



PREFACE



Indiana's first state capital located in Corydon

Forward

Our communities are constantly changing and shifting. As we look to the future, we can choose to react to change or anticipate and direct the changes that occur. When we engage in a comprehensive planning process we are both responding to changes that have happened or are happening, and planning for changes that will likely occur in the future.

Harrison County faces many development pressures as the Louisville metropolitan area expands outward. In 2000, the urbanized area reached the county's boarder and is likely to continue spreading into the county. Harrison County is also presented with numerous opportunities for development due to various transportation improvements. With improved access to Louisville, the county could see more residential, commercial and industrial development.

This plan accounts for the changes that are presently occurring in the county while planning for the changes that will occur within and outside the community over the next twenty years.

Indiana statutes establish the minimum requirements for a comprehensive plan. As stated in IC 36-7-4-502, a comprehensive plan must contain at least:

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

This comprehensive plan addresses these elements in Part II: Policy Plan through the land use plan, transportation plan, public facilities plan, and issue-specific plans. Each of these chapters includes policy statements in the form of goals and objectives.



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Framework

The framework of this comprehensive plan is formed around four key questions that the plan both asks and attempts to answer. These questions are:

- Where are we now?
- Where are we going?
- Where do we want to go?
- How do we get there?

The question of “Where are we now?” is addressed in Part I: Context which includes the history and setting of the county, county dynamics, market analysis, a demographic and economic profile, physical analysis, and key issues. The responses to this question are descriptive and based on published data and observed characteristics.

“Where are we going?” is the question we must answer to determine the current path we are taking. This path is the likely outcome for the future of the community if no changes are made to current policy or programming. The size of the future population, the amount of new development that will be required to serve that population, and the location of new development based on current trends are some indicators that determine the response to this question.

We ask, “Where do we want to go?” to identify the desired community characteristics for the future. Responses to this question are a result of input from the public, the plan’s steering committee, focus groups, and key stakeholders. The response takes the form of land use scenarios, a vision statement, goals, objectives, and planning principles which verbally and graphically depict the desired future for Harrison County.

Finally, responses to “How do we get there?” provide the county with tools to implement the comprehensive plan and shape the community in a way that is consistent with the desired vision of the future. They include action steps, timeframes, potential funding sources, responsible parties, and other details that will assist the community achieve its vision.



How to Use the Document

Part I: Context – Describes the existing conditions of the community, both in terms of demographic and economic analysis and through observation and input from key stakeholders. This part answers the questions “where are we now?” and “Where are we going?”

Part II: Policy Plan – Establishes the vision for the community (Chapter 3), and lays out goals for land use (Chapter 4), transportation (Chapter 5), and public facilities (Chapter 6). It also considers specific issues Harrison County must address such as a new I-64 Interchange, the possible Ohio River Bridge, and a new airport (Chapter 7). Part II poses and answers the question, “Where do we want to go?”

Part III: Implementation – Provides a blueprint for implementing the plan including action steps, suggested revisions to ordinances, new and modified programs, potential funding sources, etc. This part answers the question, “How do we get there?”

Part IV: Context Report – Summarizes the public participation responses that were received from the public, key person interviews, focus group meetings, and the steering committee throughout the planning process.

Definitions

There are some key terms that are used in the document that are important to understand in order to effectively use the document.

Action plans: Specific steps to be taken to implement objectives and goals if the vision is to be achieved.

Goal: A broad statement that supports the vision while adding a specific area of focus. Goals are lofty, but attainable within the planning horizon.

Key person/Stakeholder: An individual who is in some way responsible for implementing the plan or has a vested interest in the outcome of the plan, whose input should be considered early in the planning process.

Objective: A statement that adds a level of specificity to the goal, without identifying the individual actions that must be taken for implementation. Objectives are generally measurable so that the community can monitor implementation progress.



Planning Horizon: The period of time considered by the plan; a comprehensive plan generally considers a twenty-year period. Review is recommended every five years or as conditions change.

Policy: A definite course or method of action to guide present and future decisions. Policies may be legislative or administrative in nature.

Steering Committee: The group of people, assigned by the Plan Commission, to represent the community and guide the comprehensive planning process. The Steering Committee members serve as a liaison between the community and the consultant during the planning process.

Vision: A broad statement describing the desired future of the county, as shared by members of the community.



Harrison County has a rich cultural history



Acknowledgements

Harrison County Commissioners

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District 2 – William Nichols At Large – Carl “Buck” Mathes, President
District 3 – Gordon Pendleton At Large – Rhonda Rhoads
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CHAPTER 1: SETTING THE CONTEXT



Harrison County has a strong agricultural heritage

History and Setting

Harrison County represents an important chapter in Indiana History. Located about 15 miles west of Louisville, Kentucky, the county was formed from portions of Clark and Knox Counties on October 11, 1808 as the fourth county of the Indiana Territory. The county was named after the first Territorial Governor of Indiana and Harrison County resident, General Williams Henry Harrison. General Harrison later became the ninth President of the United States.

In May of 1813, the capital of the Indiana Territory was moved from Vincennes to Corydon. As the territory became a state, Corydon served as the first state capital from 1816 to 1824, and the first constitution of the State of Indiana was drafted near the old Capitol Building.

Squire Boone, brother of frontiersman Daniel Boone, was one of the first known settlers of Harrison County. His presence can still be found throughout the county today, including Squire Boone Caverns. Harrison County was also home to important events during the Civil War. The Battle of Corydon, Indiana's only civil war battle site, was fought in Harrison County on July 9, 1863; 450 Harrison County Home Guard members aided in the eventual capture of General John Hunt Morgan and his confederate soldiers.

County Dynamics

The towns in Harrison County include Corydon, Crandall, Elizabeth, Laconia, Lanesville, Mauckport, Milltown, New Amsterdam, New Middletown and Palmyra. The county is divided into 12 townships: Blue River, Boone, Franklin, Harrison, Heth, Jackson, Morgan, Posey, Spencer, Taylor, Washington and Webster.



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In 1998, Caesar's Indiana, located a casino and hotel complex in Harrison County along the Ohio River. This has greatly benefited the county not only as a tourist attraction but in county funding. In 2008, the name of the casino was changed to Horseshoe Southern Indiana.

The Long Range Transportation Plan for Harrison County prepared in 2003 identified multiple transportation improvement projects within the county which are designed to improve safety, increase capacity, accommodate traffic flow, and meet the needs of planned future land uses. By enhancing safety and capacity, these projects are eligible to receive a portion of its funding from federal sources. The major transportation improvement projects identified in Harrison County include the following:

- New roadway: Crandall-Lanesville Road
- New roadway: SR 337 and Corydon-Ramsey Road
- New roadway: SR 135 and Big Indian Road
- New roadway: Quarry Road
- New interchange/ realignment: I-64 Gethsemane Road /SR 337
- Reconstruction/ widen: Corydon-Ramsey Road
- Reconstruction/ widen/ realignment/ new roadway: Heidelberg Road
- Reconstruction/ widen/ realignment: Shiloh Road / Fogel Road Local Road
- Reconstruction/ widen/ realignment: Corydon-New Middletown-Elizabeth Roads
- Reconstruction/ widen/ realignment/ new roadway: East-West Road in southern Harrison County.

Market Analysis

The following market analysis executive summary was completed by Gem Public Sector Services for this Comprehensive Plan. The full version of the market analysis is available at the Harrison County Planning Department.

Key Demographics

While there are a number of demographic measures that shed light on the make-up and growth trends in a community, there is a short list of key measures that are used as foundation blocks for a market analysis of the community. Among the key measures that will be discussed below are population and households, the most basic indicators of urban growth and demand for consumer goods and services. Next in importance are household income and consumer expenditures; basic measures of the wellbeing of a community and its ability to purchase goods and services. Other key demographics include estimates of



workforce participation of community residents and employment in the community; these measures offer an idea of how self sufficient a community is in providing employment opportunities for its residents. All of the measures cited above are a part of prerequisite research into the market demand for real estate or land uses.

The demographic data is analyzed and near-term projections are made that offer some insight into the types of land uses and the magnitude of future demand for each type of land use. For purposes of a market study in support of a comprehensive plan, four primary land uses are defined: residential, industrial, office, and retail. The last two comprise the traditional land use category of “commercial” land use. There are numerous subsets of each land use, some details are not readily identifiable; however, the more generic needs in each land use category can be described and projected. A time horizon of approximately five years is the basis of the near-term projections. While this comprehensive plan is crafted for a 20-year planning horizon, the dynamics of the marketplace defy prediction beyond a time frame of approximately five years.

This by no means invalidates the comprehensive plan, but it may mean that the community should revisit its plan periodically to make sure that market dynamics and the needs anticipated by the comprehensive plan have remained relevant and reasonably reflect the future needs of the community.

Before moving on, the methodologies of the demographic and market analyses need to be outlined. Every analysis begins with secondary data from several public and proprietary sources. This data is compiled and reviewed for disparities. Secondary proprietary demographic data also includes current year estimates and five-year projections for all key demographic variables. If data from other sources indicates the need to adjust data from the proprietary source, then these adjustments are made to all demographic data that can be reasonably adjusted. Other demographic data cannot be reasonably adjusted. In these cases the data is utilized “as is” with a caveat that field research and/or more reliable data indicates a disparity that cannot be resolved. Data that cannot be adjusted is



Harrison County rolling landscape



still useable, but a lower confidence level has to be ascribed to its use in the market analysis. The baseline for public and proprietary data is the decennial census of the U.S. population. A new field measurement of a community's demographics occurs every ten years. Statistical updates, estimates, and projections are made for the intervening period between censuses. Other data from the Department of Housing and Urban Development and the Department of Labor is collected on different time intervals; in some cases monthly or annually. These sources of data frequently serve to refine data that is drawn from the census. This information is correlated with primary field research and any necessary adjustments to the data are made.

While data can be assembled and analyzed, it is the judgment of the analyst that shapes the final observations and conclusions that can be taken from the data. The market analysis begins with a review of the key demographic variables for this analysis of Harrison County, Indiana.

Population and Households

These two fundamental demographics variables were adjusted from data contained in the 2000 census as well as 2007 estimates and projections. The census date is March 31st of each year ending in zero. In 2000, the U.S. Bureau of the Census indicated that there were 12,917 households in Harrison County and the total population of the County was 34,325 persons. For purposes of the 2000 census, data for the fifteen month period prior to the census was imputed. Better technology will likely reduce or eliminate the need for such imputations



Tindall's School No. 3

in the future, but imputations did influence 2000 census findings for Harrison County. More accurate field data indicates that the population was probably 118 persons less and 45 households less than resolved by the census. This is a minor adjustment, but a correction nonetheless.

Proprietary data sources have been optimistic in estimating population and households for 2007 and projected for 2011. Based on other data available from public sources, the estimated 2007 population in Harrison County was 36,967 and households totaled 14,273. The projected population for 2011 for Harrison County is 38,100 and households will total 14,883. The average number of persons per household is trending downward from



2.63 persons per household in 2000 to a projected 2.56 persons per household in 2011. This suggests that the population of the County is aging overall, since children typically force the average population per household higher.

Both population and household growth at the present time, the end of 2007, and at the end of 2011 are below the estimates and projections of proprietary demographers. Much of this disparity is directly attributable to the current mortgage crisis and the negative effects this crisis has had on existing home sales and new home construction. The after effects of this crisis are expected to linger for awhile; therefore, projections for development in Harrison County in the near future are tempered by the time it will take to resolve issues in the mortgage markets to enable the flow of



New Middletown

funds for mortgage loans to regain some of its momentum. It is unlikely that housing markets will be as dynamic as they have been in the past five years. This translates into projections for slower development in urbanizing counties like Harrison County. Anticipated population and household growth in Harrison County between 2000 and 2010 is likely to be slower than the pace of development between 1990 and 2000. Beyond 2010, development may be on a more constant pace relative to the current market; unless or until, urbanization has consumed most of the developable land in the I-64 corridor between Harrison County and Louisville.

Household Income and Consumer Expenditures

Harrison County is a part of the Louisville, Kentucky metropolitan area. As a result of the County's proximity to Louisville and dependency for employment, the household income statistics for Harrison County closely mirror the income demographics for Louisville.

In general, the County's income statistics are mixed with regard to the Louisville MSA, the State of Indiana, and the U. S. The income relationships between Harrison County and the Louisville MSA are very close with County median household income above the Louisville MSA and average household income and per capita income for the County below the MSA. The differences between median household income and average household income suggest that the County may be somewhat better off than the MSA in general, but the County does not have as many high income households as the MSA.



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The demographics for Harrison County suggest strong workforce participation among households in the County which bolsters the County's household income statistics.

Similar to the context areas of which Harrison County is a part, households appear to have made "real income gains" between 1990 and 2000, but have slightly lagged behind the pace of inflation since 2000. Many employers have reduced or eliminated "cost of living" adjustments in their payroll plans, while others have imposed very low caps on "cost of living" increases. These cost containment measures by employers have tended to result in household incomes trailing the underlying rate of inflation in the nation. Current inflationary pressures may force employers to reinstitute "cost of living" adjustments, but there are no indications this will occur soon.

The rural character of Harrison County would typically contribute to a substantial disparity between household incomes in the rural environment versus household incomes in an urban environment. The close proximity of Louisville as a source of employment and a substantial industrial base of employment in the County, at least in part attributable to the County's proximity to Louisville, both appear to have contributed to a rather close alignment of household incomes between Harrison County and the Louisville MSA.



Leora Brown School

As a function of the close proximity of Harrison County to the Louisville MSA, household expenditures and consumer expenditures are almost identical between the County and the MSA. Household expenditures and consumer expenditures are also virtually the same between Harrison County and the State of Indiana. The County, the MSA, and the State of Indiana all lag somewhat behind the U.S. in household expenditures and consumer expenditures.

There is an equally close correlation between the amounts spent on various categories of typical household expenditures among the County, the MSA, and the State. It should be noted that the data was compiled before the current surge in gasoline prices. It was noted elsewhere in the demographics for the County that Harrison County residents travel almost fifty percent further to work, by drive-time measurement, than residents of the MSA. This disparity in travel times would be expected to manifest itself in a larger amount of household expenditures going to gas and oil than the context market area.



This type of disparity could dampen other categories of consumer spending among Harrison County households in the near future. The important observation from the household and consumer expenditure data is that resident households in Harrison County have almost identical buying habits and spending capacity as the metropolitan area in the aggregate. Consumer expenditures at County merchants versus overall consumer expenditures provide an indication of how much resident, retail spending is escaping the County.

The Resident Workforce and Countywide Employment

The County's resident households are strong workforce participants. In 2000, there were 18,368 Harrison County residents in the workforce out of a total population of 34,325. This workforce participation rate equates to an average of 1.42 workers per household. Assuming this workforce participation rate holds constant over time, the resident workforce should total 20,296 today and approximately 21,164 workers by the end of 2011.

There are approximately 10,000 jobs in Harrison County today. Different sources of employment data vary somewhat in the categories of employment included in their data so a range from approximately 9,500 workers to approximately 10,500 workers sets the parameters for measuring jobs in Harrison County. In general terms, approximately 50% of Harrison County residents in the workforce could find jobs in Harrison County if they so desired. Of course, this is a simplified representation of what actually takes place in the local market, because not all of the jobs in the County are occupied by County residents. Nonetheless, Harrison County is very dependent on sources of employment outside of the County to keep resident members of the workforce gainfully employed.

Location quotients for major categories of Harrison County employment suggest significant concentrations of employment in "manufacturing" and "retail trade". The manufacturing base in Harrison County is super-adequate relative to the County's size and rural character. Retail employment is a function of retail businesses clustered around the interchange with I-64 at Corydon and a Super Wal-Mart at this interchange.

Manufacturing employment is not atypical with regard to the State of Indiana, but it is a large concentration relative to the Louisville MSA and the U.S. Indiana is a great lakes state that was the home of a large number of heavy industries related to the domestic automobile producers. This base of industry is in decline. Some replacement of jobs has occurred in the State, but it is unlikely that this traditional source of manufacturing will remain strong in the State of Indiana over the long-term. A similar conclusion is likely for Harrison County. A large-scale automotive component plant sits idle at this time. Finding a new owner/tenant is important for the County in the near-term.



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The demographics also say a lot about Harrison County. First, Harrison County has the second highest home ownership rate of all counties in the State of Indiana. In essence, Harrison County is a “home owners’ community”. The large percentage of resident workers who travel outside of Harrison County for employment says that households move to Harrison County for the lifestyle it offers, not for jobs. The County’s location allows residents to experience the best of a rural lifestyle yet have urban employment opportunities and amenities if they want to use them.

A lack of post-secondary educational alternatives was noted in the research that points to an opportunity to attract an institution of higher learning to Harrison County. Such an institution could serve to provide multiple benefits for the County. First, it would provide a new employer to serve a large geographic market in southern Indiana. Second, it could provide opportunities for young people in the County to remain “at home” and attend a college or university. Third, an institution could provide a source of workforce development and training programs. This is a twofold benefit for the County. Existing workers can train or retrain for jobs in the local area and Harrison County can market this training capability as a reason to select Harrison County as a location for business or industry. Finally, an indirect outcome of growing the local business and industry base could be to afford local young people opportunities to for employment close to their family homes rather than having to leave the area.

The observations and conclusions drawn from the demographic data and other sources, suggest that Harrison County will continue to grow at a measured pace for the next few years. As the Louisville MSA grows, Harrison County can expect to see increased development pressures over the intermediate to long-term. It will be up to the County to decide whether it wants to be as dependent on the Louisville MSA to provide places of employment for its residents or become more self-sufficient. Similarly, Harrison County will have to decide whether it wants to grow the concentration of retail businesses at the interchange with I-64 at Corydon or let a substantial portion of the County’s indigenous retail potential escape the County. Ultimately, the dilemma becomes one of attempting to retain the rural flavor of the County as it exists today or permit more urbanization that allows the County to be more



Harrison County Visitor Center



freestanding in the future. Of course, there is nothing to prevent the County from doing both; preserving the rural environment and allow urban development in specific areas of the County that are already urbanizing. If Harrison County decides to attempt to balance rural character with continued urbanization, future development will likely lead to more intense urbanization in the vicinity of Corydon and/or along the I-64 corridor through the County.

The Housing Market in Harrison County

Harrison County is a homeowners' community. The housing inventory is indicative of this statement. Although there is a rental housing market much of this market is in nontraditional housing; single-family homes and mobile homes.

Recent experience suggests that the Harrison County housing market will be affected in the same way the national housing market is being affected by the fluctuations in the mortgage credit markets. It is likely that there will be a short-run imbalance between homes offered for sale and qualified buyers. This imbalance is likely to persist and new home construction is likely to be depressed through 2008 and possibly 2009. It is likely that by 2010 some vitality will return to the housing markets, albeit at a reduced pace from that witnessed in recent years.

Based on an analysis of the Harrison County housing market, the following observations and recommendations are offered:

- Harrison County is likely to remain a homeowners' community with additions of new single-family homes ranging between 100 units per year and 200 units per year between 2008 and 2011.
- A total of slightly more than 600 new single-family homes is projected to enter the housing inventory in Harrison County between the end of 2007 and the end of 2011. It would be far better for the County to focus on the development of new homes in platted subdivisions versus low-density housing development in the rural areas of the County.
- No development should be encouraged if full public utilities are not available.

In analyzing the population of Harrison County, it appears that there would be a market for more "attached dwelling" products than are currently available, in communities offering extended services to senior citizens. These products could be for sale (condominiums) or for rent (apartments). Ease of access and convenience to healthcare services should be factors in the design and location(s) of these projects. This makes sites



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in close proximity to Corydon more likely with proximity to the new hospital, or reuse of the old hospital building or campus an additional possibility.

The income characteristics of the County suggest that housing products should be in the low to moderate range of new home prices. Since many residents of the County work elsewhere and fuel prices are likely to increase over the short-term as well as the long-term, commuting costs will cut into the budgets of every household. It is likely that the overall market will be more attracted to homes in the low to moderate price ranges of the marketplace in the future as a result of these costs and other economic factors.



Harrison County subdivision

While it is too early to label recent housing market activity as a trend, there is some indication that the average sizes of new homes may have peaked and may actually be declining. This is not inconsistent with the demographics of households in which aging “baby boomers” who are now “empty nesters” are gravitating to smaller, more carefree homes.

The rental housing market in Harrison County is essentially non-traditional. The majority of housing units in the rental inventory are freestanding single-family homes or mobile homes. The addition of new units to the rental inventory in recent years is negligible. Demand for rental housing in the local market is evident. It appears that there would be a market for more rental units in multi-family projects than currently exist. Once again, multi-family projects are more likely to be located in, or near, Corydon.

Finally, mobile homes are a significant segment of the housing inventory in Harrison County. These mobile homes may be located in mobile home parks or may be in more rural settings as a substitute for a traditional single-family home. As communities urbanize, mobile homes typically become a topic of conflict. The County may want to be proactive in setting development standards today that limit the location of mobile homes under conventional zoning in the County. In other communities, a requirement of full public utilities, density no greater than would be permitted for apartment communities, and internal streets improved to conventional public standards (curbs, gutters, sidewalks, etc.) are required. Existing parks may eventually be redeveloped for more intense, commercial land uses. If existing mobile home parks do not have full public utilities, the private utilities should be continuously monitored to ensure that there is no



environmental hazard or public health hazard that may affect residents of the public at large.

The Industrial and Office Markets in Harrison County

Harrison County appears to be well positioned for industrial development with a supply of existing, modern, functional buildings and several “shovel ready” sites for new construction. Conversely, Harrison County does not appear to have much of a competitive market supply of existing office or service business buildings to address any potential market demand that comes its way.



Harrison County Industrial Park

Harrison County will never retain all of the indigenous demand its residents generate for services, but the trade off between residents going elsewhere for services and the influx of non-residents to well located businesses in Harrison County will hopefully balance, or be skewed in favor of Harrison County based businesses in the future. In essence, more independence rather than dependence on goods, services and employment opportunities located outside of the County. This would be a long-term goal that the County appears to want. It appears that County residents want development, but this cannot compromise the rural character of the County. Concentrating urban development, probably on existing “shovel ready” sites or on additional sites in close proximity could serve to accomplish both goals of Harrison County residents. This favorable balance is dependent on recruiting the “right” businesses and industries to the “right” locations in the County. Much of this direction will be to new improvements on existing or newly developed sites. Managing the development process will be crucial to the outcome for the County.

Based on current market conditions and what appear to be possible future market opportunities, the County may wish to position itself to address market opportunities when presented through cooperative relationships with property owners who understand and embrace the desires of the County to enhance employment opportunities while not just yielding to development pressure to build any project that comes along anywhere a developer wants to locate a project. This approach to development of all types will be necessary in order for Harrison County to retain as much of the current “rural feel” of the community as possible while it continues to grow and evolve.



The Retail Market in Harrison County

The retail market in Harrison County captures a little more than half of the indigenous market demand generated by resident households. The primary problem with improving the percentage of market demand captured by existing, or new, Harrison County retail businesses is “critical mass”. County residents are scattered over 485 square miles of land area. Other out-of-county retail destinations may be more convenient to many Harrison County households than traveling to the vicinity of Corydon where most modern retail businesses are located.

There are two categories of retail businesses that appear to be bringing dollars into Harrison County; these are convenience stores (self-serve gas stations) and general merchandise stores (Wal-Mart). The convenience stores are clustered around the interchange with I-64 at Corydon and these merchants generate a large amount of revenue from highway travelers. Wal-Mart appears to be bringing dollars into the County, again utilizing the I-64 proximity to reach more distant consumers. In both categories of businesses it appears that the magnitude of their market influence is driven by their proximity to I-64.

