

STATE ROAD 109

CORRIDOR IMPROVEMENT PLAN



SPRING 2025

TAYLOR
SIEFKER
WILLIAMS
design group



ACKNOWLEDGEMENTS

The State Road 109 (SR 109) Corridor Improvement Plan was created through the combined efforts of local leaders, residents, business owners, and community members in Knightstown and Henry County. A special thanks to those listed below and all the community stakeholders who attended public meetings or participated in the development of the plan.

STEERING COMMITTEE

Tom Green

Roger Hammer

Renee McVey

Corey Murphy

Brian Ring

Penny York

GOVERNMENTS AND ORGANIZATIONS

New Castle Henry County Economic Development Corporation

Henry County Planning Commission

Henry County Redevelopment Commission

Town of Knightstown

CONSULTANT



*The SR 109 Corridor, and its surrounding area, is envisioned to support the region as new housing, jobs, and everyday services continue to grow. Leaders in Henry County and the Town of Knightstown will work together to create a **SAFE, INVITING, AND ATTRACTIVE** corridor that directs development towards Knightstown and offers space for **INTENTIONAL GROWTH** in the southwest corner of the county.*

TABLE OF CONTENTS

CHAPTER ONE – PLAN INTRODUCTION	4
Context & Engagement	5
Purpose of Plan	5
Planning Process	5
Study Area	5
Public Engagement	6
What did we hear?	8
Physical Inventory & Assessment	11
Existing Land Use	12
Existing Zoning & Utilities	14
Existing Transportation	16
Natural Environment	18
Economic Development	20
CHAPTER TWO – PLANNING FRAMEWORK	22
Visioning & Guiding	23
Vision Statement	23
Intentional Growth	24
A Safe Corridor	25
Inviting Sense of Place	26
Attractive Built Environment	27
CHAPTER THREE – PREFERRED DEVELOPMENT SCENARIO	28
Land Use & Community Character	29
Future Land Use	30
Expected Development Areas	35
Transportation Plan	36
Prototypical Corridor Elements	38
SR 109	38
County Roads	42
Intersections	44
Streetscape Elements	46
CHAPTER FOUR – TARGETED ACTIONS	48
Implementation	49
Coordinate Utility Infrastructure	50
Align Planning Documents	51
INDOT Coordination	52
Set Expectations	53
Upgrade Local Roadways	54
Brand the Corridor	55
Incentivize Private Development	56
Prioritize Pedestrian Connectivity	57
CHAPTER FIVE – TOOLS & RESOURCES	58
Tools & Resources	59
Local Policy Tools	59
Local Financing Tools	61
Resource Organizations	63
Funding & Grants	65

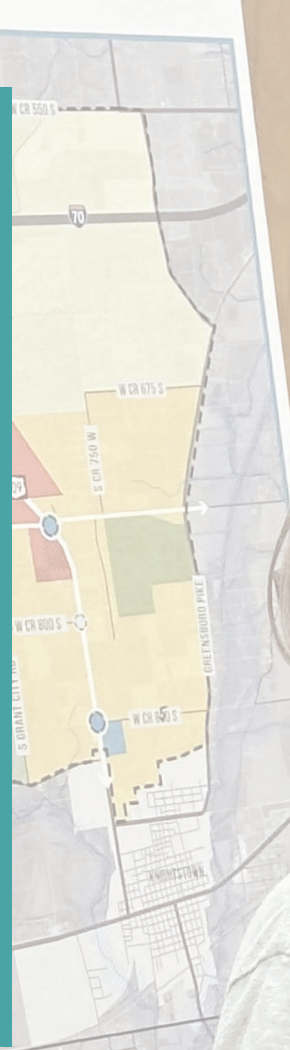


STATE ROAD 109 CORRIDOR IMPROVEMENT PLAN FUTURE LAND USE

FUTURE LAND USE MAP

CHAPTER ONE

Plan Introduction



FUTURE LAND USE		Study Area
Rural Residential	Natural Area	Potential Road Improvements
Single-family Residential	Recreation	Roadway
General/Highway Business	Existing TIF	Primary Intersections
Mixed Use Gateway	Floodplain	Secondary Intersections
Institutional	Waterway	

PLACE COMMENTS HERE

PURPOSE OF PLAN

This planning process was initiated in the Spring of 2024 as Henry County and the Town of Knightstown explored various options to extend utility services to the I-70 Interchange, just north of Knightstown. The purpose of this plan was to identify short and long-term recommendations for local land use policy, transportation management, and placemaking to ensure the SR 109 corridor grows in a thoughtful and manageable way.

The following goals were outlined to guide the planning process:

- Identify the desired character and use of land along the SR 109 corridor;
- Establish a strong land use plan that strategically aligned with the economic development goals of the County and the Town of Knightstown;
- Advance economic development goals by leveraging planned infrastructure investments and promoting the efficient use of land; and
- Promote a well-designed transportation system that improves the safety and function of the corridor.

PLANNING PROCESS

The SR 109 Corridor Improvement Plan was completed using a four phase planning process.

Phase 1: Learn (March 2024 - June 2024)

During this phase the project team collected baseline data from a variety of sources including public input. The primary deliverable for this phase included an inventory and analysis of the study area.

Phase 2: Connect (July 2024 - October 2024)

During phase two of the planning process, the project team launched an online website with a digital map that users could review and provide feedback. The key themes and goals were identified and a draft future land use map was created. Each of these plan elements were shared with the public at an open house.

Phase 3: Grow (November 2024 - February 2025)

The project team refined the key themes, goals, and future land use scenario based on input gathered in phase two. A significant portion of the plan was drafted during this phase and then reviewed by the committee.

Phase 4: Implement (March 2025 - June 2025)

The project team facilitated another round of public engagement to share the draft plan recommendations and collect feedback. The plan was then finalized and presented to the committee for any final revisions.

STUDY AREA

It is anticipated that growth and development could span beyond the corridor over the next 10+ years. For this reason, the study area encompasses just over 13 square miles surrounding the corridor. The study area is bounded by W CR 550 S to the north, W CR 850 S to the south, Greensboro Pike to the east, and the county line (S CR 1050 E) to the west. However, the primary focus of the study is the SR 109 roadway itself from the Town of Knightstown to the I-70 interchange.

Public Engagement

A key part of growing in a thoughtful and manageable way is understanding public perceptions. The project team and steering committee recognized that this study area is a very rural area with minimal development. Any level of change would spark questions and concerns of residents, businesses, and local organizations. Because of this, the public was invited to participate in various ways throughout the planning process.

STEERING COMMITTEE

A small working group of six county and town representatives gathered four times throughout the planning process. This committee was responsible with guiding the development of the SR 109 Corridor Improvement Plan. The steering committee consisted of:

- Corey Murphy - New Castle-Henry County Economic Development Corporation
- Penny York - New Castle-Henry County Economic Development Corporation
- Tom Green - Henry County Planning Commission
- Brian Ring - Henry County Health
- Roger Hammer - Town of Knightstown
- Renee McVey - Town of Knightstown

PROJECT WEBSITE

A project website (www.tswdesigngroup.com/sr109) was created and published at the kick-off of the planning process. The website landing page provided users a tool for learning about the project, providing input, and reviewing information related to the project such as committee meeting summaries and public input summaries.

INTERACTIVE MAP

Once a draft future land use and transportation map was created, the project team launched an interactive map. The interactive map allowed users to review the draft recommendations and provide input by commenting directly on the digital map. The map was available for review and comments from September 2024 - March 2025. Within this timeframe, there were 432 total map visits and 322 unique users that spent an average of 2 minutes and 20 seconds reviewing the map. This engagement tool received a decent amount of traffic and collected 16 total comments.

VISIONING & GOALS - PUBLIC OPEN HOUSE

On Tuesday, September 24, 2024 the project team hosted a public open house at the Sunset Park shelter house in Knightstown. This public input opportunity brought in over 40 people from the community. The open house included several presentation boards that prompted participants to review the draft materials and then answer questions or provide comments. While people were interested in what was happening at the interchange and had questions regarding the status of the utility infrastructure expansion, they provided minimal feedback on the interactive boards.

DRAFT PLAN RECOMMENDATIONS - PUBLIC MEETING & OPEN HOUSE

On March 10, 2025, the project team facilitated the second public meeting for the State Road (SR) 109 Corridor Improvement Plan. The meeting was held at the library in Knightstown Community High School and was attended by 148 community members. The purpose of the meeting was to present the draft plan, including the recommended future land use and transportation improvements along the SR 109 Corridor, to the community. Following the presentation, attendees were welcome to participate in the open house period and engage with the presentation boards to provide comments and feedback on the draft recommendations.

Many attendees' primary concern was regarding a potential annexation of their property into the Town of Knightstown. Another significant concern was about the potential impact of development in the study area. Many attendees shared their opposition to any and all development within the study area. There were also questions about the content of the plan, including queries about:

1. Where pedestrians would come from and what their destination would be;
2. Safety for pedestrians, bicyclists, and drivers;
3. Which specific structures and land uses are allowed in each land use category;
4. The current involvement of INDOT in the plan;
5. The current state of the sewer extension project from Knightstown to the I-70 interchange;
6. Costs associated with the reconstruction and maintenance of SR 109;
7. The involvement of public safety agencies and local school districts; and
8. Increased traffic on SR 109 and local county roads.

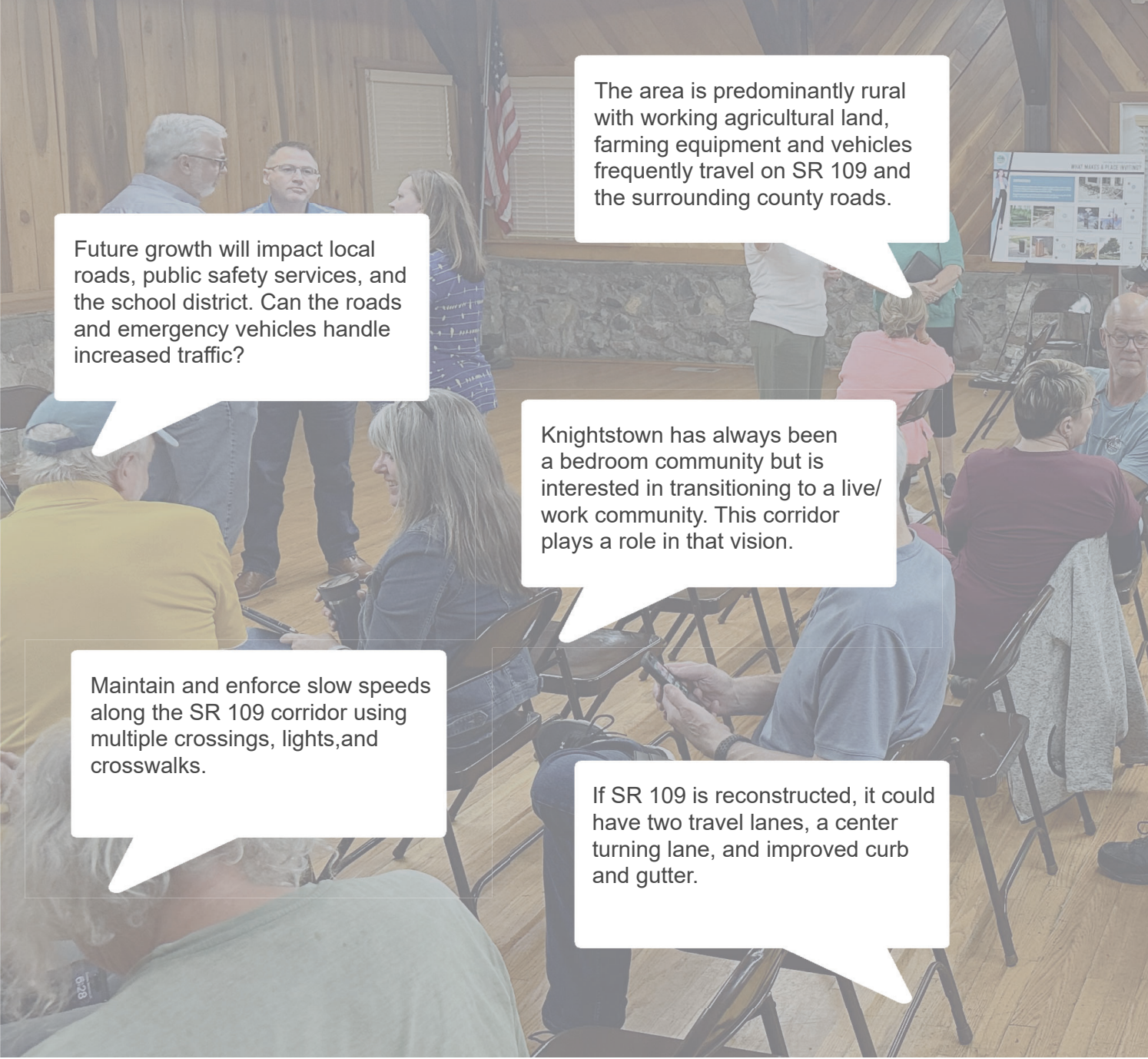
It was noted both at the beginning of the presentation as well as during the question-and-answer period that this study was not addressing or involved with annexation, zoning, or eminent domain but rather an attempt to be proactive when planning potential future development along the corridor over the next ten+ years. Annexation, zoning, and eminent domain are not considered or proposed in the SR 109 Corridor Improvement Plan.

Following the meeting, an opportunity to share additional feedback was provided on the project website: tswdesigngroup.com/sr109. Through the website, members of the community were able to provide additional feedback until April 30, 2025.

Overall, 69 comments were received at this meeting and the following online engagement. A total of 31 comments were on the presentation boards, 21 comments were written, and 17 comments were submitted on the project website.

What did we hear?

The following comments provide an overview of the key findings received as part of the public engagement opportunities.



Future growth will impact local roads, public safety services, and the school district. Can the roads and emergency vehicles handle increased traffic?

The area is predominantly rural with working agricultural land, farming equipment and vehicles frequently travel on SR 109 and the surrounding county roads.

Knightstown has always been a bedroom community but is interested in transitioning to a live/work community. This corridor plays a role in that vision.

Maintain and enforce slow speeds along the SR 109 corridor using multiple crossings, lights, and crosswalks.

If SR 109 is reconstructed, it could have two travel lanes, a center turning lane, and improved curb and gutter.

Overall, the community is somewhat divided in whether they support future growth in the corridor.

Preserve local wetlands and nature from extensive development.

Can a trail or bike paths be constructed in the corridor? A shared-use path along SR 109 could be a great amenity.

Ensure nearby public services and schools are aware of roadway construction and new development so they can continue to adequately service the area.

Ensure traffic remains low to maintain safety and prevent congestion.

Preserve the existing rural character of the corridor and protect local properties from significant development.



[LEARN ABOUT THE PROJECT](#)
[PROVIDE INPUT](#)
[REVIEW INFORMATION](#)

PARTICIPATE

In our planning process

A critical part of the success of this planning process is the participation of the Knightstown community and individuals surrounding the SR 109 corridor. To ensure that the process considers your specific needs as a property owner and resident, we would like you to participate in all aspects of our effort.

