

STATE OF INDIANA
BEFORE THE BOARD OF CLARK COUNTY COMMISSIONERS

ORDINANCE NO. 27 -2019

**AN ORDINANCE APPROVING AND ADOPTING
THE CLARK COUNTY COMPREHENSIVE PLAN**

WHEREAS, the Board of Commissioners of Clark County, Indiana (the “Board”), is the executive body of Clark County Government pursuant to the provisions of Ind. Code § 36-2-2-2; and,

WHEREAS, the Board is also the legislative body of Clark County Government pursuant to the provisions of Ind. Code 36-1-2-9; and,

WHEREAS, the Clark County Plan Commission has advisory authority regarding zoning pursuant to Ind. Code 36-7-4, *et al*; and,

WHEREAS, on the 14th day of August, 2019, the Clark County Plan Commission recommended the approval and adoption of the Clark County Comprehensive Plan (see the said Clark County Comprehensive Plan attached hereto as **Exhibit “A”**).

NOW, THEREFORE, BE IT ORDAINED by the Board of Clark County Commissioners as follows:

1. That the Clark County Comprehensive Plan, recommended for approval and adoption by the Clark County Plan Commission on August 14, 2019, attached hereto as **Exhibit “A”**, is hereby approved and adopted.

2. This Ordinance shall be in full force and effect upon its passage and promulgation as evidenced by the affirmative signatures of the undersigned as the majority of the duly elected and serving members of this Board.

So Ordained this 3rd day of October, 2019.

Members voting "NO":

Jack Coffman, Commissioner

Bryan Glover, Commissioner

Connie Sellers, Commissioner

Members voting "YES":



Jack Coffman, Commissioner



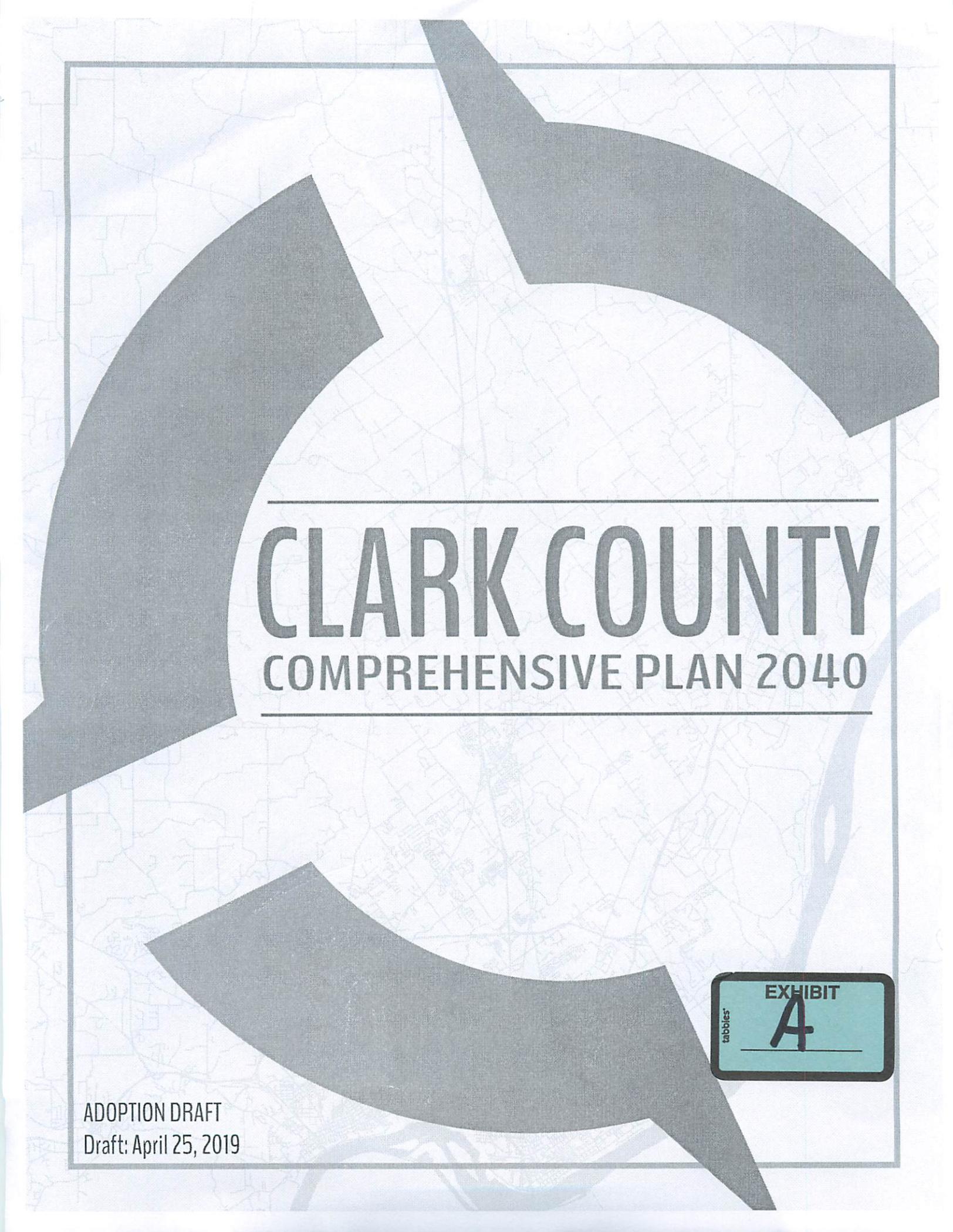
Bryan Glover, Commissioner

Connie Sellers, Commissioner

Attested by:



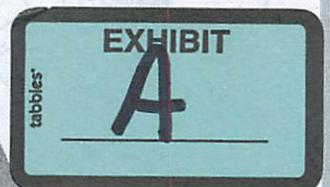
Danny Yost, Clark County Auditor



CLARK COUNTY

COMPREHENSIVE PLAN 2040

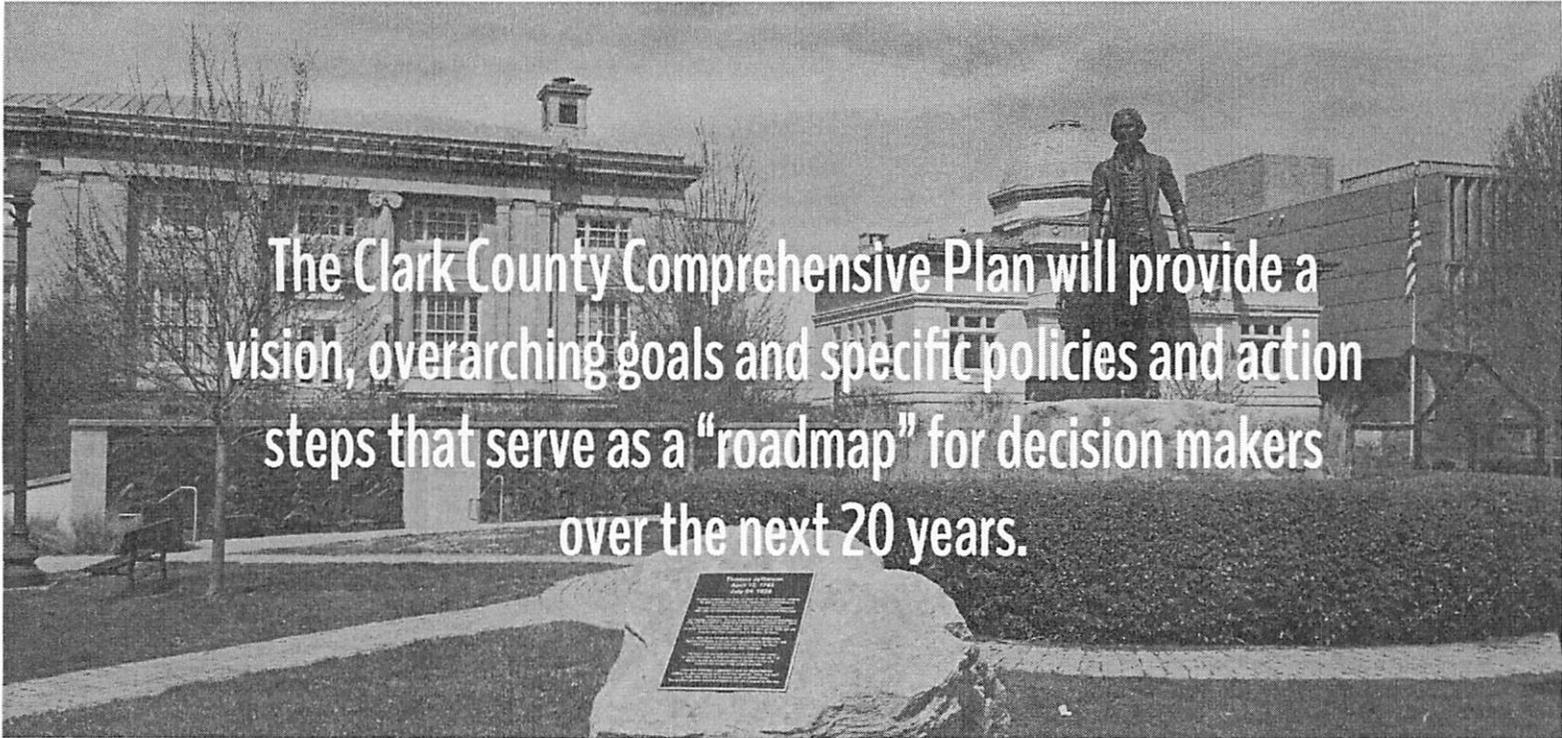
ADOPTION DRAFT
Draft: April 25, 2019





CLARK COUNTY
Comprehensive Plan





The Clark County Comprehensive Plan will provide a vision, overarching goals and specific policies and action steps that serve as a “roadmap” for decision makers over the next 20 years.

Acknowledgments

Steering Committee Members

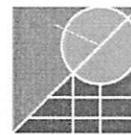
- David Blakenbeker
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Clark County Area Plan Commission

- Terry Conway
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Consultant Team

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SECTION 1: Introduction

- What is the Clark County Comprehensive Plan?
- What Areas of Clark County Does this Plan Cover?
- General Definitions



What is the Clark County Comprehensive Plan?

The primary purpose of the Clark County Comprehensive Plan is to adequately prepare for future growth and development. Over time, Clark County will continually develop in response to changing demographics, local, regional, and national trends or preferences, new or diminishing markets in the economy, population shifts, and more. This Plan outlines a vision statement, overarching goals, implementation strategies and guiding policies that allow Clark County to be pro-active about change, versus reacting to change in the County. While planning for Clark County, this document is also intended to be a living, breathing document. Comprehensive plans do not respond to individual desires or needs and must be broad to allow flexibility and give decision makers that ability to respond to changing conditions of Clark County.

Additionally, the State of Indiana has developed specific requirements and minimum content of a comprehensive plan (500 series of IC 33-7-4). Indiana Code states that the plan should promote public health, safety, morals, convenience, order or general welfare for the sake of efficiency and economy in the process of development. The elements of a comprehensive plan must include:

- A statement of objectives for future development of the jurisdiction;
- A statement of policy for the land use development of the jurisdiction; and
- A statement of policy for the development of public ways, public spaces, public lands, public structures, and public utilities.

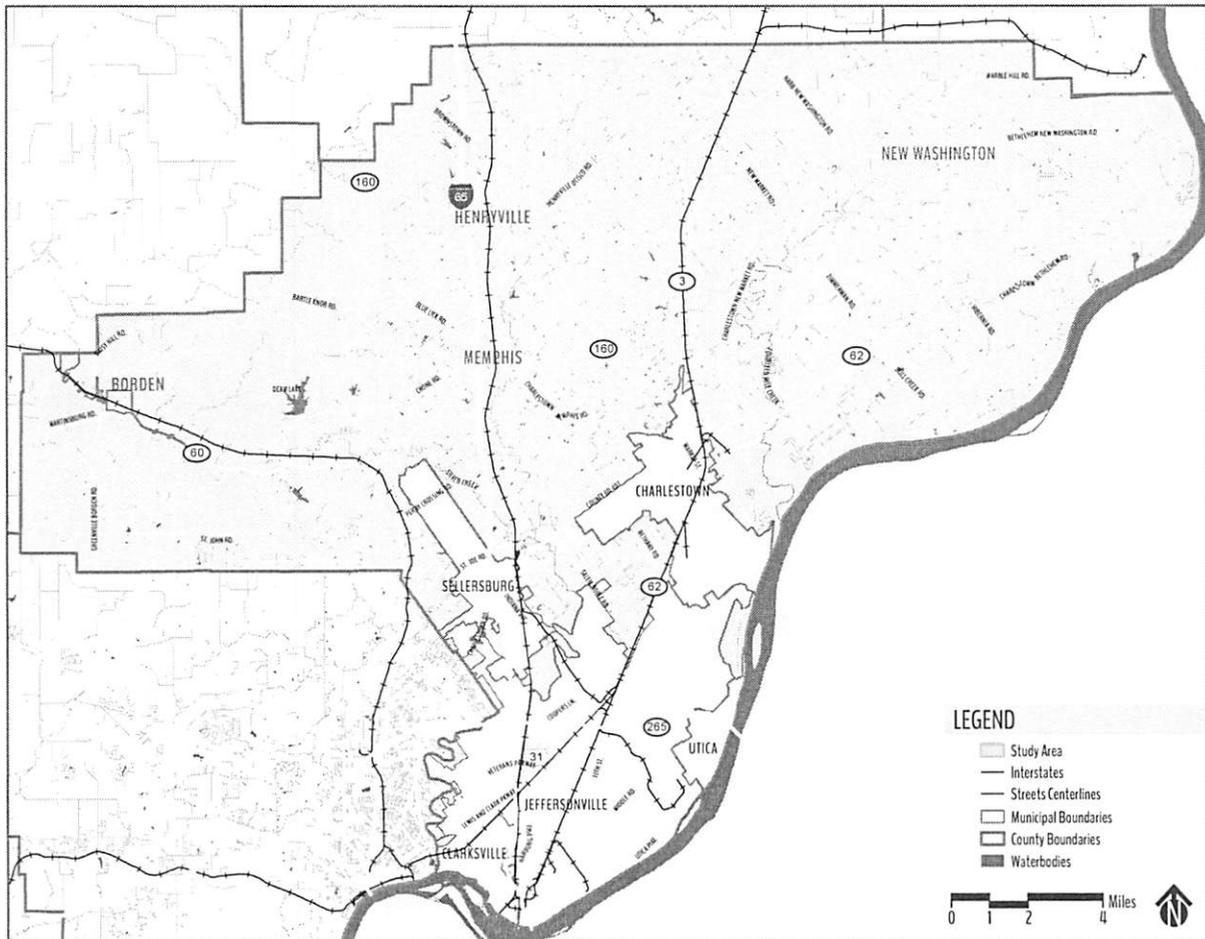
A comprehensive plan may also include a multitude of additional topics, community issues and strategies, and other plan elements as deemed appropriate by the jurisdiction.



What Areas of Clark County Does this Plan Cover?