Wal-Mart stores form the hub of retail nodes in many rural markets. The concentration of retailers around the local Wal-Mart can exceed the ability of the local market to support all of the stores in the retail node. While this concentration of retailers brings consumers and money into the local market, there is a danger in these retail business concentrations. If the primary retailer closes or moves to serve a dynamic market, the “retail gravity” of the merchant cluster can be lost. The retail venues can experience high percentages of vacancy and ultimately languish in the marketplace. It is far beyond the capacity of many small communities to address the land use redevelopment issues that this type of scenario presents. In essence, a word of caution is offered to Harrison County in attracting or promoting more intense retail development in the County; there is a delicate balance of supply and demand to maintain.



Local retail in downtown Corydon



CHAPTER 2: RESEARCH AND ANALYSIS



O'Bannon Woods State Park

Introduction

Physical data and community input form the basis for decision-making in the planning process. The information compiled and analyzed in this chapter begins to answer two fundamental planning questions with respect to the future of Harrison County.

“Where are we now?” and “Where are we going?”

The majority of data analyzed within the this chapter was collected by the United States Census Bureau, Bureau of Labor and Statistics, and the Indiana Business Research Center (IBRC) at the Indiana University Kelley School of Business. For all analysis of Harrison County, the most current information available was used. Unfortunately, many annual estimates are not provided by the Census Bureau and other data collection agencies. In such cases, Census 2000 data was used in addition to more current annual estimates provided. Also for analysis purposes, three similar counties were used for comparison purposes: Dearborn County, Indiana; Defiance County, Ohio; Barren County, Kentucky; and the State of Indiana.

Harrison County population:

2006 – 36,992

2027 – 47,000*

**estimated*

Demographic and Economic Profile

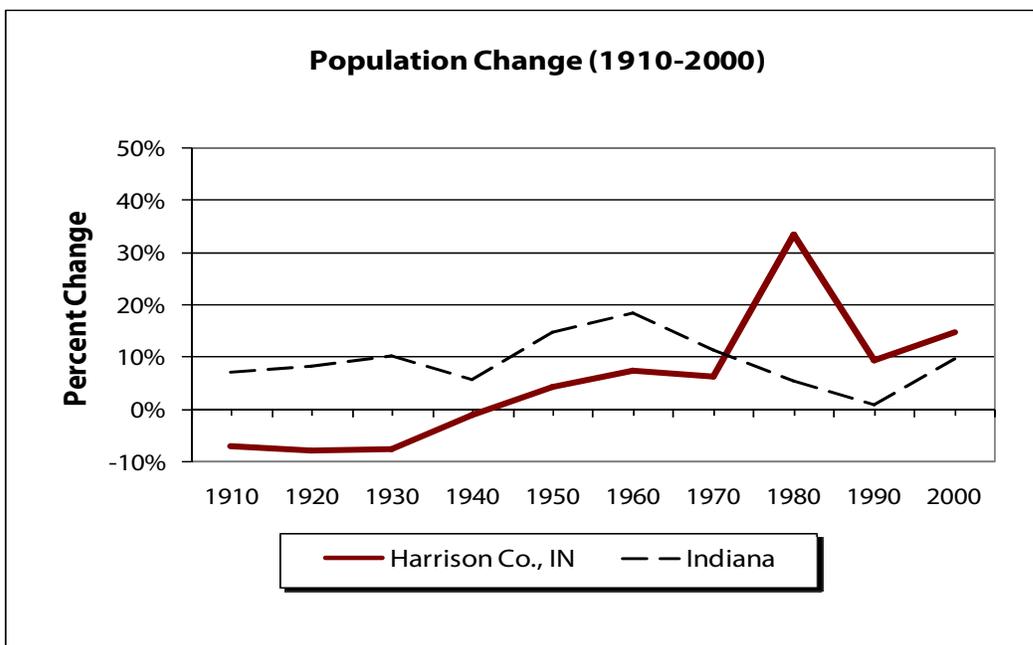
Growth Trends

The estimated 2006 population of Harrison County was 36,992, which represents a 7.2 percent increase from the Census 2000 count of 34,511. Over the period of 1990 to 2000, the population of Harrison County increased by nearly 15 percent, or from 29,800 to 34,325 persons. This growth outpaced the State of Indiana which experienced a 9.7 percent growth rate over the same period.



Historically, Harrison County has seen a steady growth rate which began with the post-war development of the 1940s and 1950s. During the 1970s, Harrison County saw its most significant influx of population, experiencing a 34 percent increase in residents as shown in Figure 2-1. The 2030 population estimates provided by the Indiana Business Research Center show a future population of 41,584. Conservative estimates conducted by HNTB show that if Harrison County experiences similar growth to that of the fifteen year period from 1990 to 2005, the counties projected population is projected to reach nearly 47,000 people by 2027.

Figure 2-1: Population Change



Sources: Indiana Business Research Center at Indiana University's Kelley School of Business; U.S. Census Bureau Census of Population and Housing

Population Characteristics

Key population characteristics include:

- The population of Harrison County is **growing** at a rate greater than that of the rest of the state creating increased demand for new housing and county services.
- More than one third of the population is over 45 years of age. This indicates a future need for additional services and facilities to accommodate older citizens.
- The Hispanic population continues to **rise** in Harrison County indicating the need for more diverse housing, economic, and educational opportunities.

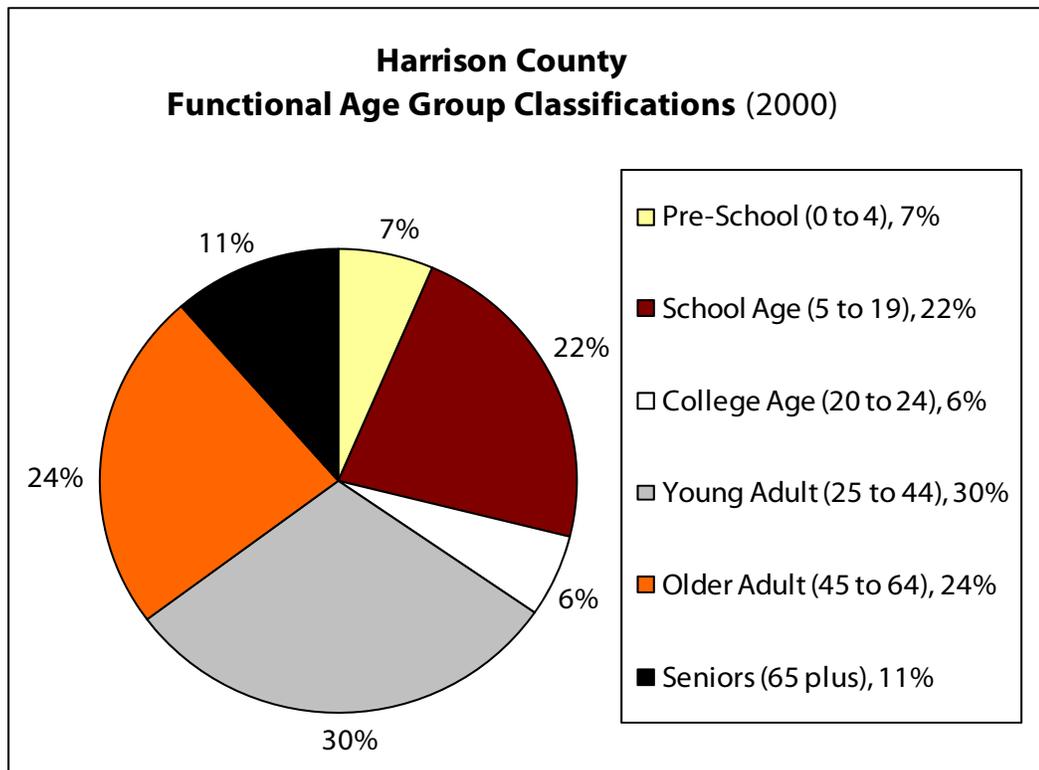


- Educational attainment is on the **rise** in Harrison County but continues to fall short of the state average.

Population

The distribution of Harrison County's population very closely reassembles that of the State of Indiana. Young adults (25-44 years of age) represent the largest portion of Harrison County's residents with 31 percent of the total population. This is slightly larger than the state average of 27 percent. Other significant portions of the population in Harrison County are seniors and those approaching retirement age. Harrison County's older adult population, 45 – 64 years of age, represent 24 percent of the population, while those aged 65 and older represent 11 percent. These are reflective of the state's trend as well, with older adults in the state represent 25 percent of the population while seniors account for 12 percent of the total.

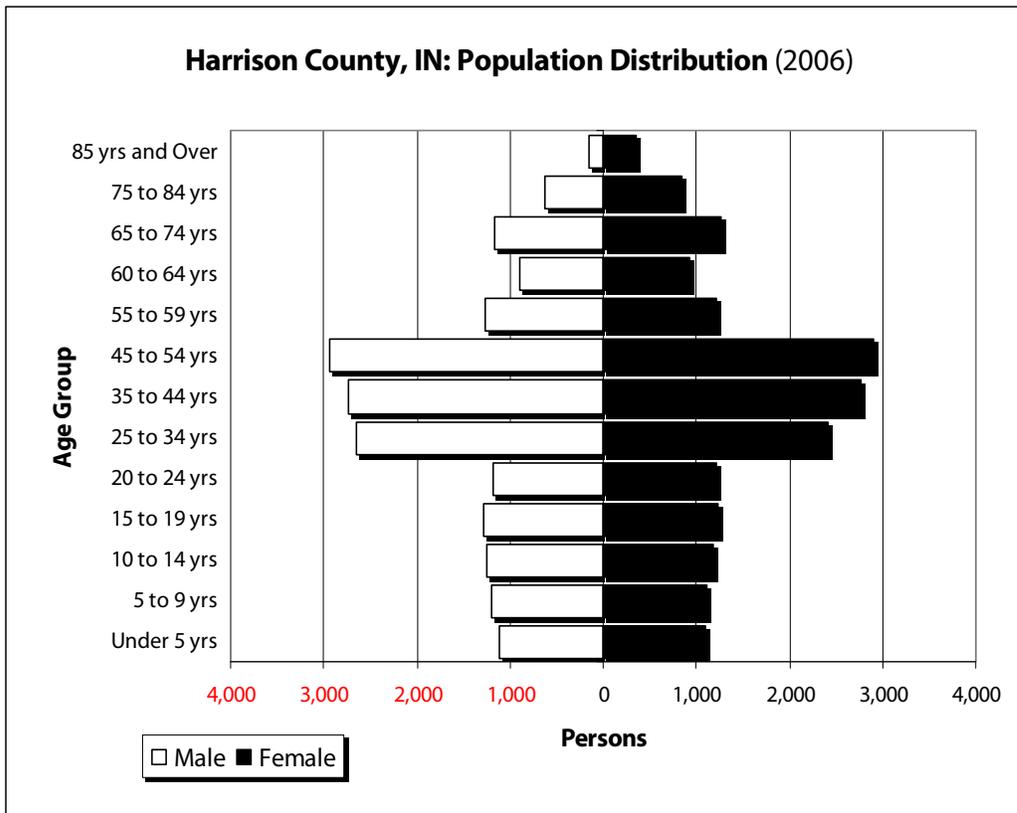
Figure 2-2: Functional Age Classification



Source: U.S. Census Bureau Census of Population and Housing 2000



Figure 2-3: Population Distribution



Source: U.S. Census Bureau Census American Community Survey 2006

Race

Harrison County is predominately White with approximately 98 percent of the current population of Caucasian decent. This is significantly higher than the state average of nearly 80 percent of White or Caucasian origin. Like most counties in Indiana and across the nation, the Hispanic population in Harrison County is also on the rise. Between 1990 and 2000, the Hispanic population of Harrison County increased by 163 percent and, based on annual estimates, the Hispanic population was projected to increase by 309 percent between 1990 and 2006. Over the same period, Indiana saw a 177 percent increase in the Hispanic population and from 1990 to 2006 saw a 205 percent increase. With the growth in the Hispanic population expected to continue over the twenty year planning horizon, impacts can be expected in educational, language, and housing opportunities/services.



Educational Attainment

Educational attainment and post high school education in Harrison County is on the rise. Between 1990 and 2000, Harrison County residents older than 25 who have acquired a Bachelor's or Associate's degree increased from 9.2 to 14.5 percent. Residents with graduate degrees or higher also increased from 3.8 to 4.4 percent. In addition, the percent of the population who had not received a high school diploma or GED equivalent decreased significantly from 28.9 percent to 19.7 percent. This shows that the population is generally seeking higher education.

While these figures are encouraging, Harrison County still falls short of the rest of Indiana with regard to educational attainment. When compared to Indiana's population, the number of residents who had acquired a Bachelor's or Associate's degree in Harrison County was 3.5 percent below the state average. Those earning a graduate degree or higher was also below the state average with 4.4 percent, compared to Indiana's 7.2 percent. Table 2-1 further illustrates the educational attainment of Harrison County and the State of Indiana.

Table 2-1: Educational Attainment

Educational Attainment: Harrison County (1990 and 2000)					
Educational Attainment	1990	Percent of Pop. 25 +	2000	Percent of Pop. 25+	Indiana (2000)
Total Population (25 plus)	18,829	100.0%	22,457	100.0%	
Less than 9th Grade	2,407	12.8%	1,485	6.6%	5.3%
9th to 12th Grade, No Diploma	3,030	16.1%	2,944	13.1%	12.6%
High School Graduate (incl. equivalency)	8,220	43.7%	9,215	41.0%	37.2%
Some College, No Degree	2,704	14.4%	4,571	20.4%	19.7%
Associate Degree	891	4.7%	1,306	5.8%	5.8%
Bachelors Degree	854	4.5%	1,945	8.7%	12.2%
Graduate or Professional Degree	723	3.8%	991	4.4%	7.2%
Source: Indiana Business Research Center, Indiana University Kelly School of Business. www.stats.indiana.edu					



Housing

Key housing characteristics include:

- Given current population projections and the average household size of Harrison County, it is anticipated that **approximately 3,600 new households** will be needed over the next twenty years.
- The percentage of owner-occupied homes in Harrison County are approximately 13 percent higher than the state average. While the figures indicate a **strong home ownership rate**, they may also indicate a **deficiency with regard to housing alternatives** for seniors and young professionals.
- Since 2000, building permits in Harrison County have declined and of the 1,300 permits issued, **only ten were for the construction of multi-family homes.**

Households

The population of households in Harrison County has increased by approximately 15 percent from 1990 to 2000. These figures are similar to the comparison counties of Dearborn and Barren which saw 19 and 12 percent increases over the same period respectively. The State of Indiana has experienced a ten percent decrease in the population of households over this period. In addition, the average household size also decreased by about six percent from 1990 to 2000. This is a slightly higher drop than seen in comparison counties and the state.

As noted above, from 1990 to 2000 the average household size in Harrison County decreased from 2.79 to 2.63 persons per household, while over the same period, the number of housing units has increased by about 30 percent. While it is understood that the population of Harrison County is growing, a decrease in household size seen simultaneously with an increase in housing units also indicates a characteristic of urban sprawl.

Over the next twenty years the population of Harrison County is projected to increase by approximately 9,500 people. Given the current average household size of 2.63 persons per household, this equates to approximately 3,600 new households built in Harrison County. If Harrison County wishes to continue to preserve its natural resources and remain an agricultural county, consideration and planning are needed to determine where this development will occur.

***Harrison
County may
be home to
3,600
additional
households by
2027.***

Housing Value

In 1990, almost 94 percent of all housing units in Harrison County were valued less than \$100,000. This significantly changed over the next decade as only 55 percent of housing



units were valued under \$100,000 in 2000. With inflation, the median housing value increased from about \$81,000 in 1990 to about \$114,000 in 2000 (a 41 percent increase). These increases were also seen in Barren County (a 37 percent increase) and Indiana (a 34 percent increase,) however, Dearborn County home values increased much greater than Harrison County.

The age of the housing units in Harrison County is fairly new. Approximately 27 percent of all housing units were built from 1990 to 1999; in addition, about 63 percent of all units were built from 1970 to 1999. This is well above Dearborn, Defiance, and Barren Counties which average 57, 41, and 56 percent respectively. Homes built between 1970 and 1999 in the State of Indiana were approximately 45 percent.

Home ownership in Harrison County is higher than the state.

Housing Tenure

Approximately 84 percent of the housing units in Harrison County were owner-occupied in 2000 (see Figure 2-4). This is nearly 13 percent higher than the state average and represents the strong home ownership rate currently seen in Harrison County. Among the comparison counties, Harrison County has the highest percent of owner-occupied homes. Dearborn County, IN was the most similar county with regard to home ownership, boasting approximately 78 percent of homes listed as owner-occupied. The percent of vacant units (six percent) in Harrison County also was better than the state average (eight percent).

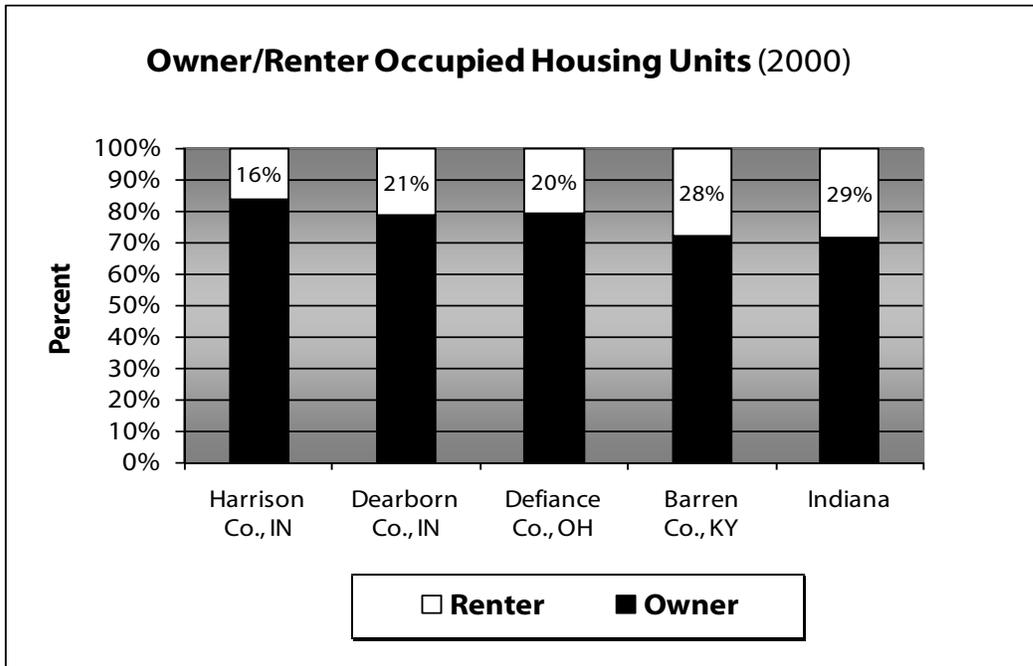
While these figures indicate a large portion of Harrison County citizens live in homes owned and maintained by residents, the large gap which exists between the state and similar counties indicates that Harrison County may be lacking in housing alternatives. Harrison County's percent of renter-occupied homes is 13 percent below the state average. As Harrison County's population ages and if the county seeks to attract a more diverse age and family base, various housing alternatives, including renter-occupied, should be encouraged.



Harrison County cull-de-sac



Figure 2-4: Housing Units



Source: United States Census Bureau Census of Population and Housing 2000

Building Permits

Since 2000, when compared to the period from 1990 to 2000, Harrison County has seen a decline in the total number of building permits issued for new homes. From 2000 to 2007, building permits for new homes averaged 292 per year. Primarily, these permits were for single-family homes.

From 1997 to 1999, 33 permits were issued for construction of duplex/multi-family housing. However, from 2000 to 2007, of the 2,048 residential building permits issued, only 38 permits were issued for the construction of duplex/multi-family housing (211 units). The remaining permits were issued for single-family homes. These statistics, along with the changing needs of Harrison County's aging population and a predominately owner-occupied housing stock, may indicate a need for additional housing choices.



Employment and Income

Key employment and income characteristics are:

- Retail is the **largest** industry (12.9 percent) providing employment within Harrison County.
- The farming industry represents a significant portion (7.3 percent) of employment within the county, yet **accounts for less than one percent** (0.5 percent) of the earnings.
- The government sector provides the **largest** percent of income for Harrison County residents.
- Harrison County is **below the state average** (28 percent) with regard to income earned from the manufacturing sector.
- The unemployment rate in Harrison County has historically followed that of the state and reached its **15 year high at 6.2 percent in 2005**.
- Harrison County's median household income is **above** the state average
- Nearly **38 percent** of the county's labor force commutes outside Harrison County for work.

Employment by Industry

Employment characteristics of Harrison County resemble that of many rural Indiana counties. However, employment data is much less diverse than the rest of the state. The largest employment industry in Harrison County, according to 2005 NAICS data provided by the Indiana Business Research Center (IBRC) at Indiana University's Kelley School of Business, is the retail trade which accounted for approximately 13 percent of all employment; the second largest employment sector is the government which represented nearly 12 percent. Other important industries in Harrison County based on employment figures include manufacturing and farming.

The farming industry of Harrison County represents a significant portion of employment. According to 2005 data, approximately 7 percent of employment in Harrison County was found within the farming industry. This is significantly greater than Indiana which averages only 2 percent of employment in farming. These figures are also greater when compared to other Indiana counties. Dearborn County, for example, saw only 3 percent of its employment within the farming industry.

The manufacturing industry within Harrison County represented approximately 12 percent of all employment in 2005. According to the employment data provided



(undisclosed) this represented the third largest industry within the county. When compared to the rest of Indiana, however, this was below the state average (16 percent.) Generally, manufacturing jobs are highly desirable in Indiana counties, as they offer good paying jobs to individuals of various skills and education levels. As a result, economic development officials often attempt to lure these industries by providing incentives for manufacturing facilities to locate in their county.

The reasons for the emphasis vary, but an increase in manufacturing jobs is generally associated with increased investment and improved quality of life for the entire county. More importantly, however, successful economic development strategies usually focus on maintaining economic diversity and promoting all forms of economic investment, not just the manufacturing industry.