Interactive Recommendations Map

The Interactive Map is now closed for comment.
Thank you for providing your input!

[Click Here to Visit the Map!](#)

Public Presentation & Open House

Couldn't make it to the meeting?
Click below to see the presentation and boards!

[Click Here to See the Presentation!](#)
[Click Here to See the Meeting Boards!](#)

Community outreach events and public website.

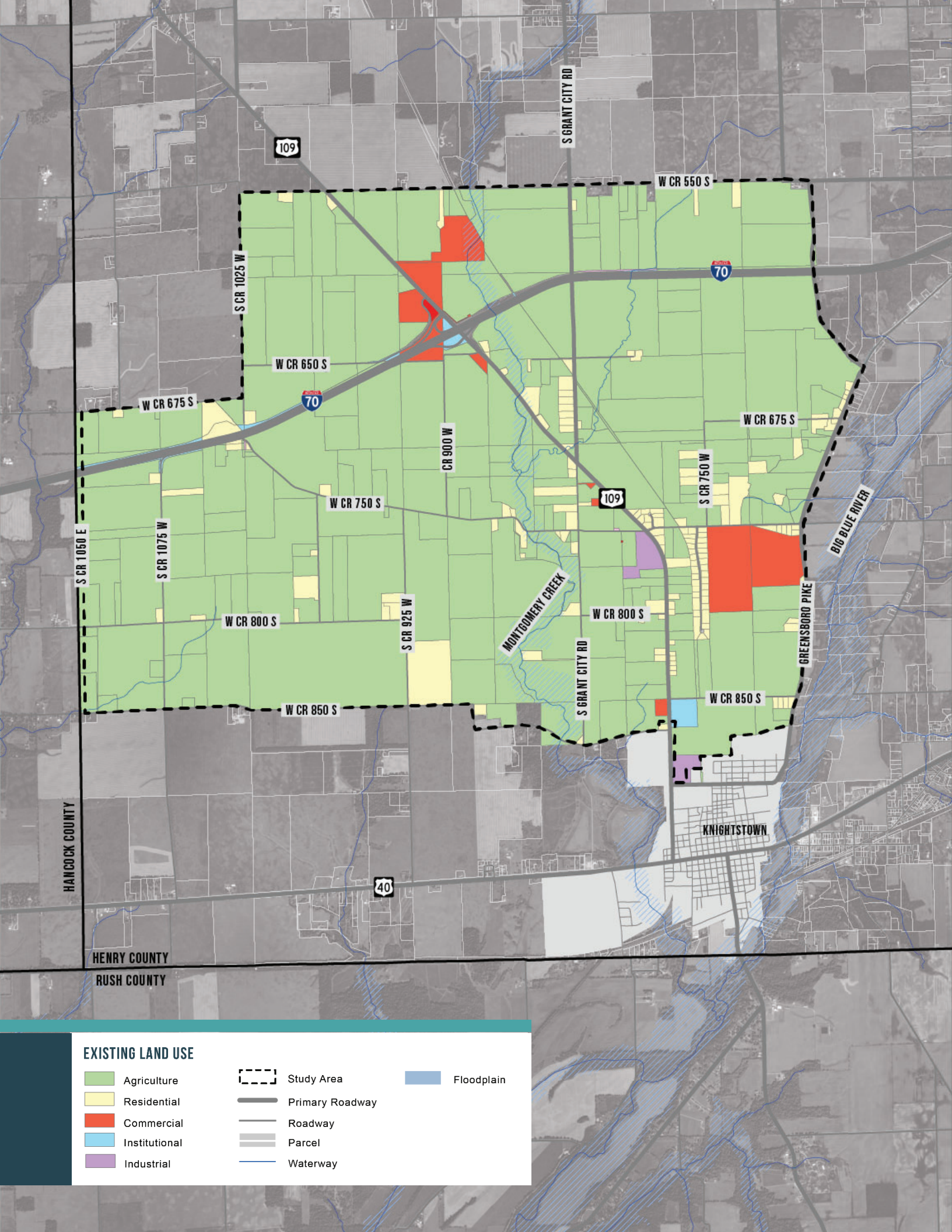


Introduction

The SR 109 Corridor Improvement Plan identifies short and long-term recommendations for local land use policies, transportation management, and placemaking to ensure the corridor, and its surrounding area, grows in a thoughtful and manageable way.

Growth and development are anticipated in Henry County over the next 10+ years. It is important to prepare for this new development so it occurs safely and responsibly. For example, new buildings and structures require fire safety coverage. Local governments and fire protection agencies can ensure they are prepared to provide services if they know how much and what types of development to expect. Some developments may also generate traffic. By planning for future land use and transportation management, local agencies, roads, and infrastructure can be made ready for increased service needs and usage.

The following sections provide an overview of the physical conditions of the study area. This assessment served as the basis for the recommendations that were developed as part of this planning effort.



EXISTING LAND USE

- | | | | | | |
|---|---------------|---|-----------------|---|------------|
|  | Agriculture |  | Study Area |  | Floodplain |
|  | Residential |  | Primary Roadway | | |
|  | Commercial |  | Roadway | | |
|  | Institutional |  | Parcel | | |
|  | Industrial |  | Waterway | | |

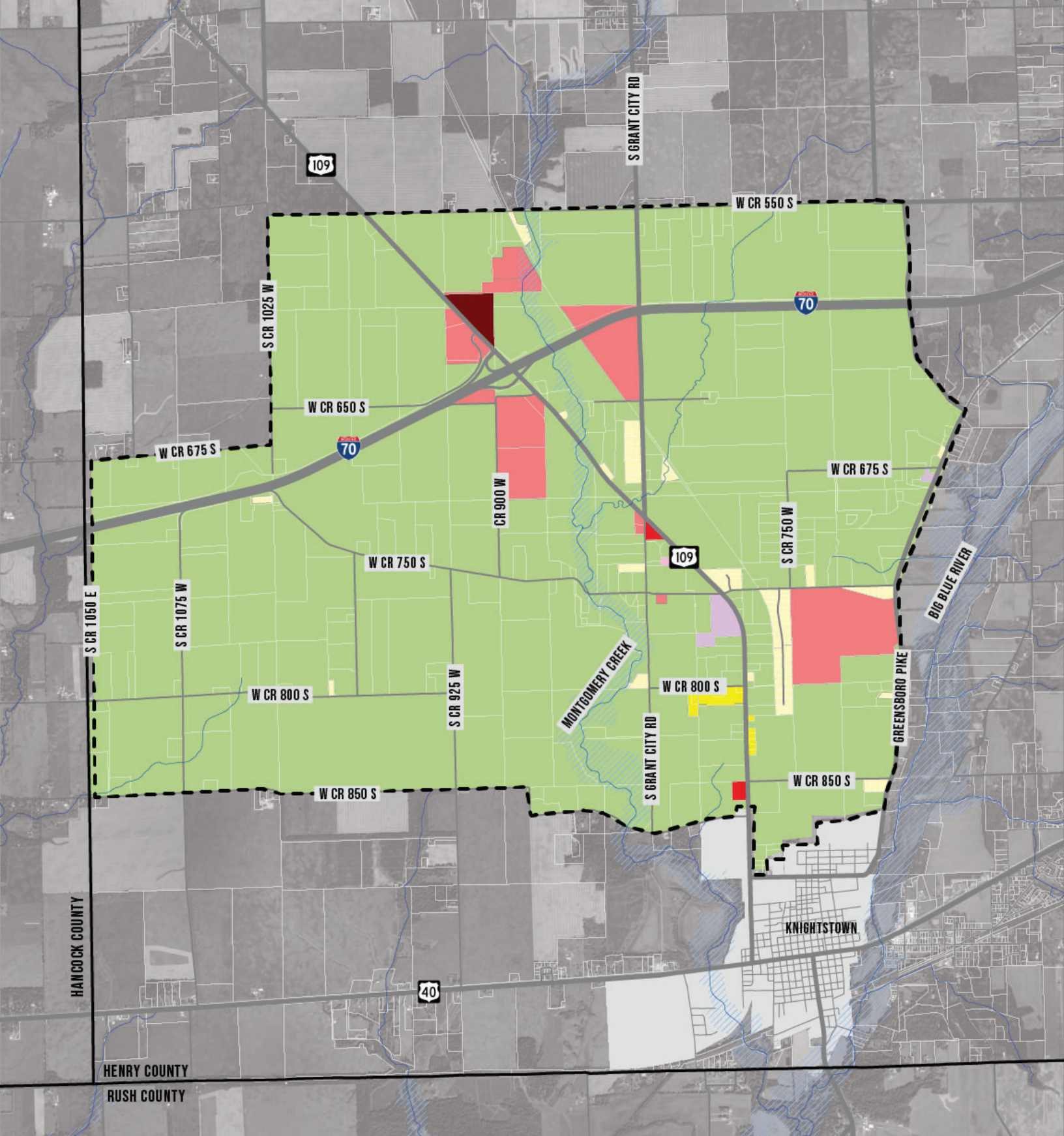
Existing Land Use

The following land use analysis was conducted using locally provided property tax codes. The tax codes align with the State of Indiana's Property Tax Management System. Land use refers to the type of activity that is occurring on a property or within a structure. Before determining how land could be used in the future, it is important to take inventory on how land is currently being used. This analysis can help identify any existing land use conflicts and the percentage of land that is dedicated to each land use. This analysis will serve as the foundation for the future development pattern identified later in the planning process.

KEY FINDINGS

The following statements highlight the key findings related to the existing land use pattern within the study area.

- **Most of land within this area is undeveloped.** The agricultural land use category represents land being used for agricultural purposes or land that is vacant. Property tax codes reveal that while there are some general farms within the study area, much of the land is currently vacant or undeveloped. By nature, Henry County is predominately rural. This land use not only contributes to the agricultural industry but adds to the rural character of the county.
- **Residential lots are scattered throughout the study area with lots ranging from one to five acres in size.** Residential land use accounts for just over five percent of the total land within the study area. These rural residential properties are occupied by single-family dwelling units. While there are some larger residential lots, the majority of the properties range from one to five acres in size.
- **Nearly all of the existing commercial uses are located at the I-70 interchange.** Only about three percent of the study area is dedicated to commercial land use. Except for a few small properties along SR 109, the majority of businesses are located at the interchange. These existing commercial uses are highway-oriented services that provide travelers with fast food and convenient services. The only unique commercial use within this area is the Highland Golf Course which is located off of W CR 750 S.
- **While the elementary school is the only built institutional use, the new Henry County Health campus will occupy 80 acres in the next few years.** Institutional uses provide a public service and are dedicated to government functions, libraries, schools, religious institutions, and other healthcare facilities. At the time this assessment was completed, the only existing institutional use was Knightstown Elementary School, but it is important to note that Henry County Health is in the process of developing 80 acres in the southwest corner of the I-70 interchange.
- **TOMZ Corporation is the only existing industrial use within the study area.** Located at the intersection of W CR 750 S and SR 109, TOMZ is a leading medical device manufacturer with over 100 employees. One of three TOMZ facilities is located just north of Knightstown.



EXISTING ZONING

 A1 - Agriculture	 HB1 - Highway Business	 Roadway
 RR - Rural Residential	 HB2 - Intensive Highway Business	 Parcel
 R1 - Single-family	 I1 - Light Industrial	 Waterway
 LB - Local Business	 Study Area	 Floodplain
 GB - General Business	 Primary Roadway	

Existing Zoning & Utilities

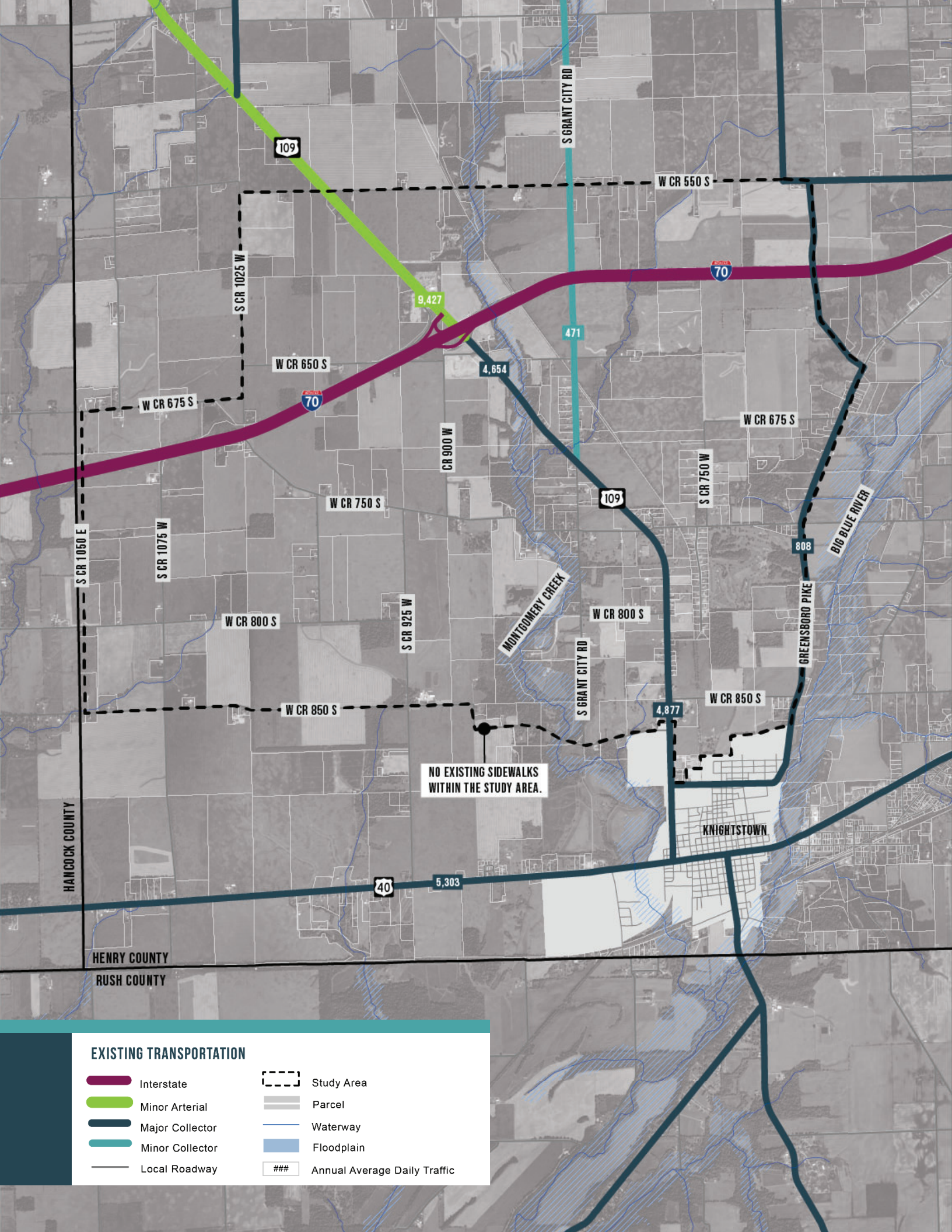
Zoning is a land use control that communities use to regulate the use of land. It controls how land can be developed by assigning each parcel with a zoning district classification. Each district has a specific list of permitted uses and development standards ranging from lot size and building placement to landscaping and parking requirements. Henry County has a Unified Development Code (UDO) that includes its zoning and subdivision ordinances. In terms of legislative powers, the Henry County Area Plan Commission is responsible for administering the adopted development code. This commission may initiate amendments to the code as well as hearing petitions for zoning map changes. Any recommendations provided by the Plan Commissions are forwarded to the Board of County Commissioners or the respective Town Council.