The Clark County Area Plan Commission currently has jurisdiction over Borden and the unincorporated areas of the County. Charlestown, Clarksville, Jeffersonville, Sellersburg and Utica have their own Plan Commission and Comprehensive Plans, and therefore are not covered in this Plan. The plans for these areas were referenced during the development of the county's Plan.

- Borden
- Henryville
- Memphis
- New Washington
- Utica
- Other Unincorporated Areas



General Definitions

- **Agri-Tourism** – Any agriculturally-based operation or activity that attracts visitors.
- **Arterial Roadway** – a high capacity roadway with the primary function of delivering traffic from collector roads to freeways or expressways.
- **Goal** – A broad statement that supports the vision while adding a specific area of focus. Goals are usually lofty in scope yet attainable within the 20-year planning horizon.
- **Growth Area** – A loose boundary in Clark County that identifies areas where new development or growth may occur in the future based on market trends and existing infrastructure. This is not intended to limit growth and contain growth.
- **Guiding Policies** – Best practices called out in this Plan that can be referenced by decision-makers.
- **Planning Horizon** – The period of time the plan intends to address community development of the county's vision. This Plan uses a 20-year planning horizon.
- **Right-to-Farm** – Act found in Indiana Code 33-30-6-9 and is designed to conserve, protect, and encourage the development and improvement of agricultural land for the production of food and agricultural products.
- **Steering Committee** – A group of people chosen to represent various representatives of the County to guide the comprehensive planning process. They served as liaisons between the County, the consultant, and staff.
- **Strategies** – Items and concepts desired in Clark County described in greater specificity than goals without identifying the individual actions that must be taken for implementation.
- **Vision** – a broad statement describing the desired future specific to Clark County.

SECTION 2: Existing Conditions and Visioning

- Planning Process and Public Input
- Challenges and Opportunities
- Demographic Snapshot

Planning Process and Public Input

The Plan was initiated by the County Commissioners and the Area Plan Commission in 2018, and was officially kicked-off in September of that year. This process included three phases of development over the course of nine months, with public engagement as a common thread throughout each phase. The process is outlined in the graphic below. Each of these phases were guided by four key questions:

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

PHASE 1: EXISTING CONDITIONS

1

- Demographic and Economic Data Analysis
- Existing Conditions Mapping and Population Projections
- Launch Plan Website and Social Media
- Launch Online Survey
- Public Engagement
- Steering Committee Kick-Off

MEETING: Steering Committee Meeting #1 (November 2018)

MEETING: Two Public Kick-Off Meetings (November 2018)

PHASE 2: STRATEGIC PLANNING

2

- Draft Plan Vision and Goals
- Draft Plan Objectives and Action Steps
- Plan Element Development and Refinement
- Public Engagement and Steering Committee Meetings

MEETING: Steering Committee Meeting #2 (December 2018)

MEETING: Steering Committee Meeting #3 (January 2019)

MEETING: Public Meeting #2 (January 2019)

PHASE 3: IMPLEMENTATION AND ADOPTION

3

- Detailed Action Plan
- Draft Plan Document
- Final Plan Document

MEETING: Steering Committee Meeting #4 (March 2019)

MEETING: Adoption Hearings (June 2019)

Steering Committee Meetings

Steering Committee Meeting #1 – 11-07-18

The Steering Committee held their first meeting in November of 2018 at the Clark County Courthouse. In this meeting, the consultant team provided an overview of the planning process, purpose of the plan, the role of the Steering Committee, and a highlight of the existing conditions analysis. In this meeting, the steering committee also participated in visioning exercises. The first exercise included a question prompt, asking the committee if they were to convince a friend or family member to move to Clark County, what would they highlight. The second exercise included identifying challenges and priorities for the categories of land use, transportation, infrastructure, community facilities, services, and economic development.

Steering Committee Meeting #2 – 12-06-18

The Steering Committee Meeting met for a second time following the initial public workshop that was held in Henryville and New Washington. The purpose of this meeting was to review and provide feedback on the initial vision statement, overarching goals, strategies and guiding policies for the plan. These plan components were updated and revised based on the feedback received during this meeting.

Steering Committee Meeting #3 – 01-28-19

The purpose of the third Steering Committee Meeting was to review future mapping for the Land Use and Transportation Plan Elements. The committee spent most of the meeting reviewing and updating the Future Land Use Map and methodology. Updates to the initial Future Land Use Map included adding additional mixed-use areas near River Ridge, Henryville, Memphis, and rural areas along Highway 3 and 62. In addition, Starlight and areas surrounding the Huber's Winery & Family Farm were identified as an Agri-Tourism Focus Area. The Steering Committee also discussed the potential idea of a regional trail.

Steering Committee Meeting #4 – 04-03-19

The Steering Committee met to review the draft Plan. Changes and edits were discussed and incorporated appropriately.



Public Meetings

Public Workshop #1 (11-08-18 and 11-15-18)

Clark County held two public open workshops on November 8th at Henryville Jr. Sr. High School and November 15th at New Washington High School from 5:00-7:00 pm. Each meeting was publicized in the newspaper, on Clark County's website, as well as promoted through Facebook using ads. The New Washington event reached 3,000 people and had 45 responses on Facebook. The Henryville event on Facebook reached 2,200 people and had 38 responses. Thirteen people signed in at the Henryville public workshop and five signed in at the New Washington public workshop. Public input during the visioning stage of this process was also gathered on the website, Facebook Page and the online survey. The following outlines the comments recorded during this process.

What Do You Want to PRESERVE in Clark County?

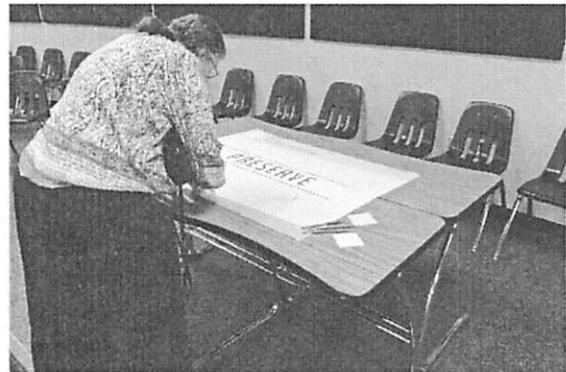
- Farmland
- Preserve Clark County Forest
- Woodlands and small streams
- Many small cemeteries need to be cared for
- Preserve historic store fences. For example – along Stacy Road
- Local shopping
- Celebrate site of history like the pigeon roost site
- New market grade school
- Highlight historic and cemeteries. For example, Goodwin Cemetery along Stacy Road.

What Do You Want to CHANGE in Clark County?

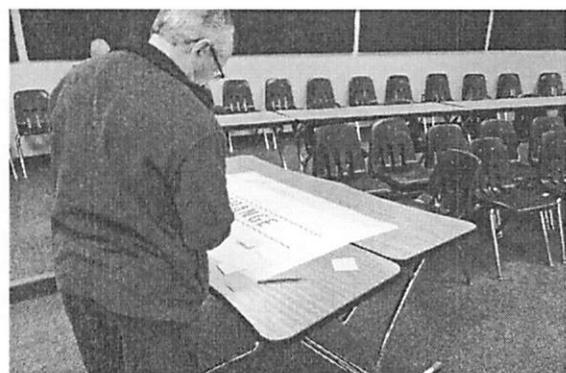
- Needs to be proactive in building wider roads
- New Washington needs a police department and/or a Mayor
- Internet access for rural residents – I live less than a mile from and it is 2018
- Actively respond to opioid crisis
- Redistricting our schools
- Upgrade County Roads to wider lanes
- Connect Greenway & Campgrounds through communities
- More of the rural areas of Clark County access to high speed internet
- Widen roads that are too narrow for 2-lane traffic
- Keep green areas
- Less stoplights on county roads
- Better county police coverage



Meeting materials included existing conditions mapping



Attendee provides feedback of what to preserve in the county



Attendee provides feedback of what to change in the county

What Do You Want to CELEBRATE in Clark County?

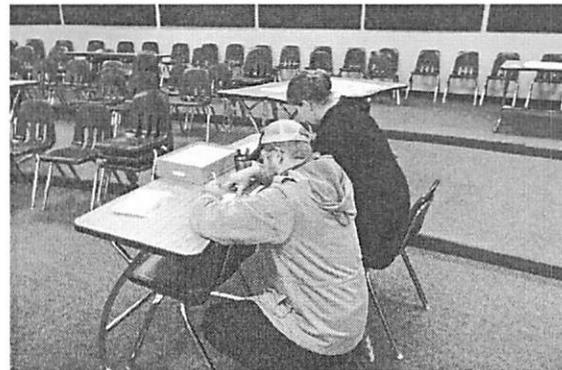
- Rose Island History
- Farming and rural heritage
- Ammunition plant before it is totally gone would make a good historical site
- How when needed we all pull together
- Tell more untold history, the stories not rooted in George Rogers Clark
- Highlight the history of those who served in the Revolutionary War and moved to Clark County. For example, the Goodwin Family
- Highlight history of slavery on Clark County farms and where buried in rural cemeteries. For example, Goodwin Cemetery
- Celebrate history and army ammunition plant with a museum at River Ridge
- Stop taking down old buildings
- No more big box stores
- Charlestown State Park – Kennington Stone
- Celebrate native American history. Connect with Miami Nation of Indiana

What is Your BIG IDEA for Clark County?

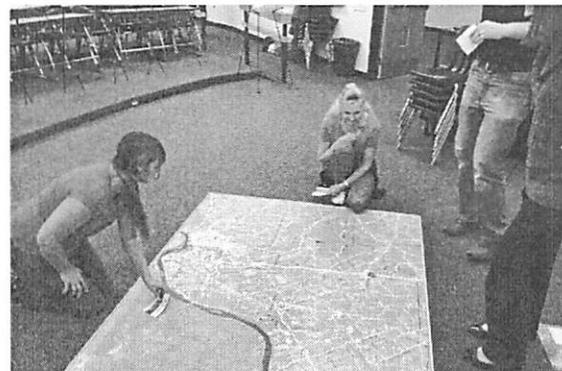
- Internet for rural parts – I live where there is NO option, nothing except cell service, no one younger will live like that
- Countywide EMS
- Seek a major medical research park
- DSL/Broadband/Fiber internet for all of Clark County (i.e. HWY 160)
- More direct access with roads
- Big Pool at the Forest Entrance
- Preserve part of Charlestown Ammo Plant for historic tours
- Housing complexes in rural areas
- We need a place for kids to go that are not super into sports
- Bigger libraries in places like Henryville and Sellersburg
- Truck Drive Facilities at River Ridge
- High Density Housing for “lower than average wage workers” at River Ridge
- Develop opportunity for New Washington and Henryville (saving schools)
- IND 62 – 4 Lane Highway (2)
- Finish Sidewalks in small towns

Other Comments Provided

- Please help get rural areas in this County access to high speed internet. So far, Frontier is not taking any more customers. Satellite and wireless providers do not meet our Internet for all of 160. Frontier does not have enough parts and AT&T and Insight go around us. Making our homes devalued. I work at home and my daughter goes to school at home – makes it impossible to do.
- Use evidence-based data for problem solving
- Keep county roads repaired and clear of snow
- Have county satellite offices outside Jeff for convenience to all



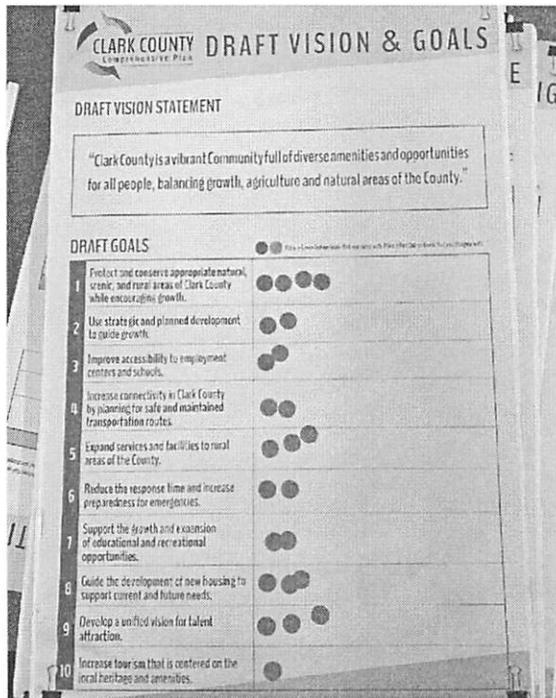
Community Members had the opportunity to leave general comments about Clark County



Mapping Exercise pinpointing areas of interest in the county

Public Workshop #2 – 02-11-19

The second public workshop was held mid-February at the Clark County Courthouse in the Commissioners Room from 5:00-7:00 PM. This meeting was also an open house format where participants could show up at any time during the meeting hours and provide feedback in as little as ten to fifteen minutes. During this meeting attendees were asked to review the draft vision statement, goals, strategies, guiding policies and future mapping and provide feedback through various exercises. The following is a summary of the feedback collected during this workshop.



Top GOALS identified:

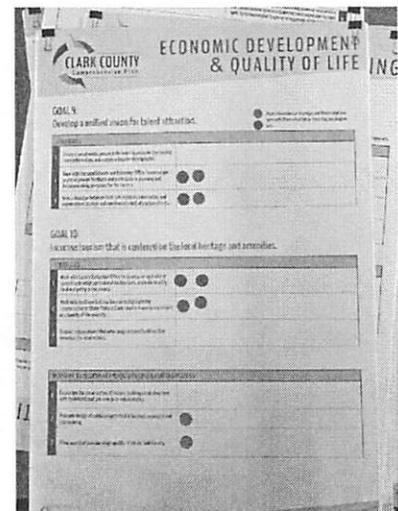
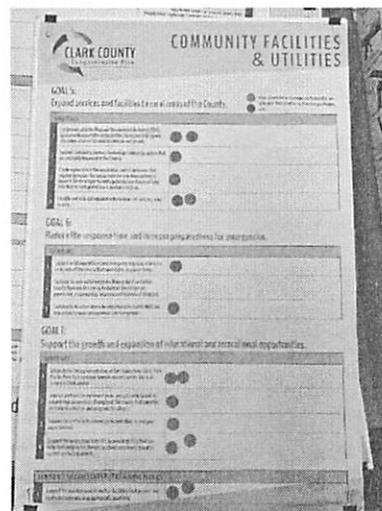
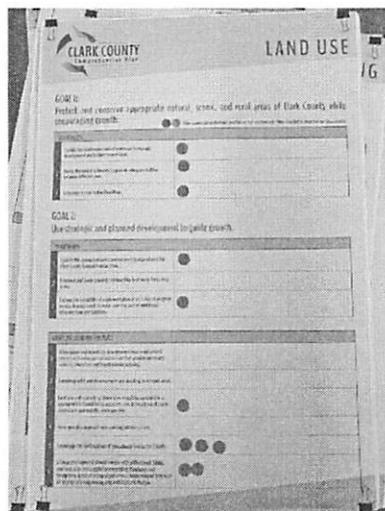
- Protect and conserve appropriate nature, scenic, and rural areas of Clark County while encouraging growth
- Expand services and facilities to rural areas of the County
- Guide the development of housing to support current and future needs
- Develop a unified vision for talent attraction

Top STRATEGIES identified:

- Focus on encouraging a diverse range of housing developments and discourage the division of one acre lots along roadways for new homes without proper access management
- Encourage the continued use of agricultural land in the County

What is MISSING?