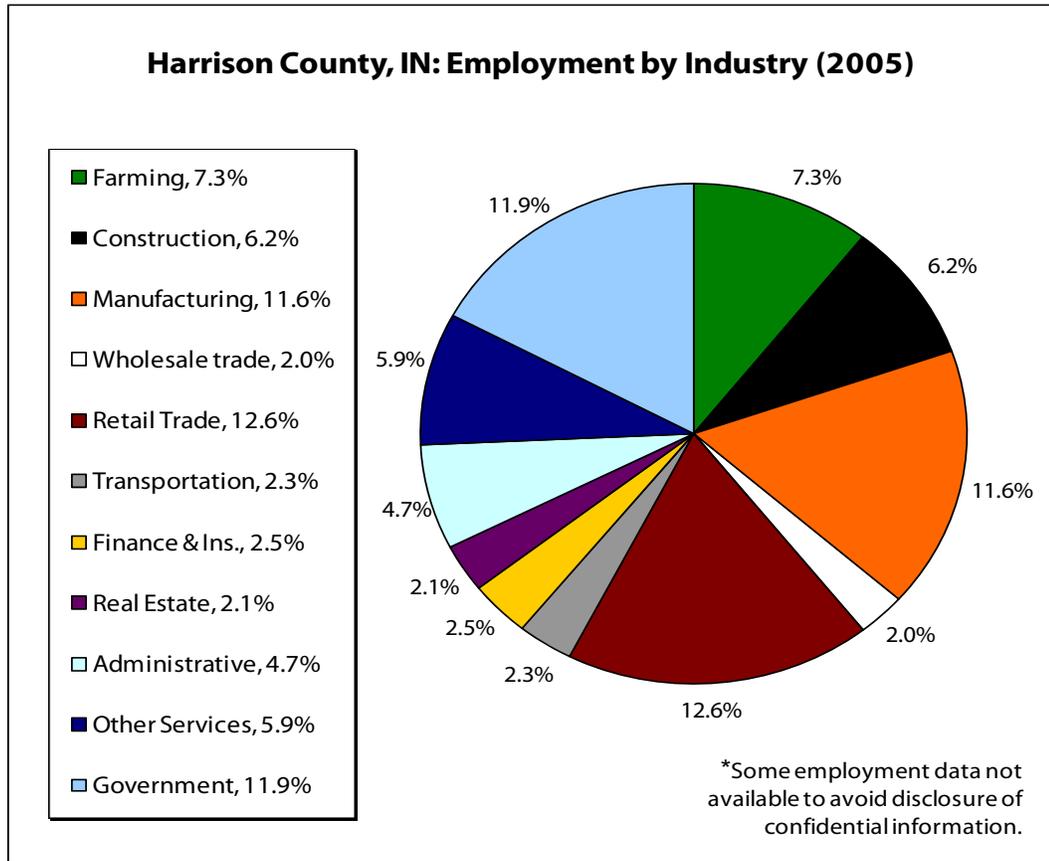
Unfortunately, not all employment data is provided each year by the IBRC in order to maintain the confidentiality of certain employers. Thus, employment figures analyzed and provided in Figure 2-5 represent only 71.6 percent of all employment within Harrison County. Key employment industries not represented include the Accommodation and Food Services and Arts, Entertainment and Recreation industries. As home to Horseshoe Hotel and Casino and other tourist attractions, this represents a significant portion of Harrison County employment data not provided. However, some perspective can be gained in looking at Dearborn County which also holds an Ohio River casino. Data provided for the Accommodation and Recreation industries represented a total of 18 percent of employment in the county. In addition “Other Services” accounted for 7 percent of employment data in Dearborn County.



Harrison County mining industry



Figure 2-5: Employment by Industry



Source: Indiana Business Research Center, Indiana University Kelly School of Business; Bureau of Economic Analysis Data. www.stats.indiana.edu

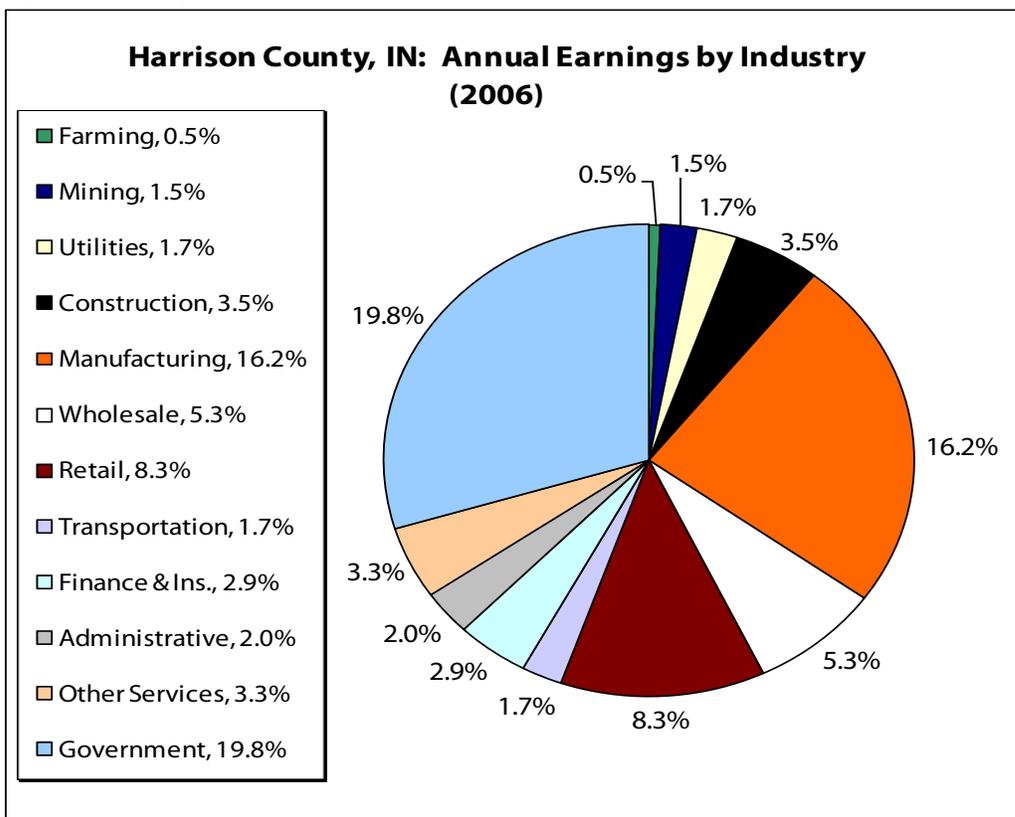
Harrison County is below the state average with regard to employment and income earned from the manufacturing sector.



Earnings by Industry

While the farming industry represented more than 7 percent of 2005 employment in Harrison County, income earned from farming employees totaled less than one (0.5) percent of total earnings within the county. The employment sector yielding the largest percent of earnings was government at nearly 20 percent, followed by manufacturing which yielded just over 16 percent. The largest employment sector providing employment to Harrison County residents, retail, yielded less than nine percent of the county's total income. As before, Harrison County is below the state average (27 percent) with regard to income earned from the manufacturing sector.

Figure 2-6: Earnings by Industry



Source: Indiana Business Research Center, Indiana University Kelly School of Business
www.stats.indiana.edu

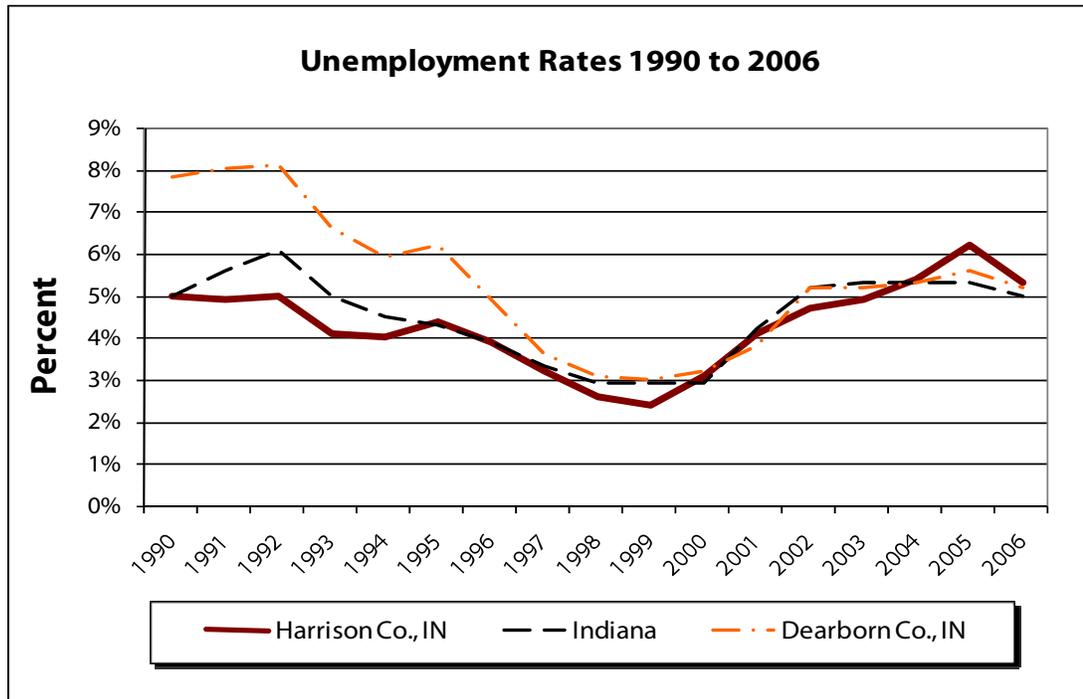
Unemployment

Harrison County's unemployment rate dipped to about 2.4 percent in the late 1990s, but beginning in 1999 the rate has steadily increased to reach its 15 year high of 6.2 percent in 2005. As of 2006, the unemployment rate was 5.3 percent which was slightly higher than



that of the state (5.0 percent). Historically, the unemployment rate has followed that of the state.

Figure 2-7: Unemployment Rate



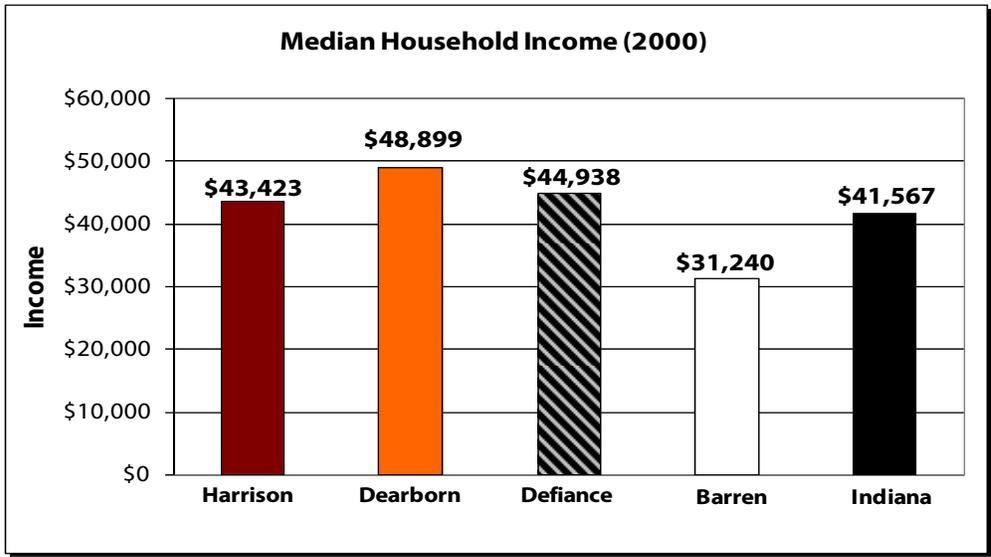
Source: Indiana Business Research Center, Indiana University Kelly School of Business
www.stats.indiana.edu

Income

The median household income of Harrison County was \$43,423 in 2000 (based on 1999 earnings). Though below that of Dearborn and Defiance County, Harrison County held higher income level than Barren County and the State of Indiana. Figure 2-8 illustrates the median household income of three comparison counties as well as the State of Indiana.



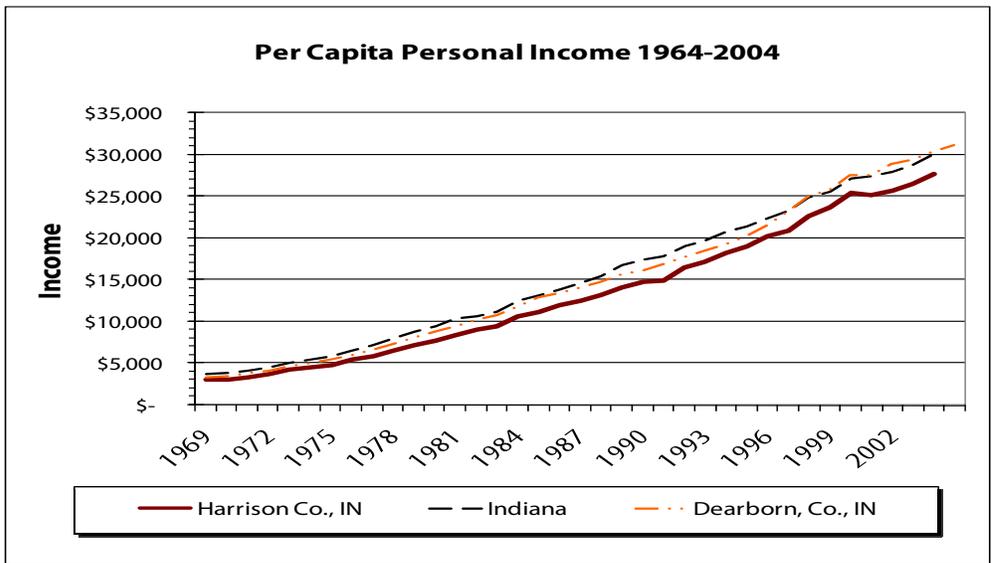
Figure 2-8: Household Income



Source: United States Census Bureau Census of Population and Housing 2000

Per capita income is another measure of wealth for a community. Although steadily increasing, the per capita income of Harrison County is slightly less than that of Dearborn County and Indiana. Harrison County's per capita income in 2005 was \$27,744 while Dearborn's is \$31,122 and Indiana's totaled \$31,173. Figure 2-9 illustrates the historic growth of per capita income from 1964 through 2005.

Figure 2-9: Per Capita Income



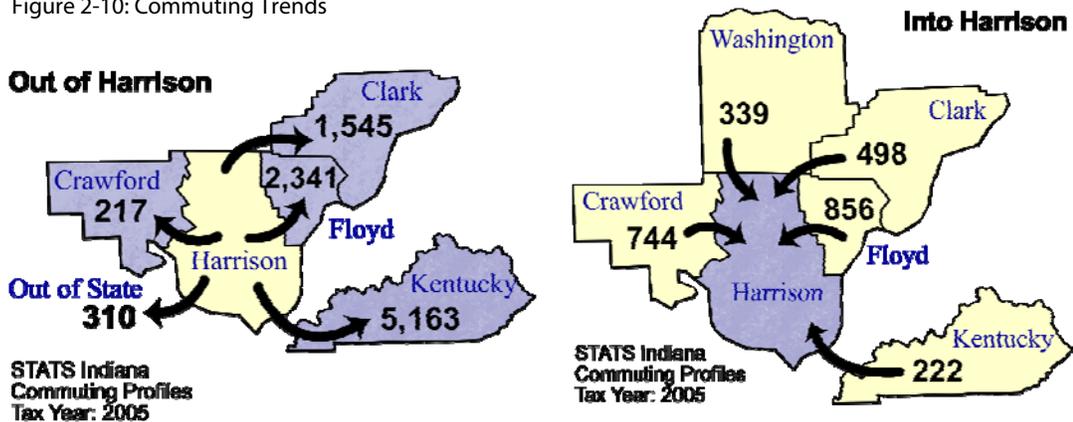
Source: Indiana Business Research Center, Indiana University Kelly School of Business. www.stats.indiana.edu



Commuting

According to annual Indiana tax returns, the IBRC figures that approximately 15 percent of Harrison County's labor force commutes into the county for work. The largest portion of these commuters travel from Floyd County followed by Crawford County. Conversely, approximately 38 percent of the county's labor force commutes to counties immediately surrounding Harrison County for work, with the largest portion commuting into Kentucky and the Louisville Metro Area. Figure 2-10 depicts the commuting patterns of Harrison County and surrounding counties.

Figure 2-10: Commuting Trends



Nearly 38 percent of the county's labor force commutes outside Harrison County for work.



Agriculture

Beginning with the early settlement of Harrison County, farming and agricultural land has been a valuable natural resource and an instrumental factor in shaping the heritage and culture of the county. According the 2002 Census of Agriculture, Harrison County has a total of 1,176 farms representing 160,251 acres, or 51.6 percent of total land area. The average value of farms (including land and buildings) in Harrison County was approximately \$2,568 per acre, with an average of 136 acres per farm. The market value of agricultural products sold in Harrison County was \$42,430,000 or \$36,080 per farm.

In comparison to the State of Indiana, Harrison County has less land devoted for agricultural purposes. Approximately 66 percent of land in Indiana is used for farming or agricultural products, as compared to 52 percent in Harrison County. The average size of farms (136 acres) is also significantly less the state average (250 acres). The average value of farms in Harrison County (\$2,568) is extremely close to the average value to that of the State (\$2,567), though the market value of products produced by farms in Harrison County (\$36,080) was well behind the state average (\$79,328). Table 2-2 compares agricultural land use and farming in Harrison County with Indiana and similar Midwestern counties.

Table 2-2: Agriculture Land Use

Agricultural Land Use (2002)					
Description	Harrison Co., IN	Dearborn Co., IN	Defiance Co., OH	Barren Co., KY	Indiana
Total land area (acres)	310,541	195,334	263,142	314,221	22,954,817
Land in farms (acres)	160,251	74,042	208,994	240,440	15,058,670
Percent	51.6%	37.9%	79.4%	76.5%	65.6%
Number of farms	1,176	676	982	2,021	60,296
Average size of farms	136	110	213	119	250
Average value (land, buildings) per acre	\$2,568	\$3,242	\$2,069	\$1,609	\$2,567
Market value of products sold (\$,000)	\$42,430	\$6,891	\$43,203	\$62,794	\$4,783,158
Average market value of products sold per farm	\$36,080	\$10,193	\$43,995	\$31,071	\$79,328
Planted cropland (acres)	108,231	41,053	182,593	166,328	12,909,002
Harvested cropland (acres)	81,872	27,444	163,332	96,144	11,937,370
Source: U.S. Department of Agriculture, Year 2002 Census of Agriculture					
Source: STATS Indiana, Census Bureau					



Figure 2-11 illustrates the historical land use of farms in Harrison County over the twentieth century. The figure indicates that in 1900, Harrison County farms totaled 291,587 acres or approximately 94 percent of total land. Over the period from 1900 to 2000, the total acreage of Harrison County land devoted to agricultural had decreased nearly 45 percent, amounting to 160,251 acres in 2000. Though the amount of land in farms has significantly decreased over the last 100 years, the amount of harvested land has remained relatively constant. This indicates that only a portion of farmland in Harrison County was used as cropland over the century, and much of the land which was called “farmland” in 1900, is now used for other purposes. As the amount of land in farms approaches that which is harvested cropland, the risk that Harrison County will lose its agricultural production capabilities to other forms of development increases.



Over 160,000 acres of Harrison County land is devoted to agriculture (2002)

Figure 2-12 illustrates the existing land uses in Harrison County; as shown, the majority of the county is still agricultural in nature with many residential uses along the major roadways.



Figure 2-11: Land Use History

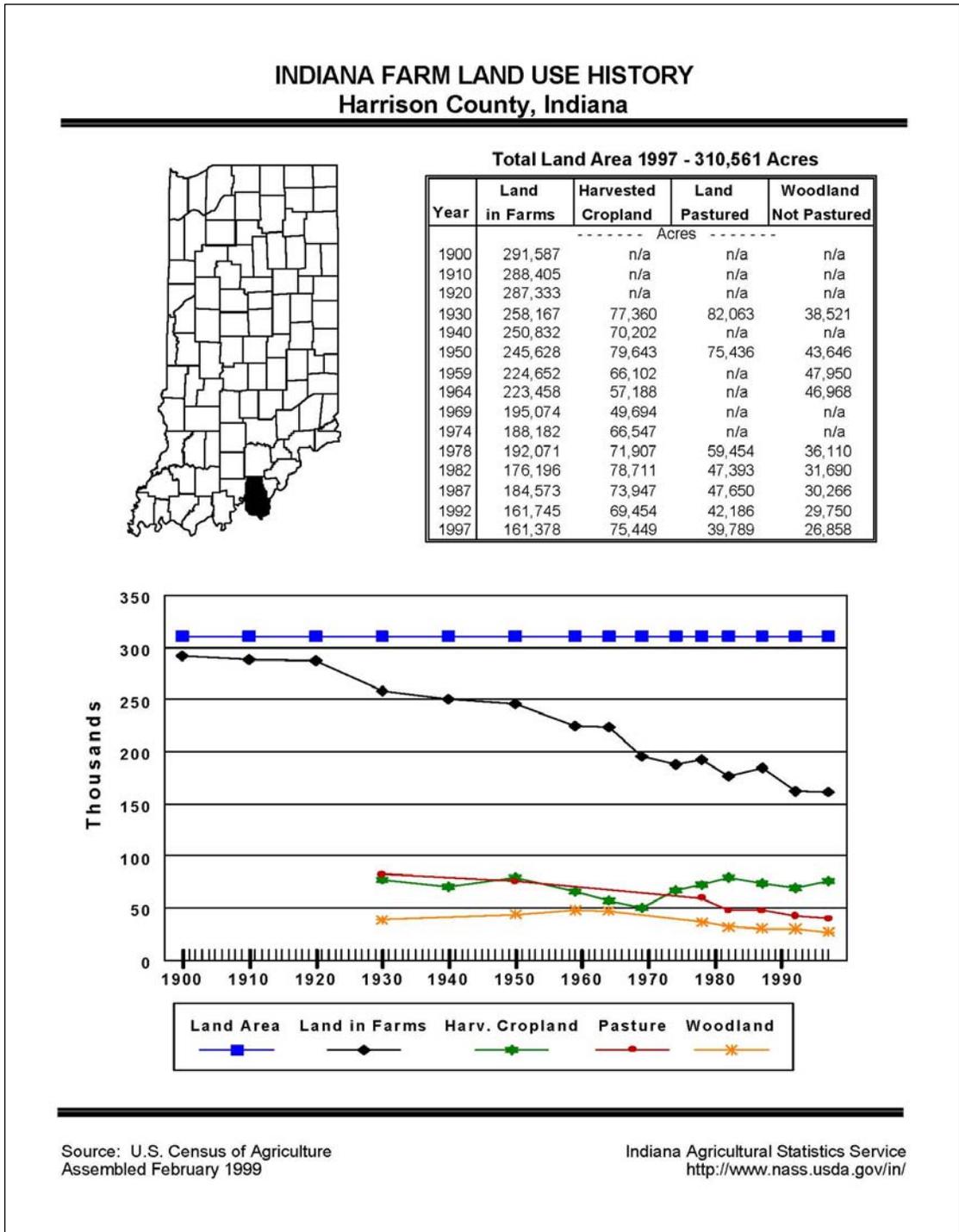




FIGURE 2-12
INSERT EXISTING LAND USE MAP HERE – 11x17 MAP



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CHAPTER 3: VISION AND GOALS



Harrison County's vision and goals were based on extensive public input

Introduction

The Harrison County Comprehensive Plan is intended as a working community document. A combination of long and short-term goals, this document is intended to serve as a guide for future development decisions so that the county may realize its vision for the future. The following goals and objectives are deliberately broad in nature, relate to the vision statement and answer the question, "Where do we want to go?" The objectives are further discussed in Chapters 4, 5, 6 and 7. The action steps provided in Chapter 8 are intended to guide the day-to-day decision-making concerning more specific actions. These short-term action steps say, "given our long-term goals and changing community conditions, these are the projects and programs that we want to complete in the short-term, and this is how we plan to accomplish them."

The following Vision Statement and set of Goals were developed through a series of key stakeholder interviews, focus groups, public workshops, and steering committee meetings. This chapter serves as Harrison County's foundation as it strives to meet the needs and capitalize on opportunities relating to land use, transportation and public facilities.



Harrison County Vision Statement

Harrison County values our small town and rural lifestyle in a setting of inspiring natural beauty and economic opportunities. Our place in a growing region means we must respond to pressures to develop. We will successfully manage growth by focusing on sustainable locations, quantity and quality of development. Our vast natural assets, such as caves, limestone, forests and fertile soil, complemented by our infrastructure investments provide the basis for making decisions in the best interest of all Harrison County. This plan is our approach to balancing development opportunities with good stewardship of the land so that generations to come may continue to enjoy our way of life.





Harrison County Goals

1. Promote responsible development practices by encouraging residential development in areas adjacent to existing development and with adequate infrastructure.
2. Preserve the small town charm and rural character of Harrison County.
3. Focus industrial and commercial development in strategic locations within Harrison County.
4. Preserve and protect the natural resources of Harrison County for the use and enjoyment of future generations.
5. Promote collaboration and public consensus with respect to the planning and development of Harrison County.
6. Develop a safe and efficient transportation system to serve the needs of all residents, businesses, and visitors to Harrison County.
7. Respond to the life-long educational needs of Harrison County.
8. Support the expansion and enhancement of services, programs, and facilities within Harrison County.