Utility infrastructure is a critical resource for growth and development. Water, wastewater, electric and/or natural gas, and broadband services are provided by a combination of public and private providers. As Henry County continues to grow, increased demand will require investment in improving and extending infrastructure to ensure the utility's ability to meet the needs of future residents and businesses.

KEY FINDINGS

The following statements highlight the key findings related to zoning within the study area.

- **Most of the land is zoned as Agriculture (A1).** This district was established to preserve and protect the decreasing supply of agricultural land by limiting the infiltration of urban development into rural areas. While residential structures are permitted on these properties, the maximum density is one (1) dwelling unit per twenty (20) acres. As it is now, anyone interested in developing land zoned A1 would have to go through a rezoning process.
- **Existing regulations are relatively vague and could require an update.** Henry County's UDO is 20-years-old. It is best practice to update a comprehensive plan every 5- 10 years. Following each comprehensive plan update, it is important to revisit the UDO to ensure the documents are aligned. Changes in administration and local leadership, market trends, and planning objectives are usually the reason for updates but sometimes there are specific requirements that create barriers for developers or aren't producing a desirable built product. These issues can be corrected in a UDO rewrite or update.
- **The County is exploring how water and wastewater services can be extended to accommodate future growth along the SR 109 corridor.** This improvement project would extend services from Knightstown northward, just passed the interchange. Local leaders believe this will attract future development and was the primary reason for completing this plan.
- **Henry County REMC provides electrical services to the study area.** With over 1,200 miles of line and 9,500+ meters, Henry County REMC is a not-for-profit electric cooperative that serves areas of Henry, Fayette, Rush, Hancock, Delaware, Madison, Randolph, and Wayne Counties.



EXISTING TRANSPORTATION

- | | | | |
|--|-----------------|--|------------------------------|
| | Interstate | | Study Area |
| | Minor Arterial | | Parcel |
| | Major Collector | | Waterway |
| | Minor Collector | | Floodplain |
| | Local Roadway | | Annual Average Daily Traffic |

Existing Transportation

A transportation network can be analyzed in a variety of ways. This assessment focused on identifying the functional classification of each roadway, understanding the volume of traffic in the area, documenting any existing pedestrian infrastructure, and noting any planned improvements.

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes or systems according to the character of service that they are intended to provide. These classifications also impact how easy and efficient it is for a driver to access adjacent development. There are four functional classifications found within the study area.

Traffic Counts

Indiana Department of Transportation (INDOT) manages a database system that publishes data related to average annual daily traffic (AADT) and other metrics to measure how busy a road is.

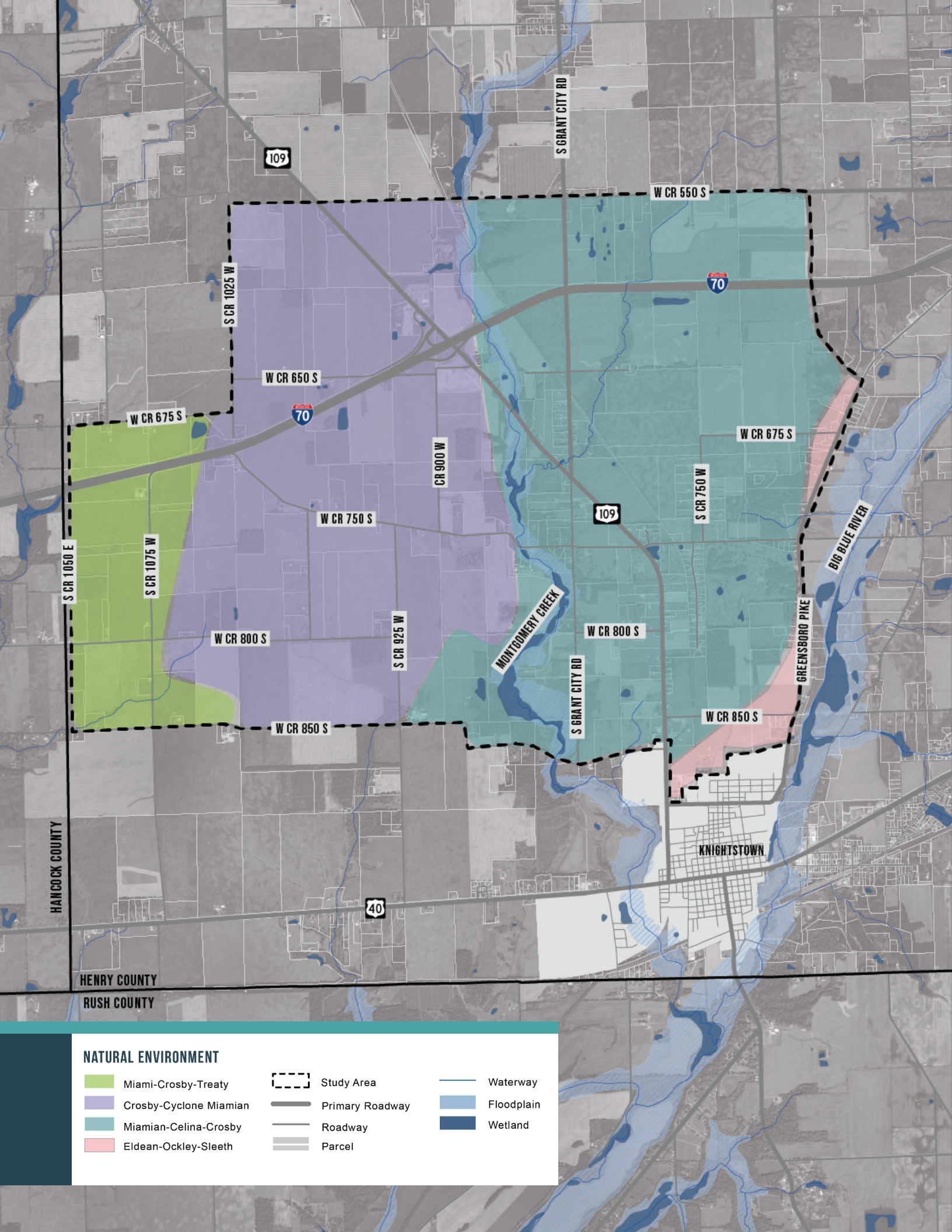
Pedestrian Infrastructure

Pedestrian infrastructure supports safe and accessible transportation for pedestrians. Infrastructure can range from standard sidewalks to multi-use paths with pedestrian amenities.

KEY FINDINGS

The following statements highlight the key findings related to the roadway network within the study area.

- **SR 109 is classified as a Major Collector with an AADT ranging from 4,600 to 9,400.** Collectors are major or minor roads that connect local roads and streets with arterials. Collectors provide less mobility than arterials but have better access to adjacent development. SR 109 provides connectivity between I-70 and Knightstown with an AADT ranging between 4,600 and 4,800. The area just north of the interchange experiences the most traffic with an AADT of 9,427.
- **INDOT is responsible for SR 109 and I-70.** Because SR 109 is a state-owned roadway, INDOT controls the right-of-way. This means Henry County will need to coordinate closely regarding the recommendations of this planning effort. All other roads within the study area are owned and maintained by Henry County.
- **Due to the rural nature of the study area, there aren't any sidewalks present within the study area.** This means the area is only accessible for people with a vehicle. As development occurs, it is important to consider pedestrian safety and accessibility along the corridor and local roadways.
- **The county roads are two lanes without curbs and gutters to guide traffic and stormwater.** Aside from SR 109 and I-70, all other roads within the study area are owned and maintained by Henry County. These roadways are designed to serve rural areas with a relatively low volume of traffic. As development occurs, these county roads may need to be expanded to accommodate a higher volume of traffic.



NATURAL ENVIRONMENT

- | | | |
|--|---|--|
|  Miami-Crosby-Treaty |  Study Area |  Waterway |
|  Crosby-Cyclone Miamian |  Primary Roadway |  Floodplain |
|  Miamian-Celina-Crosby |  Roadway |  Wetland |
|  Eldean-Ockley-Sleeth |  Parcel | |

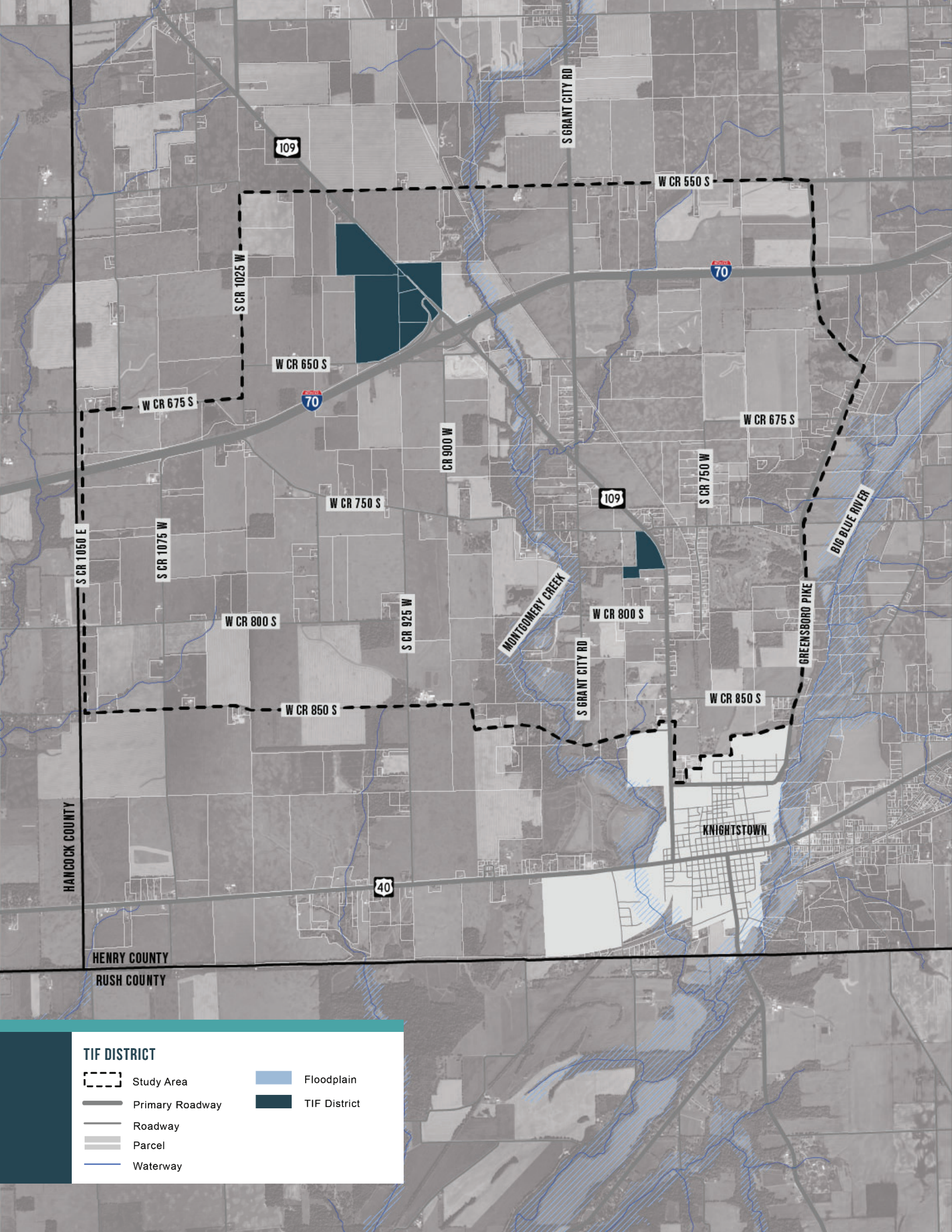
Natural Environment

Natural features such as creeks and streams, wetlands, wooded areas, and agricultural landscaping are valuable assets that define the county's character. While these natural features play critical roles in the surrounding ecosystem they can also create challenges for development. This assessment can be used to identify environmentally sensitive areas that may be unsuitable for development.

KEY FINDINGS

The following statements highlight the key findings related to the natural environment within the study area.

- **Montgomery Creek, and its floodplain, span the length of the study area.** This waterway is a defining feature running north and south with a 100-year floodplain. The floodplain is made up of relatively flat, wooded land that could be submerged during or after heavy rainfalls. Land within the floodplain has a 1% annual risk of a major flood.
- **There are some wetlands along Montgomery Creek.** Wetlands are saturated areas of land that have unique vegetation and aquatic species. Wetlands aren't a significant issue outside of the creek corridor.
- **The soil in this area is classified as prime farmland.** Prime farmland is a designation assigned by U.S. Department of Agriculture defining land that has the best combination of physical and chemical characteristics for producing high yields of crops.
- **According to the State Soil Geographic (STATSGO) database, there are four soil types found within the study area.** These soil types include Miami-crosby-treaty, Crosby-cyclone-miamian, Miamian-celina-crosby, and Eldean-ockley-sleeth. Each of these soil associations responds well to agricultural production and will remain productive over time as long as erosion control practices are incorporated into a good crop management system.



TIF DISTRICT

- | | | | |
|---|-----------------|---|--------------|
|  | Study Area |  | Floodplain |
|  | Primary Roadway |  | TIF District |
|  | Roadway | | |
|  | Parcel | | |
|  | Waterway | | |

Economic Development

It is important to take inventory of how the County is working to improve the economic well-being and quality of life offered in Henry County. An economic development strategy should consider the best approach to utilizing local leadership, countywide organizations, and state and federal tools and financing mechanisms to create positive outcomes for the County. Incentives can come in various forms. Financial assistance such as tax exemptions, tax credits, bond financing, or grants can be used to attract and retain businesses. Other non-financial tactics such as density bonuses, infrastructure, or efficient permitting processes can also be used as incentives.

KEY FINDINGS

The following statements highlight the key findings related to economic development within the study area.

- **There is an existing Tax Increment Financing (TIF) district near the I-70 interchange.** The I-70 and SR 109 TIF include nine properties with a gross assessed value of roughly \$9.5 million. Of the nine properties, only three of are developed with commercial uses. This leaves 145 acres of undeveloped land within the TIF district.
- **Henry County has existing entities in place that focus on advancing growth and development.** The Henry County Redevelopment Commission and the New Castle Henry County Economic Development Corporation will play an important role in implementing this plan. Of particular importance is the redevelopment commission's power to acquire and hold property, utilize tax levies and bonds, and establish TIF districts.

