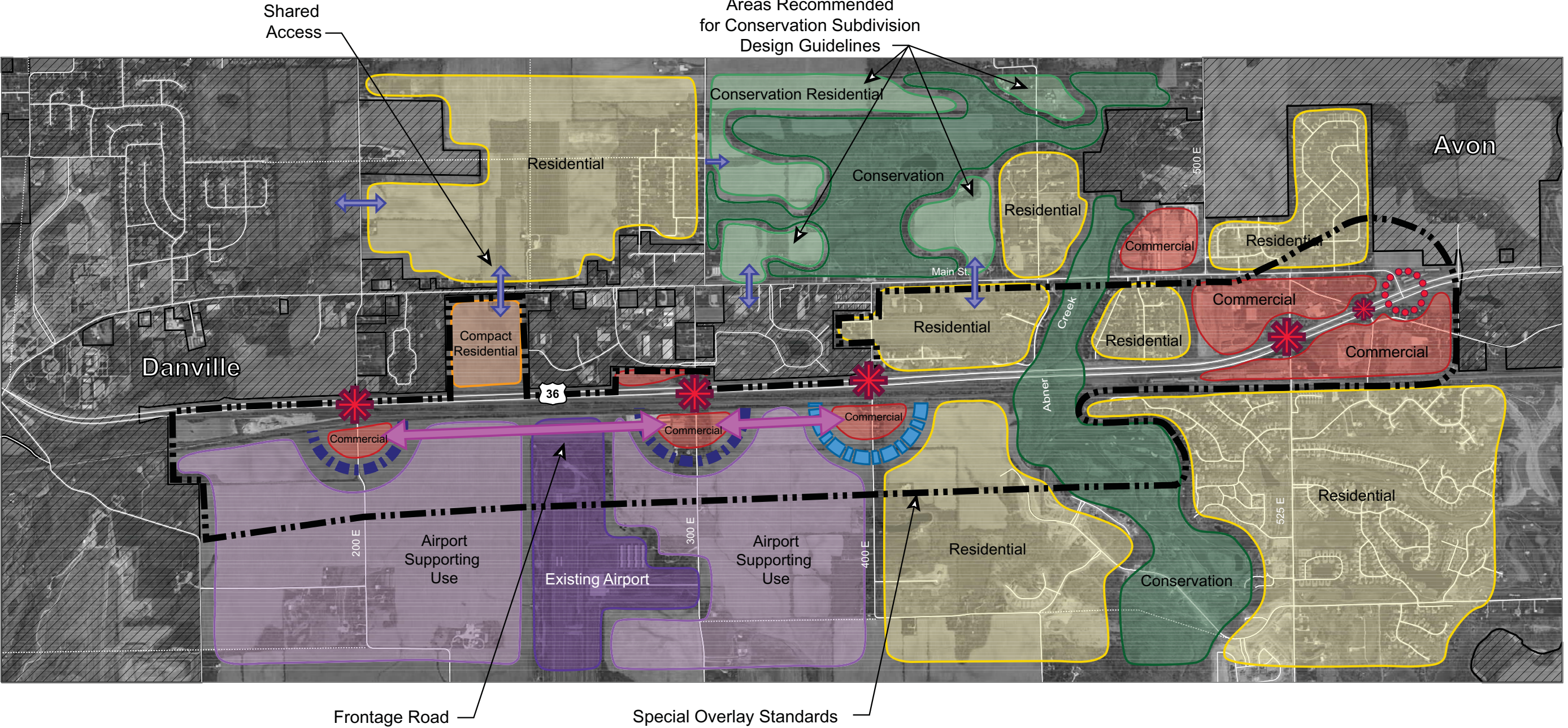
- Special thoroughfare design standards should be put in place so that if changes or improvements to US 36 occur, the corridor will be able to meet the anticipated demands of traffic.
- Synchronized signalization during specific peak hours and more descriptive roadway signage should be utilized.
- Development design standards, gateway design, and other visual tools will be necessary to ensure that the visual impressions of the corridor do not have negative impacts on the County or the nearby towns.

US 36

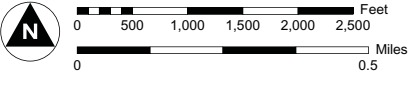
Land Use Recommendations

To ensure that quality development occurs on undeveloped land adjacent to the US 36 corridor the following recommendations should be considered:

- A corridor overlay for US 36 should be created in the County's zoning ordinance to ensure that higher standards of design, site layout, connectivity, landscaping, and compatible development occur.
- Areas surrounding Abner Creek and other natural resources or open space should be conserved and used as natural habitat, or as locations for greenway corridors where suitable.
- Conservation subdivision design should be incorporated into areas of potential residential development surrounding conservation areas.
- Frontage roads should be created along the south side of the CSX railroad line to ensure easy access into developable sites south of US 36.
- Crossings of the existing CSX railroad line will need to be substantially improved to meet the anticipated level of service as areas develop south of the corridor.