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CHAPTER 4: LAND USE



Agriculture is the predominant land use and plays an important role in the history and economy of Harrison County

Introduction

One of the primary objectives of a comprehensive plan is to determine a plan for how and where a community will develop. Implementing the vision of Harrison County is largely done through developing a future land use plan as well as through the goals, objectives and polices of the comprehensive plan. These guiding documents will help the Plan Commission, County Council and County Commissioners make land use and funding decisions that will support the community's vision for the future. The land use goals and objectives for Harrison County, in addition to the future land use plan, are presented in this chapter. Action steps for implementing the plan in order to achieve these goals and objectives are presented in Chapter 8.

Goals and Objectives

Goal 1: Promote responsible development practices by encouraging residential development in areas adjacent to existing development and with adequate infrastructure.

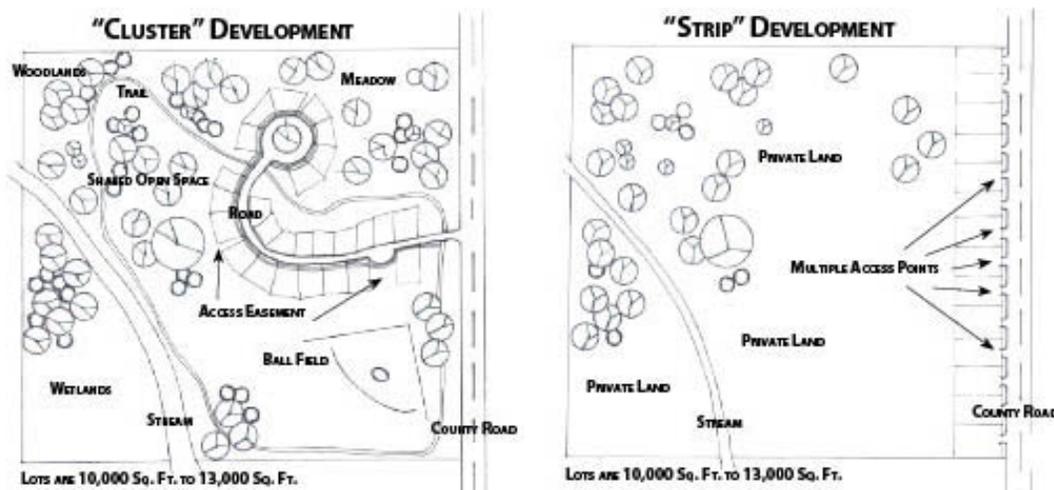
Objectives

1. Require water for all new development.
2. Require sewer services or adequate on-site waste disposal for all new development and in coordination with the Harrison County Sewer District, Plan Commission and Health Department.
3. Work to upgrade utility services to existing rural residential areas.
4. Promote infill and redevelopment of areas already served by adequate utilities.



5. Closely monitor the approval and long-term maintenance of septic sewer installations to minimize the risk of ground water contamination.
6. Discourage “strip” or frontage development along county roads and encourage cluster residential development.

Figure 4-1: “Cluster” Development vs. “Strip” Development



Source: HNTB Corp.

7. Encourage the integration and dedication of public parks and shared open spaces within large high density housing developments.
8. Allow mixed uses, such as neighborhood-oriented commercial, to be integrated into residential developments with appropriate standards.
9. Permit a variety of sustainable housing choices throughout the county, including single-family, multifamily, low-income and senior living options.
10. Promote the development of affordable owner-occupied housing for low and moderate income families.

Goal 2: Preserve the small town charm and rural character of Harrison County.

Objectives

1. Protect agricultural land and family farms from residential and non-farm industrial encroachment.
2. Preserve productive forest land as an agricultural resource.
3. Promote continuation of agriculture as a viable industry in Harrison County.



4. Protect conservation areas, natural hillsides, and important viewsheds throughout the county.
5. Encourage the preservation and reuse of historic urban and rural structures throughout the county.
6. Evaluate the options for small towns in Harrison County.
7. Provide the needed utilities to small towns in order to support sustainable development.

Goal 3: Focus industrial and commercial development in strategic locations within Harrison County.

Objectives

1. Encourage value-added commercial and industrial development that utilizes resources produced in the county, such as forestry and agricultural products.
2. Require adequate infrastructure, including sewer service, for all commercial and industrial development.
3. Encourage commercial and industrial development at the Lanesville I-64 interchange and require sufficient infrastructure in place prior to development.
4. Encourage planned development in the current industrial park, around the proposed I-64 interchange and in other areas of the county with adequate infrastructure.
5. Evaluate the feasibility of a new airport in Harrison County, including the ability to attract commercial and industrial development.

Goal 4: Preserve and protect the natural resources of Harrison County for the use and enjoyment of future generations.

Objectives

1. Develop regulations on reclamation of limestone and sand mining sites.
2. Protect the karst areas within the county.
3. Preserve existing mineral reserves for future production and protect them from residential encroachment.
4. Explore the creation of agricultural preservation districts.
5. Limit development in areas containing large concentrations of natural resources.
6. Discourage development within the floodplains and on shorelines.



Goal 5: Promote collaboration and public consensus with respect to the planning and development of Harrison County.

Objectives

1. The Plan Commission and planning staff will take an active role in educating local government officials and become a resource for planning and zoning issues within the county.
2. Coordinate planning and zoning concerns, issues, and new ordinances with surrounding towns and governmental agencies.
3. Seek public input on major planning and zoning issues.
4. Continue to work closely with various check-point agencies regarding plat and site plan review.

Type and Quantity of Development

Type of Development

The predominant land use in Harrison County is agricultural, while urbanized areas are focused around Corydon. Many smaller towns also exist throughout the county and consist of limited residential and commercial uses.

Agricultural uses are expected to continue to be the predominant land use within the county. Farming will continue to play an important role in the culture and economy of Harrison County; however, some areas are expected to develop with residential, commercial and industrial land uses.

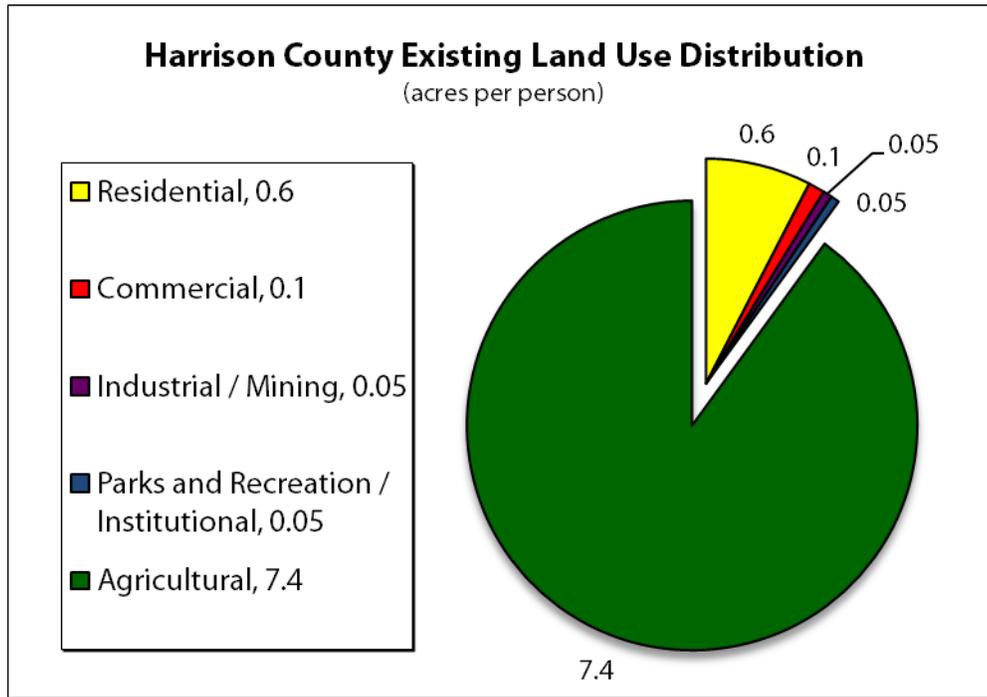
Development pressures from the greater Louisville area are expected to increase as the metropolitan area expands into Harrison County. The Lanesville area and eastern portion of the county are expected to receive the majority of this development. In order to maintain the current quality of life and attract development, investments in public infrastructure, such as schools, roads and parks, needs to be maintained.

Quantity of Development

Agricultural land is the primary land use of Harrison County and comprises 91 percent of the county's 302,400 acres. Residential uses are currently the second largest land use totaling almost eight percent of the land, while commercial covers approximately one percent of the county (Figure 4-2). Presently in Harrison County, there are 7.4 acres of agricultural land, 0.6 acres of residential land, 0.1 acres of commercial land, 0.05 acres of industrial/mining land, and 0.05 acres of public land per person.



Figure 4-2: Current Land Use Distribution per Person



Source: HNTB calculations from Harrison County GIS data

Location Criteria

The location criteria can be one of the best tools to assist Planning Commission members in making decisions regarding rezoning of property and approval of subdivisions. This set of criteria establishes the preferred locations for residential communities and employment areas and the criteria for the various types of development. This criteria was a result of discussions with the Steering Committee, Planning Commission, public and County staff.

General

- New development should be located where it can be served by adequate water and sewer facilities.
- New development should avoid areas positioned in the floodplain and be discouraged in areas of abundant karst, prime farmland, large mineral deposits, and other environmentally sensitive areas.
- New development should avoid stripping out major highways; subdivisions with access management should be encouraged.



- New development should encourage infill development and be located adjacent to existing built areas which consist of similar class uses.
- Avoid allowing new residential development to consume excess infrastructure capacities that are needed to sustain existing commercial and industrial areas and permit future expansion.

Residential Development

- Residential subdivisions should be served by adequate water and sewer facilities.
- Individual houses should not have direct access from a collector or arterial street; frontage roads and subdivision streets should be encouraged.
- Residential areas should be buffered from conflicting land uses.
- New subdivisions should allow for their expansion or connection to adjacent developments.

Commercial Development

- Commercial development should be served by water and waste water treatment facilities.
- New commercial development should be planned with appropriate access management techniques; curb cuts should be minimized and access should be gained by a collector or arterial roadway.
- Neighborhood commercial uses should be allowed in appropriate places to provide for the daily needs of residents.

Industrial Development

- Industrial development should be served by water and sewer facilities.
- Industrial development should gain access from an arterial roadway; shared driveways should be encouraged.
- Development in the industrial park should be encouraged.

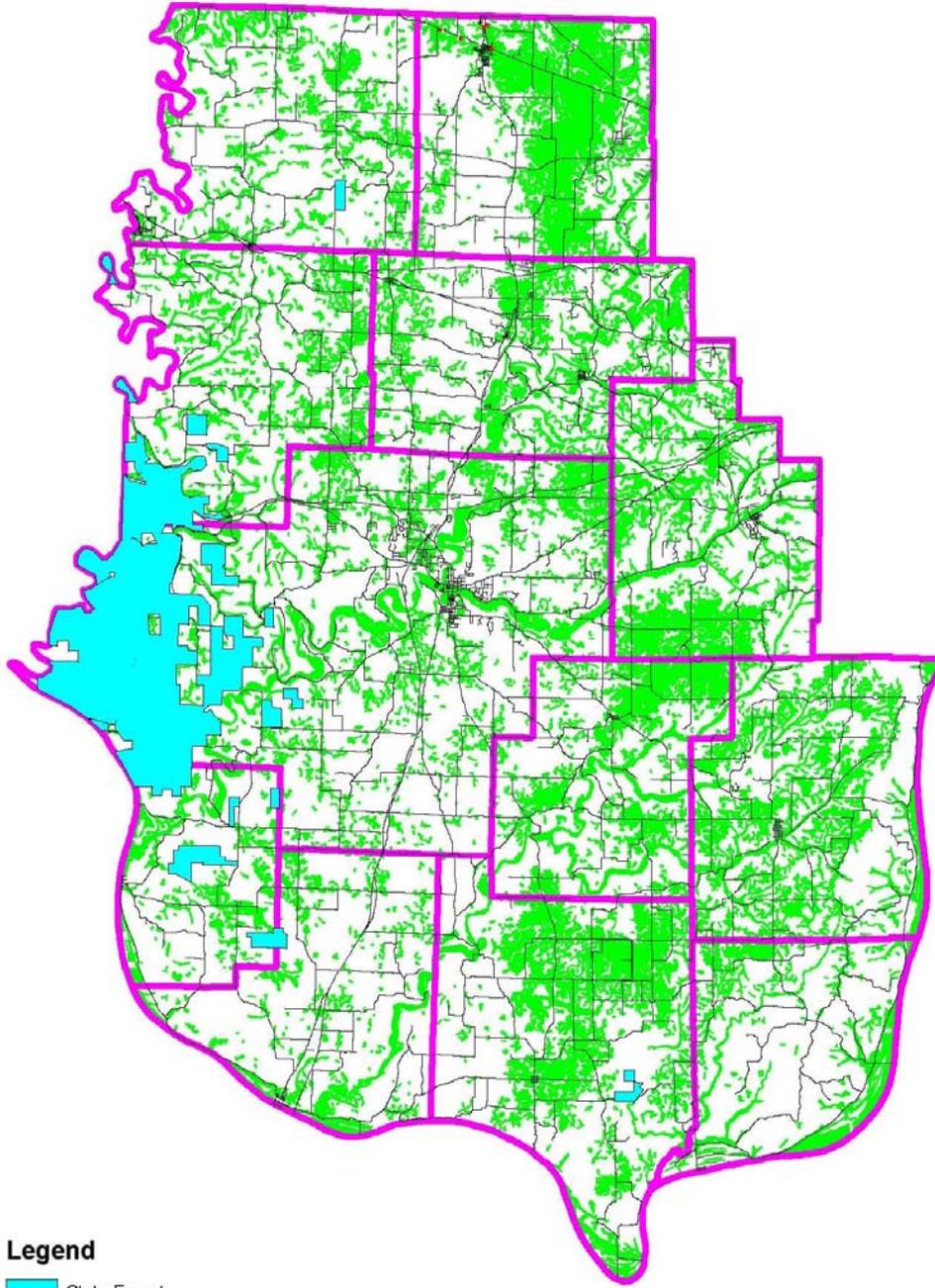
Agricultural Development

- Prime farmland should be protected from unplanned development and encroachment of incompatible uses.
- Improvements should be made to major roadways to accommodate safe farm vehicle circulation.



Figure 4-3: Harrison County Prime Soils

Prime Agriculture soils



Legend

 State Forest

Source: Harrison County Plan Commission



Future Land Use Plan

The Steering Committee considered the proposed future land use scenarios and refined them into a single preferred scenario; this is the Future Land Use Plan (Figure 4-4 and accompanying text). This plan provides a guide for the Plan Commission, County Council and County Commissioners for decisions on the location, quality and quantity of future development and supporting infrastructure in Harrison County.

The future land use areas within this plan do not reflect the land area needed to support a population within a defined timeframe. Rather, the Future Land Use Plan depicts where specified types of development are suitable as the county develops; as the market permits, this plan directs where that development should be located instead of defining the amount of growth needed.

The majority of future development is directed in the eastern portion of the county. The Lanesville land uses are consistent with the Lanesville Interchange Plan and consist of commercial and industrial immediately adjacent to the interchange. Residential extends south of this interchange and west along SR 64. The area north of the Lanesville interchange is designate for higher density residential only if sewer becomes available in this area. Until sewer is available, this area should remain agricultural in nature.

A mixture of commercial, industrial and residential is also shown around the new I-64 interchange. The areas adjacent to the Corydon planning area are consistent with the Corydon Future Land Use Plan.

Finally, a smaller amount of residential and commercial development is shown near many of the small towns. Recreational areas are concentrated in the southern portion of the county and the industrial is shown along the river.

Implications of this plan include:

- Development pressures are greatest from the Louisville metropolitan area; many residents will commute to the Louisville area for work.
- Development is concentrated near I-64; development is limited near the small towns.
- Adequate water and sewer need to be available to serve development near the small towns; sewer would also need to be extended north of I-64 at Lanesville.
- Commercial development forms the “gateway” to Harrison County from the east; commercial and residential development forms the “gateway” from the west.



FIGURE 4-4
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Land Use Descriptions

This section explains the type of development anticipated within each land use category. It is important to recognize that the land use plan and the descriptions of these categories do not indicate any concurrent changes in zoning, nor are these category descriptions intended to reflect the descriptions of any specific zoning districts. These descriptions are provided as a general guide to help decision makers to better understand the intent of the plan.

Agricultural

The purpose of areas designated as agricultural is to provide for and protect substantial areas of contiguous farmland where little or no urbanization has occurred or is planned to occur. It is the intent of this category to limit residential uses, thereby discouraging the development of residential subdivisions, in order to provide for adequate land which is necessary to protect the farming industry.



Harrison County farm

Residential

The primary purpose of areas designated as residential is to provide suitable areas for single family residential development. In general uses within these areas could include low density single family homes, residential subdivisions, cluster subdivisions and related parks, religious and educational facilities. Designated areas in which adequate public water and sewer services are available additional uses such as duplexes, patio homes, apartments, senior living, and manufactured home communities would be appropriate. Based on public and steering committee comments, limited neighborhood commercial uses many also be appropriate to serve areas of concentrated residential development which do not have easy access to basic needs such as grocery type food items, and dental and health services.

Commercial

The purpose of areas designated as commercial is to provide suitable areas for retail and service sector development. Uses within these areas could include those that typically serve the local population, with restaurants located in towns and existing commercial areas around



Commercial building in Central



intersection of state highways. More regional scale developments would also be appropriate around existing and future interstate interchanges.

Industrial

The purpose of areas designated as industrial is to provide suitable areas for development of industrial uses. Uses within these areas could include light industrial, such as warehousing, office parks, research and laboratories. Heavy industrial uses, such as manufacturing, processing, and salvage could also be appropriate when surrounding residential densities are low, infrastructure needed to support such use is available, and site development adequately minimizes offsite impacts. Value-added industries located in Harrison County should benefit from the use of raw materials available within the county including crops, hardwood, minerals, and other agricultural products.

Institutional

The purpose of areas designated as institutional is to provide suitable areas for development of institutional uses. Uses within this category could include schools, government buildings and facilities, and churches.

Parks and Recreation

The purpose of areas designated as parks and recreation is to provide suitable areas for development of open space, parks and recreational uses. Uses within this category could include any parks or recreational facilities within the county.



South Harrison Park

Mining

The purpose of areas designated as mining is to provide suitable areas for development of the extraction of raw minerals. Uses within this category include industrial areas that are extracting raw materials from the land; this primarily includes, but is not limited to, the extraction of limestone. Processing of related materials is also a permitted activity.



Harrison County mine



Critical Areas

This section identifies the areas which may require special attention when making land use decisions or may require significant public investment. The following are critical areas identified within Harrison County.

Future High Density Residential:

The future land areas designated as high density residential are contingent upon the ability to extend sewer service to these locations. Until sewer service is available, this area should be reserved for future development to allow higher density residential development closer to the Louisville metropolitan area. As the Louisville area expands, greater pressures will be placed on the eastern portion of Harrison County to develop.

New I-64 Interchange:

If a new I-64 interchange is constructed, the surrounding area will need to be carefully planned to maximize the roadway network and land uses. This interchange will serve as a “gateway” into Harrison County from the west. The character and design of the surrounding land uses should reflect the character and values of Harrison County.

Lanesville Interchange:

The development of the Lanesville interchange will present the need for a significant public investment for roadway, sewer, and water infrastructure. Future development of this area should reflect the Future Land Use Plan and the Lanesville Interchange Master Plan.

Rivers and Streams

Harrison County and its residents have a strong connection with the Ohio River and the streams and tributaries that flow into the river. In order to preserve the water quality, wildlife habitat, and natural beauty of these assets, future land use decisions should consider the environmental impacts of development on these natural resources. In addition, particular scrutiny should be placed on future development located in the floodplain and, per Indiana law, should be severely restricted in the floodway.



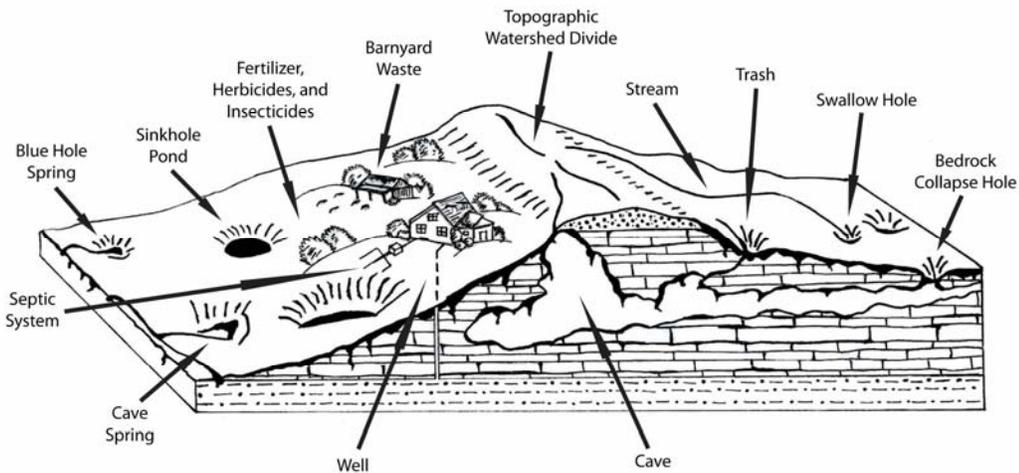
Hayswood Nature Preserve



Karst Topography

The karst topography and rolling hills of southern Indiana characterize the natural landscape and identity of Harrison County. Because caves, sink holes and other karst features provide faster and more direct access to ground water, wells, streams and other resources in areas like Harrison County are particularly vulnerable to contamination by hazardous pollutants, failed septic systems, and other contaminants associated with development. Future land use decisions should also consider the conservation, protection, and enjoyment of this natural resource.

Figure 4-5: Characteristics and Common Pollutants of Karst Topography



Source: HNTB Corp.

Forests

Much of Harrison County is covered with native forests which further characterize the natural landscape and identity of the county. These forests serve as an important natural resource in terms of scenic beauty, wildlife habitat, and agricultural products. This resource should be protected by residents and leaders of Harrison County and future land use decisions should consider the impact that development will place on this natural resource.



Egg crate-type depressions throughout Harrison County are typical signs that karst topography is present.



CHAPTER 5: TRANSPORTATION



State highways serve as the major connections within Harrison County

Introduction

The transportation network and a community's land use are inextricably linked. In many ways, the transportation network determines the type and quality of development in a community. Sometimes, a specific land use, such as a hospital or retail center can drive the need for a transportation system that provides adequate access and mobility to the region. Thus, it is important for the comprehensive plan to assess the current transportation network within Harrison County and reflect the needs of future land uses served by this system. This chapter defines the county's goals, objectives, and the functional classification associated with the transportation system. The chapter also outlines future planned and proposed improvements to the transportation network.

Goals and Objectives

Goal 1: Develop a safe and efficient transportation system to serve the needs of all residents, businesses, and visitors to Harrison County.

Objectives

1. Support and coordinate with the most recently adopted Harrison County Long-Range Transportation Plan; this plan will be considered an addendum of the Comprehensive Plan.
2. Provide non-motorized transportation alternatives for residents and visitors of Harrison County.
3. Provide for the transportation needs of Harrison County's growing population of elderly and disabled residents.



4. Incorporate new transportation improvements into the most recently adopted Harrison County Long-Range Transportation Plan.
5. Actively participate in regional transportation initiatives.