STATE ROAD 109 CORRIDOR IMPROVEMENT

WHAT MAKES A PLACE INVITING

CHAPTER

TWO

Planning Framework

VOTE HERE

GATEWAY FEATURES

PLANNING FRAMEWORK

Chapter two of the **SR 109 Corridor Improvement Plan** defines the planning framework that was used to organize the goals and objectives found within this plan. The planning framework should guide County and Town leaders in making informed decisions related to the SR 109 study area. Residents, business owners, developers, and local organizations can also reference this framework to understand the ultimate vision and goals for the study area. This organizational tool was created specifically for Henry County as it reflects the ideas, concerns, and values of the general public.

The planning framework includes a community-driven vision statement and four key themes with guiding principles. While the vision statement is intended to broadly identify desired outcomes, the four key themes describe community values that serve as the foundation for the targeted actions identified in chapter four.

VISION STATEMENT

The overall vision for the SR 109 Corridor is intended to be aspirational and broad, setting the course for the future. The planning themes and guiding principles reflect the values inherent to the community. As time goes on, these guiding principles are intended to remain at the forefront of decision-making to provide a baseline for future growth and development over the next 10+ years.

*The SR 109 Corridor, and its surrounding area, is envisioned to support the region as new housing, jobs, and everyday services continue to grow. Leaders in Henry County and the Town of Knightstown will work together to create a **SAFE, INVITING, AND ATTRACTIVE** corridor that directs development towards Knightstown and offers space for **INTENTIONAL GROWTH** in the southwest corner of the county.*

To support the overall vision for the corridor, four themes were developed to organize the plan recommendations. These themes are outlined below and described on the following pages.

- 1. Intentional Growth**
- 2. A Safe Corridor**
- 3. Inviting Sense of Place**
- 4. Attractive Built Environment**



Intentional Growth

We will support efforts that bring together an intentional mix of residences and businesses to promote the long-term health and vitality of the corridor.

WHY IS THIS A GUIDING PRINCIPLE?

At the time this plan was completed, the SR 109 corridor was largely undeveloped. In areas where there are some existing homes and businesses, it is characterized as very low-density, car-oriented development. This rural setting not only contributes to the agricultural industry but adds to the character of the county. Public input consistently included the desire to be mindful of the rural character and the need to balance sustainable growth. For this reason, intentional growth was identified as a key theme and guiding principle. Henry County can promote intentional growth through land use policies, development regulations, design standards, and economic development tools.

WHAT ARE THE DESIRED OUTCOMES?

- Coordinate investment in public infrastructure with new growth.
- Expand the SR 109 current tax base.
- Provide incentives for a variety of residential types and unit sizes.
- Development densities that justify the extension of utility services.
- Establish regulations and procedures that promote high-quality design.
- Encourage a mix of commercial and light industrial uses to increase the number of jobs available in Henry County.



A Safe Corridor

We will support efforts that create a safe and inclusive corridor for all users, regardless of transportation choice.

WHY IS THIS A GUIDING PRINCIPLE?

The overall design of the roadway impacts the function, mobility, and safety of various users. SR 109 provides connectivity between I-70 and Knightstown with an average annual daily traffic (AADT) count ranging between 4,600 and 4,800. The corridor is a two-lane roadway without curbs and gutters to guide traffic and stormwater. Due to the rural nature of the study area, there aren't any sidewalks present which means the area is only accessible to people with a vehicle. Public input indicated that special attention should be given to pedestrian connectivity and safety when considering the design and function of the roadway. Furthermore, it is important to consider the overall impacts that future development could have on existing infrastructure. For this reason, creating a safe and inclusive corridor was identified as a key theme and guiding principle. Henry County can ensure the corridor is safe by establishing design guidelines and coordinating with the Indiana Department of Transportation (INDOT).

WHAT ARE THE DESIRED OUTCOMES?

- Upgrade the intersections to accommodate future growth.
- Establish an access management policy to protect the function of the roadway.
- Increase the capacity of local roadways as growth occurs.
- Establish internal networks of streets and sidewalks within larger private developments.
- Provide easy, safe, and convenient pedestrian crossings.
- Require pedestrian connections between development sites and nearby neighborhoods.
- Establish a greater allocation of space for pedestrians within the public right-of-way.
- Provide sidewalks that are buffered with tree lawns.
- Improve pedestrian connectivity between Knightstown and the I-70 interchange.



Inviting Sense of Place

We will support efforts that establish an identity and create an inviting sense of place along the corridor.

WHY IS THIS A GUIDING PRINCIPLE?

Creating an inviting streetscape requires thinking beyond the physical design of the roadway. Streetscapes can include a variety of elements that work together to create a strong sense of place. Public input consistently included the desire to incorporate enhancements that make the corridor more inviting for users coming and going from Knightstown. For this reason, creating an inviting sense of place was identified as a key theme and guiding principle. Henry County, and its partners, can work together to provide amenities and enhancements within the public realm that create an identity along the corridor.

WHAT ARE THE DESIRED OUTCOMES?

- Create a consistent visual character that enhances community identity.
- Increase capacity for creating, communicating, and monitoring the SR 109 brand.
- Provide signage that guides pedestrians and motorists to major destinations, parks, and other points of interest.
- Use of public art in public spaces and private developments.
- Establish a gateway at I-70 as an entry into Knightstown.
- Strategic use of decorative intersection markings and pavement treatments.
- Encourage flexible streetscapes that incorporate pedestrian amenities such as lighting, seating, landscaping, and specialty paving.



Attractive Built Environment

We will support efforts that deliver a consistent and attractive built environment across the corridor.

WHY IS THIS A GUIDING PRINCIPLE?

Once the necessary infrastructure is in place, the study area will see an increase in development interest. Public input indicated that it is not only important to encourage intentional growth, but future development should also be attractive. This key theme emphasizes the significance of character, scale, and design of private development. Identifying an overall vision and establishing a baseline standard is critical to ensuring future development is meeting the community's expectations. These standards should be well documented and communicated to the public.

WHAT ARE THE DESIRED OUTCOMES?

- Consider the feasibility of burying utilities.
- Protect and expand extensive tree canopies.
- Development standards allow buildings to be located closer to the street.
- Encourage parking to be located in the rear of the development.
- Establish a list of preferred building materials.
- Provide clear and precise direction of landscape design in the private realm.
- Utilize design guidelines and programs that direct the aesthetic design of development.
- Encourage private developments to provide semi-public spaces.

CHAPTER

THREE

Preferred Development Scenario

INTRODUCTION

Land use and transportation planning are tools used by a community to illustrate the physical outcomes of the vision and goals. A key part of advancing the vision is defining the character of the built environment. The built environment is made up of the structures and systems that provide places for people to live, work, and play.

The following land use, transportation, and design enhancement recommendations should be reviewed and implemented as the preferred development scenario. These elements work together to create a strong sense of place along the SR 109 corridor and the surrounding study area.

WHAT IS LAND USE?

Land use is the term used to describe the type of activity or development occurring on a parcel or within a structure located on the parcel. The Future Land Use Plan is comprised of two key components: the future land use map and the character typology descriptions. The future land use map is a visual guide to future planning and is a complement to the written goals and objectives within this plan. The map showcases seven character typologies ranging from mixed-use areas to rural residential development and natural areas.

Character typologies are a land use tool used to help describe the desired character use, and scale of the place. These typologies complement what is illustrated on the future land use map. They provide a written description of the category and should be used to guide land use decisions as zoning updates and development applications come forward.

The recommended typologies provide a level of specificity by defining appropriate uses and character elements while still providing development flexibility. This flexibility will allow the proposed development pattern to respond to economic and market changes over time. The following recommendations should be used by County and local leaders and staff when making decisions on future development proposals.

It is important to note that a Future Land Use map does not represent zoning as it does not change or alter any current zoning classifications. Instead, it is a general guideline for organizing future land use changes, should they occur.

AMENDING THE COUNTY COMPREHENSIVE PLAN

It is important to note that the proposed future land use map for the SR 109 corridor and surrounding study area differs from the county's adopted future land use map within the 2018 Henry County Comprehensive Plan. A key step in implementing the vision and goals of this plan will be to amend the county's comprehensive plan to reflect and incorporate the recommendations from this plan.

CHARACTER TYPOLOGIES & POLICY

The following section establishes the purpose and intent of each general use typology by providing a character description and outlining the primary land uses, secondary land uses, and supporting policy objectives.

-  Study Area
 Primary Roadway
 Roadway
 Parcel
 Waterway

RURAL RESIDENTIAL		
	Character Description	Rural Residential areas include low-density, single-family residential units located on agricultural land or larger plots of land. These areas will remain rural by preserving the existing agricultural properties and, where there is development, by maintaining large lots with large lot minimums and undeveloped natural areas. Residential uses are oriented to face the street with designated driveways.
	Primary Land Use	Single-family detached homes, agriculture, parks, and natural space.
	Secondary Land Use	Institutional uses such as civic, educational, and/or religious facilities.



LOW-DENSITY MIXED RESIDENTIAL		
	Character Description	Mixed Residential areas include various housing types including single-family detached, patio homes, townhomes, duplexes and low-density apartments. While this character typology supports multi-family residential opportunities, it is envisioned as being 70% single-family with 30% multi-family units. Single-family homes are in subdivisions with all utilities, residential streets, sidewalks, and access to parks and open space. Multi-family residential developments are strategically located on the perimeter of residential with convenient access to commercial areas
	Primary Land Use	Single-family and multi-family residential including detached homes, patio homes, townhomes, duplexes, and low-density apartments.
	Secondary Land Use	Institutional uses such as civic, educational, and/or religious facilities. Parks and natural space.



GENERAL HIGHWAY BUSINESS		
	Character Description	General Highway Businesses are located along or near a major thoroughfare to meet the needs of travelers or take advantage of the highway's access to larger, affordable sites. Examples of highway-oriented businesses include gas stations, pharmacies, restaurants, hotels, and other commuter-oriented commercial uses for travelers. This development features direct access from SR 109 with designated parking lots. Access management policies are in place to preserve the safety and efficiency of the interchange as development occurs.
	Primary Land Use	Auto-oriented retail and commercial uses that provide quick, convenient services.
	Secondary Land Use	Institutional uses such as civic, educational, and/or religious facilities.



MIXED-USE GATEWAY		
	Character Description	Mixed-use Gateway areas include master-planned developments that offer the ability to live, work, and play in one compact area. This typology includes a mix of different housing options close to goods and services. The blending of uses can occur horizontally where changes in use occur between adjacent buildings or vertically where changes occur within a multi-story structure. Buildings are typically one to three stories in height and are designed to facilitate access via walking, biking, or vehicles. Common amenities should include pedestrian paths and trails, public open space, and stormwater enhancements. Because this area is envisioned as a gateway into Knightstown, high-quality design and development practices should be utilized.
	Primary Land Use	Neighborhood-scaled commercial uses such as grocery stores, retail, restaurants, professional services, medical offices, etc. Multi-family residential including duplexes, townhomes, and apartments.
	Secondary Land Use	Single-family residential including detached and attached units. Institutional uses such as civic, educational, and/or religious facilities. Parks and natural space.



LIGHT INDUSTRIAL		
	Character Description	Light Industrial areas include businesses and office-related land uses, warehousing, and manufacturing uses that occur indoors. These uses are found in close proximity to major transportation corridors such as I-70 and are generally buffered from surrounding development by transitional uses and landscape areas. These buffers shield the view of structures, loading docks, or outdoor storage from adjacent properties. Access is provided by private streets, designed for truck traffic, and monitored for security purposes.
	Primary Land Use	Flex offices, warehousing, low-intensity manufacturing, data centers, call centers, and logistics.
	Secondary Land Use	Larger scale retail and commercial. Parks and natural space.



INSTITUTIONAL		
	Character Description	Institutional areas include public-serving uses such as civic, religious, and/or educational facilities. These uses are exempt from paying taxes, meaning the community does not gain any revenue through property taxes. There is only one existing institutional use within the study area which is the elementary school just north of Knightstown. While the future land use map does not identify any new institutional areas as the primary land use, it is identified as an appropriate secondary use in many of the character typologies.
	Primary Land Use	Institutional uses such as civic, educational, and/or religious facilities.
	Secondary Land Use	Not applicable.



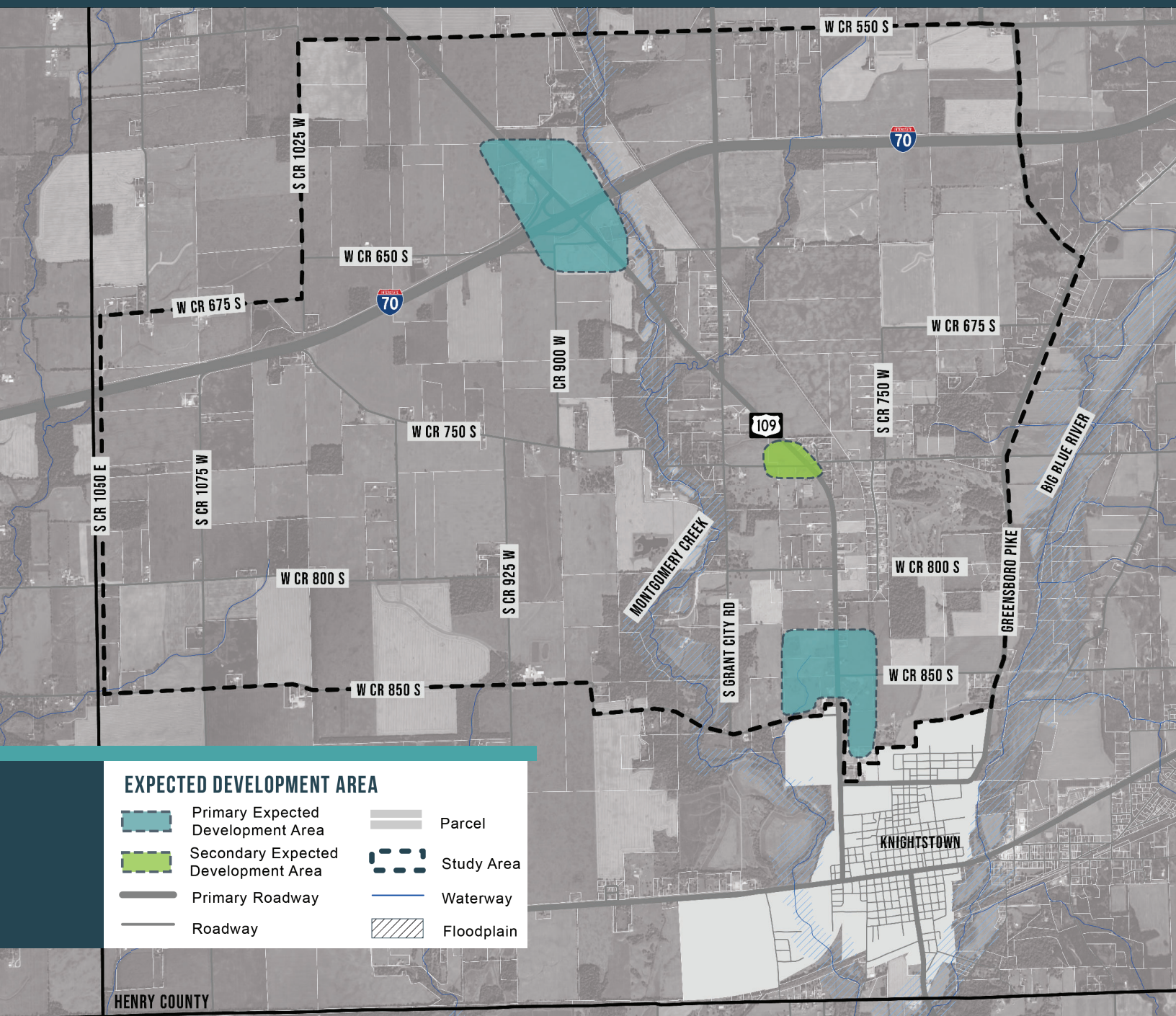
RECREATION		
Character Description	Recreational areas include both public and private parks and recreation facilities. There aren't currently any publicly owned parks within the study area. Instead, the study area offers two privately owned facilities including a campground and golf club. While the future land use map does not identify any new recreation area as the primary land use, recreation is an appropriate secondary use in many of the character typologies. Any future recreation areas should include a mix of active and passive recreation spaces and should include user amenities such as public parking, wayfinding signage, restrooms, picnic shelters, seatings, etc.	
Primary Land Use	Passive and active recreation spaces and facilities. Uses can be publicly or privately owned.	
Secondary Land Use	Not applicable.	