- TARC route to Charlestown
- Bike Path through River Ridge
- Bypass around Sellersburg
- Widen 403



Meeting attendees were asked to either agree or disagree regarding the draft goals and strategies

Adoption Hearings

The Clark County Area Plan Commission held a public hearing on PLACEHOLDER to make a favorable recommendation for adoption of the Clark County Comprehensive Plan. The Clark County Commissioners adopted the Clark County Comprehensive Plan by resolution on PLACEHOLDER.

Online Engagement

In addition to hosting three public workshops, community input opportunities also included an online survey, a project website (www.myclarkplan.com) and the project Facebook page (www.facebook.com/myclarkplan). The website served as a one stop shop for those not on Facebook to learn about the Plan, the planning process, gain access to the online survey, receive meeting updates by following the page, and to view the Draft Comprehensive Plan. The Facebook page served a similar purpose, but provided a better platform for online engagement and sharing applications that spread the word about upcoming meetings, plan progress and other updates. Finally, the online survey allowed community members to meaningfully participate in the process if they were not able to attend any of the public workshops. Questions for the summary included rating the quality of life and state of infrastructure, identifying assets, threats, challenges, naming your big idea for the County, what type of development the County needs more or less of, the perception of the County and more. The following snapshot shows feedback collected from this survey and people reached.

How many people did we reach online?

- Survey Reached 2,434 people on Facebook, with 83 engagements
- Meeting Notice Published in the Charlestown Courier
- 119 Survey Respondants
- Meeting Notice Published on the County's Website
- Meeting Advertisement reached 1,873 people on Facebook
- Meeting was Shared on 18 Independent Pages in the County
- 185 Views on the Website

Key themes:

- Provide high speed internet
- Expand police and EMS services to underserved area
- Responsibly meet the housing demand
- Improve roadways and transportation
- Preservation of agriculture and natural features
- Providing amenities
- Preserve historic features

Strongest Assets

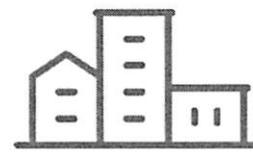


23%

Believe County Needs More Employment Opportunities

75.2%

Rated Quality of Life in Clark County as "Good"



30%

Believe County Needs More Housing Options

Challenges and Opportunities

Throughout the planning process, various challenges and opportunities were highlighted and collected from community members. Many challenges and opportunities were identified that Clark County needs to address as the community continues to succeed. However, like many community-based input processes, several issues beyond the control of the County Commissioners and Area Plan Commission or issues that other organized groups are trying to overcome were identified. This Plan consciously focused on ideas, issues, and projects within the control of the County Commissioners and Area Plan Commission. The following provides a broad overview of all of the ideas, challenges and opportunities that were collected as part of the Clark County Comprehensive planning process.

Challenges



Opportunities



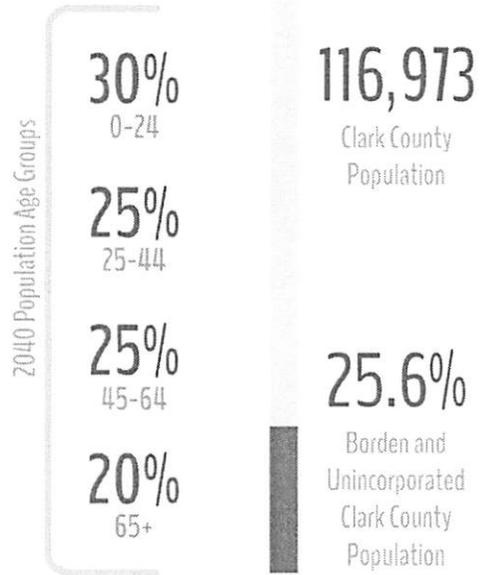
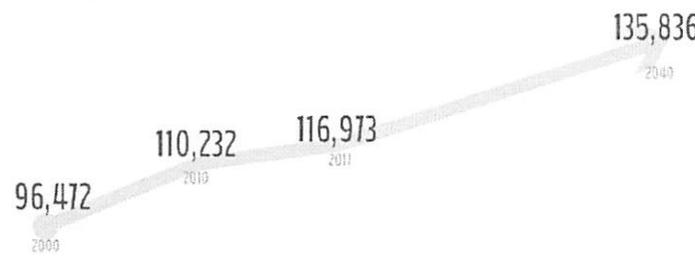
Demographic Snapshot

The following provides a brief snapshot of where Clark County is today in terms of demographic trends. A more detailed demographic analysis can be found in Appendix A.

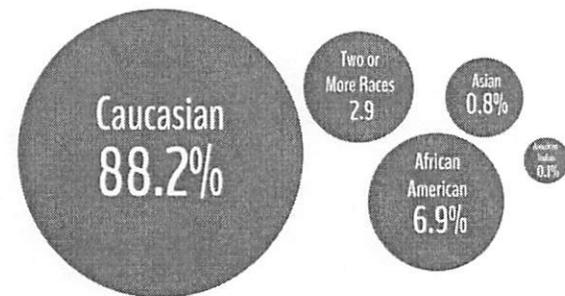
Population Growth



Future Population Projections



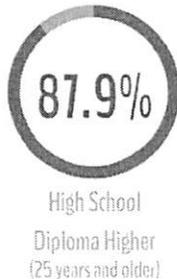
Race



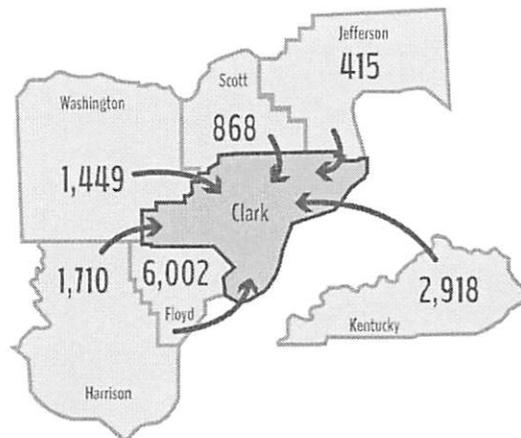
71.4%
Owner Occupied
Housing Units



Education and Income



Commuting to Clark County for Work



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SECTION 3:

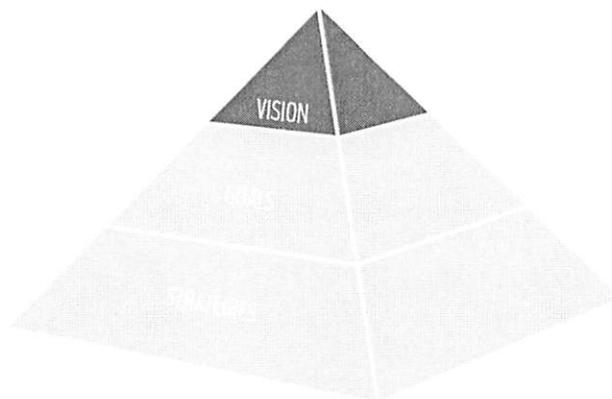
Vision and Goals

- Vision Statement
- Overarching Goals and Strategies

Vision Statement

A vision statement is a forward-looking and overarching perspective that describes what Clark County is desired to be at the end of the planning horizon. Other than serving as the vision for the future, it is also intended to be referenced when unanticipated circumstances occur or when planning-related decisions are not specifically outlined in this Plan. The following vision statement reflects the input and feedback collected during this planning process.

“Clark County is a vibrant Community full of diverse amenities and opportunities for all people, balancing growth, agriculture and natural areas of the County.”



VISION STATEMENT

A vision statement forms a forward-looking strategic framework that gives elected officials or boards the long-term perspective necessary to make rational and disciplined/tactical/incremental decisions on community issues as they arise.

PLAN GOALS

Goals are lofty, but attainable and are also broad in nature but provide some level of specificity which seeks to give purpose or define a set of results.

STRATEGIES

Strategies provide an additional level of detail or direction to each goal and are typically action oriented. Underneath each strategy will be one or more action steps that specifically relate to the strategy.

Overarching Goals and Strategies

Goals are intended to provide another level of detail beyond the vision statement and organize the various strategies associated with this Plan. Goals are also related to the various plan elements in this Plan such as land use and transportation, and are broad enough to allow flexibility within them and the ability to respond to unforeseen circumstances. Strategies underneath each goal are more specific statements that outline how the comprehensive plan will be implemented.

PLAN ELEMENTS	Land Use	Plan elements divide the comprehensive plan into topics to organize strategies and action steps.
	Transportation	
	Community Facilities and Utilities	
	Housing and Neighborhoods	
	Economic Development and Quality of Life	

Goal 1: Protect and conserve appropriate natural, scenic, and rural areas of Clark County while encouraging growth.

1. Update the subdivision control ordinance to manage development and historic uses of land.
2. Revise the zoning ordinance to provide adequate buffers between different uses.
3. Encourage access to the Ohio River.

Goal 2: Use strategic and planned development to guide growth.

1. Update the zoning and subdivision control ordinances and ensure they are aligned with the Clark County Comprehensive Plan.
2. Empower and guide growing communities to develop focus area plans.
3. Explore the feasibility of implementation of a “fee-in-lieu-of” program on new developments to help cover the cost of additional infrastructure and facilities.

Goal 3: Improve accessibility to employment centers and schools.

1. Encourage innovative ways to expand public transportation services to extend an express route along SR 62 and I-65 as ridership demand justifies new service.
2. Extend sidewalks in established communities to connect neighborhoods and destinations.
3. Ensure all sidewalks are ADA accessible.

Goal 4: Increase connectivity in Clark County by planning for safe and maintained transportation routes.

1. Continue to lead conversations with local municipalities and KIPDA, and regularly update and implement the County’s Thoroughfare Plan.
2. Prioritize roadway improvements that connect developed areas in the County.
3. Widen narrow roadways within the County as necessary.
4. Coordinate with KIPDA and incorporated cities and towns to secure federal funding for roadway projects in the urbanized area of Clark County.
5. Coordinate with INDOT to secure Rural Aid Funds to support County Transportation Projects.
6. Participate in regional conversations for transportation solutions that include KIPDA, the RDA, One Southern Indiana, the Building and Development Association of Southern Indiana, and the surrounding Counties.

Goal 5: Expand services and facilities to rural areas of the County.

1. Collaborate with the Regional Development Authority (RDA), local providers, and other organizations to expand high-speed, affordable internet to residents who are not served.
2. Support community partners to develop community centers that are equitably dispersed in the County.
3. Create a provision in the subdivision control ordinance that requires adequate fire suppression for new development or requires the developer to notify potential purchasers of lots/land that no such protection is available to them.
4. Identify and map distinguishable boundaries for sanitary sewer service.

Goal 6: Reduce the response time and increase preparedness for emergencies.

1. Support additional officers and emergency response vehicles in rural parts of the county that have higher response times.
2. Continue to work with Emergency Management and other County Agencies to keep up-to-date on the mitigation, prevention, preparedness, response, and recovery of disasters.
3. Continue to direct residents to educational resources that can help property owner preparedness for emergencies.

Goal 7: Support the growth and expansion of educational and recreational opportunities.

1. Advocate for the implementation of the Charlestown State Park Master Plan that increases tourism and celebrates the local history in Clark County.
2. Support partners to implement parks and gathering spaces in established communities throughout the county that can offer centralized activities and programs for all ages.
3. Support local efforts to connect parks and other recreational opportunities.
4. Support the local school districts by providing data that can help them prepare for changes in school enrollment based on current and future growth.

Goal 8: Guide the development of new housing to support current and future needs.

1. Work with the Building Association of Southern Indiana to identify housing needs.
2. Investigate incentives for housing diversification.
3. Prioritize high-density housing and multi-family housing units near employment and other urban centers.
4. Help connect low-income residents with support organizations like the Township Trustee, IHEDA, Habitat for Humanity, Homeless Coalition, and LifeSpring.

Goal 9: Develop a unified vision for talent attraction.

1. Create a social media presence that helps to promote the County, share information, and engage a broader demographic.
2. Work with the local Schools and the Clark County Extension Office to encourage youth to provide feedback and participate in planning and decision-making processes for the County.
3. Seek a dialogue between local and regional communities and organizations to align and coordinate talent attraction efforts.

Goal 10: Use strategic and planned development to guide growth.

1. Work with Clark County Extension Office to develop an agricultural council to develop agricultural destinations, promote healthy food and policy in the county.
2. Work with Southern Indiana Tourism to highlight the concentration of State Parks in Clark County in marketing efforts as a quality of life amenity.
3. Support organizations that offer programs and facilities that showcase the local history.



SECTION 4:

Land Use

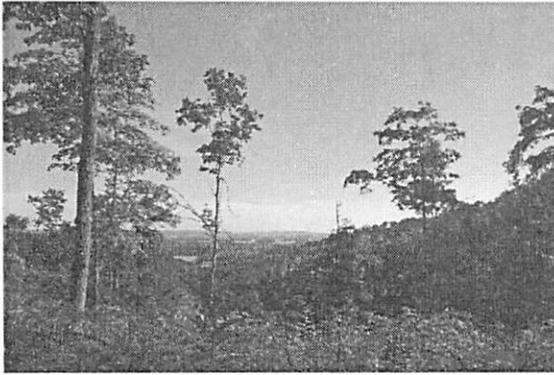
- Environmental Considerations
- Existing Development Patterns
- Future Land Use Plan
- Guiding Policies
- Land Use Strategies
- Land Use Action Steps

Environmental Considerations

Physical and environmental constraints such as soil, topography, wetlands, floodplains, and other physical conditions can prevent or restrict development in Clark County. The following provides environmental considerations that should be incorporated into land use decisions. While some areas may prohibit development, these areas could potentially be preserved for recreational or natural assets within Clark County.

Floodplains and Wetlands

The County contains various waterbodies throughout that impact floodplains and wetlands. Maintaining the integrity of floodplains and wetlands can limit potential property damage or loss during flooding events, therefore reducing the threat to the health, safety, and welfare of the public. Any development that occurs within the Floodplain should comply with the current Clark County Flood Hazard Ordinance. In addition, wetlands are protected by state and federal law. If new development seeks to fill, drain, level or divert water run-off from a wetland, mitigation is likely required and may require permitting from IDEM, IDNR, and/or USACE.