Existing Functional Classification

The roads shown in Figure 5-1 are color coded according to their existing functional classification, as recognized by the Indiana Department of Transportation. The functional classification of a roadway describes how it balances the two primary functions of all roads: (1) carrying through traffic and (2) providing access to adjacent property. Roads that are primarily used for through traffic service (typically for longer trips) are referred to as arterials. Those used primarily for access to abutting land use are local streets. Collector roads link local streets with arterials and often serve balanced demands for travel and access to property.

The functional classification of a road guides decisions including lane requirements, appropriate design standards, cross section elements, right of way, and access management components. The functional classification also has implications for the funding of roadway improvements, as most types of federal funding are not available for roads that are classified as “local.”

Functional classification should be defined in the context of the overall roadway network to provide a balanced system that meets both travel and access requirements. Failure to provide a well-planned network of streets in a variety of functional classifications can result in congested streets that were not designed for high traffic volumes, cut-through traffic on neighborhood streets, high crash rates and other problems.

The following paragraphs provide summary descriptions of the various roadway functional classifications. These descriptions have been adapted from the Federal Highway Administration and the Indiana Department of Transportation.

Freeways

Freeways accommodate the highest operating speeds, greatest traffic volumes and longest trips. Freeways are divided highways with a minimum of two travel lanes in each direction. They are intended solely for mobility and provide no direct access to adjacent land uses. I-64 is the only freeway that traverses Harrison County.



Other Principal Arterials

Principal Arterials carry high traffic volumes and are intended primarily for through traffic movement rather than land access. Partial control of access is desirable on these facilities. In rural areas, these facilities serve substantial statewide or interstate travel. Within urbanized areas, these facilities serve both through trips and longer intra-city trips. They serve major through movements between important activity centers of activity in a metropolitan area and a substantial portion of trips entering and leaving the metropolitan area.

Minor Arterials

Minor arterials are intended to serve a mobility function, with some access to land. They connect with and supplement the principle arterial system. In rural areas, these facilities serve both interstate and inter-regional travel. In urban areas, they provide major intra-community connections. Minor arterials may carry local bus routes, but they should not penetrate neighborhoods. Minor arterials provide lower travel speeds and accommodate shorter trips than principal arterials, while providing some limited access to property.

Major Collectors

Collectors provide a balance of both mobility and access. Major collectors are rural roads that serve the larger towns not directly served by arterials and other traffic generators of equivalent intra-county importance like consolidated schools, shipping points, county parks and important agricultural areas. Major collectors link these places with nearby larger towns or cities, or with routes of higher classification. Major collectors serve as important intra-county travel corridors.

Minor Collectors

Minor collectors are rural routes that are spaced at intervals consistent with population density in order to collect traffic from local roads and assure that all developed areas are within a reasonable distance of a collector road. Minor collectors provide service to smaller communities and locally important traffic generators that are not served by roads of higher classification.

Urban Collectors

Urban collectors provide both land access and traffic circulation within residential, commercial and industrial areas. Urban collectors may penetrate residential neighborhoods, providing a connection between the neighborhoods and higher volume arterials.

Local Roads and Streets

All public roads and streets not classified as arterials or collectors are classified as local roads and streets. They provide direct access to abutting properties and are intended to



serve only local traffic movement. Traffic speeds and volumes are generally low, and through traffic is discouraged.

Existing Transportation Network

The following section provides a brief inventory of the current transportation network and its relationship to the existing land use, growth trends, and emerging development patterns of Harrison County. Information on existing land use and planned future development can be found in Chapter 4 and Chapter 7 of this plan.

Existing Roads

Long distance vehicular travel through Harrison County is primarily served by the state and federal highway system. These roadways serve as the backbone of the transportation system within Harrison County and are designed to carry a large number of vehicles and commercial goods through the county. I-64 serves as the primary east/west travel route through Harrison County. SR 135 serves as the primary north/south arterial through the county, providing access to a network of collector and local roads. SR 135 is also the only roadway which crosses the Ohio River from Harrison County.

The other state highways located in Harrison County are collector roads and provide access to the rural areas of the county. These routes connect the small towns and other important locations within the county. Important locations include; North and South Harrison schools, state and county recreation areas, Horseshoe Southern Indiana Hotel and Casino and other significant commercial and industrial sites found within the county.

Currently, state highways providing the majority of east/west travel through the county are SR 11, SR 62, and SR 64. Highway SR 337 bisects the county from northwest to southeast and serves downtown Corydon. SR 111 and SR 211 also provides access to the southeast portion of the county and Horseshoe Casino. Examples of collector routes in the planning area include SR 335, SR 462, Corydon-New Middleton Rd., New Middleton-Elizabeth Rd., Crandall-Lanesville Rd., St. Johns Church Rd., Old Forest Rd. and Shiloh Rd. Future transportation improvements are focused on enhancing the safety, capacity and mobility of these roadways.

Interstate Interchanges

Though two interchanges exist in Harrison County, the Lanesville I-64 interchange located at the intersection of I-64 and Crandall-Lanesville Rd. is the only interchange located in the Harrison County planning area. With its location in eastern Harrison



FIGURE 5-1
INSERT 11 x 17 FUNCTIONAL CLASSIFICATION MAP



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County, the Lanesville interchange serves as the primary entry point into the county from Louisville and is the principal gateway. Currently, little development exists at the interchange though a few local businesses are located south of I-64. Development of this interchange represents an important economic development opportunity for the county and is further discussed in Chapter 7.

Transit and Demand Management

Though a few demand-responsive transit services exist in Harrison County, there is no scheduled transit service available. Like most rural counties, transportation alternatives are generally restricted to the use of private automobiles. Currently, Blue River Services, Inc. operates the Southern Indiana Transportation System which is a regional demand-response transportation service serving Harrison, Scott, Crawford, and Washington Counties. This system provides transportation to elderly, medically disabled, low-income, and others suffering transportation barriers by arranging appointments for travel within the service area. LifeSpan Resources also provides transportation to hospitals, doctor's offices, nutrition sites, banks, grocery stores, etc. for the elderly and persons with disabilities in Harrison County. The Department of Veteran Affairs provides a similar transportation service to military veterans residing in southern Indiana.

Pedestrian and Bicycle Transportation

Pedestrian and bicycle facilities located within the planning area are limited to those used for recreational purposes and located in the various state and county recreation areas. At this time, the county transportation network does not include multiuse paths, bicycle lanes, nor do county roads or state highways generally include sidewalks in unincorporated areas. Corydon and several other small towns within the county do maintain sidewalks in their respective incorporated boundaries.



Future Transportation Network

The following section outlines planned and proposed transportation improvements with respect to the roadways, interchanges, transit, pedestrian, and bicycle facilities of Harrison County. As a part of the comprehensive plan, a Future Transportation Map has been developed which highlights the planned and proposed improvements to the transportation network. The county’s current Long Range Transportation Plan should serve as the official county policy concerning transportation improvements, operation, and maintenance within Harrison County. In the future, this plan should address the multi-modal needs of the county.

Roadway Improvement Projects

The Harrison County Long Range Transportation Plan adopted in 2003 serves as the official guide to transportation improvements located within Harrison County. These projects seek to improve the safety, capacity and mobility of selected roadways and intend to accommodate the needs of existing and future land uses. The Long Range Transportation Plan identifies ten projects that are proposed to be constructed using federal transportation funding. These projects are summarized in Table 5-1 below in no particular order.

Table 5-1: Proposed Federally Funded Transportation Improvements

PROJECT NAME	PROJECT PURPOSE
Crandall-Lanesville Rd.	Develop north-south corridor from S.R. 64 to I-64 to open land development at interchange.
Corydon-Ramsey Road	Increase capacity to rapidly developing areas.
I-64 and Gethsemane Road/S.R. 337 Interchange	Provide direct access to I-64, improve traffic flow within local and regional transportation system and improve Level of Service of S.R. 135 interchange
New Connector Between S.R. 337 and Corydon- Ramsey Road	Improve traffic flow to commercial/industrial areas.
Heidelberg Road	Improve access to southwestern portion of Corydon. Provide safer access to schools.



Harrison County, Indiana Comprehensive Plan Update 2008

East-West Road in Southern part of county

(select one project):

1. Watson Road Extension Project

2. Lake Road/Buck Valley Creek Road Project

Improve east-west transportation system in southern portion of county. Develop east-west corridor between S.R. 135 and S.R. 11. Develop east-west corridor between S.R. 135 and New-Middletown-Elizabeth Rd.

Shiloh Road/Fogel Road

Improve access to southeastern portion of Corydon and land uses in the area.

New Connector Between S.R. 135 and Big Indian Road

Improve access to eastern portion of Corydon and land uses in the area.

Corydon-New Middletown Road & New Middletown-Elizabeth Road

Improve north-south and east-west transportation system in southeastern portion of county and land uses in the area. Improve safety and access to rural communities.

Quarry Road

Improve access to commercial/industrial areas.

Source: Harrison County 2003 Long Range Transportation Plan

The plan also identifies an additional twelve (12) transportation improvement projects proposed to be financed with local funds that would provide improved safety, capacity, and mobility to designated local roads. State funding may also be available for these projects through INDOT. These projects are listed in Table 5-2 below in no particular order.

Table 5-2: Proposed Locally Funded Transportation Improvements

PROJECT NAME

Cline Road from Quarry Road to Sheri Lane

Clover Valley Road

- a) Phase I – From S.R. 337 to Davis Mill Road
- b) Phase II – From Davis Mill Road to S.R. 64

Corydon-Ramsey Road from Quarry Road to S.R. 64

Corydon Ridge Road from Corydon to the Lanesville Interchange

Relocation of Corydon Ridge Road and Crandall-Lanesville Road south of Lanesville Interchange. (This should be completed prior to allowing significant development.)

Source: Lanesville Interchange Master Plan

Crandall-Lanesville Road from S.R. 62 to I-64

Heidelberg Road from Fairview Church Road to S.R. 135



New Amsterdam and Heth Washington Road from New Amsterdam to S.R. 135

Quarry Road from S.R. 337 to S.R. 135

River Road from New Amsterdam to Mauckport

West Bradford Road from S.R. 135 to North Bradford Road

Relocation of Georgetown-Lanesville Road (Wissman Dr.) and Crandall-Lanesville Road north of Lanesville Interchange

Source: Harrison County 2003 Long Range Transportation Plan

The plan identifies projects which will be important for Harrison County officials to consider beyond the study's 20 year planning horizon. For more information on these projects or details of proposed improvements, consult the Harrison County 2003 Long Range Transportation Plan.

Ohio River Scenic Byway

The Ohio River Scenic Byway is a large community asset and tourism resource that needs to be protected. This scenic byway is part of a larger 967-mile corridor that runs from Illinois to Ohio. As a designated National Scenic Byway, this resource preserves the past for future generations and serves as a tourism and economic development opportunity as well as a cultural asset.



SR 62 through Harrison County has been designated a portion of the Ohio River Scenic Byway

With this designation, the corridor is eligible to receive additional federal funding for such things as road improvements, roadside parks, conservation of viewsheds, interpretive areas, and visitor's centers. At this time however, there are no planned improvements for the scenic portion of SR 62 through Harrison County.

Interstate Interchanges

The INDOT 2001 Statewide Interchange Study identified the need for an additional I-64 interchange located west of Corydon to address congestion and design issues associated with the current SR 135 interchange. To further study the impacts of a new I-64 interchange, Harrison County completed two studies indicating the desired location, cost



estimates, potential environmental impacts, and traffic operations of a new interchange. The 2003 Long Range Transportation Plan incorporated the interchange into planned improvements for the county, and the 2005 New I-64 Interchange Master Plan studied the desired land use and development surrounding the interchange. In 2005, the new interchange was added to the Statewide Transportation Improvement Program and has obtained partial funding through INDOT. These plans should be considered the county's official policy concerning the location and development of a new I-64 interchange.

The proposed I-64 interchange location is approximately 2.3 miles west of the SR 135 interchange situated between the current SR 337 and Gethsemane Rd. bridges. The project consists of a new interchange composed of exit ramps, a new bridge over I-64, and the realignment of Quarry Rd. The project also calls for two connector spurs to be constructed, connecting SR 62 to the south and SR 337 and the realigned Quarry Rd. to the north. According to the Long Range Transportation Plan, the total distance of planned roadways and ramps are an estimated 23,410 ft. (4.44 miles) and will cost approximately 24.3 million dollars.

Though there are no specific projects proposed for the I-64 Lanesville interchange, several projects have been identified which seek to increase access to the state highway network via improvements to roadways north and south of the Lanesville interchange. These projects include a new roadway connecting the Lanesville interchange north to SR 64 in an effort to address current congestion in Georgetown and to improve access to future development at the Lanesville interchange. Improvements proposed by the Long Range Transportation Plan and the Lanesville Interchange Master Plan also include improvements to Crandall-Lanesville Rd. from I-64 to SR 62 and the relocation of Georgetown-Lanesville Rd., Wismann Dr., and Crandall-Lanesville Rd. Proposed development of the Lanesville interchange is further discussed in Chapter 7.

Pedestrian and Bicycle Transportation

Construction has begun on a trail which will connect the Hayswood Nature Preserve and the YMCA located in Corydon. Interest has also been shown in exploring additional trails and bike routes throughout the county.

Transit and Demand Management

There are no current plans to improve transit opportunities in Harrison County. Coordination with KIPDA and the Regional Transportation Council should be considered to further enhance transportation alternatives in Harrison County.



As fuel prices continue to increase and a significant portion of residents commute into the Louisville metropolitan area, ride sharing or carpooling is likely to become a more attractive option than single occupant vehicles. Carpooling is most successful where dedicated parking facilities for the storage of vehicles belonging to commuters are conveniently located near major arterials. Developing ride share or commuter parking lots in strategic locations near I-64 can encourage carpooling and decrease congestion within the region.



FIGURE 5-2
INSERT 11 x 17 FUTURE TRANSPORTATION MAP



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CHAPTER 6: PUBLIC FACILITIES



The county's public facilities are important to achieving the community's vision

Introduction

Public facilities play an important role in the future development of the county and are therefore an important element in the comprehensive plan. Public facilities include amenities and services such as fire protection, police services, water and wastewater services, public schools, parks and recreation in addition to government owned properties such as the Courthouse and County Annex Building.

Goals and Objectives

Goal 1: Respond to the life-long educational needs of Harrison County.

Objectives

1. Partner with post-secondary institutions to provide continued, life-long learning for adults.
2. Partner with high schools, technical colleges, or other agencies to provide specialized vocational and technical training for high school students and adults.
3. Coordinate future needs with school districts to ensure adequate school facilities.

Goal 2: Support the expansion and enhancement of services, programs, and facilities within Harrison County.

Objectives

1. Support and coordinate with the most recently adopted Harrison County Park and Recreation Plan and Harrison County Tourism Plan; these plans will be considered an addendum of the Comprehensive Plan.



2. Relocate county facilities and services out of floodplain areas.
3. Provide increased access to the Ohio River.

Current Public Facilities

The County currently provides or has partnerships to provide multiple public services and amenities (Figure 6-1). Each current public facility is briefly described below.

Fire Protection

Harrison County's fire protection is provided by volunteer fire departments. There are currently eight fire houses throughout the county. The existing fire houses include:

- Boone Township Volunteer Fire Department
- Elizabeth Volunteer Fire Department
- Milltown Volunteer Fire Department
- New Middletown Volunteer Fire Department
- Harrison TWP Volunteer Fire Department
- Heth Township Volunteer Fire Department (2 firehouses)
- Lanesville Volunteer Fire Department
- Palmyra Volunteer Fire Department (2 firehouses)
- Ramsey Volunteer Fire Fighters Inc. (3 firehouses)



*Ramsey Volunteer Fire Department
Station No. 2*

Harrison County also has three EMS stations for emergency response in addition to the hospital located in Corydon. EMS personnel are employees of the hospital and partially subsidized by the county.

Police Protection

Harrison County's law enforcement consists of the Harrison County Sheriff's office and the Corydon Police Department; both are located in Corydon. The county is also within the Sellersburg District of the Indiana State Police (ISP); ISP provides road patrols and assistance as needed. In addition, Lanesville, Milltown and Palmyra have Town Marshals.

Water and Wastewater Services

The majority of the county is serviced by water through the following:

- Corydon Water Department



- Elizabeth Water Company
- Lanesville Utilities
- Palmyra Utilities
- Ramsey Water Company
- South Harrison Water Corp
- Edwardsville Water Corporation

A portion of the county is serviced by sewer service through:

- Harrison County Regional Sewer District
- Corydon Sewer Department
- Milltown Sewer Department
- Palmyra Sewer Department
- Lanesville Sewer Department
- Laconia Sewer Department

Public Schools

Harrison County has three public school districts: Lanesville Community School Corporation, North Harrison Community Schools and South Harrison Community School Corporation. The schools include:

Lanesville Community School Corporation

- Lanesville Elementary School
- Lanesville Junior/ Senior High School

North Harrison Community Schools

- North Harrison Elementary
- Morgan Elementary
- North Harrison Middle School
- North Harrison High School

South Harrison Community School Corporation

- Corydon Central High School
- Corydon Central Junior High School
- Corydon Elementary School
- Corydon Intermediate School
- Heth-Washington Elementary School
- New Middletown Elementary School
- South Central Elementary School



Heth-Washington Elementary School



South Central Junior/ Senior High School



- South Central Junior/ Senior High School
- South Harrison Alternative School

Private Schools

Several private schools operate in the county which includes grades PK-12.

Parks and Recreation

Harrison County maintains seven public parks; they include:

- Battle of Corydon Park (5 acres): Site of the only civil war battle fought on Indiana soil.
- Hayswood Nature Preserve (311 acres): A portion is developed as a park but over 200 acres remain in its natural state.
- South Harrison Park: Provides a great place for peace and quiet and also includes an outdoor Olympic swimming pool.
- Buffalo Trace Park (147 acres): Offers camping facilities and a 30-acre man-made lake.
- Harrison Poolside Park (7 acres): Has provided 30 years of summer swimming and recreation and is home to the Harrison County swim team.
- W.Q. Gresham Park (3 acres): Was dedicated in 1967 and was the first public park in Harrison County.
- Noe's Rest Park (3 acres): Donated to Harrison County by the governor of Louisiana and boyhood Harrison County resident, James A. Noe.



Buffalo Trace county park



FIGURE 6-1
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Other Government Owned Facilities

Harrison County has many property assets including the Courthouse, Highway Garage, Animal Shelter, and the County Annex Building. These properties and buildings are critical in executing daily activities of county government and serving the needs of Harrison County residents. The County Annex Building is currently located partially within a floodway and frequently floods. These offices should be relocated to prevent disruption of work and damage to county property.



Harrison County Government Annex Building during high water

In addition to these facilities, the county currently owns and operates a county highway garage and the old hospital building. Plans are needed to expand or relocate the current highway garage and explore a future use for the former hospital facility.



Harrison County highway garage

Investment in community facilities (new construction or renovation) should take into account reducing lifecycle costs and improving energy efficiency. While initial capital investments might be slightly higher up front, the benefits to lifecycle costs usually outweigh the initial investment and provide for long term savings and better resource management.

With rising energy costs, the County should also explore the potential for replacement or supplement of energy use for county facilities with renewable, on-site power generation, such as wind, water or solar. For example, the County could include utilizing water turbines on sewer outfall lines to supplement the sewage treatment plant's power needs. Another example could include installing solar panels on street lights to supplement power needs in parks and other areas where outdoor lighting is required as a



Example of a green roof



service by the County.

Striving for more energy efficient facilities could also serve as an example for Harrison County residents to increase their quality of life by relying less on non-renewable sources of energy.



Example of a solar powered street light

Future Parks and Recreation Needs

During the planning process, several recreational needs were identified by Harrison County residents. Most notable of these was the desire for improved access to the Ohio River via additional boat ramps and a river marina. In order to facilitate the development of a marina, a public/private partnership between the county and a concessionaire may be appropriate. Potential sites identified for a future marina and/or improved boat access were focused primarily near the Town of Mauckport.

Also identified as additional recreational needs included the construction of multi-use trails and the acquisition of additional park land located in southern Harrison County. For a complete list of planned recreation improvements, consult the most recent version of the Harrison County Parks Plan which should serve as the official policy of Harrison County with regard to parks and recreation.



CHAPTER 7: SPECIAL ISSUES



Residents look over future transportation projects planned for Harrison County at a public open house.

Introduction

Over the course of the comprehensive planning process, several specific areas have emerged as matters of significant concern and will require special attention over the planning horizon. Through focus group and steering committee discussions, these topics were explored in depth, and while some projects are still in the idea phase, it is important for this plan to acknowledge their importance to the future of Harrison County. These special issues include the proposed I-64 interchange west of Corydon, development of the I-64 Lanesville interchange, a potential general aviation airport, and a proposed Ohio River bridge connecting eastern Harrison County with western Jefferson County, Kentucky. So important are each of these projects to the development of Harrison County, they are represented in the goals and objects of the comprehensive plan outlined in Chapter 3 and listed below.

The issues highlighted in this chapter represent opportunities for Harrison County to encourage economic development, grow the county's tax base, and improve the quality of life for Harrison County residents. In order to ensure the orderly development of these strategic initiatives, Harrison County leaders must be actively involved in the planning and development of each project. Encouraging proactive planning and intergovernmental coordination, and facilitating public-private partnerships will be critical to the long-term success of these areas.



Goals and Objectives

Goal 1: Focus industrial and commercial development in strategic locations within Harrison County.

Objectives

1. Encourage value-added commercial and industrial development that utilizes resources produced in the county, such as forestry and agricultural products.
1. Require adequate infrastructure, including sewer service, for all commercial and industrial development.
2. Encourage commercial and industrial development at the Lanesville I-64 interchange and require sufficient infrastructure in place prior to development.
3. Encourage planned development in the current industrial park, around the proposed I-64 interchange and in other areas of the county with adequate infrastructure.
4. Evaluate the feasibility of a new airport in Harrison County, including the ability to attract commercial and industrial development.