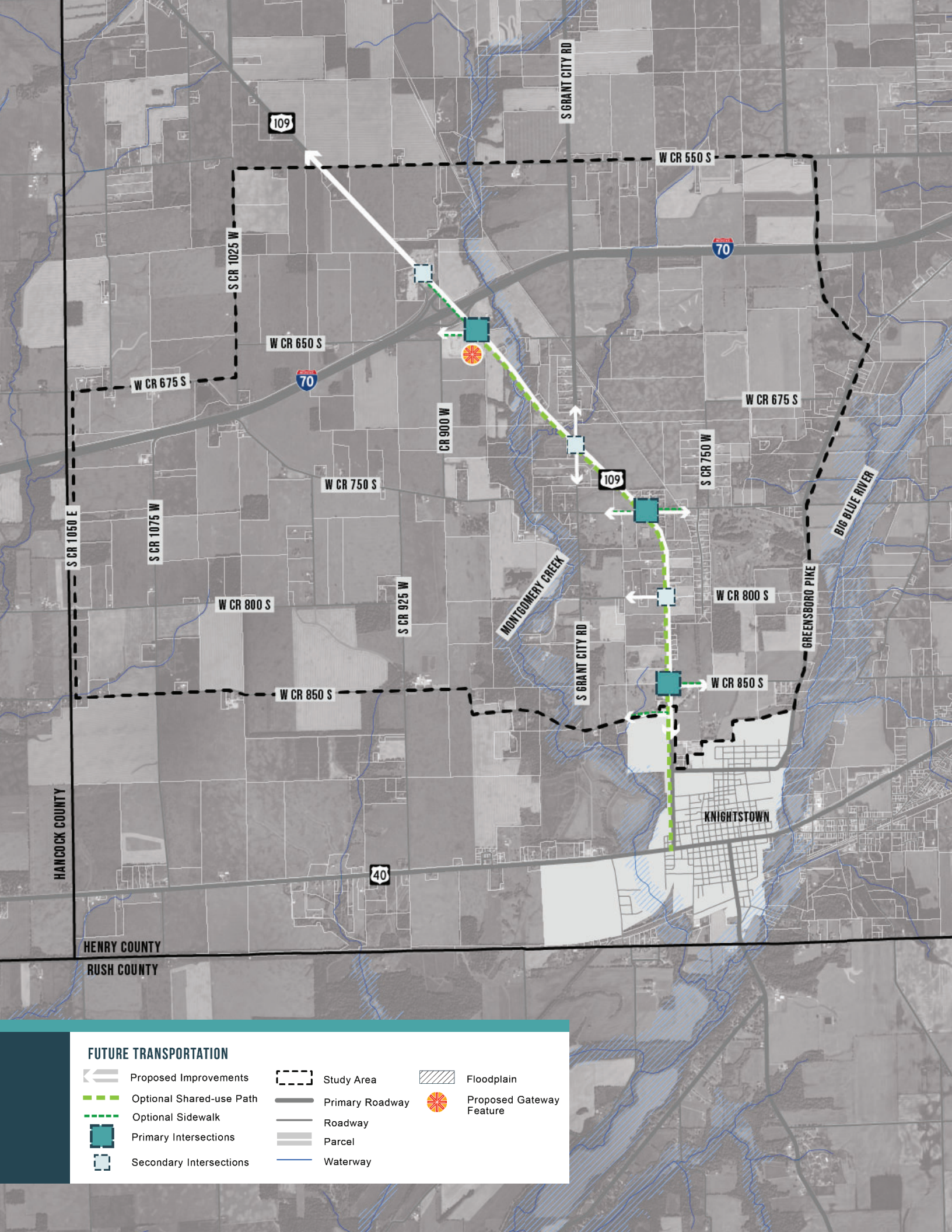
NATURAL AREA		
Character Description	Natural areas include land and water bodies where natural conditions are maintained. This typology emphasizes the ecological and environmental benefits of the land surrounding Montgomery Creek, which runs north to south through the study area. A significant portion of this land is within the 100-year floodplain, meaning development is discouraged. The existing topography, tree canopy, and vegetation should remain undisturbed. The only potential uses of this land would be recreational amenities or trails designed to withstand flooding.	
Primary Land Use	Passive open space / undisturbed natural area.	
Secondary Land Use	Active parks and recreation space.	

EXPECTED DEVELOPMENT AREAS

Though the Future Land Use Map indicates proposed land uses for the entire corridor, development is not expected to occur throughout the whole study area. The Future Land Use Map is intended to be used as a guide for future development should it occur. It is flexible and open to change, meaning if no development occurs, then much of the property in this study area will remain undeveloped.

The following Expected Development Areas Map indicates where development is most likely and expected to occur. The primary expected development areas are where development is most expected. This includes the I-70 interchange and an area along SR 109 just north of Knightstown. The secondary expected development area, or the intersection of SR 109 and CR 750 S, is an additional area with future development potential. The majority of the overall study area is not expected to be developed within the next few years. However, it is critical to plan proactively for potential development to be ready for it when it arrives.





FUTURE TRANSPORTATION

- | | | | | | |
|---|--------------------------|---|-----------------|---|--------------------------|
|  | Proposed Improvements |  | Study Area |  | Floodplain |
|  | Optional Shared-use Path |  | Primary Roadway |  | Proposed Gateway Feature |
|  | Optional Sidewalk |  | Roadway | | |
|  | Primary Intersections |  | Parcel | | |
|  | Secondary Intersections |  | Waterway | | |

ROADWAY DESIGN & IMPROVEMENTS

Serving as a complement to land use planning, transportation planning provides the opportunity to evaluate current infrastructure, project future travel demand, and plan for future improvements. Integrating these two components can create a strong roadmap for the future. While land use planning sets the strategic direction for the preferred types and intensity of development, infrastructure planning helps implement and support that desired growth.

The following Future Transportation Plan should be used to guide the improvements of the SR 109 corridor and surrounding local roads. This plan outlines a network of programs and facilities that support pedestrians, bicyclists, and motorists. The Future Transportation Map identifies a series of proposed improvements for a specific geographic area. These improvements are then described later in this section.

Using public input, prototypical cross-sections were created for the SR 109 corridor, county roads, and primary and secondary intersections. These illustrations should be used to set standards for the overall design and function of the roadway. This will include updating regulatory documents and processes and coordinating with the Indiana Department of Transportation (INDOT). It is important to note that the project team recognizes traffic demand data has to reflect the need for the desired improvements. **This section primarily intends to document the desired outcomes rather than identify specific improvements that will be constructed or implemented. Further investigation, modeling, and coordination will be crucial to determining the specifics of each proposed improvement.**

The following key transportation topics are highlighted on the Future Transportation Map:

- Provide a shared-use path along one side of SR 109 where there is development between CR 650 S and US 40 in Knightstown.
- Utilize the prototypical cross-sections within this plan to upgrade the primary and secondary intersections identified on the map.
- Construct improvements on county roads that intersect SR 109 at one of the primary or secondary interactions for up to 150 feet from the intersection, including sidewalks on CR 650 S, CR 750 S, and CR 850 S.
- Improve pedestrian connectivity and safety at the interchange by incorporating sidewalks and crosswalks.
- Install a gateway feature near the intersection of CR 650 S and SR 109 to greet visitors.

Prototypical Corridor Elements

CROSS-SECTIONS

The following diagrams and narrative are used to document the existing design of the SR 109 roadway and the adjacent county roads and then propose a future design for each roadway classification. The cross-section graphics illustrate how the various elements fit together within a desired width or right-of-way.

SR 109: EXISTING CONDITIONS

While the width of the existing right-of-way varies along the SR 109 corridor, generally a typical cross-section includes about 60 feet of right-of-way. The corridor includes two 14-foot travel lanes with 2-foot paved shoulders on both sides of the road. Currently, there are no designated turn lanes, stop lights, or signalized lights along SR 109 within the study area. Instead, the motorists turning onto SR 109 from county roads have a stop sign. This design encourages motorists on SR 109 to drive faster than the speed limit.

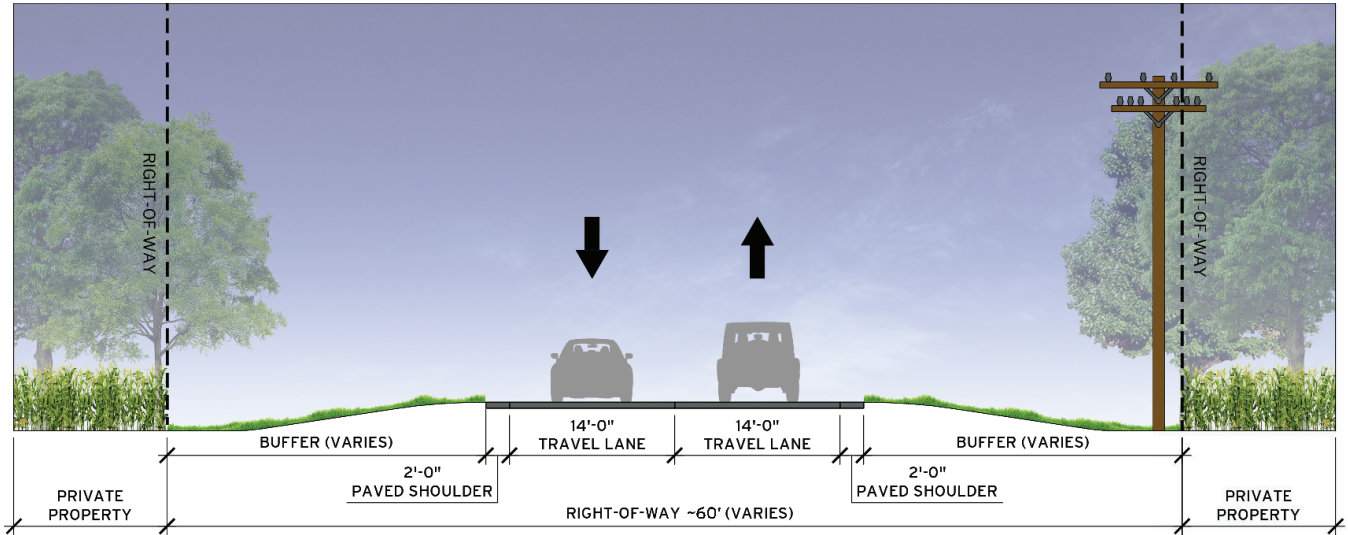
SR 109: PROPOSED CONDITIONS

As development occurs, the county should work with the Indiana Department of Transportation (INDOT) to upgrade the current roadway configuration. The proposed cross-section includes two 12-foot travel lanes with a center turn lane, 2' curb and gutters on both sides, and a 10-foot shared-use path on one side of the roadway. This design also incorporates a 6-foot verge to separate pedestrians and motorists. This verge provides space for a pedestrian buffer such as fencing and decorative light poles.