View along Knobstone Trail



Wood Berry Pointe, Charlestown, IN. Source: Indiana Land Company

Topography and Soils

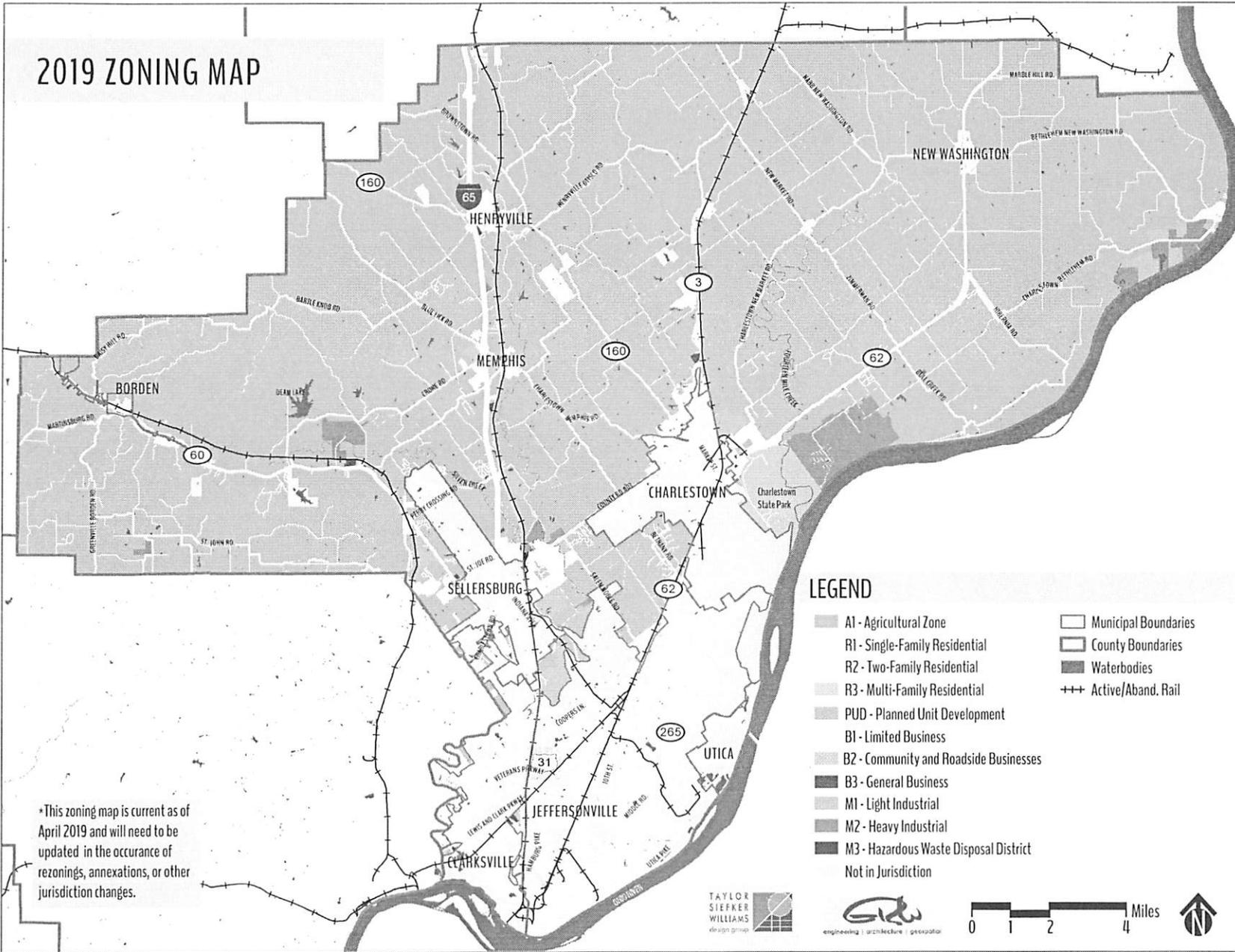
Steep slopes typically require additional site work and increase construction cost for development. Development challenges on steep slopes include long-term slope stability, runoff, and other natural degradation issues. Areas that have a slope equal to or greater than 20% should have appropriate site measures in place before development. Soils may also contribute to a site's constructability. Soils are classified according to their color, texture, structure and other properties. Lands that contain soil rated as "unstable" should be developed cautiously and be undertaken by a geotechnical engineer before potentially unstable soil is considered for development.

Prime Farmland

A large percentage of land in Clark County is currently used for agricultural purposes or is designated as open space. Any future development that occurs in the County should accommodate either preservation of agricultural land or appropriate development of agricultural land based on the desire of the property owner. In addition, any new development encroaching or infringing on rural or agricultural property should not negatively impact agricultural property or the ability to grow and harvest food.

2019 ZONING MAP

ADOPTION DRAFT 04/25/2019



*This zoning map is current as of April 2019 and will need to be updated in the occurrence of rezonings, annexations, or other jurisdiction changes.

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GRW
engineering | architecture | geospatial

0 1 2 4 Miles



LEGEND

- A1 - Agricultural Zone
- R1 - Single-Family Residential
- R2 - Two-Family Residential
- R3 - Multi-Family Residential
- PUD - Planned Unit Development
- B1 - Limited Business
- B2 - Community and Roadside Businesses
- B3 - General Business
- M1 - Light Industrial
- M2 - Heavy Industrial
- M3 - Hazardous Waste Disposal District
- Not in Jurisdiction
- Municipal Boundaries
- County Boundaries
- Waterbodies
- Active/Aband. Rail

Existing Development Patterns

Existing Land Use Patterns

Clark County is approximately 375 square miles and is bisected by Interstate 65. Additionally not including local parks, Jeffersonville is 35 square miles, Charlestown is 11.5 square miles, Utica is 1.5 square miles, Sellersburg is 8 square miles, and Clarksville is 10 square miles, leaving 296.5 square miles in the unincorporated areas of Clark County (excluding Henryville, New Washington and Memphis). Over 100 square miles of Clark County account for the four State parks that reside in the County. Residential uses with a mix of some commercial, industrial and institutional uses are concentrated in Borden (2 square miles), Henryville (3 square miles), New Washington (5 square miles), and Memphis (2.5 square miles). Agri-tourism uses are predominately located in the Starlight area near Huber’s Orchard and Winery, and Huber’s Family Farm.

Four State Parks account for over 100 square miles (or over 25%) of Clark County.

While zoning influences the development of land in the County, market influences such as the price of land, access to utilities, and proximity to nearby jobs or destinations, also impact where development occurs. Most development is concentrated along the I-65 corridor (Memphis, Henryville, and Sellersburg), the southern tip of the County and Ohio River (Jeffersonville, Clarksville, and Charlestown), and other major roadways such as State Road 62 and Highway 60 (New Washington and Borden). While many areas of the County are developed, the predominate land use in Clark County is agricultural or dedicated open space (or park space).

Existing Zoning

The following current Zoning Map highlights uses that are the desired type of development in Borden and the unincorporated areas under the jurisdiction of the Clark County Area Plan Commission. Sellersburg, Clarksville, Jeffersonville, Charlestown and Utica have their own Plan Commissions and therefore regulate the use of land within those municipalities. Furthermore, this Zoning Map* reflects the Zoning in Clark County at the time of adoption and may have been updated since. For more detailed and up to date information regarding the Zoning Map, individual zoning districts, and rules and procedures, reference the current zoning ordinance.



Industrial Zoning



Residential Zoning

Future Land Use Plan

Methodology

The future population projections for Clark County identify a need for additional land uses to support new growth such as residential, commercial, and industrial uses. Based on recent growth trends as well as other regional influences such as River Ridge, the completion of the Ohio River Bridges project, growth of the larger metropolitan region and other factors, growth is expected to outpace the current population projections. The population growth projections are based on historical data and do not take into account these local and regional influences. The Future Land Use Plan attempts to take these anticipated growth factors into account.

Types of Methodologies

When creating a Future Land Use Map, one of two methodologies are frequently used. The first uses the projected population growth and applies that growth rate to the existing number of acres for each land use. For example, if the population is anticipated to grow by 3% over the next 20 years and there is currently 20,000 acres of existing residential, then a linear approach would be used to project how much land the new population would require. The linear approach uses the existing population to residential ratio, resulting in a need for an additional 600 acres of residential land. This would be applied to each future land use category. This approach is typically used when a community is not anticipating full build out and feels the population projections have less local and regional factors for change or influence.

A second frequently used methodology is to create a build-out scenario. Using this method, all land within a jurisdiction would be planned as if all parcels would develop over the planning horizon. The current ratio of land uses would be considered in addition to the community's vision and anticipated needs if the community was built out. This approach is typically used when a community's projections show the need to consume the remaining undeveloped areas and is typically paired with redevelopment and/or potential annexation strategies.

A Modified Approach

Because Clark County is expecting additional growth that could vary significantly because of local and regional influences, the methodology used for the Clark County Future Land Use Plan applies a modified approach using a build-out scenario in "**Growth Areas**" where more rapid development is anticipated and minimal growth in "**Rural Areas**" where significant development is not anticipated. Additionally, the land use map is to be used with a set of **Land Use Criteria** that is applied countywide.

Growth Area Considerations:

- Growth Areas were identified where new development is most likely to occur based on recent growth, access/roadway network, potential utilities, and adjacent existing development. **The identified growth areas do not limit new development to only these areas** but recognizes that these areas are more likely to develop than rural portions of the county and therefore need more direction for future land uses. The Growth Areas generally follow roadways, rail lines, natural features, and property lines and have adequate roadway access and utility infrastructure that could potentially support development.
- A build-out scenario has been applied within the Growth Areas that includes considerably more land than would be required based on populations projections. However, defining the future land uses for a larger area allows more flexibility for the market to determine the specific areas of the county where growth is needed. For example, a developer might currently see a need for single-family residential near River Ridge but another might feel that the market demand would support a neighborhood near Memphis. Therefore, this build-out scenario identifies areas for residential growth in multiple areas in the county.
- The total number of acres included in the growth areas is much higher than what would be required by current population projections to allow the market to direct the location of development and also to account for unanticipated growth.
- Mixed Use is intended to allow residential, commercial or a mixture of both uses within the identified areas. This allows the market to decide what should occur as well as create nodes of activity that allow for a more walkable community. Additionally, as this Plan transitions into zoning classifications, this could alleviate the existing issue of residential owners getting a loan if it is zoned commercial.
- Residential uses were organized by “density” that included low-density, medium-density and high-density residential. Density refers to the number of dwelling units per acre recommended for each district. Higher density residential was reserved for direct access to major roadways, within close proximity to urban areas, and used to buffer uses between commercial/industrial uses and lower density residential uses. Areas that allow more dense residential development could still build at a lower density if desired. Residential areas identified could also allow future churches, parks, and institutional uses.

Rural Area Considerations:

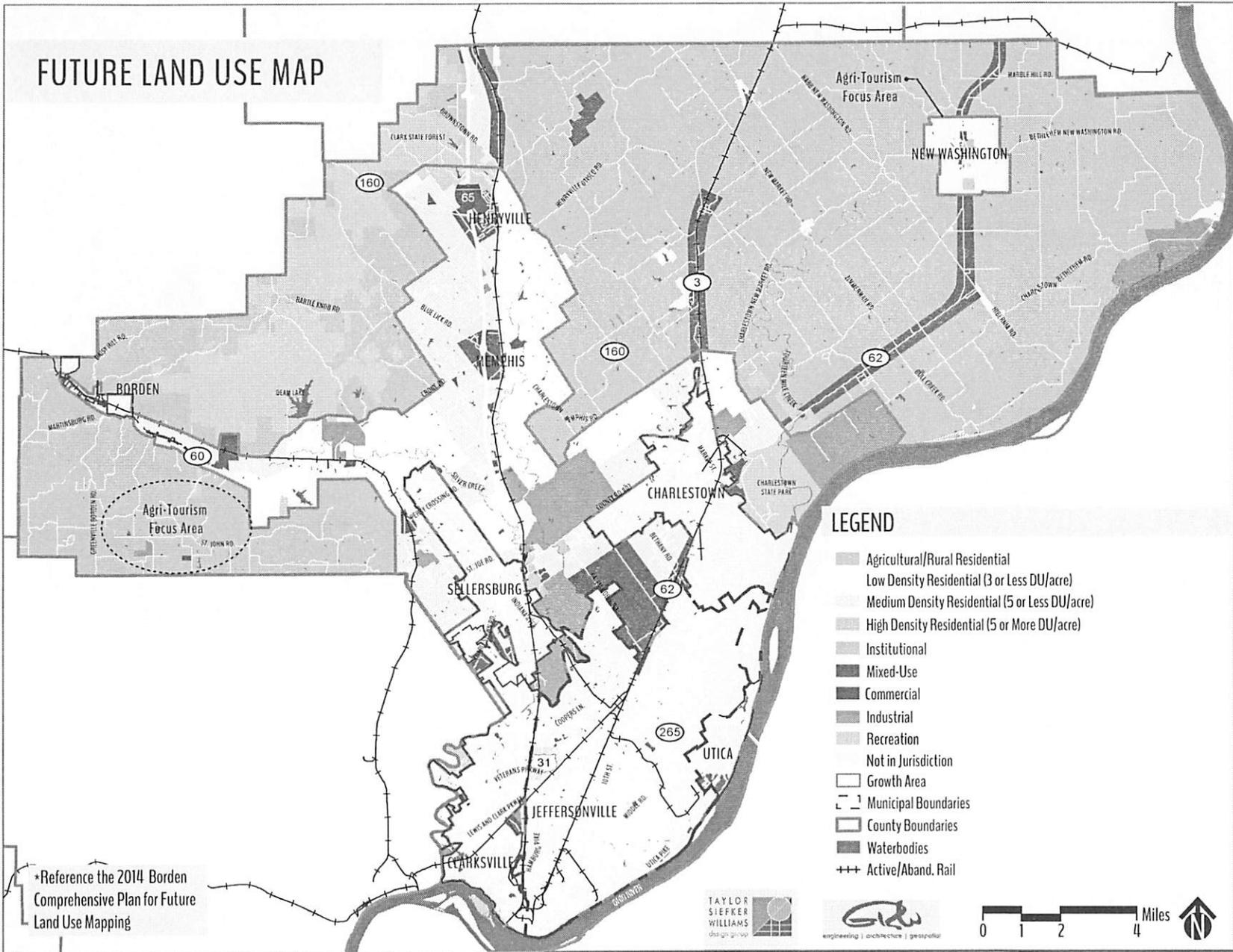
- The existing Zoning Map (April 2019) was used as a starting point when determining future land uses outside of the Growth Areas. Generally, the majority of the areas currently zoned as residential, commercial, institutional, and industrial outside of the Growth Areas remained the same on the Future Land Use Map. Some areas along major roadways were expanded to Mixed Use, allowing greater flexibility on what could occur.
- **Developers and property owners can still develop parcels outside of the growth areas.** The Location Criteria, which is referenced later in this document, should be used by the Plan Commission in making land use decisions. These criteria are used to ensure future development is adequately served infrastructure.
- Agricultural uses are can include land uses for agricultural or rural residential purposes.
- Agri-tourism was highlighted as a potential new use in Starlight and New Washington and should be further defined in the Zoning Ordinance.
- Mixed Use was applied along many of the major corridors to allow for rural business development and rural residential to occur.

Borden Considerations:

- A comprehensive plan was completed in 2014 for areas within the Town’s limits. The 2014 Borden Comprehensive Plan is incorporated into this Future Land Use Plan and should be referenced and used for land use decisions within Borden’s corporate limits.