I-64 Interchange

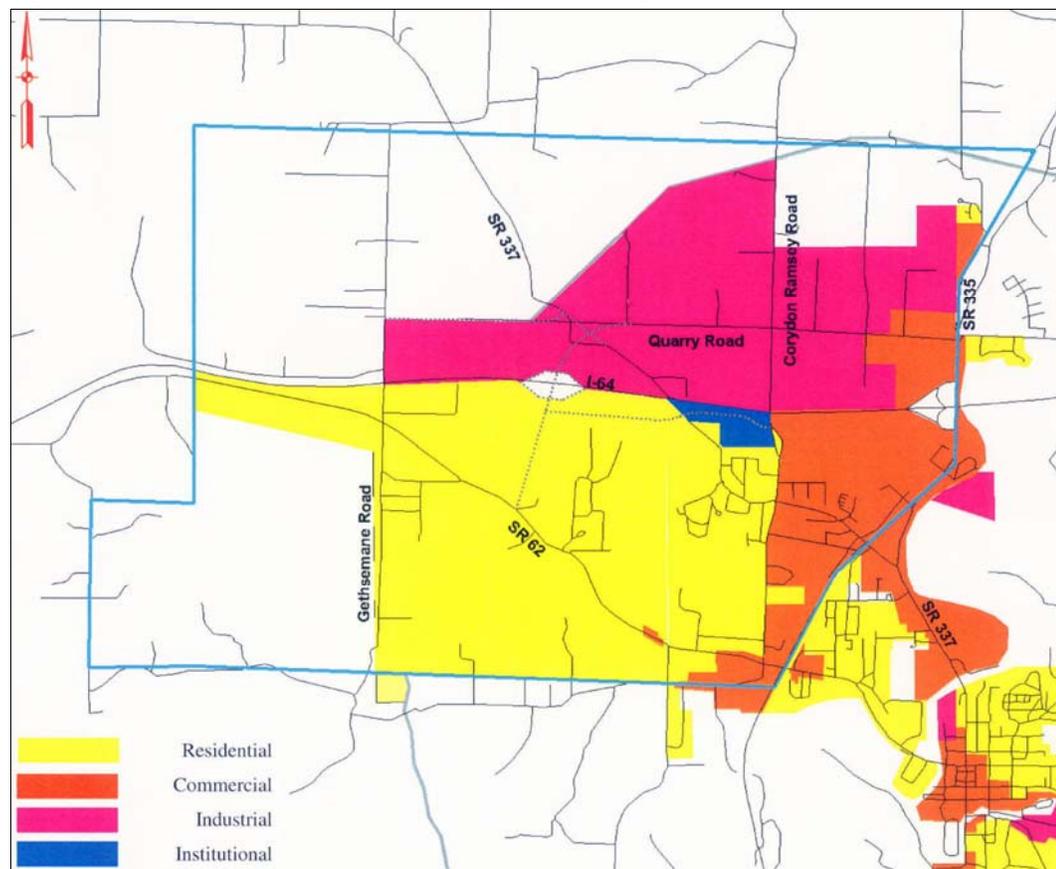
As discussed in Chapter 5, the Indiana Department of Transportation (INDOT) has identified the need for a new I-64 interchange located west of Corydon to address current congestion and design issues associated with the SR 135 interchange. Several studies have been conducted by Harrison County officials to determine the desired location and evaluate potential impacts, traffic operations, and project cost. The 2005 New I-64 Interchange Master Plan further examined the future development of the interchange and recommended desired land use based on public feedback and analysis. For more information on specific improvements associated with the new interchange, consult Chapter 5 of this document, as well as, the Harrison County Long Range Transportation Plan and the New I-64 Interchange Master Plan. These documents represent the official policy of Harrison County concerning the development of an I-64 interchange and should be considered a supplement to the current Harrison County Comprehensive Plan.

The New I-64 Interchange Master Plan recommends residential and industrial development adjoining the new interchange. Figure 2-1 below illustrates the future land use recommendations of the 2005 plan. The plan calls for residential development south of I-64, adjoining commercial areas northwest of Corydon. It also indicates an extension



of industrial development north of I-64 and adjacent to existing industrial uses. The Future Land Use Map illustrated in Chapter 4 of this plan is fundamentally consistent with this interchange plan, however, the Future Land Use Map calls for commercial/highway businesses immediately adjacent to the new interchange. As the entire interchange study area is not located in the Harrison County planning jurisdiction, future land use considerations north and southeast of the interchange are only partially discussed in this document

Figure 2-1: Proposed land uses adjacent to a new I-64 interchange



Source: New I-64 Interchange Master Plan 2005



Lanesville Interchange

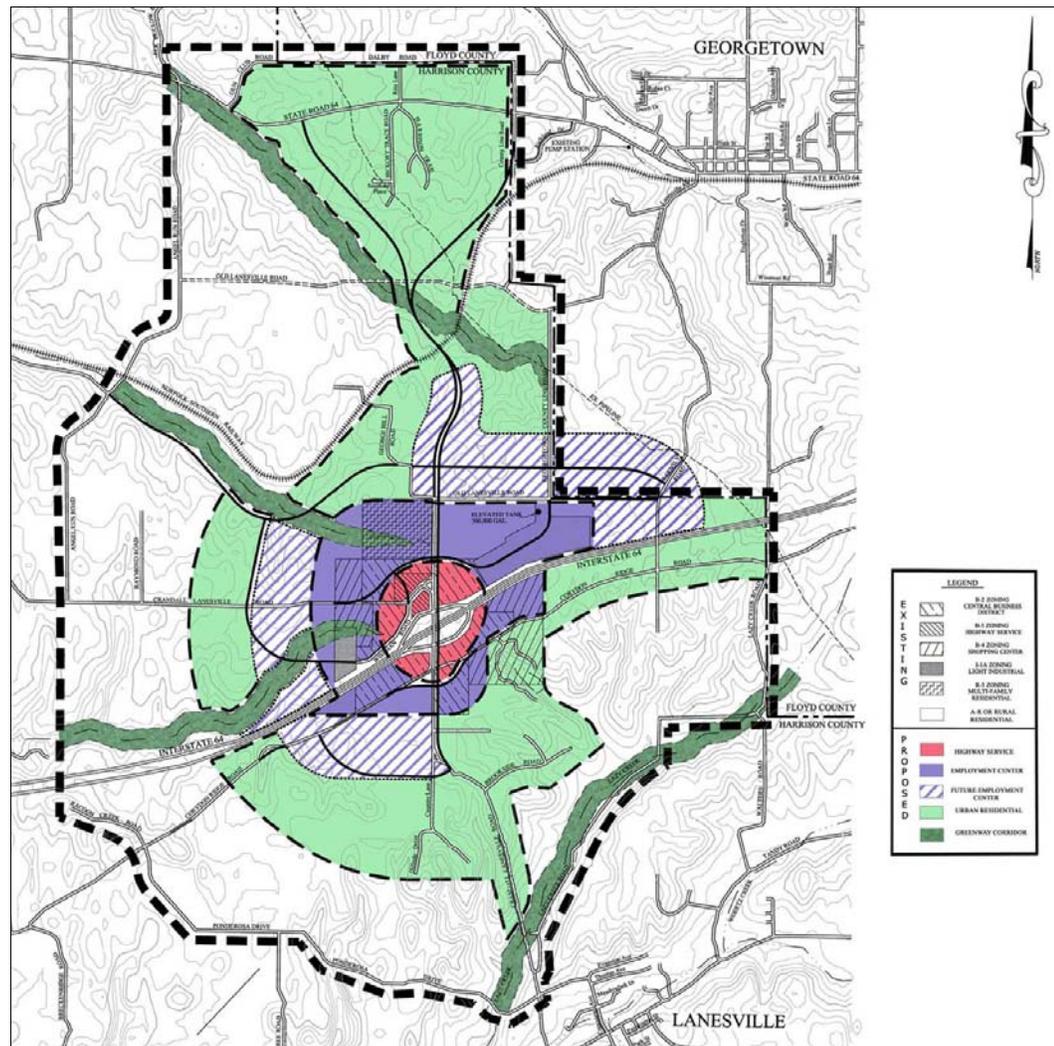
Land adjacent to the I-64 Lanesville interchange represents a significant economic development opportunity for Harrison County. Access to I-64, proximity to the Louisville metropolitan area, and developable land makes development attractive at this location. However, several utility limitations, mainly adequate water and sewer facilities have hindered the development of this interchange. In addition, several road improvements are needed to adequately support the planned development at this interchange. More information on specific transportation improvements is provided in Chapter 5.

Several prior studies have been conducted by Harrison County leaders which evaluate the viability and cost associated with development at the Laneville interchange. The 1996 Site Development Location Report conducted by the Harrison County Chamber of Commerce indicated the Lanesville interchange as one of nine locations suitable for attracting commercial and industrial development to the county. Specifically, the study indicated that the Lanesville interchange was best suited for commercial/technology development and recommended necessary improvements to the water and sewer infrastructure critical to attracting development to this site. Recently, a new 500,000 elevated water tank was built adjacent to the interchange, which was one recommendation of the 1996 study.

The Lanesville Interchange Master Plan, conducted by the Harrison County Plan Commission, further explored potential development of the Lanesville interchange. The plan provides a guide for future land development decisions, infrastructure improvements, and design considerations for future development of the site. The plan calls for the expansion of commercial and industrial zoning districts adjacent to the interchange in order to establish a regional “employment center.” The future land use map provided by the plan is shown in Figure 7-2. This map is consistent with the Future Land Use Map illustrated in Chapter 4 and indicates that highway businesses be located immediately adjacent to the interchange, surrounded by commercial/industrial sites. Residential development is planned for areas adjoining the employment center. The Lanesville Interchange Master Plan should be considered a supplement to the current Harrison County Comprehensive Plan and the official policy of Harrison County concerning the development of this location.



Figure 7-2: Proposed I-64 Lanesville Interchange Employment Center



Source: Lanesville Interchange Master Plan

Ohio River Bridge

As the Ohio River Bridges Project has progressed, Louisville leaders have raised the idea of a third Ohio River bridge located in southeastern Harrison County which would connect western Jefferson County to Harrison County. Harrison County leaders have not expressed an official position of support or opposition for this project, though they are closely monitoring these discussions through an advisory committee to the Bridge Commission studying the project. In general, public comments gathered during the



planning process, especially from residents attending the southern public workshop and open houses, were not supportive of a new Ohio River bridge.

In order to acknowledge current discussions, a concept arrow is used on the Future Transportation Map which is shown in Figure 5-2. County leaders understand the importance of this project and its potential to drastically affect the future development of Harrison County over the planning horizon. An update to the Harrison County Comprehensive Plan would be necessary with any future commitment to construct a third Ohio River bridge.



The existing Matthew E. Welsh Bridge near Mauckport on SR 135

Airport

In recent years, the need for a general aviation airport in Harrison County has been discussed by county leaders as a means to further promote economic development in the county. Currently, Harrison County is one of only a few Indiana counties without adequate infrastructure to support air transportation. Harrison County leaders are presently discussing plans to pursue a feasibility study to examine the viability and potential site for an airport located in the county. Public involvement would be a key component of such a study. Should a site be selected, a focus area plan would be appropriate as an amendment to this comprehensive plan.



CHAPTER 8: IMPLEMENTATION



Harrison County Courthouse

Introduction

While the vision, goals and objectives are the heart of a comprehensive plan, equal focus must be placed on ensuring that the community's vision becomes reality. Part of the implementation process is having an action plan that details steps that should be taken, who is responsible for implementation of an action, and the timeline for completion. Potential funding sources are also suggested as a part of the action plan where applicable and sufficient information is available. The timelines recommended are general in nature. Short term actions should be completed by 2011, medium term between 2011 and 2015, and long term between 2015 and 2025.

Multiple programs and tools are also outlined in this chapter and provide an overview of funding programs and means of implementing the plan. While the county may already be utilizing some of these tools, it is important to connect them to the actions of the comprehensive plan.



Action Plan

LAND USE – GOAL 1

Promote responsible development practices by encouraging residential development in areas adjacent to existing development and with adequate infrastructure.

ACTION STEP: 1.1

Revise zoning and subdivision regulations to:

- Require water and adequate public facilities for all new development. Also require new development to coordinate with the Harrison County Regional Sewer District to ensure future development is supported by the district's plan.
- Encourage combined driveways or cluster development along arterial or collector roads to reduce curb cuts.
- Require the integration and dedication of public parks and open spaces within new high density subdivisions.
- Develop appropriate standards that allow mixed uses such as neighborhood commercial within larger residential developments.

Responsible Party(ies):

Plan Commission
County Commissioners

Timeline:

Short-term

Potential Funding Source(s):

N/A

**ACTION STEP: 1.2**

Amend the zoning ordinance by:

- Updating the list of permitted accessory and special exception uses for each zoning district to more appropriately reflect the specific types of use of property in each zone and include specific criteria/ performance standards required for each special exception use.
- Establish scaled landscaping and buffering requirements between different types of uses and within parking areas.
- Allowing mixed uses, such as neighborhood-oriented commercial, to be integrated into residential developments with appropriate standards.
- Evaluating the creation of regulations to address development in karst areas.
- Investigating the creation of an alternative residential zone that permits a maximum amount of flexibility in interior site design while maintaining a reasonable transition into adjoining districts.

Responsible Party(ies):

Plan Commission
County Commissioners

Timeline:

Short-term

Potential Funding Source(s):

N/A

**ACTION STEP: 1.3**

Engage in a capital improvements planning process to identify, prioritize and implement public projects including roadway, water, sewer, and utility extensions and service; the CIP should coordinate with the land use plan.

Responsible Party(ies)

Plan Commission

County Commissioners

County Council

Harrison County Health Department

Harrison County Regional Sewer District

Water Company

Utility Companies

County Engineer

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

User Fees

Office of Community and Rural Affairs (OCRA) Funding

State Revolving Fund (SRF) Loan Program

ACTION STEP: 1.4

Support development proposals for infill, redevelopment and for land already served by existing adequate utilities and services.

Responsible Party(ies):

Plan Commission

County Commissioners

Timeline:

Short-Term

Potential Funding Source(s):

N/A



ACTION STEP: 1.5

Pursue development of a septic maintenance permit to assure that septic tanks are maintained as needed.

Responsible Party(ies):

Plan Commission
County Commissioners
Harrison County Health Department

Timeline:

Short-Term

Potential Funding Source(s):

General Fund
Permit Fees

ACTION STEP: 1.6

Evaluate current zoning to ensure a variety of housing choices are allowed, including single-family, multifamily, low-income and senior living.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

**ACTION STEP: 1.7**

Amend the subdivision regulations by:

- Evaluating the subdivision regulations exemptions to determine if amendments are required to reflect the goals of the comprehensive plan. Consideration of placing limits on metes and bounds tract property sales and development to reduce creation of residential developments that are inconsistent with the goals of the plan.
- Adopting specific storm water runoff standards.
- Requiring right-of-way dedication prior to the creation of new tracts.

Responsible Party(ies):

Plan Commission
County Commissioners

Timeline:

Mid-term

Potential Funding Source(s):

N/A



ACTION STEP: 1.8

Provide incentives for businesses, to the extent possible, locating in areas that are designated by the future land use plan and are adequately served by utilities.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
Harrison County Economic Development Corporation

Timeline:

Mid-Term

Potential Funding Source(s):

TIF
EDIT
Tax Abatement

ACTION STEP: 1.9

Provide incentives (such as density bonuses), to the extent possible, for the incorporation of affordable owner-occupied housing for low and moderate income families.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Mid-Term

Potential Funding Source(s):

N/A



LAND USE – GOAL 2:

Preserve the small town charm and rural character of Harrison County.

ACTION STEP: 2.1

Revise the agricultural zoning district(s) to minimize the development of residential uses in areas of prime farm land that are not associated with a farm operation.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

ACTION STEP: 2.2

Establish clear guidelines for rezoning land from agricultural use to non-agricultural uses that protect prime farm land, including productive forest land, and minimize impediments to productive agricultural uses.

Responsible Party(ies):

Plan Commission
County Commissioners

Timeline:

Mid-Term

Potential Funding Source(s):

N/A



ACTION STEP: 2.3

Evaluate the status of small towns and determine options for the future of each including the ability to provide utilities needed to support sustainable development. Develop a plan which includes criteria and procedures for local / county government to follow in the event a town is unable to function as an incorporated entity.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
Town Councils

Timeline:

Mid-Term

Potential Funding Source(s):

General Fund

ACTION STEP: 2.4

Identify and protect significant historic structures or places in the county, including rural landscapes, natural or conservation areas and viewsheds, and encourage the rehabilitation of historic structures.

Responsible Party(ies):

Conservation Committee
Plan Commission
County Commissioners
County Council

Timeline:

Mid-Term

Potential Funding Source(s):

Land Conservation Fund
Transportation Enhancement (TE) Funds
DNR Division of Historic Preservation (DHP) Funds
General Fund



LAND USE – GOAL 3:

Focus industrial and commercial development in strategic locations within Harrison County.

ACTION STEP: 3.1

Revise zoning and subdivision regulations to require all new commercial and industrial development to have adequate infrastructure, including sewer service.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

ACTION STEP: 3.2

Support development proposals that reinforce the Lanesville Interchange Plan; require adequate infrastructure (including sewer) be in place prior to development.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

**ACTION STEP: 3.3**

Complete an airport feasibility study to determine the need, ability and potential funding available to build a new general aviation airport in Harrison County.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
Harrison County Airport Board

Timeline:

Short-Term

Potential Funding Source(s):

General Fund
Federal Aviation Administration (FAA) Funds

ACTION STEP: 3.4

Market sites for businesses to encourage value-added commercial and industrial development that utilizes resources produced within the county, such as forestry and agricultural products.

Responsible Party(ies):

Harrison County Economic Development Corporation
Chamber of Commerce
Harrison County Convention & Visitors Bureau
Plan Commission
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

HCEDC Economic Development Funds
IDEC Shovel Ready Program
IDEC Economic Development Funds
General Fund

**ACTION STEP: 3.5**

Create a focused area plan for the proposed I-64 interchange and industrial park to properly accommodate new development and address design issues for this important new gateway into the county.

Responsible Party(ies):

Plan Commission
Town of Corydon
County Commissioners
County Council

Timeline:

Mid-Term

Potential Funding Source(s):

Office of Community and Rural Affairs (OCRA) Funding
General Fund
Town of Corydon



*Horseshoe Southern Indiana
Riverboat Casino*



LAND USE – GOAL 4:

Preserve and protect the natural resources of Harrison County for the use and enjoyment of future generations.

ACTION STEP: 4.1

Establish clear guidelines for:

- Rezoning land surrounding mining reserves, deposits and sites to non-agricultural uses in order to minimize land use conflicts and impediments to productive mining sites.
- Development and dumping in karst areas in order to protect the ground water supply and preserve the caves.
- Development within the floodplains and shorelines and on steep slopes.

Responsible Party(ies):

Plan Commission
Harrison County Regional Sewer District
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

ACTION STEP: 4.2

Adopt regulations that clearly define the process of reclamation of limestone and sand mining sites.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Mid-Term

Potential Funding Source(s):

General Fund



ACTION STEP: 4.3

Explore options for the creation of an agricultural preservation district.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Mid-Term

Potential Funding Source(s):

General Fund

LAND USE – GOAL 5:

Promote collaboration and public consensus with respect to the planning and development of Harrison County.

ACTION STEP: 5.1

Adopt a public involvement policy for seeking input on major planning and zoning issues.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

**ACTION STEP: 5.2**

Create channels of communication between the towns, government officials and other check-point agencies for coordination on planning and zoning issues and ordinances on a semi annual basis.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

TRANSPORTATION – GOAL 6:

Develop a safe and efficient transportation system to serve the needs of all residents, businesses, and visitors to Harrison County.

ACTION STEP: 6.1

Support the efforts of the most recently adopted Long-Range Transportation Plan and update the plan as new transportation improvements are needed.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
County Engineer

Timeline:

Short-Term

Potential Funding Source(s):

N/A



ACTION STEP: 6.2

Develop commuter lots at strategic locations in the county:

- Study the feasibility of constructing commuter lots at strategic locations in the county.
- Request that INDOT add a ride share/ commuter lot to the plans for the new interchange.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
County Engineer
INDOT

Timeline:

Short-term

Potential Funding Source(s):

Congestion Mitigation and Air Quality (CMAQ)
General Fund

ACTION STEP: 6.3

Complete a Scenic Byway Master Plan.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
Harrison County Economic Development Corporation
Harrison County Tourism

Timeline:

Short-term

Potential Funding Source(s):

National Scenic Byway Program
General Fund



ACTION STEP: 6.4

Actively participate in KIPDA and other regional transportation initiatives.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
County Engineer

Timeline:

Short-Term

Potential Funding Source(s):

General Fund

ACTION STEP: 6.5

Continue to support the on-call bus service within Harrison County and evaluate if additional services are needed.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Mid-Term

Potential Funding Source(s):

General Fund



PUBLIC FACILITIES – GOAL 7:

Respond to the life-long educational needs of Harrison County.

ACTION STEP: 7.1

Coordinate new growth projections and development areas with the school districts.

Responsible Party(ies):

Plan Commission

County Commissioners

County Council

Harrison County School Districts (North Harrison, South Harrison and Lanesville)

Timeline:

Short-Term

Potential Funding Source(s):

N/A



Harrison County Hospital

**ACTION STEP: 7.2**

Plan for future educational needs in Harrison County by:

- Encouraging the location of a higher education facility in Harrison County.
- Encourage training and skills development for trade specialized vocational and technical careers for the current and future workforce.

Responsible Party(ies):

Harrison County School Districts (North Harrison, South Harrison and Lanesville)
Harrison County Economic Development Corporation
Post-secondary institutions
Plan Commission
County Commissioners
County Council

Timeline:

Long-Term

Potential Funding Source(s):

General Fund
Department of Education
Post-secondary Institutions



PUBLIC FACILITIES – GOAL 8:

Support the expansion and enhancement of services, programs, and facilities within Harrison County.

ACTION STEP: 8.1

Support the efforts of the most recently adopted Park and Recreation Plan and the Harrison County Tourism Plan. Update both plans as needed.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
Harrison County Parks Department
Harrison County Tourism
Harrison County Economic Development Corporation

Timeline:

Short-Term

Potential Funding Source(s):

User Fees
Park Fund
General Fund

ACTION STEP: 8.2

Develop energy efficiency guidelines for new construction or renovation of county facilities.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
Power Companies

Timeline:

Short-term

Potential Funding Source(s):

Power and Utility Companies
General Fund

**ACTION STEP: 8.3**

Relocate county facilities, including the offices housed in the Harrison County Annex Building, to a facility outside of the floodplain.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council

Timeline:

Mid-Term

Potential Funding Source(s):

General Fund

ACTION STEP: 8.4

Provide for managed development along the Ohio River by:

- Identifying area for public access to the Ohio River, including permanent public facilities and boat ramps.
- Identify areas for commercial or marina development along the river.
- Create a riverfront master plan to accommodate recreational areas along the Ohio River; designate areas for future mining, shipping and industrial uses; and protect environmentally sensitive features.

Responsible Party(ies):

Plan Commission
County Commissioners
County Council
Harrison County Convention and Visitors Bureau
Harrison County Economic Development Corporation
US Army Corp of Engineers
Indiana Department of Natural Resources

Timeline:

Mid-Term

Potential Funding Source(s):

General Fund



Implementation Programs and Tools

Trails

Trails provide a transportation alternative as well as a recreational facility in many communities. Some trail systems are local to a specific community, while others contribute to a regional or national trail system. Many trails have been developed along abandoned rail corridors (rails-to-trails), but many local systems are being integrated into the design of new roadways and retrofitted into existing roadways to provide transportation alternatives. Two of the programs that can assist with the development of trail systems are the Recreational Trails Program from the Indiana Department of Natural Resources, Division of Outdoor Recreation and the Transportation Enhancements (TE) Program through the Indiana Department of Transportation, Division of Multi-Modal Transportation.

The Recreational Trails Program is matching assistance (20% match for communities) for the acquisition and development of trails. Other state and federal funds may be used for the match.

Indiana Department of Natural Resources
Division of Outdoor Recreation
402 W. Washington St., Room W271
Indianapolis, IN 46204
(317) 232-4070

The Transportation Enhancements Program is a cost reimbursement grant program with a 20 percent local match requirement. A range of activities related to transportation are eligible for the program.

Indiana Department of Transportation
Division of Multi-Modal Transportation
100 N. Senate Ave., Room 901
Indianapolis, IN 46204
(317) 232-5224

Transit

As the community ages and transportation costs continue to increase, a transit system in Harrison County will become important; this could be in the form of an on-call bus system or a commuter bus line to Louisville. These systems are important to meet the needs of the disabled and elderly as well as those commuting to the greater Louisville



area. Grant programs (such as the Capital, Operating, and Intercity Buss Assistance for Small Urban and Rural Areas grants and the Public Mass Transportation Fund grants) may be available to provide assistance for an on-call bus system through the Indiana Department of Transportation.

Indiana Department of Transportation
100 N. Senate Ave., Room 901
Indianapolis, IN 46204
(317) 232-5533

Zoning

Zoning is the primary implementation tool for the comprehensive plan. It is the means of legislatively determining the location, quality, and quantity of new development. The zoning ordinance is legally enforceable.