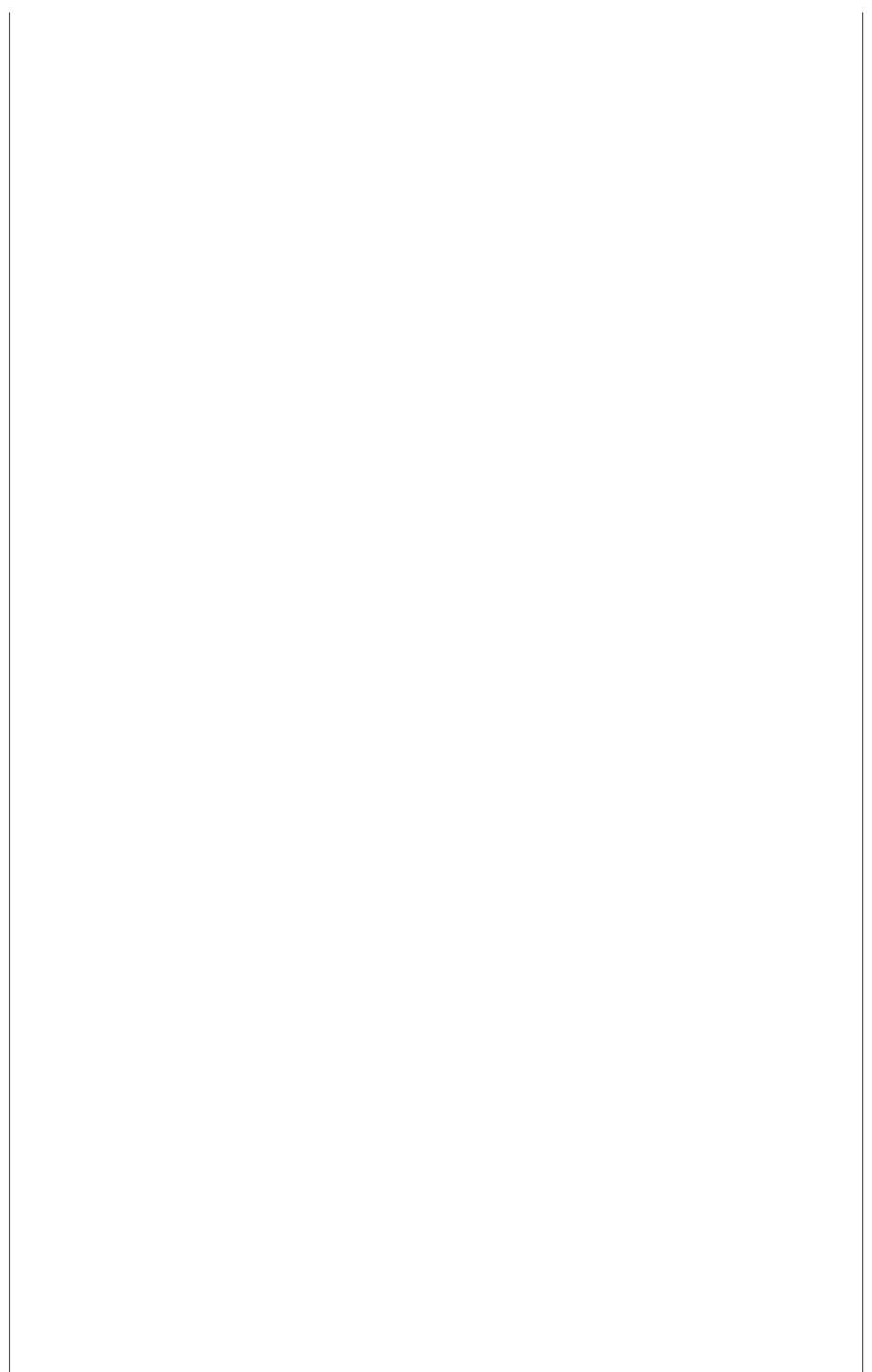


US 36 Corridor Analysis



Incorporated Areas

- Residential**
Intended for residential development; mostly single-family housing.
- Compact Residential**
Intended for high density or multi-family residential development.
- Conservation Residential**
Areas are located near natural resources and should be considered for conservation subdivision design standards.
- Conservation**
Natural features, such as riparian areas along floodplains. These areas should be considered for either protection or parks and recreation.
- Commercial / Office**
Existing commercial areas, are suitable for retail and office land uses.
- Existing Airport**
The existing boundaries of Gordon Graham Field.
- Airport Supporting Uses**
Targeted for airport expansion. Land uses that support the adjacent airport including hotels, restaurants, and other businesses used by travelers.
- Airport Commercial**
Located at key intersections with US 36 and targeted for intense development of commercial uses that support airport operations with appropriate development standards.
- Neighborhood Commercial**
This is one of the main intersections of US 36, near established and targeted residential neighborhoods. This area would be suitable for neighborhood retail and services, at a pedestrian scale with appropriate development standards.
- Major US 36 Intersection**
The railroad tracks that travel along the south side of US 36 create limited access to property south of the highway. These intersections are the only access points to that property. These entry points must be designed with visual impacts and gateway elements in mind.
- Minor US 36 Intersection**
This intersection is similar to the major intersections, with the same issues on a smaller scale.
- Main Entry Point**
Intersection of US 36 and Main Street that travels through downtown Danville. Unique City signage and image defining uses would be appropriate for this intersection.





RATIO

Architecture
Preservation
Interior Design
Landscape Architecture
Urban Planning

RATIO Architects, Inc.
107 South Pennsylvania Street
Suite 100
Indianapolis, Indiana 46204
ph: 317.633.4040
fx: 317.633.4153

www.RATIOarchitects.com

SDG

Strategic Development Group, Inc.
2901 North Walnut Street
Bloomington, Indiana 47404
1-800-939-2449
www.sdg.us

K.K. Gerhart-Fritz, AICP

The Planning Workshop

Communication + Education = Effective Planning



7829 Wawasee Court 317-598-0273
Indianapolis, IN 46250 planningworkshop@comcast.net

Hendricks County Planning and Building Department

355 S. Washington Street #212
Danville, IN 46122

ph: (317) 745-9254