SR 109

Existing Conditions

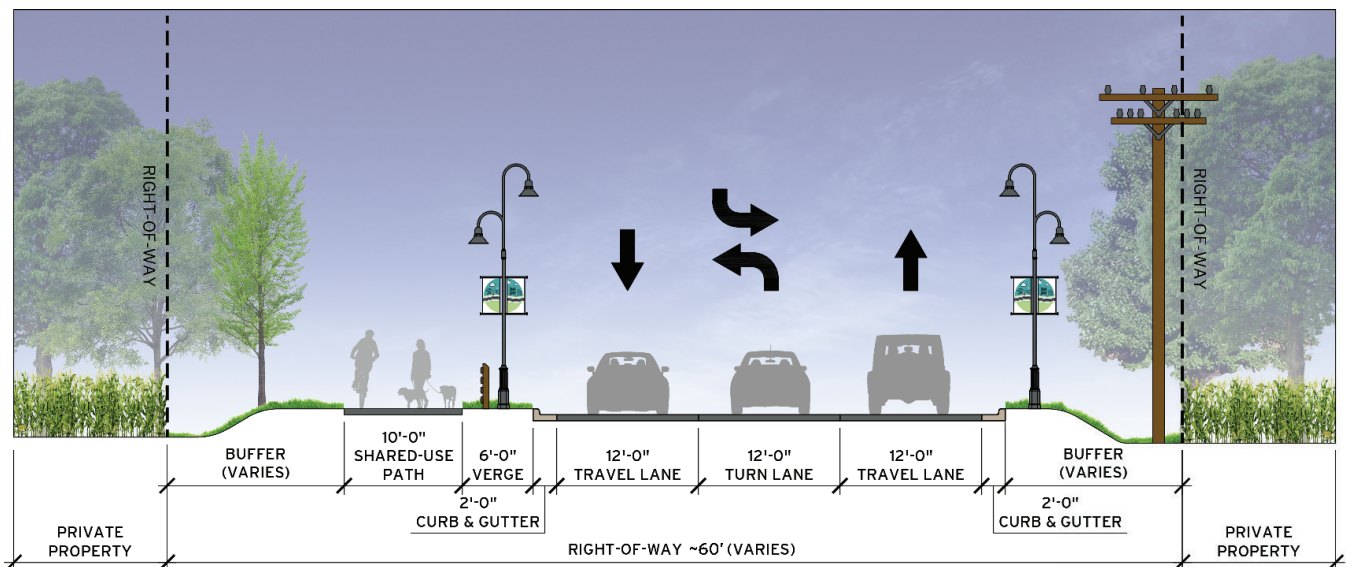
TWO TRAVEL LANES WITH PAVED SHOULDER



SR 109

Proposed Conditions

TWO TRAVEL LANES WITH TURN LANE & SHARED-USE PATH



Prototypical Corridor Elements

SR 109: PROPOSED CONDITIONS CONTINUED

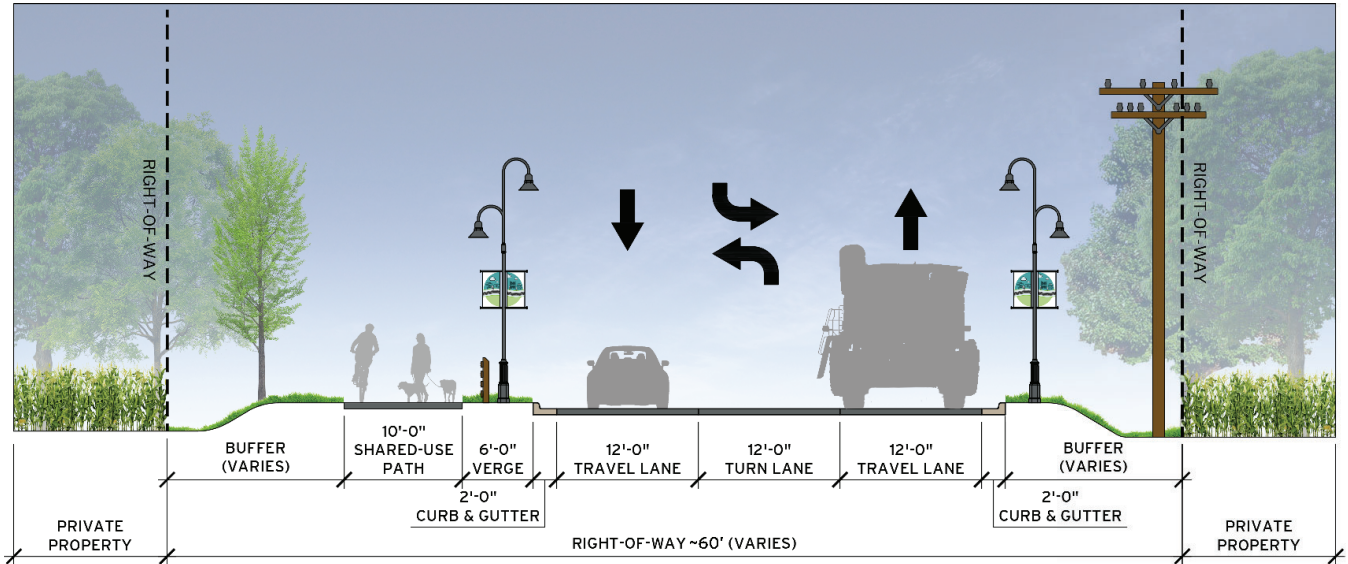
During the public engagement, nearby residents indicated that local farmers need to utilize SR 109 with large agricultural equipment. When large equipment is on the roadway, it will utilize one travel lane and a portion of the center turning lane. This allows the equipment to utilize the roadway while ensuring traffic in the opposite direction is unimpeded.

The shared-use path may not be necessary in the parts of the corridor that have little or no development. Without any destinations, there will be fewer walkers or bicyclists present on the path. Instead of constructing the path from Knightstown to the Henry County Health facility, the path can be constructed optionally as development occurs. This would ensure that the path would be built near the development that can support it. In this instance, SR 109 would have two 12-foot travel lanes, one in each direction, and a 12-foot center turning lane. Both sides of the road would have a two-foot curb and gutter.

SR 109

Proposed Conditions

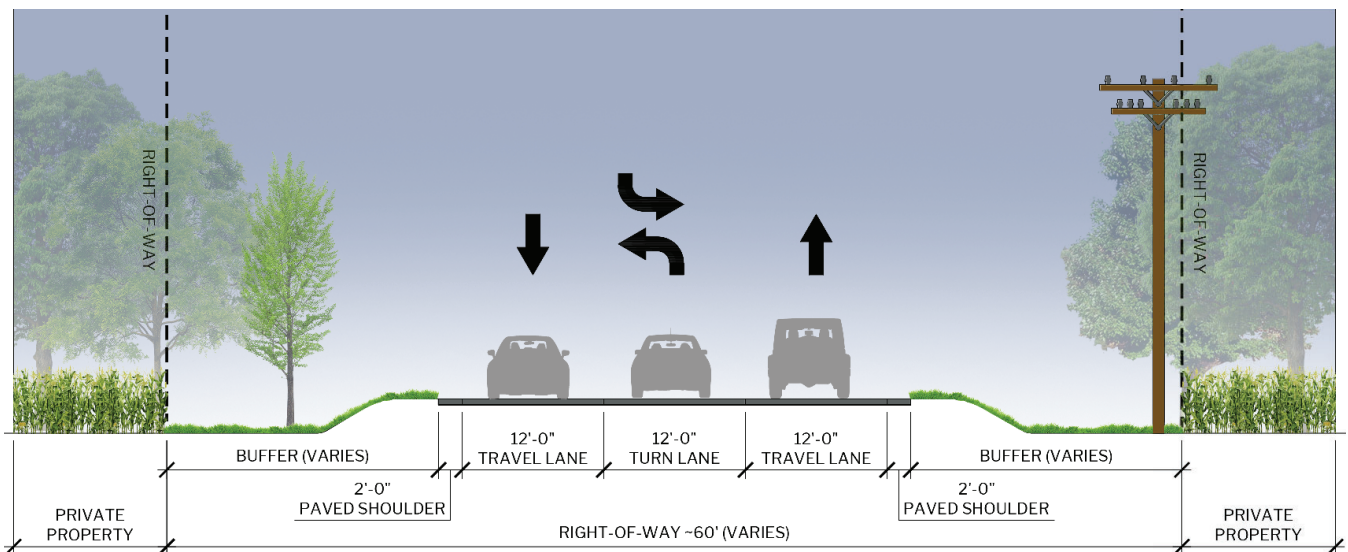
FARM EQUIPMENT ON SR 109



SR 109

Proposed Conditions Alternative

TWO TRAVEL LANES WITH TURN LANE & PAVED SHOULDER



Prototypical Corridor Elements

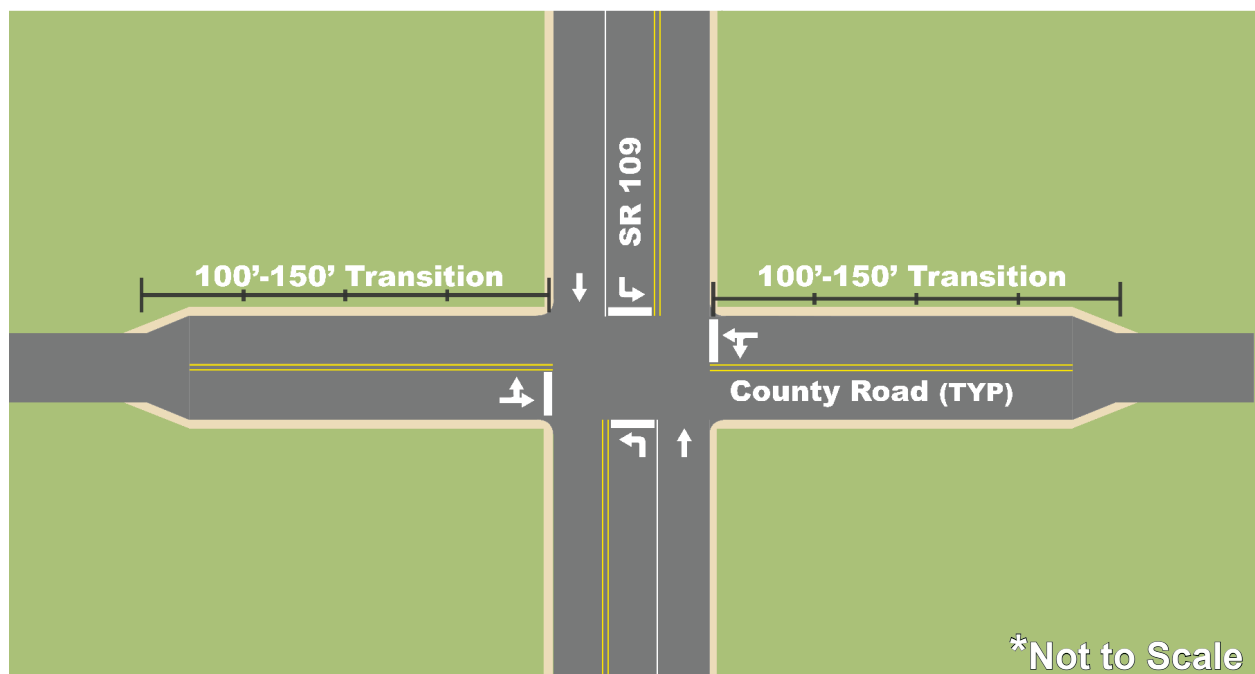
COUNTY ROADS: EXISTING CONDITIONS

Currently, six county roads intersect SR 109 within the study area. The width of the right-of-way varies along these county roads but generally, these roadways include two 9-foot travel lanes with a grass and/or gravel buffer on each side. In many areas, large overhead utility poles are located on the edge of the right-of-way. When county roads intersect, there are stop signs to regulate traffic flow.

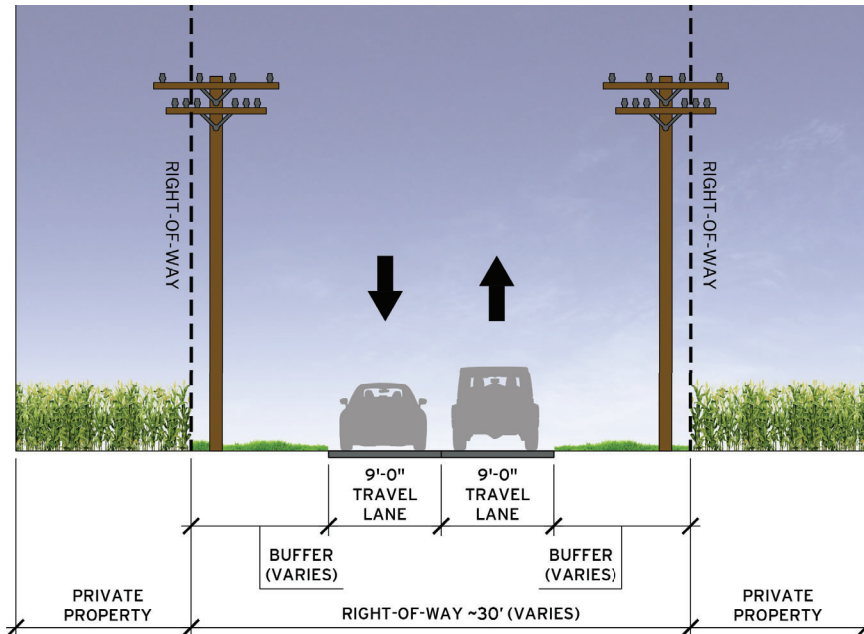
COUNTY ROADS: PROPOSED CONDITIONS

As development occurs, the county should evaluate the capacity of existing roadways. Key county roads may require improvements to maintain an adequate level of service. The proposed cross section illustrates widening the travel lanes to 12 feet and adding curbs and gutters to help guide traffic, manage stormwater runoff, and minimize soil erosion. These improvements would occur within the existing right-of-way making the buffer on each side of the travel lanes slightly smaller. Additionally, the county roadway improvements can be completed as funding becomes available, and their extent will likely be different for each road. Depending on the conditions and context of each intersection, the proposed improvements transition may be needed for roughly 100' to 150' extending from SR 109. The following diagram displays this treatment with roadway improvements occurring for only about 150 feet from SR 109.

County Roads Extent of Proposed Conditions

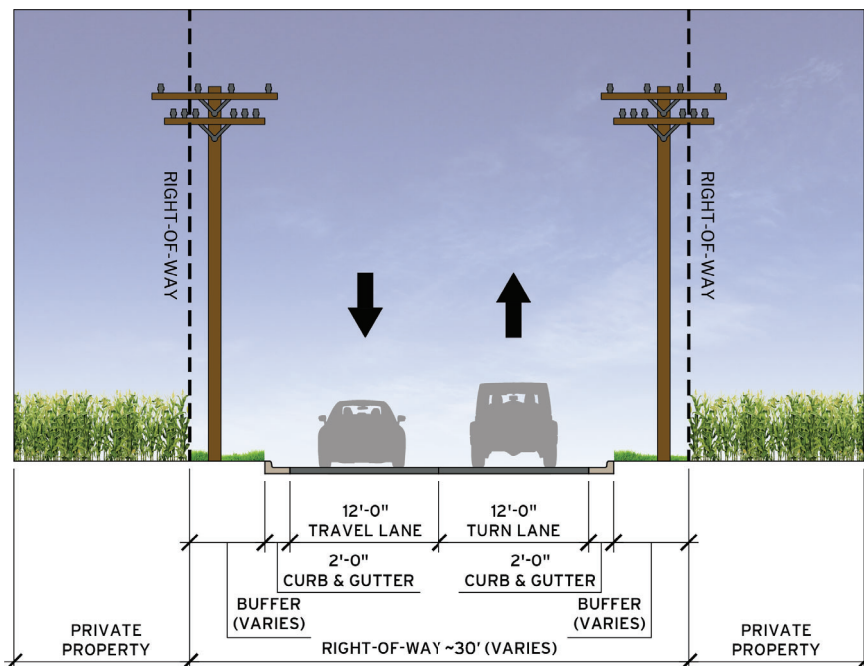


County Roads Existing Conditions



**TWO 9-FOOT TRAVEL LANES.
BUFFER VARIES.**

County Roads Proposed Conditions



**TWO 12-FOOT TRAVEL LANES
WITH CURB AND GUTTER.
BUFFER VARIES.**

Prototypical Corridor Elements

INTERSECTIONS

As highlighted previously, stop signs had been the primary method of managing the flow of traffic within the study area. While this method works today, the county and INDOT should revisit this approach in the coming years. The Future Transportation Map classifies each intersection within the study area as a primary or secondary intersection. These classifications were created to respond to the type of development that is currently nearby or expected to occur. Primary intersections are intended to facilitate a higher volume of traffic and include more enhancements compared to secondary intersections.

PRIMARY INTERSECTIONS

There are three proposed primary intersections along the SR 109 corridor at CR 650 S, CR 750 S, and CR 850 S. The prototypical intersection plan graphic was created to represent the CR 650 S intersection. Primary intersections are envisioned to be signalized, with gateway features and wayfinding signage where appropriate, well-marked pedestrian crossings, and planted medians. Future development in this area should be encouraged to connect to the future shared-use path along SR 109.

SECONDARY INTERSECTIONS

There are three secondary intersections within the study area at CR 625 S, S Grant City Road, and CR 800 S. The prototypical intersection plan graphic was created to represent the CR 800 S intersection. Secondary intersections are envisioned to be standard, signalized intersections with traffic islands and designated turn lanes to help guide traffic and avoid conflicts.