FUTURE LAND USE MAP

ADOPTION DRAFT 04/25/2019



*Reference the 2014 Borden Comprehensive Plan for Future Land Use Mapping

LEGEND

- Agricultural/Rural Residential
- Low Density Residential (3 or Less DU/acre)
- Medium Density Residential (5 or Less DU/acre)
- High Density Residential (5 or More DU/acre)
- Institutional
- Mixed-Use
- Commercial
- Industrial
- Recreation
- Not in Jurisdiction
- Growth Area
- Municipal Boundaries
- County Boundaries
- Waterbodies
- Active/Aband. Rail

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SIEFKER
WILLIAMS
design group



Borden Comprehensive Plan

Even though the Clark County Area Plan Commission has jurisdiction over the Town of Borden, the Town has adopted their own Comprehensive Plan. The Borden Comprehensive Plan also outlines a Future Land Use Plan and Future Land Use Map, and this Plan should be referenced for any land use decisions within the Town of Borden. Please reference the Appendices of this Plan for more information regarding the Borden Comprehensive Plan.

Location Criteria

The following location criteria will assist the Area Planning Commission, County Commissioners and Board of Zoning Appeals in future zoning decisions. These criteria should be referenced along with the Future Land Use Map to determine if land use decisions fit within the intended direction of the Comprehensive Plan. All future development should reasonably follow the location criteria listed below. If development is proposed outside the growth areas on the Future Land Use Map, this criterion is one tool that can be used to determine if the development or zoning change should be approved while still complying with the comprehensive plan.

*Criteria below are a combination of the guiding policies and best practices. Draft policies are intended to serve both the purpose of determining future locations for land uses as well as the development of new policy or projects.

All Development:

- Must meet the zoning and subdivision control requirements (development standards, septic, fire suppression, etc.).
- Allow dense and mixed-use development near employment centers with adequate infrastructure that provide necessary services, amenities, and mixed-income housing.
- Encourage infill and development near existing developed areas.
- Land use and intensity of those uses should be compatible or appropriately transition to adjacent uses if the adjacent use or intensity is appropriate, when possible.
- Focus new development near existing infrastructure.
- Encourage the continuation of agricultural land and the right to farm in the unincorporated areas of County.
- All new development should comply with all National, State, and local rules and regulations regarding floodways and floodplains. Areas of steep slopes should be developed only with all appropriate engineering and architectural designs.
- Areas with high activity within the County should provide streetscape amenities that accommodate various users; this could potentially include sidewalks, crosswalks, street lighting, landscaping, benches, etc. where appropriate.
- High traffic areas should focus on safety improvements for both vehicles and pedestrians including crosswalk enhancements and a separation between the roadway and sidewalk.
- Development that is located along Minor Arterial, Principal Arterial, or Freeway/Expressway roadways (see functional classification map) should include appropriate access control methods.
- Encourage the preservation of historic buildings and the rehabilitation of viable structures.
- Allow uses that contribute towards a high quality of life in Clark County.

Residential:

- Focus on encouraging a diverse range of housing prices and types in Clark County.
- Encourage clustering of new “greenfield” housing developments and discourage the division of one acre-lots along roadways for new homes without proper access management.
- Promote age-in-place developments, senior living facilities, and accessory dwelling units, other methods such as “granny shacks.”
- Locate high density residential development with major access points to at least a Minor Arterial roadway or higher (see functional classification map on page 34).
- Limit low density residential development to areas served by septic systems and the soils have limiting layers such as wetness or when roadways to the site are inadequate for higher density.
- Unless part of a traffic improvement project, street improvements on roadways that immediately serve residential and agricultural areas should discourage cut-through traffic, high volumes, and high speeds, but encourage connectivity.
- Sidewalks or paths should be encouraged within and between residential uses.
- Subdivisions should require multiple points of entry/exit for emergency access.
- Residential land should be buffered from non-compatible land uses, such as industrial and active agricultural uses.
- A transition or buffer should be provided between single-family and multi-family residential land uses.

Commercial/Mixed-Use:

- Commercial development should gain access from a collector or arterial roadways.
- Commercial development should minimize curb cuts on roadways and maintain a defined roadway edge with specific points for ingress/egress. Shared driveways with cross-development access should be required when possible.
- A common point of access should be required for mid to large-scale commercial development that generate high volumes of traffic.
- Shared parking standards for adjacent and well-connected developments should be utilized when appropriate.
- Allow for the creation of mixed-use communities that include both residential and commercial land uses that are visually attractive and compatible to adjacent uses.
- Appropriate land use mixes, such as small-scaled neighborhood commercial, should be encouraged in appropriate locations within residential areas and have appropriate transition and buffers.

Institutional:

- Support the development of medical facilities that prevent and treat substance abuse in appropriate locations.
- Promote design of public projects that is focused on people and placemaking.
- Future institutional uses should be allowed within any district in the County.

Industrial:

- Industrial development should gain access from arterial roadways, railways, and/or waterways. Shared driveways/access points should be encouraged when feasible.
- Industries that produce hazardous materials should have proper separation from public uses and residential areas.
- Industry should be encouraged in locations that do not create land use conflicts and are not visually intrusive, such as existing industrial parks or adjacent to existing industrial development.

Guiding Policies

The following guiding policies are best practices that can be referenced by decision-makers regarding implementation of projects, programs, policies, or other County decisions.

1. Allow dense and mixed-use development near employment centers with adequate infrastructure that provide necessary services, amenities, and mixed-income housing.
2. Encourage infill and development near existing developed areas.
3. Land use and intensity of those uses should be compatible or appropriately transition to adjacent uses if the adjacent use or intensity is appropriate.
4. Focus new development near existing infrastructure.
5. Encourage the continuation of agricultural activities in the County.
6. All new development should comply with all National, State, and local rules and regulations regarding floodways and floodplains. Areas of steep slopes should be developed only with all appropriate engineering and architectural designs.

Land Use Strategies

GOAL 1: Protect and conserve appropriate natural, scenic, and rural areas of Clark County while encouraging growth.

Strategy 1 Update the subdivision control ordinance to manage development and historic uses of land.

- 1 A subdivision control ordinance regulates the division of land within a community and also specifies the design standards for site improvements, such as public roads. It is important that the vision, goals and strategies set forth in this Comprehensive Plan align with the county's subdivision control ordinance, as well as the Zoning Regulations (See Goal 2, Strategy 1). These two regulatory documents can also be streamlined into a Unified Development Ordinance (UDO) that combines the regulations into one easy-to-use reference document.

Strategy 2 Revise the zoning ordinance to provide adequate buffers between different uses.

- 2 Conflicts usually arise when two non-compatible land uses are adjacent to each other, such as industrial uses adjacent to single-family residential uses or even active farming operations adjacent to single-family residential. Non-compatible land uses usually result in frustration by land owners and conflicts for county officials to try and resolve. To minimize the conflict between these types of uses, the zoning ordinance should require adequate buffers between conflicting land uses. Buffers can include open space (such as distance between the uses), fencing, and/or landscaping.

Strategy 3 Encourage access to the Ohio River.

- 3 The Ohio River is an amazing asset that many communities could only dream of having in their backyard. Clark County has a strong historic connection to the river as development first occurred and still has this tie today. People can also experience the river in many different settings, from an urban downtown in Jeffersonville to a State Park in Clarksville or Charlestown, to rural or even undeveloped places at the northern areas of the county. While many initiatives have or currently exist to help people access and engage with the Ohio River in the more urban areas (such as the Ohio River Greenway, Falls of the Ohio State Park, River Heritage Conservancy or Charlestown State Park), other opportunities exist to further encourage access without degrading the environmental quality of the river or adjacent riparian areas.



GOAL 2: Use strategic and planned development to guide growth.

Strategy 1 Update the zoning and subdivision control ordinances and ensure they are aligned with the Clark County Comprehensive Plan.

1 A comprehensive plan is a tool that helps establish a direction for future development and redevelopment within a community. The zoning and subdivision control ordinances are the most frequently used tools for implementing the direction of future development identified within a comprehensive plan. It is important to align the vision and policies set forth in this Plan with future zoning, development approvals, and redevelopment opportunities. The current ordinances need to be evaluated to ensure the goals and policies in this Plan have a way to be implemented, but the ordinances also need to be evaluated from an overall perspective to identify any areas that are not functioning or identify processes and regulations that should be streamlined.

Strategy 2 Empower and guide growing communities to develop focus area plans.

2 This Comprehensive Plan takes a county-wide look at the future and provides broad direction for individual communities, but it does not provide a focused set of goals and action steps specific to one community in particular. Borden recently completed their own plan that is incorporated into this county plan (See Appendix A). Areas such as Henryville, Memphis, and New Washington could benefit from a focused area plan as development and specific challenges occur. These focus area plans would incorporate a more detailed level of analysis, development considerations, and/or specific public amenities, such as trails or sidewalks.

Strategy 3 Explore the feasibility of implementation of a “fee-in-lieu-of” program for new developments to help cover the cost of additional infrastructure and facilities.

3 Many communities require adopt requirements when developing land for things such as open space, infrastructure, or roads. A “fee-in-lieu-of” program gives a landowner the option to provide the specified requirement within their development, such as open space or dedication of land for public safety services, or they can opt to pay a fee instead of providing this improvement. The fees are then used only for that specific purpose at a community-wide or county-wide level. Common “fee-in-lieu-of” programs include parks and recreation, wetland mitigation, stormwater, or even affordable housing and sidewalks.

Land Use Action Steps

Action Step 1.1.1: Evaluate and revise the current subdivision ordinance to align with all policies proposed in this comprehensive plan. This should be done in conjunction with Action Step 2.1.1 through the creation of Unified Development Ordinance.

Action Step 1.2.1: Incorporate bufferyard requirements when updating the zoning and subdivision control ordinances. (See Action Steps 1.1.1 and 2.1.1).

Action Step 1.3.1: Identify potential areas where physical access could be improved along the Ohio River, between Bushman Lake Road and Rivers Edge Drive. This could be in the form of a single access point (overlook, boat ramp, etc.) or a trail system.

Action Step 2.1.1: Evaluate and revise the current zoning and subdivision control ordinances to be in light with all policies proposed in this comprehensive plan as well as streamlining processes, presenting information in an easy to understand format and consistency between regulations. This should be done in conjunction with Action Step 1.1.1 through a Unified Development Ordinance.

Action Step 2.2.1: Identify communities that are in need of a focus area plan as well as community support to champion implementation steps.

Action Step 2.3.1: Consider the feasibility of a "fee-in-lieu-of" program as the subdivision control ordinance is updated (See Action Step 1.1.1).



SECTION 5: Transportation

- Introduction
- Existing Network
- Future Transportation Plan
- Guiding Policies
- Transportation Strategies
- Transportation Action Steps



Introduction

The chapter is a tool to guide public officials, developers, engineers, planners, residents, and other parties involved in developing long-term land use and transportation strategies. These generally include reserving rights-of-way for future roadways or roadway improvements, designating pavement widths, and making public and private funding decisions. The Plan is not a traffic study intended to remediate immediate traffic concerns; rather a guide to manage the long-term growth of the community as land development occurs. This chapter includes a description of road classifications as well as the use of those roads. It documents the transportation planning and improvements efforts that are underway and recommends additional improvements that could be made in the future.

In this chapter, the Study Area includes all of Clark County, except for the incorporated areas of Jeffersonville, Sellersburg, Utica, Clarksville, and Charlestown. Care and consideration was used in this Plan to examine arterial roads that cross through or extend into one of these areas.

Existing Network

Functional Classification

The functional classification of a roadway describes how a road balances the two primary functions of all roads: (1) carrying through-traffic and (2) providing access to adjacent land uses. Roads that are primarily used to accommodate through-traffic (typically for longer trips) are referred to as arterials. Those roadways used primarily as access points for individual properties are referred to as local streets. These two – arterials and local streets – are at opposite ends of the functional road classification spectrum. A third classification of roads, collectors, falls in the middle of the spectrum as they generally balance the demands for travel and access to property.

The functional classification guides development through the interpretation of lane requirements, appropriate design standards, cross section elements, rights-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 streets.

Functional classifications 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 interrelated problems.

Arterials

Arterial streets are intended to carry relatively large volumes of vehicle traffic, occasionally reaching 500 vehicles or more per hour in each lane. The primary function of an arterial street is to provide for the fluid movement of through-traffic at a relatively high level of service. Access to adjacent properties is of secondary importance, and points of access should be carefully and thoughtfully located in order to maintain the desired level of service for traffic movement. Arterial streets should be given priority when intersecting other roadways with collector or local status.

Minor Arterial

A minor arterial is designed to serve medium traffic volumes (3,000-12,000 vehicles per day) at medium speeds (30-40 mph). A minor arterial should provide continuous service through the County to traffic generators both inside the County and in surrounding communities. Intersections are at-grade and direct access to abutting property is permitted on a limited basis. Access to adjacent properties may be allowed, but must be controlled.

Interstates

Interstates are the highest classification of arterials. They were designed with long-distance travel and mobility in mind. The recognizable characteristics of these roads are: high design speed, high volume capacity, limited/controlled access, paved shoulders, wide medians, and a minimum of two travel lanes in each direction.

Collectors

The primary function of the collector street system is to distribute vehicle traffic from local streets to arterial streets or to secondary traffic generators. Collectors link local streets with arterials. Generally, collector streets provide access to secondary generators such as schools, small shopping centers, churches, parks and hospitals. Access from adjoining properties should be secondary to the movement of traffic, and collectors should be given priority when intersecting local streets.

In a rural community, collector streets generally comprise about 20% of the total street mileage and serve about 20% of the vehicle-miles of travel. Major collector streets may carry traffic volumes ranging from 1,000 - 8,000 vehicles per day. Parking may be permitted if streets are wide enough to provide for the safe movement of traffic at a reasonable level of service. A rural collector is designed to serve medium traffic volumes (1,000-5,000 vehicles per day) at speeds of 35 to 55 miles per hour.

The use of existing county roads as rural collectors is recognized as an acceptable road section as an intermediate step to obtaining the full road cross-section. A rural collector street is intended for use in the peripheral areas of the County and between communities. Most existing county roads should be considered rural collectors as the surrounding areas develop.

Local Streets

The primary function of local streets is to provide direct access to adjoining properties and to distribute vehicle traffic to and from arterial and collector streets. Traffic on local streets should be required to stop at intersections with collector and arterial streets. Local streets comprise most of the street mileage, but carry a small percentage of the total traffic. Local streets generally service residential, commercial, and industrial areas, but these three types of development each require distinct features for the local streets they contain.

1. Features of local streets in residential developments:
 - Parking is permitted on local residential streets where sufficient street width is provided. Local residential streets should generally carry fewer than 1,000 vehicles per day and should be designed to discourage or prevent the movement of through-traffic and to limit the speed of the traffic.
2. Features of local streets in commercial developments:
 - Traffic volumes will be higher than in a residential development, parking demands will be greater, and there will be more truck traffic. Larger turning radii may be necessary.
3. Features of local streets in industrial developments:
 - Traffic volumes peak drastically at shift changes and pavement must be designed to accommodate heavy loads. On-street parking is usually not a concern, but truck traffic and turning movements are very important to consider.