Harrison County's current zoning ordinance was adopted in 1974. The ordinance establishes five residential districts, four business districts and three industrial districts. The zoning ordinance should be updated following the adoption of the comprehensive plan to ensure contiguity between the two documents and to encourage the implementation of the plan.

Subdivision Control

Similar to the zoning ordinance, the subdivision control ordinance is legislatively adopted and is an enforceable means of implementing the community's vision. This ordinance establishes the circumstances under which the division of existing parcels may occur and establishes the process for creating new parcels. Harrison County's subdivision control ordinance was adopted in 1995 and should also be updated following the adoption of the comprehensive plan.

Conservation Subdivisions

A conservation subdivision is a subdivision that includes common open space around clustered compact residential lots. The purpose of this type of subdivision is to preserve farmland or other natural resources while allowing developers to reach the full development potential of the land allowed under the zoning and subdivision control ordinances. Clustering the homes also reduces the amount of infrastructure, reducing costs to the developer, the future homeowners, and for the maintenance of the infrastructure.



With conservation subdivisions, developers are allowed to build homes on smaller lots if they leave a portion of the land in its natural state or in its existing state as agricultural land. For example, if the zoning ordinance allows for a minimum lot size of 10,000 square feet, a 50 acre parcel would yield 200 houses. If the zoning and subdivision control ordinances allowed for conservation subdivisions, the developer would be permitted to build the same 200 houses on 5,000 square foot lots and leave 50 percent of the land in open space. The open space portion would typically be preserved by a conservation easement and managed by a homeowners association or land trust. The terms of the easement could allow for continuation of agricultural uses.

Conservation subdivisions are not only used to preserve farmland, but also to protect natural areas such as wetlands, tree stands, views, or historically important areas.

Capital Improvement Planning

Capital Improvement Plans (CIP) are a system of documenting the capital investments that a jurisdiction plans on making over the next five years. These plans identify projects, timelines, estimated costs, and funding sources and are linked to the budget process. They are a means of planning ahead for capital improvements and ensuring implementation of specific projects by connecting them more closely to the budget process.

Economic Development Income Tax (EDIT)

The county economic development income tax (CEDIT or EDIT) is a form of income tax that may be imposed by counties at a rate of up to 0.5% of the gross income of county tax payers. Revenues are distributed to adopting counties and the municipalities in those counties and may be used as a source of funding for economic development projects. The definition of economic development projects is established in the statutes, but is rather broad. Harrison County currently collects the county economic development income tax.

Tax Abatement

Tax abatement is a phase-in of property taxes that is designed 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, or to encourage investment in new equipment or facilities that will improve the company and the community's economy. Communities may develop procedures for abatement application and policies on the amount and length of the abatement that will be approved and procedures to ensure compliance with the terms of the statement of benefits.



Tax Increment Finance (TIF)

Tax increment finance is a tool for municipalities and counties to designate targeted areas for redevelopment or economic development through a local redevelopment commission. Those redevelopment or economic development areas can then be designated as allocation areas which trigger the TIF tool. When TIF is triggered, the property taxes generated from new construction in the area are set aside and reinvested in the area to promote development, rather than going to the normal taxing units (governments, schools, etc.). The taxing units do not lose revenue, they simply do not receive revenue from the additional assessed valuation that would not have occurred “but for” the reinvestment in the area through the TIF proceeds.



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CHAPTER 9: PUBLIC PARTICIPATION



Future land use exercise conducted at a public workshop

Introduction

In order for a plan to be successfully implemented, it is critical to have meaningful public participation throughout the process. The input of the public as well as community leaders helps to create buy-in and consensus about the challenges and opportunities faced by Harrison County as well as the policy direction to address them. The community's vision and direction for the future is a direct result of this input and consensus. The Harrison County Comprehensive Plan process has included a significant amount of public participation opportunities through key person interviews, focus group meetings, steering committee meetings and public workshops. Each of the input techniques used and a summary of the results are included in this chapter.

Key Person/ Stakeholder Interviews

Key person or stakeholder interviews can provide important feedback on issues, challenges or opportunities within the county. They allow the consultant team to gather information that might not be voiced in larger groups and allows interaction with community members that have a specialized knowledge of the county. Key person interviews were conducted with 17 individuals in February and March of 2008 at the Harrison County Community Foundation Building. The stakeholders were identified by the Planning Commission and Steering Committee; each was conducted as an informal one-on-one discussion. The highlights from these discussions are as follows:

Rural Character

- Want to preserve rural character but have to allow for development.
- County has strong agricultural history.



Future Casino Revenue

- Revenue could end at any time.
- Need other funding sources to ensure future.

Emergency Response

- Plenty of fire departments; we have one in every township. Casino money helped buy trucks, etc. for all townships.
- EMS service is good but they need more money; we have better service than other counties.
- Police have good response. New Albany pays higher salaries; we train officers and then they go to New Albany. Have trouble keeping them here.
- EMS response time is good.

Lanesville Interchange Area

- Would like to see Lanesville develop; it is the county's best potential but 20 years down the road.
- Lanesville interchange could bring in more.
- Would like more development in Lanesville.

Sewer

- Want to build sewer system at Lanesville but no one there to pay bill.
- People don't want it because it will increase sewer bills monthly. Many are getting by with fairly new septic tank and they would have to pay money to hook into sewer.
- Southern Harrison is very Karst and can't handle septic in all areas.

Subdivision of Land

- Dividing land is an issue.
- Building strip subdivisions along existing county roads – roads substandard, lack of services.
- Subdivision roads are not always designed for school buses.

Growth and Development

- Subdivisions are easier to build adjacent to an existing subdivision.
- Condense people to where you have activities.
- Developing closer to town would prevent subdivision in nowhere.
- Development should respect old growth trees.



Attitude Towards Planning

- Too many zoning rules. If want to sell property, you should be able to do it.
- More emphasis needed on setbacks, etc, but County should not tell landowners what to do with land. Should be able to sell any amount of land to develop.

Trade and Vocational Opportunities

- Would like to see more lifelong learning and trade classes. Currently offering opportunities for computers and GED. Have joined up with Work One and it is doing well but expanded classes are needed.
- High school co-ops go to Prosser in New Albany; very little at schools.

Economic Development and Jobs

- To attract people, we need jobs and schools.
- People have to leave for jobs.
- Need industry to help with tax base. Industrial park in South Harrison.

Transportation

- Roads upgraded nicely with casino funding.
- Need roadway connection to Southern Harrison County. SR 135 to Elizabeth – need to connect with new road. Connect to Caesars and residents.
- Current interchange does not serve very well.
- Connector roads need to serve new interchange.
- Improve SR 337 to interchange and SR 135 (four-lane road).
- Bridge would be good thing in years to come.
- Bridge doesn't have much of a chance.
- Pump to Lanesville interchange.
- Lanesville could bring economic development.
- No paved shoulder. No white lines on side.

Accessibility of the Ohio River

- River is a big asset but no one worries about it. No railroad down by river, such as in Brandenburg.
- Don't have boat landing.



Parks

- Good but could improve.
- Don't have lake in southern part of county.
- Pools need replacement.
- Need toilets at Hayswood in Corydon.
- Parks are needed throughout the county.

Karst Landscape

- Karst landscape is an issue for future development.
- Sensitive environment that needs to be protected.

Schools

- Schools are good but need help – declining population in North Harrison.
- Bedroom community is a bad thing for the county (need taxes to support schools).
- Schools are losing population.

Focus Group Meetings

Four focus groups were conducted as part of the comprehensive planning process. The four topical discussions were focused on transportation, the possibility of a new Ohio River bridge, growth, and small towns. Each focus group consisted of eight to nine members of the community that had unique knowledge or input related to one of the focus group topics. The consultant team facilitated each discussion.

The transportation and Ohio River bridge focus groups were both held on February 13, 2008 and the growth and small towns focus groups were held on February 28, 2008; all focus group meetings were held at the Harrison County Government Building Annex. The major discussion points were as follows:

Transportation

- New I-64 Interchange at Corydon
 - new interchange on west side of Corydon is a top transportation priority
 - Could tie into industrial park, more development
 - Located at Western most portion of County that could develop



- Other Corydon Road Improvements
 - Ramsey Road should be widened between SR 62 and Quarry Road
 - Quarry Road should be widened between SR 135 and SR 337r
 - Road improvements on south side of Corydon near schools are desirable
- Lanesville Interchange Area
 - Sewers are very important to development
 - Problem of not knowing how much capacity they need
- New General Aviation Airport
 - Potential airport along Corydon-Ramsey Road that would serve business community.
 - Have aviation board (inactive)
 - Would serve small corporate aircraft. Seen as essential in luring corporations. Lucas would be one example user.
- Industrial Development near Corydon
 - Lucas owns rail spur down to Tower Automotive building from Norfolk Southern mainline at Corydon Junction. They also own a spur into downtown Corydon,
 - County owns 50' right-of-way north of AO Smith (Tower Automotive Building), which is available for rail
- Mauckport Area
 - Fort Knox improvements will increase traffic on SR 135 Bridge
 - Possible extension of rail to Mauckport for ethanol plant
 - Desire for Ohio River port at Mauckport
- New Ohio River Bridge
 - Doing study for possible public-private partnership on Ohio River Bridge to Louisville.
 - If new bridge is built, connector road to I-64 could be limited access.
- Trails
 - A committee is working to get a trail from Hayswood Nature Reserve to the YMCA
 - Trail in South Harrison from Elizabeth to Laconia

Ohio River Bridge

- Need for the Bridge



- County has not taken stance on the bridge. They are currently just monitoring the discussions.
- We have I-64, which supports jobs. We don't need economic development in southern part of county.
 - Need to show it on the map in order to deal with planning and zoning issues
 - Bridge will be for traffic through Harrison. Harrison will not be destination.
- Development caused by bridge
 - Karst will limit development
 - Need to designate commercial where we think bridge will come across, then residential around that.
 - Need compact development.
- Alignment/Connection Issues
 - P3 probably a longshot--local
 - If local connection, wouldn't want to be where Gene Snyder may someday be. Probably SR 211 would be best place for local connection across river.
 - Road to Lanesville should be limited access to control development.
 - connection is more likely
 - Best thing to do is put "circle/blob" and don't encourage "big" development there. A mile wide corridor could be designated for protection.

Growth

- Quantity of growth
 - 5,000 people is fairly conservative growth over the next 20 years
 - Driver of growth is the expansion of wastewater (New Salisbury / I-64 corridor)
 - Floyd County is pretty much built-out. Residential growth comes right up to the Harrison County line.
 - Should plan for 20 percent increase by 2030
- Density
 - Current density in Harrison County is approximately one household per acre.
 - Density should be closer to 1 household per 1/2 or 1/3 acre.
 - Rural character is important to the county.



- Location
 - Sewers drive the location of growth
 - Sometimes development proposals should be turned down and “let the better development come along.”
- Casino Revenue
 - Casino revenue is in question over the long term
 - Tax revenue of casino is small when compared to the potential growth at the two interchanges (Lanesville and proposed I-64).

Small Towns

The towns and discussion points listed below pertain to those towns that had a resident present at the focus group meeting held on February 28, 2008.

- Lanesville
 - Population: 600 (census: 614)
 - Can’t grow water system (land locked); sewer plant capacity operating at 33%
 - School has “kept the town alive,” Very important to the community
- New Amsterdam
 - Population: 20 (census: 1)
 - In floodplain on Ohio River
 - Very few young people
- Palmyra
 - Population (census): 633
 - Capacity of sewer system operating at 35%
 - Few young people
 - Assisted living facility; senior apartments being built (28 units)
- Mauckport
 - Population (census): 83
 - Only paved boat ramp in county
- Laconia
 - Population: 39 (census: 29)
 - “Junk yards” are a problem
 - Coffee shop 20-30 people each morning



Elizabeth



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- Secretary / Clerk Treasurer. Could not fill position with a Laconia resident.
Clerk Treasurer is from Elizabeth
- Crandall
 - Population: 157 (census: 131)
 - No local businesses (last business closed a few months ago)
 - Post office (coffee each morning)
 - No sewer (septic systems)
- What is the future of your town?
 - New Amsterdam
One half of the town is in floodplain
 - Mauckport
Small possibility of growth outside of floodplain
1997 flood (can't rebuild)
Campground possibility
 - Laconia
Town lost school in 1958 with a negative impact on town
Industry in Corydon and sewers will drive growth
No business growth. Town consists primarily of residents.
 - Palmyra
Houses on the market for long time
People want to live close to their jobs due to high gas prices
- Lanesville
 - Growth is a function of I-64 growth
 - I-64 commercial growth and residential growth in surrounding area
 - Commuters will move in (30-40 years of age)
- Other Issues
 - Hospital
 - Need better quality health care physicians and more doctors
 - Population growth will attract new doctors.
 - Jobs
 - Entry level jobs are hard to find
 - Good paying jobs are hard to find (e.g. Ford, auto manufacturing)
 - Casino
 - Infrastructure/capital improvements
 - Revenue from casino is what is keeping many small towns afloat.



Steering Committee Meetings

A steering committee was formed to oversee and guide the development of the Harrison County Comprehensive Plan. Twenty-five individuals representing a cross-section of the community were identified by the Plan Commission to serve on the committee. The committee met five times. The first meeting was held on December 13, 2007 at the Harrison County Government Building Annex. The purpose of this meeting was to introduce the Steering Committee members to the project, discuss the planning process, review existing conditions, and discuss preliminary issues. A visioning exercise was conducted to provide guidance on the county’s overall vision and goals. The results from the visioning exercise are as follows:

Items from a provided list identified by Steering Committee Members as desirable to have in the county:

Table 9-1a: Steering Committee Survey

Idea	Desirable	Not Desirable
Historic Preservation	10	0
Housing & Services for All Age Groups	10	0
Walkable Neighborhoods	10	0
Landscaped Corridors	8	0
Single-Family Homes	8	0
Vibrant Downtown	8	0

Items from a provided list identified by Steering Committee Members as NOT desirable or important for Harrison County:

Table 9-1b: Steering Committee Survey

Idea	Desirable	Not Desirable
Adult-Oriented Entertainment/Business	1	10
Manufactured Housing	1	6
Narrow Streets	0	6
Strip Shopping Centers	2	5
Big Box Retail	1	5
Mega Churches	1	5
Surface Parking Lots	1	5



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A second exercise to identify the top issues for the comprehensive plan to address was also conducted at the first Steering Committee meeting. The top issues were:

- Growth
- Transportation
- Community Facilities
- Natural Resources
- Zoning/ Subdivision Regulation
- Schools

The remaining steering committee meetings were held on February 28, 2008, April 3, 2008, May 8, 2008 and July 10, 2008. The second and third meetings focused on reviews of the market analysis, vision, goals and objectives. During the fourth meeting in May, the Steering Committee considered alternative land use scenarios and reviewed the proposed Transportation/ Thoroughfare Plan. The final meeting was held to review the draft plan document.

Public Workshops

Gathering input from the public early in the process is critical to the success of a comprehensive plan. For the Harrison County Comprehensive Plan, two of these early workshops were held to solicit input from the community and raise awareness of the planning process. These meetings were held on January 17, 2008 at South Harrison High School and January 31, 2008 North Harrison High School. Thirty-one people attended the first meeting and 25 people attended the second. The workshops consisted of a brief presentation by the consulting team about comprehensive planning and planning trends and a series of four exercises to solicit input about the county's future.



Participants at a public workshop

Before the meeting started, attendees were asked to identify the top three issues they felt Harrison County faced in the next twenty years. A summary of the top issues includes:

- Growth
- Economic Development
- Natural Environment
- Transportation
- Education



- Housing
- Community Facilities
- Rural Character
- Planning and Zoning
- Government

The second exercise was an Image Preference Survey where participants were shown 20 different images of community features and asked to rank them from -5 (strongly negative) to +5 (strongly positive). The images were later discussed by the group to determine specific likes and dislikes. The images and associated comments are presented below from highest to lowest rated:

Table 9-2: Public Workshop Image Preference Survey

Image	Avg. Score	Comments
	4.1	<ul style="list-style-type: none"> + Rural character + No pollution; Beautiful trees + Quiet, peaceful setting + "Reminds me of where I grew up" + Road is paved + "Makes you step back from busy four lane highway."
	3.2	<ul style="list-style-type: none"> + Rural character + Calm, peaceful + "Looks like my house."



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	3.0	<ul style="list-style-type: none"> + Healthy lifestyles + Safe; Inviting; Informative + Floodwall – maximizing the use + Green; Trailhead; Popular - Taking up the waterfront - Nothing to pay for the upkeep except tax dollars, maintenance - Looks like the entrance to a subdivision
	3.0	<ul style="list-style-type: none"> + Commerce on the water + Place you would gravitate toward on the water + Would like to eat there + Beautiful setting - Takes up the waterfront
	2.7	<ul style="list-style-type: none"> + “Like the way it looks... quaint and friendly.” + “I would like to eat there” + Possibly locally owned - Doesn’t fit in. - Too crowded. Need more room.
	2.6	<ul style="list-style-type: none"> + Charming; Pretty + Encouraging local produce and agriculture + Working family farm + Homegrown + Productive



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	2.3	<ul style="list-style-type: none"> + Maximizing natural resources + Inviting walkway + Well developed + Good planning - Sad – riprap - Just leave it natural – more enjoyable
	2.3	<ul style="list-style-type: none"> + Sidewalks + Nice, clean, well kept neighborhood. + Like the homes + “Downtown America” + Place for kids to play + Neighborhood rather than a subdivision - “Too crowded...stacked people”
	2.2	<ul style="list-style-type: none"> + Kids need something to do + Cultural and economic draw + Need recreational facilities + Need to plan areas for the whole community. - Reminded of Louisville’s problems with skate parks.
	2.1	<ul style="list-style-type: none"> + Nice house; Well kept + High value – more taxes - Garages should be setback, on side, or in back - Three cars translates into more congestion - Levittown of the 2000’s – all the same - Clearing forest for homes



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	<p>2.1</p>	<ul style="list-style-type: none"> + Mitigating negative impacts + Reuse + Doesn't appear to be regulated + "Me when I was a kid" + Unique - Dangerous (kids)
	<p>1.6</p>	<ul style="list-style-type: none"> + Farm machinery in a farm community + Necessary evil in a farming community + Paved shoulder + Accommodating + Farm equipment coexisting with cars + Still maintaining a rural setting + Working harmony within a farming community
	<p>1.6</p>	<ul style="list-style-type: none"> + It's paved - No shoulder - What if you have car trouble? - "A to B quickly but doesn't accommodate multi modes of transportation." - "If picture was taken in the fall, you may have a more positive response."
	<p>1.2</p>	<ul style="list-style-type: none"> + Represents something needed in the community + Industry; Tax base; Jobs (higher paying jobs) + High standards; Neat - Ugly





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	0.2	<ul style="list-style-type: none"> + High standards + "If you're going to have a subdivision, that's the way it should be." + "Orderly, paved, not sprawled" + Curb and gutters; Not in the country - "Move back to Louisville if you want this." - Packed in too tight - Nothing for kids to enjoy - Have to take the car to get anywhere.
	-0.3	<ul style="list-style-type: none"> + Looks convenient + Tax revenue + Orderly shopping center - Traffic congestion - Lack of character - "We have these 20-30 minutes away. Don't need here."
	-1.2	<ul style="list-style-type: none"> + "Would rather have 20 homes take 20 acres than 20 homes take 200 acres." - Subdivisions need to be closer to town where urban services are. - Encroachment on homestead - Possibility of clear cutting trees - Utilizing prime tillable land for development - Sprawl; No mixed uses
	-2.2	<ul style="list-style-type: none"> - Not visually pleasing – utilities, signage, etc. - No continuity - Congested; Nothing but traffic - No planning; No regulations - Better with planning - Hodgepodge - "No matter where you go, there you are."



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	-2.5	<ul style="list-style-type: none">- Empty parking lot- Blacktop instead of green- Not landscaped- Parking is important, but not that important- Poorly planned
	-2.8	<ul style="list-style-type: none">- Billboards and utilities are an eyesore- Clutter- Up facing lights (negative)

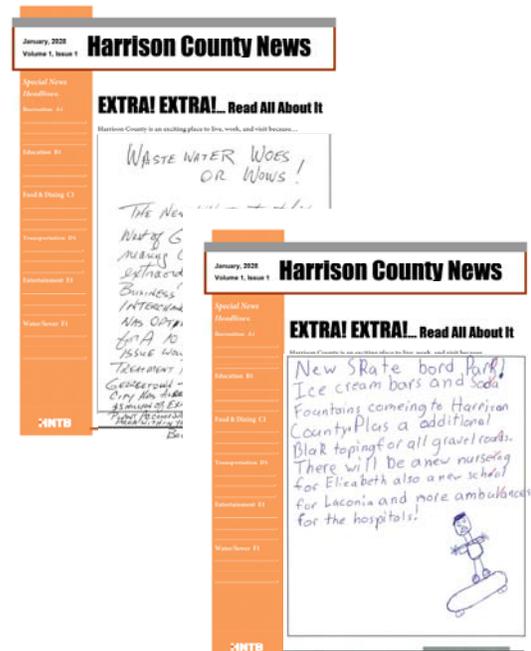


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The third exercise allowed participants to determine the location and quantity of future development. Attendees were divided into small groups and asked to place dots representing residential, commercial, industrial, and parks/ open space on a map of the county and to use markers to indicate new roads, road widening, or other needed road improvements. The minimum amount of development that they were asked to place was based on the baseline Census population projections for the county for 2030. The maximum amount of development was based on an aggressive projection of the 2030 population. The resulting maps were used by the consulting team and Steering Committee as input to develop the future land use map.

The final exercise, “Extra, Extra, Read All About It,” allowed participants to be the editor of the newspaper twenty years in the future. This visioning exercise allows the attendees to express where they would like Harrison County to be in the future. The most common themes include:

- Recreation
- Education
- Transportation
- Entertainment
- Economic Development
- Food and Dining
- Housing
- Community Facilities
- Water/ Sewer



Examples from “Extra, Extra!... Read All About It” exercise

Public Open Houses

Public open house events were held on June 18th and 19th, 2008. The open houses were held in different geographic areas of the county (north & south) for the convenience of residents. The purpose of each open house was to allow citizens to analyze and react to the draft plan elements. The vision, goals and objectives as well as the draft future land use and transportation maps were presented; comments were solicited through various questions and individual exercises. Each



Participants at a public open house



presented; comments were solicited through various questions and individual exercises. Each participant was asked to agree or disagree with the goals of the comprehensive plan; 95 percent of participants agreed with the goals of the plan and only five percent disagreed. Concerns of those disagreeing were discussed and taken into account for the final draft of the plan.

Public Hearings

A public hearing was held by the Planning Commission, in accordance with Indiana Code, to adopt the plan. This meeting was held on October 2, 2008 at the Harrison County Courthouse.

The Comprehensive Plan was adopted by the Harrison County Commissioners on November 17, 2008.



APPENDIX A: LAND USE SCENARIOS

How the Future Land Use Plan Was Developed:

Two future land use scenarios were developed as a starting point for the future land use discussions; the scenarios should not be used as a basis for future land use decisions but rather a guide to understand the process used to develop the Future Land Use Plan. Each scenario was intended to present a different way the county could develop in the future. Based on the direction provided by discussions of the scenarios and the desires of the community, the Future Land Use Plan was created. The following presents the basic concept as well as positive and negative implications of each scenario.

Scenario #1

The major highlights of Scenario #1 include:

- Lanesville Interchange: commercial development focused to the southwest of the interchange; industrial development focus southeast of the interchange; residential between the I-64 and Lanesville; limited institutional development.
- New I-64 Interchange: residential development focused north of I-64; commercial development focused south of I-64; some expansion of the current industrial park.
- Small Towns: limited residential and commercial development near Palmyra and Milltown; recreational development near New Amsterdam and Milltown; commercial development near Horseshoe Southern Indiana; limited residential development near Elizabeth.