PROPOSED PRIMARY INTERSECTION TREATMENT



PROPOSED SECONDARY INTERSECTION TREATMENT



Prototypical Corridor Elements

STREETSCAPE ELEMENTS

Streetscape elements are the various visual and functional components that make up the built fabric of the street. Lighting, landscaping, materials, signage, and furniture work together to create a sense of place and enhance the user experience. The following elements should be considered as enhancements incorporated along the SR 109 corridor.

PEDESTRIAN BUFFER ZONE – FENCING

Pedestrian buffers such as fencing can be used as a protective barrier between pedestrians and vehicles. These barriers also work to channel pedestrians to safe crossing locations and are suitable for verge and median applications. The prototypical cross-section shows a 6-foot verge that can be used for plantings, street trees, fencing, and/or streetlights.

PEDESTRIAN SIGNAGE AND PAVEMENT MARKINGS

Intersections should be designed to encourage pedestrian use by making pedestrians and their actions visible and predictable. Enhanced cross walks, specialty paving, and pedestrian crossing signals can be used to eliminate pedestrian conflicts with vehicular traffic and increase safety for all users.

PEDESTRIAN AND VEHICULAR LIGHTING

Outdoor lighting supplies another opportunity to go beyond the status quo. Rather than just meeting minimum requirements for safety, lights pole can be used to create a stronger sense of place with community branded banners and hanging flower baskets. Most state routes use a taller, vehicular scale streetlight. Decorative streetlights that provide both pedestrian and vehicular lighting extends the time people can spend outdoors and adds to the overall character of the corridor.

STREET TREES AND ENHANCED LANDSCAPING

Trees are the most common streetscape amenity. The benefits of tree extend well beyond aesthetics. They add shade, greenery, and have been known to reduce urban heat island temperatures by several degrees. There are also several studies that estimate how trees can increase property values. It is important to make appropriate tree selections upfront and ensure proper placement and maintenance can be provided over time.

GATEWAY FEATURES AND WAYFINDING SIGNAGE

Creating a comprehensive signage package can improve circulation, access, and branding in a community. The ease of navigation and the quality of the user experience play an important role in attracting residents, businesses, and visitors. Gateway features can enhance the built environment by creating a noteworthy entry point to a specific area or district. Wayfinding signage provides visual cues to pedestrians and motorists on where they are and where they should be going. These two streetscape elements work together to create an identity and a sense of place.

CHARACTER IMAGERY



FENCING ALONG PATHWAY



BIKE PATH



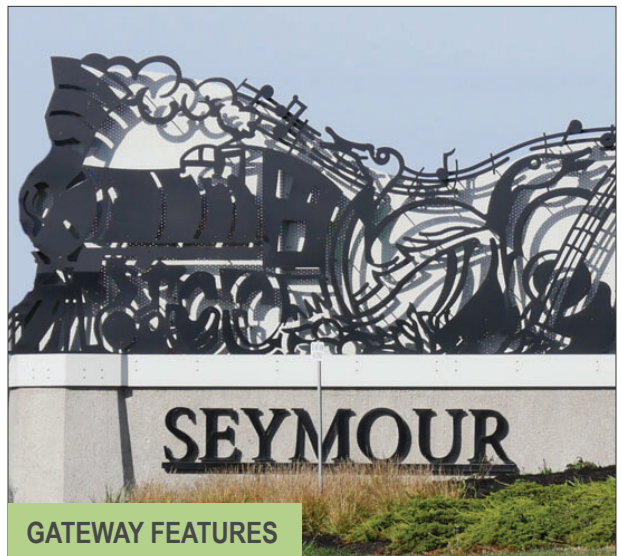
STREETLIGHTS



STREET TREES



ENHANCED LANDSCAPING



GATEWAY FEATURES



CHAPTER

FOUR

Targeted Actions

OUR NEXT STEPS

The following chapter identified eight targeted actions. These actions are big ideas that Henry County and the Town of Knightstown can work together on to advance the vision for the SR 109 corridor. In many instances, the initiative leader depends on which jurisdiction the property falls within. At the time this plan was completed, the entire study area was within Henry County but this could change depending on how the utilities are extended. For instance, if the Town of Knightstown establishes a voluntary annexation policy and non-remonstrations agreements for development outside of town limits, a larger portion of the study area could fall under Knightstown jurisdiction.

Each targeted action has a big idea strategy statement, a brief explanation of why it is important, an estimated timeline, partners to include, and several next step action items. The bulleted list of next steps is intended to provide a clear to-do list on how to implement or move forward to targeted action. These targeted actions were intentionally outlined as broad concepts to allow for flexibility as conditions, market demand, and development pressures evolve.

The targeted actions include:

Big Idea #1: Continue working to expand water and wastewater services from Knightstown to Interstate 70.

Big Idea #2: Update the Henry County Comprehensive Plan and Zoning Ordinance to align with the recommendations reflected within this plan.

Big Idea #3: Maintain frequent communication with INDOT to discuss the long-term vision for the SR 109 corridor, share updates, and secure the necessary approval to move forward.

Big Idea #4: Utilize design guidelines to communicate the desired for both public improvements and private development.

Big Idea #5: Continue to evaluate the impacts of future development on local roadways and plan for improvements.

Big Idea #6: Establish a memorable brand to promote the corridor as an asset and increase awareness of the new growth area.

Big Idea #7: Provide zoning and other economic development incentives to attract development.

Big Idea #8: Link walkers and bikers from local destinations and surrounding neighborhoods to the SR 109 corridor and interchange.

Coordinate Utility Infrastructure

Big Idea #1

Continue working to expand water and wastewater services from Knightstown to Interstate 70.

WHY IS THIS IMPORTANT?

Growth and development will be very limited without the appropriate utility infrastructure in place. If growth is desired, Henry County and the Town of Knightstown will have to work together to address this costly challenge.

TIMELINE

Short-term (0-2 years)

PARTNERS

- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council
- Knightstown Utility Office
- Local utility providers
- Attorney

NEXT STEPS

- Maintain the Interlocal Agreement between the county, the town, and utility providers.
- Encourage the Town of Knightstown to establish a voluntary annexation policy and non-remonstration agreements for development outside of town limits that request town utilities.
- Work with providers to develop a phased infrastructure expansion program.
- Encourage the Town of Knightstown to complete a capital improvement program to plan for and prioritize future utility improvements adequately.

Align Planning Documents

Big Idea #2

Update the Henry County Comprehensive Plan and Zoning Ordinance to align with the recommendations reflected within this plan.

WHY IS THIS IMPORTANT?

A comprehensive plan serves as the basis for development regulations. While the zoning ordinance is a legally binding document, the county and town comprehensive plans must reflect the vision and goals identified within this document as well. Both documents will require an update to allow for the types of development outlined within this plan.

TIMELINE

Short-term (0-2 years)

PARTNERS

- New Castle-Henry County Economic Development Corporation
- Henry County Planning and Zoning
- Henry County Commissioners
- Knightstown Town Council
- Professional Consultant

NEXT STEPS

- Consider establishing an overlay district within the SR 109 study area to ensure the desired type of growth occurs.
- Amend the county and town comprehensive plans to reflect the vision and goals of this plan.
- Ensure development regulations allow for the type of development identified on the future land use map.

INDOT Coordination

Big Idea #3

Maintain frequent communication with INDOT to discuss the long-term vision for the SR 109 corridor, share updates, and secure the necessary approval to move forward.

WHY IS THIS IMPORTANT?

Because SR 109 is owned and maintained by the Indiana Department of Transportation (INDOT), Henry County has little control over the design and function of the roadway. Local leaders should work closely with INDOT representatives to communicate the vision and align with INDOT priorities for the roadway.

TIMELINE

Short-term (0-2 years)

PARTNERS

- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council
- INDOT
- Transportation Engineers

NEXT STEPS

- Share the SR 109 Corridor Improvement Plan with INDOT to communicate the overall vision of this area.
- Work with INDOT to determine the feasibility, costs, phasing, and scheduling for the improvements identified within this plan. (See Future Transportation Map)

Set Expectations

Big Idea #4

Utilize design guidelines to communicate the desired for both public improvements and private development.

WHY IS THIS IMPORTANT?

The general public has expressed some level of concern related to future growth and development in this area. Design guidelines can outline the characteristics and qualities that the community wants in its development. This tool can help mitigate concerns and ensure future development meets the needs of the community.

TIMELINE

Mid-term (2-5 years)

PARTNERS

- New Castle-Henry County Economic Development Corporation
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Town Council
- General Public
- Professional Consultant

NEXT STEPS

- Create design guidelines for private development to communicate the desired character of the built environment.
- In the design guidelines, include standards for pedestrian infrastructure that enhance connections to Knightstown.
- Explore the creation of design standards for the local roadways within the study area.
- Consider adopting a complete street policy using INDOT guidelines for SR 109.

Upgrade Local Roadways

Big Idea #5

Continue to evaluate the impacts of future development on local roadways and plan for improvements.

WHY IS THIS IMPORTANT?

Development and transportation are closely linked. Land use influences travel demand while the transportation system facilitates mobility and accessibility to nearby development. This area is largely undeveloped, which means roadways are currently handling lower travel demands. As growth occurs, these roadways will need to be improved to continue operating efficiently.

TIMELINE

On-going / Long-term (5+ years)

PARTNERS

- Henry County Highway Department
- Henry County Planning and Zoning
- Transportation Engineer / Professional Consultant

NEXT STEPS

- Ensure all new developments perform a traffic analysis to forecast the projected traffic generated.
- Work with a transportation engineer to understand the capacity of existing roadways and identify the threshold for when improvements will be needed.
- Construct improvements on local county roads that intersect SR 109 for roughly 100' to 150' from the intersection.
- Create a county-wide capital improvement program to begin planning for and prioritizing the improvements identified within this plan. (See Future Transportation Map)

Brand the Corridor

Big Idea #6

Establish a memorable brand to promote the corridor as an asset and increase awareness of the new growth area.

WHY IS THIS IMPORTANT?

Branding is a key component to creating a sense of place, but it also goes a long way in economic development. Having a consistent theme and brand along the corridor is key to establishing an identity, guiding visitors to destinations, and notifying drivers when they are entering or exiting a special district or community. For example, the corridor could be named the "Hoosier Gateway" to relate it to the national success of the film *Hoosiers*, which was partially filmed in Knightstown.

TIMELINE

Mid-term (2-5 years)

PARTNERS

- New Castle-Henry County Economic Development Corporation
- Knightstown Town Council
- INDOT representatives
- Professional Consultant

NEXT STEPS

- Work with a design consultant to create a wayfinding signage package to direct residents and visitors to nearby destinations.
- Work with a design consultant to create a unique gateway feature near the interchange.
- Create a digital media campaign to help market the study area for future development.

Incentivize Private Development

Big Idea #7

Provide zoning and other economic development incentives to attract development.

WHY IS THIS IMPORTANT?

Many communities incentivize business and residential growth by providing grants, technical assistance, tax credits, tax refunds, and other zoning tools. These tools and resources exist at the federal, state, and local levels to catalyze and support economic growth and stability through job creation, redevelopment, community development, and more. Understanding which tools local leaders would be comfortable offering or utilizing is key to moving this big idea forward.

TIMELINE

Mid-term (2-5 years)

PARTNERS

- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council

NEXT STEPS

- Continue to utilize and promote the existing TIF district.
- Incentivize development in the “mixed-use gateway” area identified on the future land use map.
- Consider creating a new TIF district south of the interchange.
- Conduct a market analysis specifically for the SR 109 area.
- Explore the benefits of establishing a Business Improvement District.

Prioritize Pedestrian Connectivity

Big Idea #8

Link walkers and bikers from local destinations and surrounding neighborhoods to the SR 109 corridor and interchange.

WHY IS THIS IMPORTANT?

Pedestrian connectivity is non-existent within the study area. Providing a shared-use path and sidewalks will increase access for all community members. A key component to creating a vibrant, mixed-use area near the interchange is ensuring appropriate pedestrian facilities are available to support walkability.

TIMELINE

Mid-term (2-5 years)

PARTNERS

- Henry County Highway Department
- INDOT representatives
- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council
- Indiana Department of Natural Resources

NEXT STEPS

- Work with INDOT to construct a shared-use path along one side of SR 109 between Knightstown and the interchange.
- Plan for additional pedestrian connectivity by providing sidewalks along local roadways as development occurs.
- Require future development to incorporate sidewalks, crosswalks, and pedestrian signage within their site design.

CHAPTER FIVE

Tools & Resources

Local Policy Tools

CAPITAL IMPROVEMENT PLAN

A Capital Improvement Plan (CIP) forecasts and prioritizes future infrastructure needs in a community. The Plan enables infrastructure improvements to occur accordingly in a timely and cost-effective fashion. The primary goal of a CIP is to provide a means for coordinating and consolidating all departmental and agency project

A Capital Improvement Plan (CIP) is a plan that identifies and prioritizes future infrastructure needs in a community. The plan enables infrastructure improvements to occur in a timely and cost-effective manner by providing a clear timeline for each identifies project. An updated 10-year CIP should be developed each fiscal year including scheduling and financing information for future community facilities such as public buildings, roads, bridges, parks, water and sewer projects, and educational facilities.

COMPLETE STREETS POLICY

Complete Streets is a comprehensive, integrated transportation policy that requires roads and adjacent rights-of-way to be planned, designed, operated and maintained in a manner that facilitates safe and convenient travel for users of all ages and abilities, regardless of their mode of transportation. The potential benefits of Complete Streets are myriad including improved safety for all users; expanded transportation choices; providing better bike, pedestrian, and transit connections to activity centers where people access essential facilities and services; promoting healthy lifestyles and recreational opportunities; and creating more livable communities.

The Complete Streets concept does not stipulate specific street standards, but instead encourages a context-sensitive design approach, fitting roadway design within the character of the neighborhood or community, recognizing that all streets are different and user needs should be balanced. Accordingly, the infrastructural elements comprising a Complete Street in a rural area, for example, will likely differ markedly from a Complete Street in a highly urban area. A Complete Street may include some or all of the following elements: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

DESIGN GUIDELINES AND STANDARDS

Design guidelines and standards are requirements regarding specifically the design and aesthetic appearance of buildings and structures. They can be enforced through the zoning ordinance and, if preferred, applied to only the front of a building. Design guidelines or standards are typically utilized to develop and strengthen a desired community character and sense of place.

Local Policy Tools

INTERLOCAL AGREEMENTS

An interlocal agreement is a contract between two or more local governments and/or public service agencies to cooperate on a specific project or to provide public services. Interlocal agreements are common in areas with a high concentration of municipalities and local services. They help local authorities and agencies coordinate the provision of services throughout a large area and request assistance from one another when needed.