Target distribution of Functional Classifications

This study used the guidelines established by the American Association of State Highway and Transportation Officials (AASHTO) to allocate the target functional classes of road mileage for urban and rural systems. As the County transitions from rural to urban, the road classification mileage percentages would need to reflect the change.

These two tables detail the target percentages of each road classification system in rural and urban areas:

Table 1: Typical Distribution of Rural Functional Systems¹

SYSTEMS	PERCENTAGE OF TOTAL LANE MILES
Principal Arterial System	2-4
Principal Arterial Plus Minor Arterial System	6-12, with most States falling in 7-10 percent range
Collector Road	20-25
Local Road System	65-75

Table 2: Typical Distribution of Urban Functional Systems¹

SYSTEMS	PERCENTAGE OF TOTAL LANE MILES
Principal Arterial System	5-10
Principal Arterial Plus Minor Arterial System	15-25
Collector Street System	5-10
Local Streets	60-80

Table 3 shows the existing road classification summary for the Study Area. It shows that, as expected, within the Study Area, the percentage of arterial road and local street lane miles is acceptable, although near the bottom of the target percentage range, while the percentage of collector road lane miles is greater than the target percentage range.

Even with the pronounced rural conditions, the road classifications still nearly fall within the parameters outlined in the AASHTO guidelines. No changes to the road classifications or the roads themselves are recommended at this time, except as it may relate to pedestrians and cyclists.

Table 3: Existing Road Classification Summary

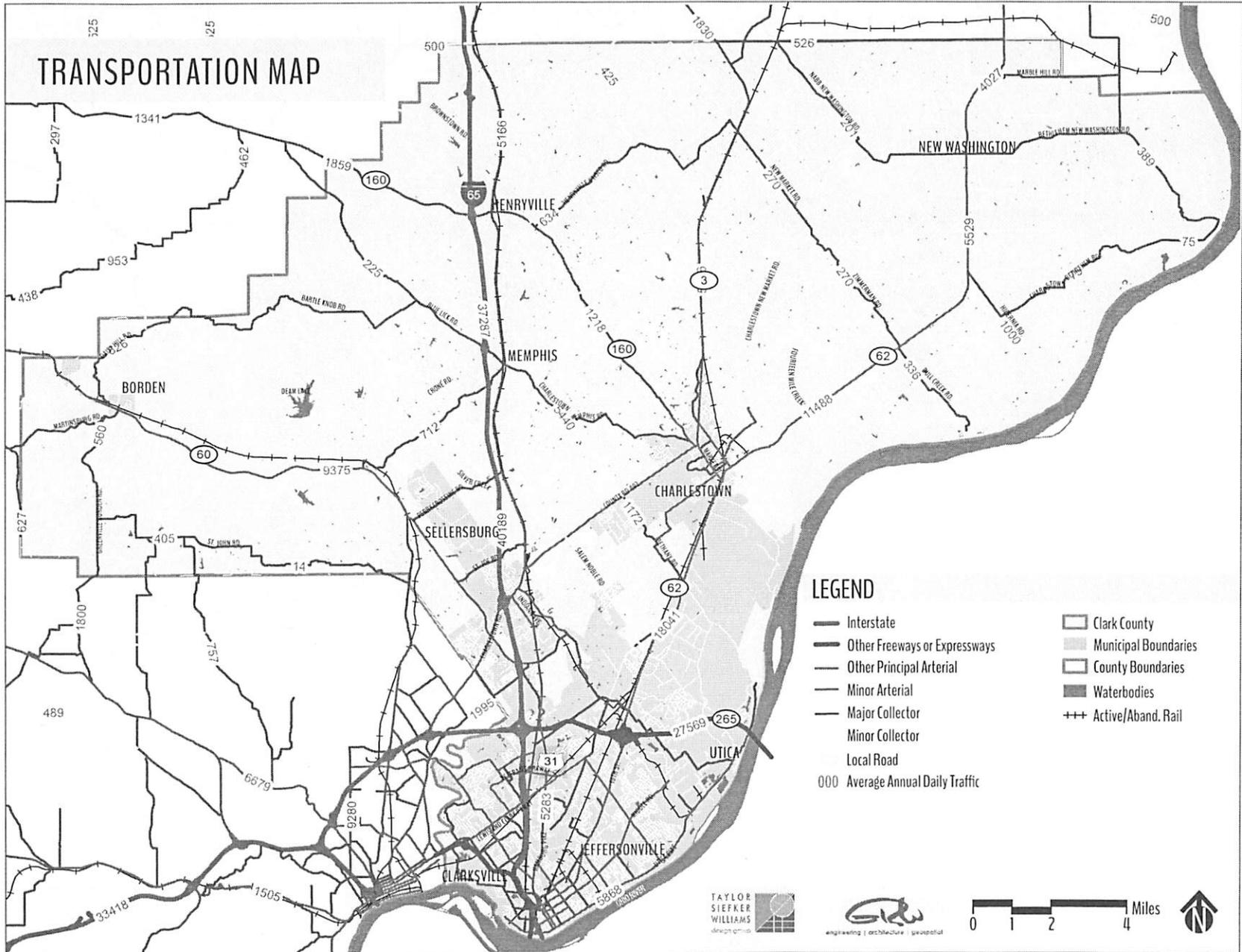
	Lane Miles	Percentage of Total	Target Percentage
Interstate and Expressway	58.75	9.64%	
Total Arterial (Principal and Minor)	54.46	8.93%	6-12%
Total Collector (Major and Minor)	186.29	30.56%	20-25%
Total Local Streets	304.55	50.87%	65-75%
Unclassified	5.50		
Total Lane Miles	609.55		

Traffic Counts

INDOT traffic counts for most Clark County collector and arterial roads are included on the Functional Road Classifications Map (see on next page). The county should work with INDOT, KIPDA and other stakeholders to ensure that roads throughout the county are designed to accommodate traffic in a safe and efficient manner.

TRANSPORTATION MAP

ADOPTION DRAFT 04/25/2019

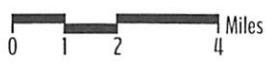


LEGEND

- Interstate
- Other Freeways or Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Average Annual Daily Traffic
- Clark County
- Municipal Boundaries
- County Boundaries
- Waterbodies
- Active/Aband. Rail

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Bicycle and Pedestrian

Trails and Greenways

There is compelling evidence of the far-reaching benefits of trails and greenways, especially given the relatively minimal public investment required. Trails benefit the environment, reduce pollution, provide for improved connections between communities, and promote a healthy lifestyle for area residents.

Trails constructed of permeable materials help mitigate storm-water runoff and encourage water table recharge. Tree cover alongside trails contributes to air quality by removing substantial amounts of particulate matter and storing carbon dioxide from the atmosphere. They also serve as a natural filter, trapping pollutants from urban runoff that erode areas and agricultural lands, in order to help keep our water supplies healthy.

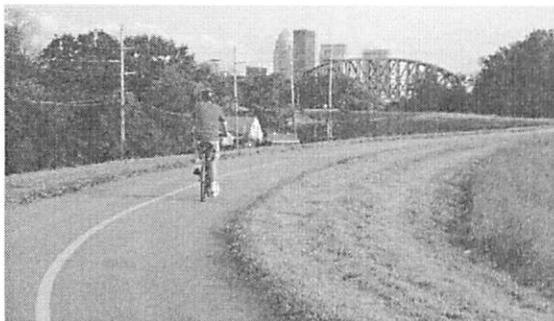
Trails also help to encourage the preservation of the natural habitat for many plants, insects, and animals. Creative interpretation of specific environmental attributes throughout the trail system will educate the casual visitor and inspire continued environmental stewardship. Conserving the natural environment around us is an important piece of the legacy that we will leave for our children and theirs.

Trails also encourage non-motorized means of transportation, which can significantly reduce air pollutants derived from mobile sources, such as automobiles. Projects like the ones proposed in this Plan will enhance the pedestrian environment and facilitate walking and biking, which is a critical component to reducing emissions.

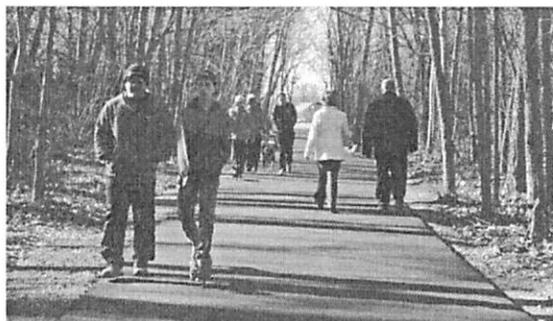
Furthermore, trails provide practical connections for adjoining neighborhoods, shopping areas and parks, and social centers such as schools, churches, cultural institutions, and other community facilities. They can help reinforce the identity of neighborhoods by incorporating public art, recognizing local history, promoting community, and creating landmarks.

Finally, a carefully designed trail network offers healthy recreation opportunities by providing people of all ages with attractive, safe, and accessible places to cycle, walk, hike, jog or skate. Trails benefit everyone in the community by encouraging regular exercise by connecting them with places they want or need to go. Generally, communities that encourage physical activity by developing trail networks see a measurable improvement in public health and wellness.

According to the Mayo Clinic website, “aerobic exercise reduces health risks, keeps excess pounds at bay, strengthens your heart, and boosts your mood. Healthy adults should aim for at least 150 minutes of moderate aerobic activity — or 75 minutes of vigorous aerobic activity — a week.” Cycling and jogging are alternative forms of aerobic exercise that are also easily accomplished on a network of trails.



Ohio River Greenway



Clarksville Heritage Trail. Source: Leaf Chronicle

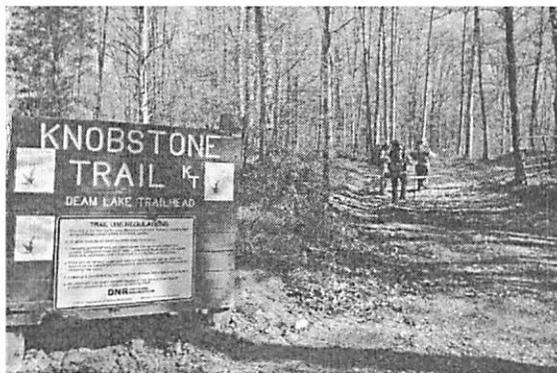
Existing Clark County Trails

The southern, more-developed part of Clark County has several existing trail networks in place, and the state parks in the county also offer many linear miles of existing trails. In addition, the county is home to the southern end of the extensive Knobstone regional trail – the longest in Indiana. Below is a list of the various trails already in Clark County.

- **Ohio River Greenway** - 7.5 miles - Once completed, this trail system will meander along the riverfront through three Indiana communities and then reach over the Ohio River into Louisville. It will cross at the Big Four railroad bridge to meet with the Louisville RiverWalk and its adjoining trail network. On the Kentucky side, the trail system will eventually tie into a 100-mile loop around Louisville.
- **Big Four Bridge**- 0.5 mile – Part of the Ohio River Greenway project – this segment extends across the Ohio River into Kentucky. Access to the bridge/trail is from a new park at the corner of Mulberry and Market Streets in Jeffersonville. A large riverfront park on the Kentucky side offers several recreational amenities.
- **Clarksville Heritage Trail** - 1.6 mile – This local trail begins at the corner of Montgomery Avenue and Marriott Drive, near Colgate Park, then extends northwesterly up Clark Boulevard and Miller Avenue toward Mill Creek near the Clarksville WWTP.
- **Clarksville Levee Trail** - 2.7 mile – This lengthy segment winds through Clarksville, Indiana on top of the levees designed to hold back the Ohio River in the event of rising water. It connects the Interpretive Center at the Falls of the Ohio State Park on E. Riverside Dr. in Clarksville and Midway Park at Browns Station Way/Old Indiana 62.
- **Knobstone Trail** - 150 miles – This trail, the longest in the state, extends along the Knobstone escarpment north from the Deam Lake Recreational Area through the Clark State Forest. The northernmost trailhead is within 30 miles of Indianapolis, just south of Martinsville.
- **Various Trails within Clark State Forest** - 32 miles of the Knobstone Trail (see above), besides many horse and fire trails suitable for hiking.
- **Various Trails within Charlestown State Park** – 13.2 miles – seven, largely-independent, marked trails wind through this 5,100-acre park.



Big Four Bridge



Knobstone Trail. Source: Hidden Pines Blog

Sidewalks

Not only do pathways separate pedestrians from the roadway, but multimodal facilities also provide health benefits, economic benefits, and an enhanced sense of community. Unfortunately, most rural areas do not have provisions for sidewalks or pathways along their roadways until development occurs or a regional trail system comes to the area. By planning ahead, provisions for Complete Streets can be incorporated into development and subdivision design standards communities of all sizes, whether urban or rural.

Railroad

Three primary railroad lines extend northward from the riverfront communities of New Albany, Jeffersonville, and Clarksville. There is a CSX line along State Rd 60 that runs through Borden in Clark County, then past Salem in Washington County. Another line runs northerly along U.S.31 toward Scottsburg in Scott County. The third heads north/northeast along State Rd 62 to Charlestown and but is abandoned along State Rd 3 toward Lexington in Scott County.

The existing railroad along State Rd 60 is currently owned and operated by CSX. In 2010, CSX indicated that although they do not actively run trains on the railroad, the line is considered active and is used for train storage. The train activity on the railroad may change at any time depending on customer service needs along the line. Consequently, CSX indicated that the section of railroad through Clark County would not be a candidate for their "Rails to Trails" program which actually removes the train tracks and turns the corridors into recreational trails.



Clark County Regional Airport. Source: Courier Journal

Bus Service – TARC (Transit Authority of River City)

Founded in 1974, TARC provides bus service to over 12.5 million customers annually, who ride close to 14 million collective miles. They run 41 routes in five counties in Kentucky and southern Indiana. The average daily ridership is approximately 47,000 passengers.

Although the routes are primarily on the Kentucky side of the river, there are four bus routes that service the Clark County communities of New Albany, Clarksville, Jeffersonville, Sellersburg, and the River Ridge Commerce Center development south of Charlestown.

- 65x – Express route from Sellersburg into Louisville
- 71 – Standard route from River Ridge Commerce Center into Louisville and back into Indiana to the IU Southeast Campus in New Albany
- 72 – Standard route from the Clarksville Community Center area at Veterans Parkway into Louisville
- 82 – Standard route connects Paoli Pike on the west side of New Albany to E. 10th Street in Jeffersonville. This is the only route exclusively in Indiana.

Clark County Regional Airport

The Clark Regional Airport is located between Clarksville and Sellersburg, just east of the I-65 and the State Rd 60 interchange and serves Clark County and the Metro Louisville area. This public airport has two runways that were recently extended and currently measure 7,000 feet and 3,899 feet, accommodating corporate class aircraft and some larger planes. The facility has area for future development of the surrounding property, making it an ideal location for economic growth in the Clarksville and Louisville region. Additionally, the Kentucky Air Guard frequently utilizes this airport for their low-level tactical training throughout Indiana and Kentucky.