This scenario places emphasis on development near the Lanesville interchange, the new I-64 interchange west of Corydon, and the small towns in Harrison County. The amount of future development for this scenario was based on Census population projections. It also assumed sewer development would not be extended north of I-64 at Lanesville. The Lanesville interchange and new I-64 interchange were discussed as entry points or gateways into Harrison County, and therefore, should be carefully managed as they develop.

Implications of this scenario are:

- Sewer does not extend north of I-64 at Lanesville.



- Major corridors throughout the county will need to be maintained or improved since additional development is planned around many small towns.
- Industrial and commercial development forms the “gateway” to Harrison County from the east; commercial and residential forms the “gateway” from the west.
- Adequate water and sewer need to be available to serve development near the small towns.

Scenario #2

The major highlights of Scenario #2 include:

- Lanesville Interchange: commercial development is primarily focused both north and south of the interchange; residential development is focused between the interchange and Lanesville.
- New I-64 Interchange: commercial development north of I-64; residential development northwest and southwest of the interchange; limited industrial development adjacent to the existing industrial park; limited institutional and recreational development north of I-64.
- Small Towns: limited commercial and residential development along the Ohio River and SR 135 at Mauckport; recreational development southeast of Corydon; residential development near Crandall; limited residential and commercial development near Palmyra; limited commercial development at SR 64 and SR 135.

This scenario focuses new development around I-64, specifically the Lanesville interchange and the new I-64 interchange west of Corydon. Concentrating development around I-64 allows residents to easily and quickly commute to the greater Louisville metropolitan area. For the greater region, it provides easy access to goods and services provided in Harrison County. This scenario assumed 20 percent growth over the next twenty years, which was slightly more aggressive than Census projections.

Like scenario #1, the Lanesville interchange and new I-64 interchange were discussed as entry points or gateways into Harrison County, and therefore, should be carefully managed as they develop.

Implications of this scenario are:

- Development pressures are greatest from the Louisville metropolitan area; many residents will commute to the Louisville area.



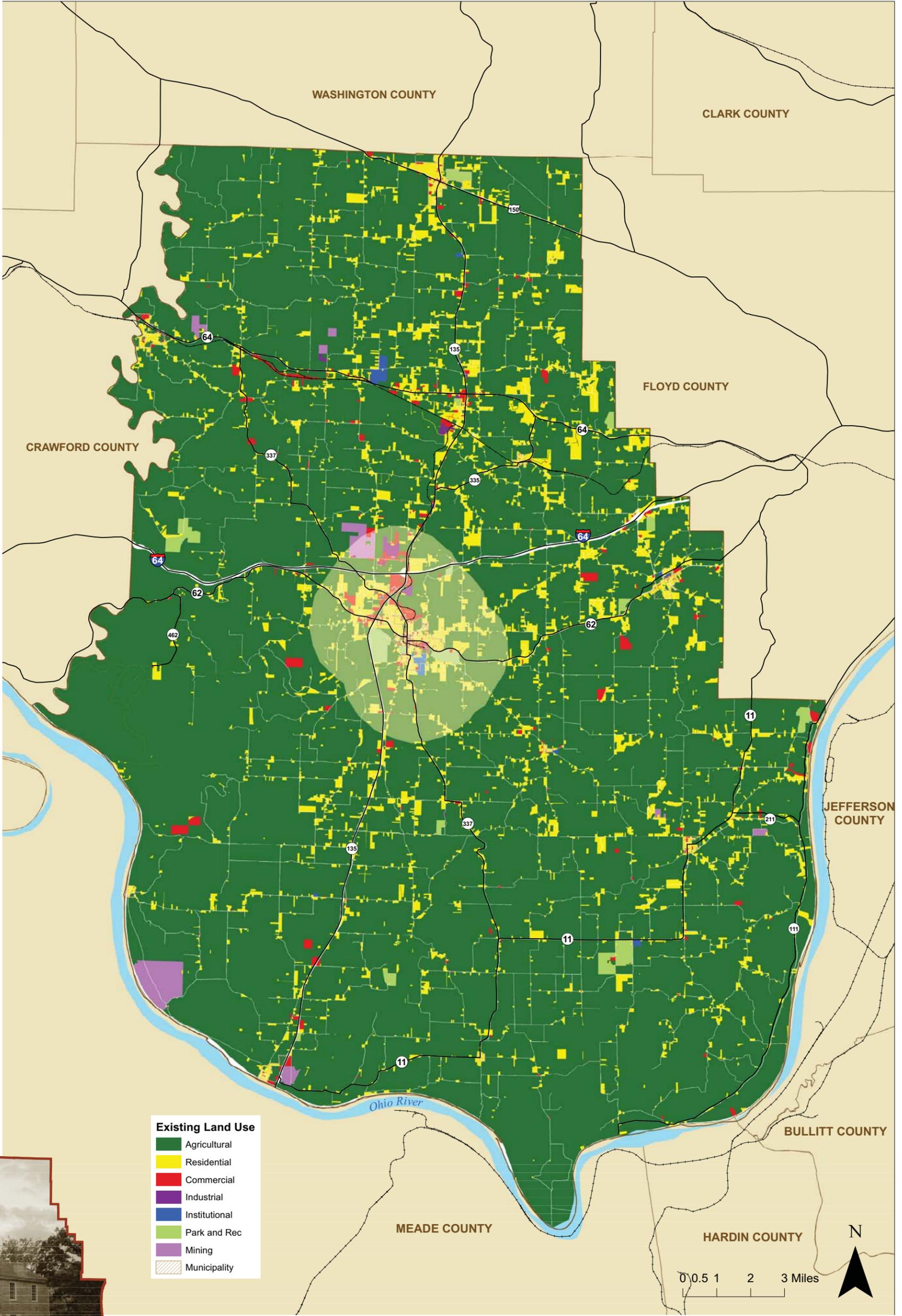
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- Development is concentrated near I-64; development is limited near the small towns.
- Sewer would need to be extended north of I-64 at Lanesville.

Commercial development forms the “gateway” to Harrison County from the east; commercial and residential forms the “gateway” from the west.

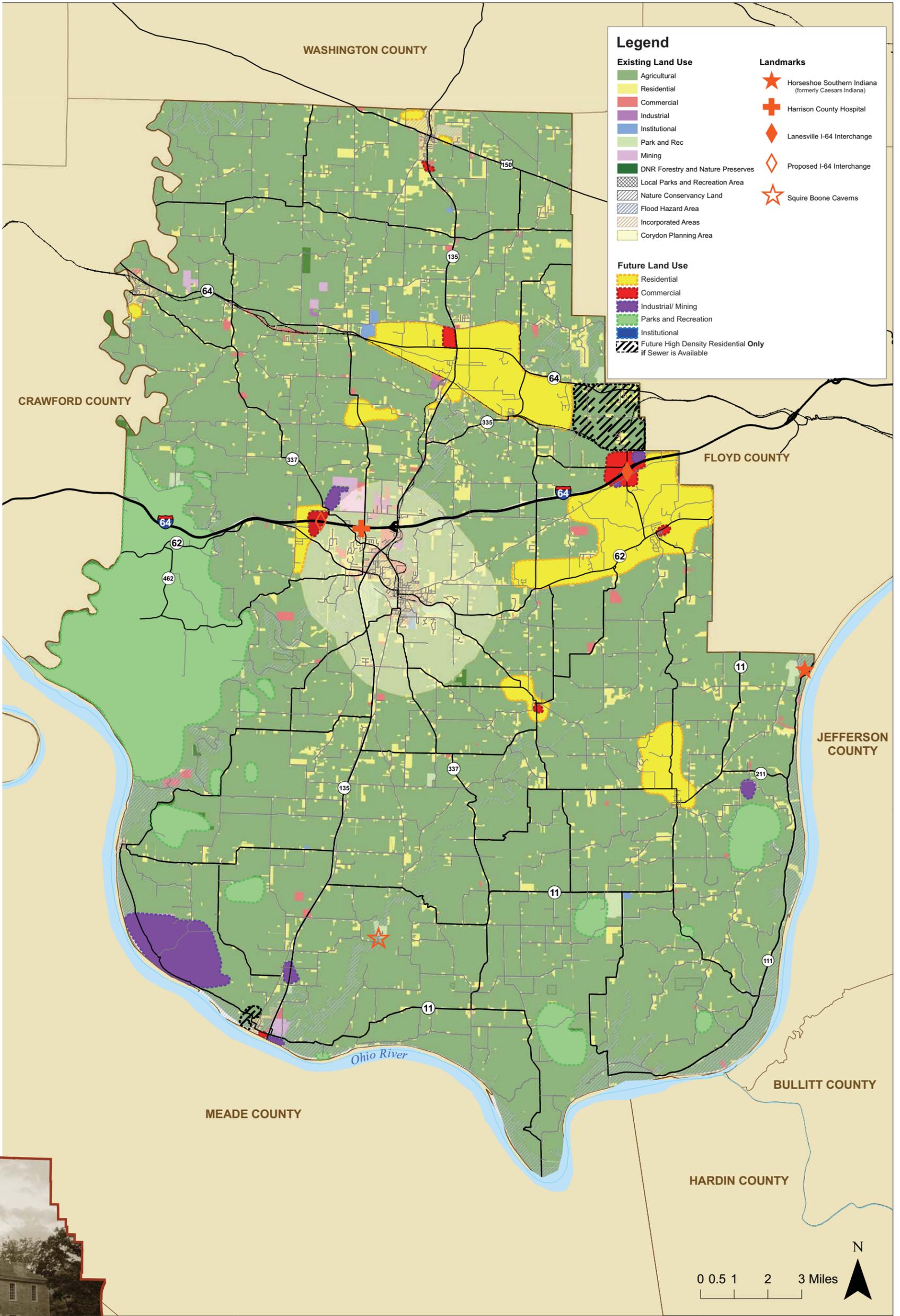


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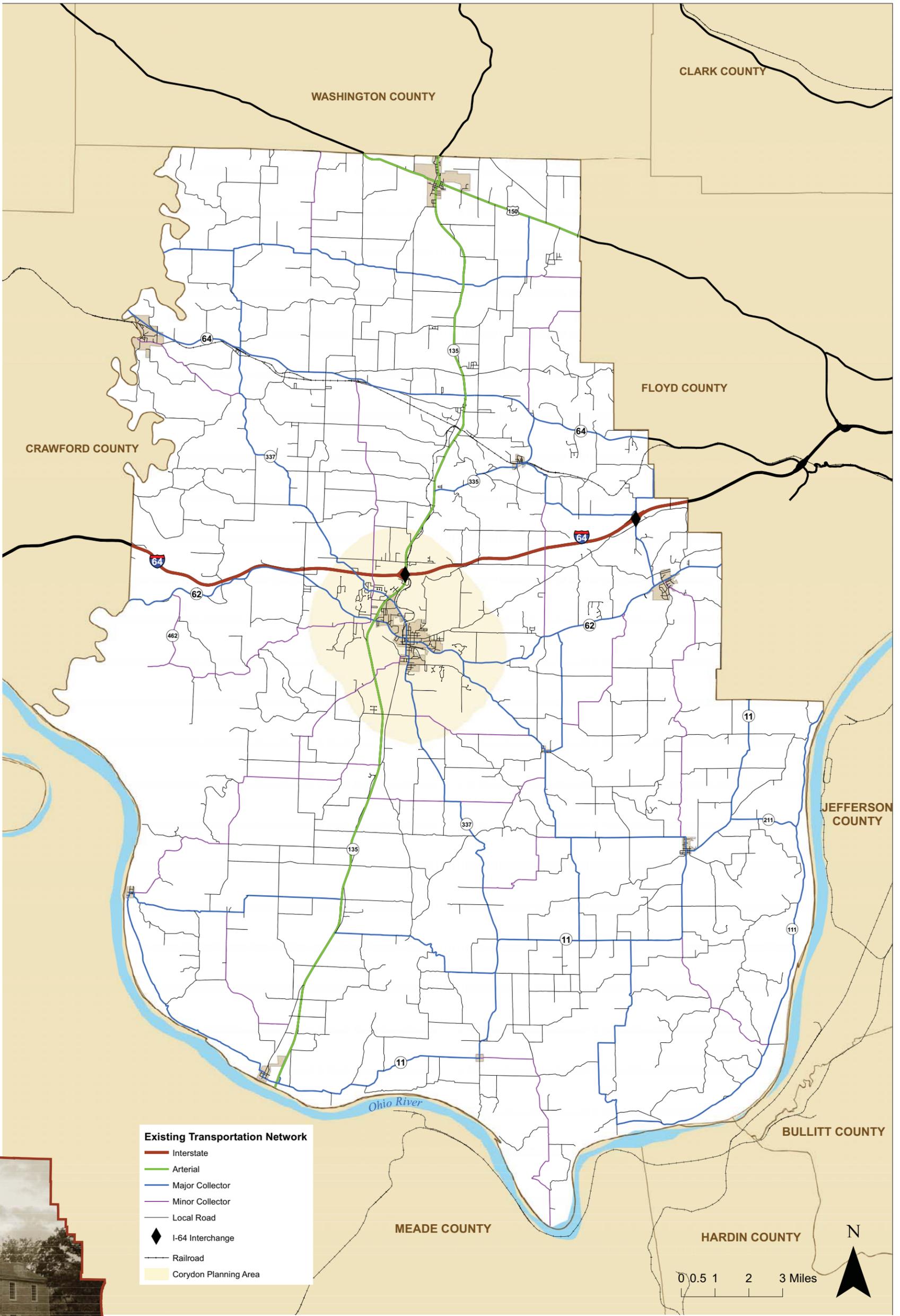


Existing Land Use

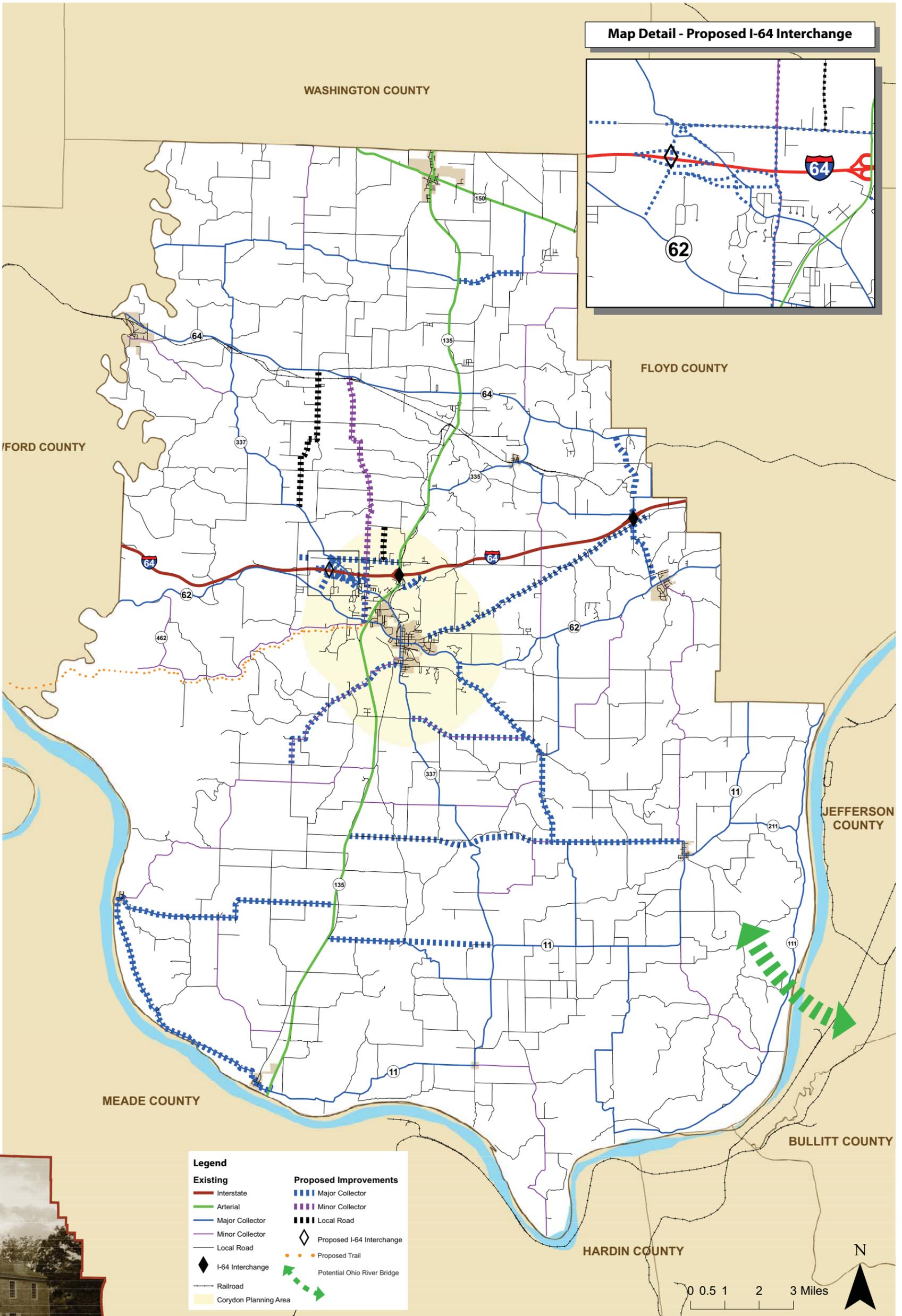
Source: Harrison County Auditor's Office, Tax Assessor Database



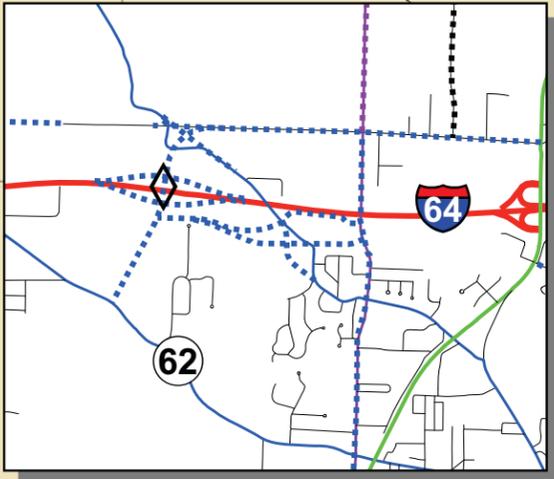
Future Land Use



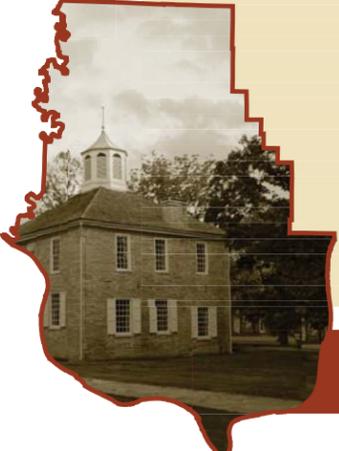
Existing Transportation Network



Map Detail - Proposed I-64 Interchange



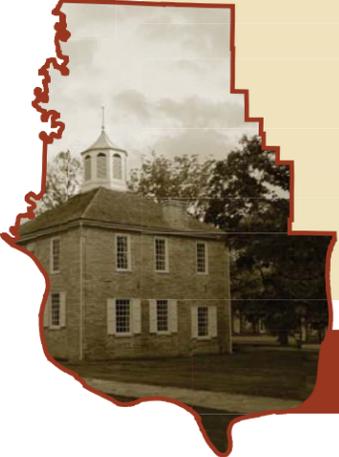
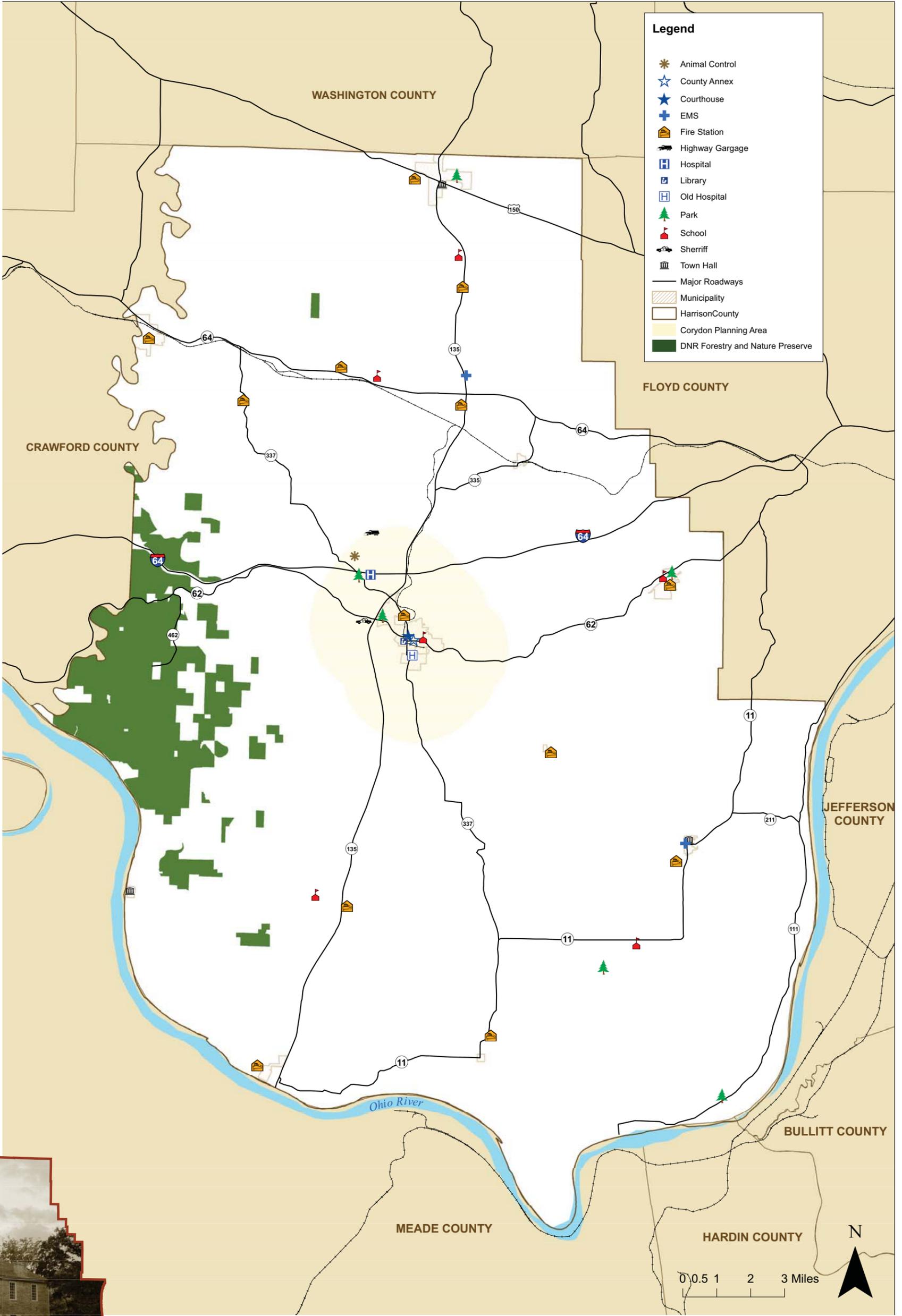
Legend	
Existing	Proposed Improvements
Interstate	Major Collector
Arterial	Minor Collector
Major Collector	Local Road
Minor Collector	Proposed I-64 Interchange
Local Road	Proposed Trail
I-64 Interchange	Potential Ohio River Bridge
Railroad	
Corydon Planning Area	



Future Transportation Network



Source: Harrison County, IN 2003 Long Range Transportation Plan



Public Facilities