ZONING OVERLAY DISTRICT

A zoning overlay district is a district that establishes additional regulations and requirements in addition to one or more other, existing zoning districts. When displayed on a zoning map, the overlay district would appear 'on top of' the other zoning districts. Overlay districts are utilized to enforce additional zoning regulations like design standards or historic preservation within specific areas. These regulations should be applicable to all types of zoning within the overlay district.

Local Financing Tools

BONDS

Bonds are backed by the credit and taxing power of the issuing jurisdiction. A bond is a government debt issued in order to raise money for needed capital improvements. Its retirement is paid for by property tax and other predictable forms of local income.

BUSINESS IMPROVEMENT DISTRICT

A Business Improvement District (BID) is an economic development tool that can be used to support and supplement public services within a defined area. In a BID, local property owners and businesses pay a fee, in addition to their property taxes, to the managing board of the district. The board uses these funds to supply services or work on certain projects within the BID. It is important to note that a BID's board can only fund services or projects within the BID itself. Examples of services and projects that can be provided through a BID include security, beautification, sanitation, lighting, pedestrian and bicycle transportation infrastructure enhancements, marketing, landscaping, and façade renovations.

Note: In Indiana, this tool may also be called an Economic Improvement District (EID).

Additionally, a similar tool, known as an Economic Enhancement District (EED), is used in Downtown Indianapolis. However, EEDs are only applicable to Indianapolis and cannot be used elsewhere.

DEVELOPER FUNDED INFRASTRUCTURE

Similar to impact fees, communities can also fund infrastructure improvements by having the developer cover those costs directly. These can include roadway improvements, stormwater infrastructure, and other related utilities that may need expanded due to development. However, the improvement must be directly related to and proportionate to the new development's impact.

IMPACT FEES

An impact fee is a charge on new development to pay for the cost of infrastructure and related services that are necessitated by and benefit the new development. The fee is based on the type of development assessed for the increase in the burden on infrastructure. Fees contribute to a non-reverting fund and can be used for infrastructure improvements and amenities including park and recreation and multi-modal projects.

INFRASTRUCTURE REVOLVING LOAN FUND

This revolving loan fund can be used to provide low interest loans for infrastructure projects that facilitate economic development based on available funds.

TAX INCREMENT FINANCING

A Tax Increment Financing (TIF) district used by many communities to fund local infrastructure improvement projects. Tax rates for developments within the district are locked at a set rate, and as property values rise within the district, any additional tax revenue generated is used to fund improvement projects within the district instead of using it for typical purposes. TIF can be very effective at directing new development to an area.

Local Financing Tools

RESIDENTIAL TAX INCREMENT FINANCING

Effective July 2019, new legislation was signed by Governor Holcomb to allow TIF for residential property (SEA 566). This legislation is targeted at rural communities to fund infrastructure for single-family housing growth. Residential TIF must be executed through a Redevelopment Commission.

TAX ABATEMENT

Tax abatement is a phase-in of property taxes and is intended to encourage development in areas that would not otherwise develop. Tax abatement is one of the tools widely used by municipal governments to attract new businesses to the community. It encourages investment in new equipment or facilities that will improve the company, while stabilizing the community's economy. Communities may develop procedures for abatement application and policies regarding the amount and length of the abatement that will be approved. Procedures may also be developed to ensure compliance with the terms in the statement of benefits.

Resource Organizations

ACCELERATE INDIANA MUNICIPALITIES (AIM)

AIM works as an official voice for municipal government within Indiana, with more than 460 cities and towns as members. The organization works to foster, promote, and advocate for the success of Indiana municipalities as hubs of innovation and talent, and as the driving forces of the state's economy.

INDIANA ASSOCIATION FOR FLOODPLAIN AND STORMWATER MANAGEMENT (INAFSM)

The Indiana Association for Floodplain and Stormwater Management was founded in 1996 by professionals interested in and responsible for floodplain and stormwater management in the State of Indiana. INAFSM members include federal, state, and local agency staff, engineers, consultants, planners, elected officials, members of academia, students, and floodplain residents.

INDIANA CHAPTER OF THE AMERICAN PLANNING ASSOCIATION

APA-IN promotes vision and leadership that fosters better planning in Indiana by building public and political support and providing its members and communities with the tools to achieve future needs and create vital communities. Citizen planning training is one event that may be appropriate for a newly formed plan commission offered by APA-IN.

INDIANA FINANCE AUTHORITY (IFA)

In order to provide economic efficiencies and management synergies and enable the State of Indiana ("State") to communicate as one voice with the various participants in the financial markets, the Indiana Development Finance Authority, the State Office Building Commission, the Indiana Transportation Finance Authority, the Recreational Development Commission, the State Revolving Fund Programs and the Indiana Brownfields Program were consolidated into a new and separate entity called the Indiana Finance Authority ("IFA") on May 15, 2005. The Indiana Health and Educational Facilities Finance Authority was also merged into the IFA, effective July 1, 2007. As the successor entity to these formerly separate debt-issuing entities, the IFA is authorized to issue revenue bonds payable from lease rentals under lease agreements with various state agencies and to finance or refinance the cost of acquiring, building and equipping structures for state use including state office buildings, garages, highways, bridges, airport facilities, correctional facilities, state hospitals and recreational facilities related to State parks. The IFA also manages the Wastewater and Drinking Water State Revolving Fund Loan Programs and the Indiana Brownfields Program.

PROSPERITY INDIANA

The Indiana Association for Community Economic Development (Prosperity Indiana) is a statewide membership organization that seeks to fund members, build and retain relationships, and address local and national issues which may impact Indiana communities. Prosperity Indiana provides tools, research, online resources, and technical assistance for housing rehabilitation and construction, real estate development, industrial and business development, social services, and employment generating activities.

Funding & Grants

INDIANA DEPARTMENT OF NATURAL RESOURCES

The mission of the Indiana Department of Natural Resources is to protect, enhance, preserve, and wisely use natural, cultural, and recreational resources for the benefit of Indiana's citizens through professional leadership, management, and education.

LAND AND WATER CONSERVATION FUND (LWCF)

LWCF federal grants can be used to protect important natural areas, acquire land for outdoor recreation and develop or renovate public outdoor recreation facilities such as campgrounds, picnic areas, sports/playfields, swimming facilities, boating facilities, fishing facilities, trails, natural areas and passive parks. It provides grants for 50% of the cost of acquisition and/or development. To be eligible, the group must be a legally established park board and have a current 5-year park and recreation master plan on file in the Division of Outdoor Recreation. The minimum grant request is \$50,000 and the maximum request is \$500,000 with a local match requirement.

INDIANA TRAILS PROGRAM (ITP)

Matching assistance program that provides funding for the acquisition and/or development of multi-use recreational trail projects. Minimum funding available is \$100,000 and maximum funding available is \$400,000 and a 20% match is required. Both motorized and non-motorized projects may qualify for assistance. This program was formally recognized as the "Recreational Trails Program", but was been changed to reflect the change from federal to state funding in 2021.

INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)

INDOT's mission is to plan, build, maintain, and operate a transportation system that encourages safety, mobility, and economic growth, they provide assistance to smaller communities through Local Public Agency (LPA) Programs, Community Crossings grants for paving projects, and Transportation Alternative funding for roadway, sidewalk, trail, and streetscape projects.

COMMUNITY CROSSINGS MATCHING GRANT FUND PROGRAM

In 2023, INDOT funded 75% of the project of communities under 10,000. Eligible projects included bridge and road preservation type projects along with ADA sidewalk projects that intersect with any road project, roundabouts and road reconstructions. Trails and enhancement type projects are not eligible and only construction costs are eligible. Additionally, state roadways are not eligible for the program. In the upcoming years, this program is expected to change and the community should reference INDOT's website for more information.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

In 2023, INDOT funded 75% of the project of communities under 10,000. Eligible projects included bridge and road preservation type projects along with ADA sidewalk projects that intersect with any road project, roundabouts and road reconstructions. Trails and enhancement type projects are not eligible and only construction costs are eligible. In the upcoming years, this program is expected to change and the community should reference INDOT's website for more information.

Funding & Grants

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSI)

The Highway Safety Improvement Program's goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. There are a number of improvements this program helps fund, such as improving the visibility of curves through signs and markers, installing emergency power battery backups at traffic signals, installing raised medians, upgrading guardrails to meet current standards and more.

LOCAL PUBLIC AGENCY PROGRAM (LPA)

INDOT shares gas tax revenue from the state Motor Vehicle Highway Fund and Local Road and Street Fund with LPAs towards capital improvement needs. Communities must have a local employee in charge with ERC training, projects must be ADA compliant, provide matching funds and meet project eligibility.

TRANSPORTATION ALTERNATIVES FUNDING

The Transportation Alternatives (TA) program will receive about \$780 million to carry out all TA projects, including SRTS and RTP projects across the country, which represents about a 35% reduction from the current \$1.2 billion spent on these programs. Under the bill, states will sub-allocate 50% of their TA funds to Metropolitan Planning Organizations (MPO) and local communities to run a grant program to distribute funds for projects. States could use the remaining 50% for TA projects or could spend these dollars on other transportation priorities.

INDIANA DESTINATION DEVELOPMENT CORPORATION (IDCC)

In 2019, the Indiana Destination Development Corporation replaced the Indiana Office of Tourism Development. The IDCC offers matching grant to cities, towns, counties and nonprofit entities located in Indiana that are involved with tourism promotion and development.

PUBLIC ART AND PLACEMAKING ACTIVATION GRANTS

The IN Indiana Placemaking Activation Grant is a matching grant of up to \$25,000 to fund signage and placemaking efforts. The IN Indiana Public Art Activation Grant is a non-matching grant of up to \$10,000 to fund public art projects. In 2023, the IDDC plans to allocate up to \$500,000 total between both grants based on the quality of applications received. Grantees will receive 75% of funding upon award and 25% upon project completion.

INDIANA ECONOMIC DEVELOPMENT CORPORATION (IEDC)

This statewide organization offers programs and initiatives for companies creating jobs in Indiana. They actively work to improve the state's quality of place, infrastructure, and developable sites to build economic strength by attracting new businesses and talent. The organization offers a number of incentives and programs for new or expanding businesses, which includes technical support and data collection.

Funding & Grants

INDIANA HOUSING AND COMMUNITY DEVELOPMENT AUTHORITY (IHCDA)

IHCDA's partners with developers, lenders, investors, and nonprofit organizations that serve low- and moderate-income Indiana families. They provide government and private funds to invest in well-designed projects that will benefit communities and those living within. IHCDA provides funds, incentives, data collection, and educational services.

DEVELOPMENT FUND

This program provides a loan of up to \$750,000 (or a grant in limited special circumstances) for eligible activities for low- and moderate-income housing.

EMERGENCY SOLUTIONS GRANT PROGRAM

This program provides emergency shelters and transitional housing through services and rental assistance for homeless individuals and families.

HOME INVESTMENT PARTNERSHIP PROGRAM (HOME)

This program strives to provide habitable and affordable housing for low- and moderate-income persons by improving the quality of existing housing stock.

LOW-INCOME HOUSING TAX CREDITS (LIHTC)

This program is a dollar-for-dollar federal tax credit that incentivize the investment of private equity in the development of affordable housing. The project owner must agree to comply with Chapter 42 regulations and maintain an agreed open percentage of low-income units, as well as meet requirements for a 15-year compliance period and a subsequent 15-year extended use period. Maximum request is \$1.2 million tax credits.

THE HOUSING TRUST FUND (HTF)

This is a new affordable housing production program that will complement existing federal, state and local efforts to increase and preserve the supply of decent, safe, and sanitary affordable housing for extremely low- and very low-income households (persons at or below 30% of the Area Medium Income), including homeless families.

INDIANA OFFICE OF COMMUNITY AND RURAL AFFAIRS (OCRA)

OCRA works with local, state and national partners to provide resources and technical assistance to aid communities in shaping and achieving their vision for community and economic development. They award grants to fund projects including, but not limited to, public gathering places, water/sewer infrastructure, restoration of historic structures, community facilities, broadband infrastructure, and revitalizing commercial districts. They have a focus on infrastructure, quality of place, economic development, and capacity building. Some of the programs include:

Planning Grants

Public Facilities Program (PFP)

Stormwater Improvement Program (SIP)

Wastewater and Drinking Water Program

Blight Clearance Program (BCP 2.0)

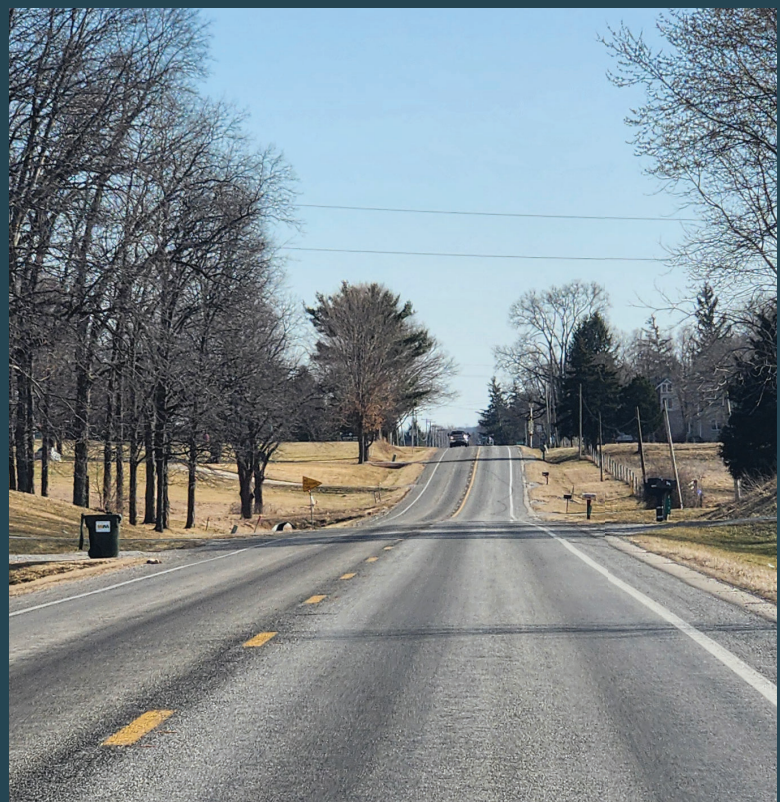
Funding & Grants

NATIONAL ENDOWMENT FOR THE ARTS - OUR TOWN PROGRAM

Our Town is the NEA's creative placemaking grants program. Through project-based funding, the program supports activities that integrate arts, culture, and design into local efforts that strengthen communities. These projects require a partnership between a local government entity and nonprofit organization. Grants range from \$25,000 to \$150,000, with a minimum cost share/match equal to the grant amount.

STATE AND FEDERAL TAX CREDITS

Many state and federal tax credit programs are administered by IEDC including: Community Revitalization Enhancement District Tax Credit; Economic Development for a Growing Economy (EDGE) - Payroll Tax Credit; Hoosier Business Investment Tax Credit (HBI); Industrial Development Grant Fund; Industrial Recovery Tax Credit; and Venture Capital Investment Tax Credit (VCI).



Existing conditions photos of the SR 109 corridor.