Future Transportation Plan

Existing Plans

The 2013 Clark County Transportation Plan cited seven other area Plans that had recently been adopted or were used as reference material:

- The KIPDA Long Range Plan, Horizon 2030 – 2010
- Clark County Comprehensive Plan – 2007
- Clarksville Comprehensive Plan – 1992
- Jeffersonville Comprehensive Plan – 2007
- TARC Long Range Plan – 2008
- River Ridge Commerce Center Master Plan – 2010
- INDOT Transportation Plan – 2007

Today, several of those area Plans have been updated, and additional Plans in the region have been adopted, so this update draws from those seven older documents and these seven newer long-range Plans:

- Clark County Transportation Plan – 2013, updated 2016
- Jeffersonville Comprehensive Plan – 2007, updated 2015
- Clarksville Comprehensive Plan – 1992, updated 2015
- Charlestown Comprehensive Plan – 2016
- Borden Comprehensive Plan – 2014
- River Ridge Commerce Center Strategic Plan – 2018
- INDOT Future Transportation Needs Report – 2013

Coordination between these plans should continue as the Clark County Comprehensive Plan is updated.

Clark County Comprehensive Plan

Horizon 2030

The KIPDA Metropolitan Transportation Plan, Horizon 2030, is the planning document that reflects all surface transportation investments through the year 2030 in the Louisville (KY-IN) Metropolitan Planning Area (MPA). Each transportation project that is regionally significant and/or utilizes federal transportation funds must be identified in the Metropolitan Transportation Plan, providing a vision of how the transportation network will function and appear in the future.

Horizon 2030 provides the 20-year vision in order to determine how this will affect the MPA and the communities therein. The Plan is based on comprehensive land use and other plans from the jurisdictions within the MPA to ensure a realistic picture of how the area is expected to change, develop, and/or remain the same over time. The planning process, using information and data from land use plans, socioeconomic projections, air quality modeling, and information regarding anticipated funding sources, forecasts what communities within the MPA will be like in terms of population, jobs, housing, commuting patterns, financing, and general land use in the future.

Clark County Comprehensive Plan

The transportation chapter of the 2007 Clark County Comprehensive Plan outlined several key system improvements. Many of these have been realized:

- Establish functional classification of all roads in the county
- Adopt and apply design standards
- Adopt appropriate access management policies
- Identify needed improvements
- Provide walkways and sidewalks
- Widen narrow county roads

The 2019 Clark County Comprehensive Plan, and specifically this chapter, builds further on these system improvements and makes additional recommendations to further improve the safety and connectivity of the community.

Clark County Transportation Plan

The Clark County Transportation Plan was adopted in 2013, then updated in 2016. Both the original and the 2016 update included extensive lists of past, current and future road improvements projects. These lists are updated in this Plan using information from the MPO, INDOT, and Clark County.

Clarksville Comprehensive Plan

The 2015 Clarksville Comprehensive Plan emphasizes connectivity within the community, but does not promote new connections to the county as a whole. This is understandable since Clarksville already has seven interchanges along I-65 and a viable network of arterial and collector streets, making access to other parts of the county simple and convenient.

The existing trail network in Clarksville mainly consists of independent trails. Among them are the Ohio River Greenway, the Levee Trail and the Heritage Trail. The Clarksville Plan notes the need for additional local trails that connect these into an organized trail network. It also notes that the CSX railroad bed would be a viable candidate for conversion into a greenway. The Clarksville Parks Department intends to complete a town-side trails study. The county should work with Clarksville to ensure that, whenever possible, new trails that are constructed within Clarksville contribute to the regional trail network proposed in this Plan.

Jeffersonville Comprehensive Plan

The Jeffersonville Comprehensive Plan outlines several transportation-related projects that will impact travel in the county as a whole. The Ohio River Bridges project will increase access into Indiana from Kentucky and vice versa. Planned improvements to the arterial roads between Jeffersonville and Charlestown, particularly 10th Street, Veterans Parkway, and Charlestown Pike, will greatly enhance travel on the east side of Jeffersonville. The conversion of the Big Four railroad bridge into a dedicated bike/ped trail, once connected to the regional trail network proposed in this Plan, will provide a safe, dedicated route for bicyclists, pedestrians, etc. to connect to destinations on both sides of the Ohio River. The county should work with Jeffersonville to ensure that, whenever possible, new trails that are constructed within Jeffersonville contribute to the regional trail network proposed in this Plan.



Charlestown Comprehensive Plan

Similarly, the Charlestown Comprehensive Plan points to the Ohio River Bridges and the Big Four bridge projects, expecting the improved access to Louisville to benefit their community with new residents, new jobs, and new opportunities. Development of the nearby River Ridge Commerce Center is also expected to also have a positive impact on Charlestown.

Transportation-related action steps include the adoption of Complete Streets policy, the construction of a multi-use trail that connects the downtown Charlestown to River Ridge/East End Bridge & Charlestown State Park, another along the Pleasant Run Creek corridor to serve as a collector trail for neighborhoods and subdivisions, and a third trail network along abandoned rail corridors, as well as bike lanes along State Rd 3, and sidewalk improvements that will connect parks, community facilities, community centers, and neighborhoods.

This purposeful network of trails will also contribute to the success of the regional trail network proposed in this Plan. The county should work with Charlestown to ensure that, whenever possible, new trails that are constructed within Charlestown contribute to the regional trail network.

Borden Comprehensive Plan

This update to the Clark County Comprehensive Plan acknowledges the Borden Comprehensive Plan, but does not exclude the town itself from this Plan update. Due to its relatively small population and geography, the stakeholders involved in the development of this Plan believe that it is in the best interest of the Borden community to be included in the County's planning effort.

The most prominent road project noted in the Borden Comprehensive Plan was the construction of Star Hill Road from State Rd 60 south toward the Huber Winery and Huber Family Restaurant. This road has been completed since the Borden Comprehensive Plan was adopted, but the adjacent soft surface trail (2.2 miles) has not yet been completed. Considering the high number of visitors to the Huber Winery south of Borden, this trail, and its eventual connection to the greater regional trail network, would likely have a positive economic impact on the small town of Borden.

Another notable project described in the Borden Plan was the construction of another soft-surface trail into the nearby Clark State Forest. This 1.3-mile trail would conveniently link Borden to the Knobstone Trail, to the regional trail proposed in this Plan, and ultimately to nearby Clarksville, Memphis, and other Clark County communities.

TARC Long-Range Plan

The Transit Authority of River City (TARC) is simultaneously updating their short and long-range plans and anticipates that these new plans will be completed later in 2019. It would be strongly recommended that the county review the Plan, then take steps accordingly to ensure that the public transportation needs of Clark County residents are met.

River Ridge Commerce Center (RRCC) Strategic Plan

River Ridge is a 6,000-acre business and manufacturing park being built on the land formerly used by the Indiana Army Ammunition Plant. The development is situated entirely in Clark County, north of the I-265 extension and associated Lewis and Clark Bridge into Kentucky, and south/southwest of Charlestown and the Charlestown State Park. It is currently being developed as a planned industrial, research, commercial and office park. Parcels are available from 3 acres to over 1,000 acres.

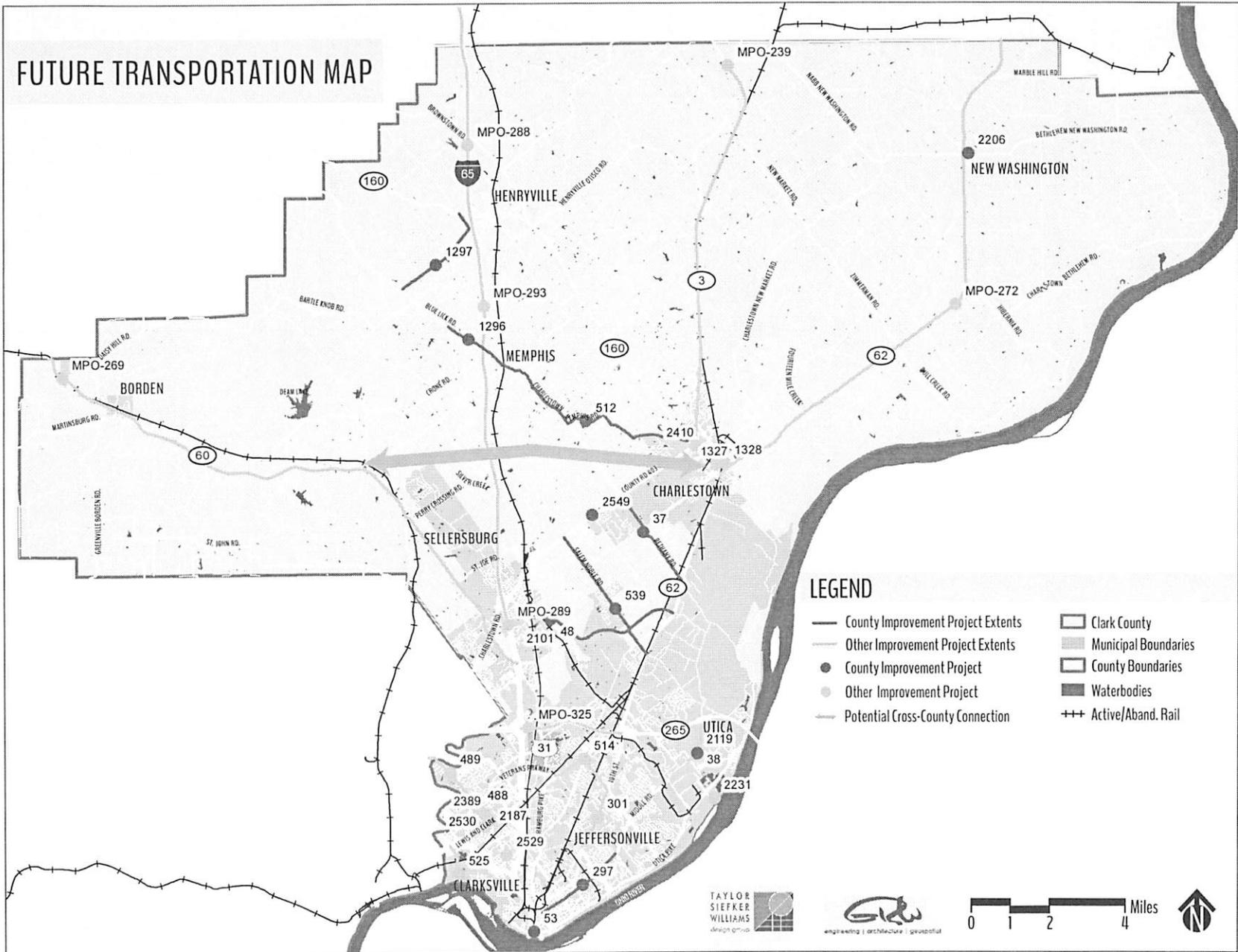
The principles/goals for the development are to build:

- A place of lasting value,
- A place that attracts both innovative companies and skilled workers,
- A place that offers amenities, transportation options, convenience, and character,
- A place that respects the area's unique natural features and environmentally sensitive areas, and
- A place that is like no other in the country.

Along with new collector roads providing access to the development, existing arterial roads running from Jeffersonville to Charlestown will be improved in order to accommodate the additional traffic that will be generated by this project. The 2018 RRCC Strategic Plan notes that 20% of the site has already been developed, over \$65M in infrastructure investments are in the ground, and that the economic impact to

FUTURE TRANSPORTATION MAP

ADOPTION DRAFT 04/25/2019



LEGEND

- County Improvement Project Extents
- - - Other Improvement Project Extents
- County Improvement Project
- Other Improvement Project
- Potential Cross-County Connection
- ▭ Clark County
- ▭ Municipal Boundaries
- ▭ County Boundaries
- Waterbodies
- +++ Active/Aband. Rail

TAYLOR
SIEFKER
WILLIAMS
design group

engineering | architecture | geospatial

0 1 2 4 Miles

the region is estimated to be \$1.74B.

INDOT Future Transportation Needs Report

High-Speed Passenger Rail: “Indiana continues to study high-speed inter-city passenger rail service as a possible way to move people more efficiently and reduce the stress on Indiana’s highways. This type of rail service is designed to carry travelers from cities that are anywhere from 150 to 400 miles apart, on trains that reach speeds of 110 miles per hour. Indiana and eight Midwestern states are partnering to research and analyze various technologies and routes to connect major Midwest cities via high-speed passenger trains.”

Although the current plan does not show a high-speed rail in Clark County, there is mention of a dedicated express bus route that would run from the area to Indianapolis, where connection to the HSPR would be available. The Future Transportation Needs Report references the 2017 INDOT STIP (State Preservation and Local Initiated Projects) Report that lists hundreds of projects throughout the state that are planned for 2018-2021. Over \$44M investment is planned for projects in Clark County. These are noted in the Current and Future Improvement Projects table (starting on page 45) and the accompanying map on page 43.

Future Transportation Projects

The following roadway projects will improve vehicular access within Clark County for both residents and visitors, while improving safety and reducing congestion. As shown on the Future Transportation Map on page 43 and the corresponding tables, there are currently several roadway projects in various stages in Clark County.



Table 4: Current and Future Improvement Projects

INDOT Projects Currently Under Construction						
KIPDA ID	Project Name	Description	General Project Type	Leading Agency	Project Cost	Est Year Built
965	Bethany Road	Widen existing lanes (no new travel lanes) on Bethany Road, provide turning lanes at 4 intersections and realign vertical/horizontal curves from State Rd 62.	Road Construction	Clark Co.	\$8,580,000	2018
1118	Charlestown Inner City Multi-Modal Facility	Construction of a multi-modal facility for pedestrians and bicyclists.	Pedestrian Facilities	Charlestown	\$1,000,000	2018
1971	I- 65	Replace bridge on State Rd 311 over I-65.	Bridge Maintenance	INDOT	\$930,000	2018
CO-36	Old Salem Road	Reconstruct roadway with HMA pavement, widen to 12-foot lanes and 4-foot shoulders, level sharp vertical curves.(Utica to I-265).	Road Construction	Clark Co.	\$2,200,000	2018
CO-40	New Washington Safe Routes to Schools	Install new sidewalks, including new curb and drainage. (New Washington -Various Streets).	Pedestrian Facilities	Clark Co.	\$886,000	2018
CO-46	County Road 311 Study	Add TWLTL and widen / reconstruct pavement, new curbs and sidewalks. (from Floyd County Line to US 31).	Road Construction	Clark Co. Clarksville Sellersburg	\$13,000,000	2018
CO-47	Tunnel Mill Road	Replace bridge raise grade of roadway between Nine Penny branch Nature preserve and Tunnel Mill Scout Camp.	Road Construction	Clark Co.	\$650,000	2018
	I-265	Bridge Painting, EBL 2.5 miles E of State Rd 311, over I-65 NB/SB.	Bridge Maintenance	Clark Co.	\$338,103,000	2018
	State Rd 31	Concrete Pavement Restoration (CPR), 4.12 miles S of State Road 265 (Stansifer Ave.) to 1.68 miles S of State Rd 265 (Lewis & Clark).	Road Maintenance	Clark Co.	\$15,000	2018
	State Rd 60	Small structure replacement over unnamed tributary to Muddy Fork Creek, 5.76 miles East of State Rd 335.	Bridge Construction	Clark Co.	\$728,500	2018
	State Rd 60, Bridge replacement, Concrete	Replacement bridge 4.93 miles W of State Rd 111 over Persimmon Run	Bridge Maintenance	Clark Co.	\$795,580	2018
	US 31	Small structure replacement of 1.35 mile N of Memphis Road on US 31.	Bridge Construction	Clark Co.	\$426,800	2018
	US 31	HMA Overlay, Preventive Maintenance, 1.68 mi S of State Rd 265 (Lewis & Clark Pkwy) to 1.35 mi N of State Rd 60 (Sellersburg SCL).	Road Maintenance	Clark Co.	\$32,000	2018

INDOT Future Projects						
KIPDA ID	Project Name	Description	General Project Type	Leading Agency	Project Cost	Est Year Built
297	8th Street	Reconstruct 8th Street as a 2 lane road from Spring Street to Perrin Lane. The project consists of removal of existing pavement, shoulders, curb, gutter, & sidewalk. Reconstruction of storm sewers, curb/gutter, sidewalk, side road approaches & driveway entrances.	Road Construction	Clark Co. / Jeffersonville PW	\$2,150,000	2020
301	10th Street	Widen 10th Street from 4 to 7 lanes (3 travel lanes in each direction plus a center turn lane) from Reeds Lane to Allison Lane.	Road Construction	Jeffersonville PW	3,700,611	2020
488	Blackiston Mill Road	Reconstruct and widen Blackiston Mill Road from 2 to 4 lanes from Lewis and Clark Parkway to Marlowe Drive.	Road Construction	Clarksville PW	\$5,000,000	2025
489	Blackiston Mill Road	Reconstruct and widen Blackiston Mill Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Marlowe Drive to Charlestown Road.	Road Construction	Clarksville PW	\$20,000,000	2030
512	Charlestown Memphis Road	Reconstruct Charlestown-Memphis Road as a 2 lane (no additional lanes) road from US 31 to State Rd 160.	Road Maintenance	Clark Co.	\$7,081,489	2021
514	Veterans Parkway Phase 2	Phase 2: Widen Charlestown-New Albany Pike from 2 to 4 lanes from Veterans Parkway to Holman Lane. Widen Holman Lane from 2 to 4 lanes.	Road Construction	Jeffersonville PW	\$5,754,000	2019
525	Emery Crossing Road	Reconstruct Emery Crossing Road as a 2 lane (no additional lanes) road from Harrison Avenue to Browns Station Way.	Road Maintenance	Clarksville PW	\$1,924,318	2020
539	Salem Nobel Road	Reconstruct Salem-Nobel Road as a 2 lane (no additional lanes) road from State Rd 62 to State Rd 403.	Road Maintenance	Clark Co.	\$12,900,000	2021
1296	Memphis Blue Lick Road	Reconstruct Memphis-Blue Lick Road as a 2 lane road (no additional lanes).	Road Maintenance	Clark Co.	\$11,386,494	2019
1297	Henryville Blue Lick Road	Reconstruct Henryville-Blue Lick Road as a 2 lane road (no additional lanes) and provide turning lanes at Speith/Howser and Broadway.	Intersection Improvements	Clark Co.	\$13,322,198	2020

INDOT Future Projects						
KIPDA ID	Project Name	Description	General Project Type	Leading Agency	Project Cost	Est Year Built
1327	Water Street (Charlestown)	Reconstruct Water Street existing pavement as a 2-lane road (no additional lanes), sidewalk, and curb and gutter from State Rd 3 to Monroe Street.	Road Maintenance	Charlestown	\$1,195,700	2025
1328	Main Street (Charlestown)	Reconstruct Main Street as a 2-lane road (no additional lanes) existing pavement, sidewalks, and curb and gutter from Main Cross Street to Monroe St.	Road Maintenance	Charlestown	\$1,102,440	2025
1848	Upper River Road Rehabilitation	Repave (mill, grind and replace with 1.5 inches of pavement) from 2nd Street to Patrol Road.	Road Maintenance	Utica	\$51,200	2020
1849	Utica Sellersburg Road Rehabilitation	Repave (mill, grind and replace with 1.5 inches of pavement) from the bridge to Utica Pike.	Road Maintenance	Utica	\$63,800	2020
1850	Utica Pike Rehabilitation	Repave mill, grind and replace with 1.5 inches of pavement) from the Jeffersonville city limit to the bridge in Utica.	Road Maintenance	Utica	\$95,600	2020
2101	Airport Road	Construct a new 3 lane road, 3rd lane is a center turn lane, from Bean Road to State Rd 62, approximately 3.5 miles.	Road Construction	Clark Co.	\$10,250,000	2020
2119	Heavy Haul Transportation Corridor	Construction of a new 2 lane road from the Port of Indiana to I-265, and construction of a 3 lane road from the I-265/Old Salem Road.	Road Construction	INDOT	\$48,408,000	2021
2187	Blackiston Mill Road Phase I	Reconstruction and improvement of approximately 580 feet of Blackiston Mill Road, just north of Lewis & Clark Parkway.	Road Construction	Clarksville PW	\$2,266,994	2020
2206	New Washington Safe Routes to Schools	Construction of sidewalks and designated routes for students and citizens to walk to school located near the town center.	Pedestrian Facilities	Clark Co.	\$1,107,500	2019
2231	Port of Indiana Truck-to-Rail and Rail-to-Water Improvements	Completion of a waterfront rail loop, construction of a rail-to-barge transfer facility with mini-rail loop.	Railway Construction	Port of Indiana	\$17,000,000	2020
2389	Blackiston Mill Road Phase II	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks.	Pedestrian Facilities	Clarksville PW	\$2,114,163	2025

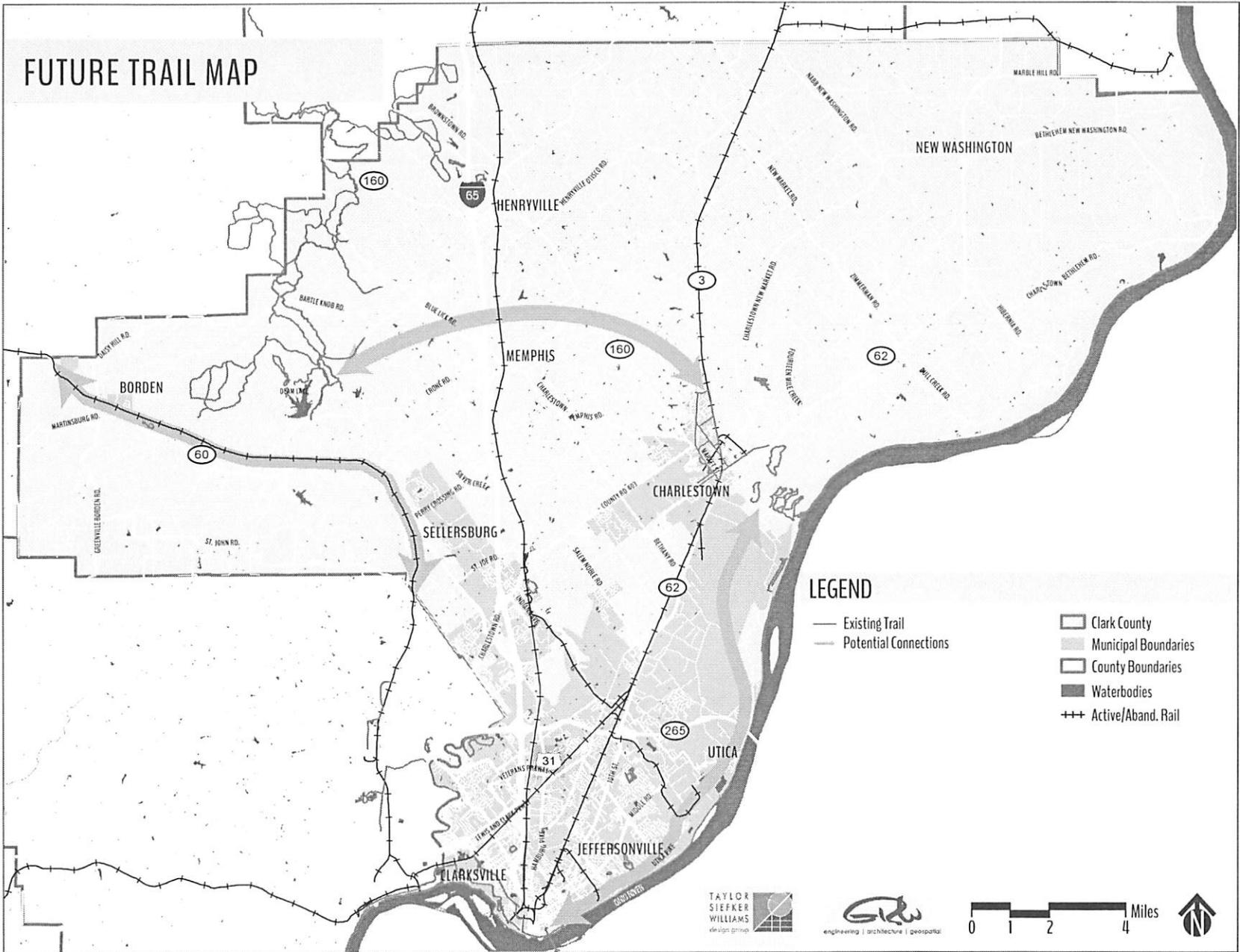
INDOT Future Projects						
KIPDA ID	Project Name	Description	General Project Type	Leading Agency	Project Cost	Est Year Built
2397	I-65	Small structure pipe lining on I-65, 0.15 miles south of State Rd 311.	Storm Water Mgmt Construction	INDOT	\$1,967,905	2021
2404	I-265	Bridge painting on I-265 WBL 2.5 miles east of State Rd 311, over I-65 NB/SB.	Bridge Maintenance	INDOT	\$320,500	2019
2410	Various Traffic Signals	Traffic signals new or modernized at four locations: US 31 & Appleleaf Lane (Jeffersonville); US 31 & Progress Way (Clarksville); State Rd 3 & CR 403 (Charlestown).	Intersection Improvements	INDOT	\$490,000	2019
2529	Pedestrian Improvements at Bowne and Eastern Blvd.	Pedestrian Improvements at Bowne and Eastern Blvd.	Pedestrian Facilities	Clarksville PW		2020
2530	Safety Improvements along Eastern Blvd and Lewis and Clark.	Safety Improvements along Eastern Blvd and Lewis and Clark.	Pedestrian Facilities	Clarksville PW		2019
2549	County Road 403 & Stacy Road	County Road 403 and Stacy Road intersection improvements. (Design).	Intersection Improvements	Clark Co.		2020
2617	State Rd 62 Slide Correction	Erosion control/landslide control on State Rd 62, 3 miles west of State Rd 3.	Storm Water Mgmt Construction	INDOT	\$383,808	2023
CO-32	Clark County Bridge 151	County Road 160 bridge over Silver Creek. (Redeck)	Bridge Maintenance	Clark Co.	\$800,000	2019
CO-37	Bethany Road Reconstruction	Reconstruct roadway with HMA pavement, widen to 12-foot lanes and 4-foot shoulders, realign at High Jackson Road, level sharp. (From State Rd 62 to County Road 403).	Road Construction	Clark Co.	\$5,700,000	2019
CO-38	Heavy Haul Road	New alignment road from old Salem Road /I-265 to New Middle Road (from Port Road to Old Salem Road).	Road Construction	Clark Co.	\$2,300,000	2020
CO-46	County Road 311 Study	Add TWLTL and widen / reconstruct pavement, new curbs and sidewalks. (from Floyd County Line to US 31).	Road Construction	Clark Co. Clarksville Sellersburg	\$13,000,000	2018
CO-48	Airport Connector Road	Construct new road with two bridges between Bean Road / Utica Sellersburg road intersection and River Ridge.	Road Construction	Clark Co.	\$40,000,000	2020

INDOT Future Projects						
KIPDA ID	Project Name	Description	General Project Type	Leading Agency	Project Cost	Est Year Built
MPO	Ohio River Greenway	Bike / Pedestrian Facilities, Greenway Connector between Jeffersonville and Clarksville.	Pedestrian Facilities	Clark Co.	\$534,331	2020
MPO	IR 1014 ,Bridge replacement, Concrete	Replacement bridge over Pleasant Run on Salem Noble Road	Construction, Maintenance	Clark Co.	\$318,600	2021
MPO-239	State Rd 3	Added travel lanes from the North UAB of Charlestown to State Rd 203	Road Construction	MPO	\$93,178,950	2025
MPO-269	State Rd 60	Added two additional travel lanes from Washington/Clark County line to I-65	Road Construction	MPO	\$242,220,038	2025
MPO-272	State Rd 62	Added travel lanes from State Rd 3 in Charlestown to State Rd 62	Road Construction	MPO	\$144,744,000	2025
MPO-288	I-65	Added travel lane from 0.50 mile north of IN 160 to 0.50 mile north of IN 56 in Clark County (10.0 miles).	Road Construction	MPO	\$206,938,688	2025
MPO-289	I-65	Added travel lanes from 0.50 mile south of State Rd 311 to 0.5 mile north of Memphis Road in Clark County (8.14 miles).	Road Construction	MPO	\$234,304,350	2025
MPO-293	I-65	Add travel lane from 0.50 mile north of Memphis Road to 0.50 mile north of IN 160 in Clark County (3.55 miles).	Road Construction	MPO		2025
MPO-325	I-265	Added travel lanes from I-65 to State Rd 62 (2.7 miles)	Road Construction	MPO	\$96,073,830	2025
	I-65	Small structure pipe lining on I-65, 1.62 miles N of State Rd 160.	Storm Water Mgmt Construction	Clark Co.	\$452,000	2019
	I-65	Replace superstructure, 2.51 miles S of State Rd 160, Biggs Road over I-65.	Bridge Maintenance	Clark Co.	\$1,541,000	2019
	State Rd 256	Concrete Pavement Restoration (CPR), from I-65 to 0.69 miles W of State Rd 62 (ORB O & M Limits).	Road Maintenance	Clark Co.	\$2,139,000	2019

INDOT Future Projects						
KIPDA ID	Project Name	Description	General Project Type	Leading Agency	Project Cost	Est Year Built
	State Rd 3	Bridge Deck Overlay at Pleasant Run.	Bridge Maintenance	Clark Co.	\$182,000	2019
	US 31	HMA Overlay, Preventive Maintenance, 1.68 mi S of State Road 265 (Lewis & Clark Pkwy) to 1.35 mi N of State Road 60 (Sellersburg SCL).	Road Maintenance	Clark Co.	\$2,880,200	2019
	US 31	HMA Overlay, Preventive Maintenance, 1.35 mi N of State Rd 60 (Sellersburg SCL) to 2.67 mi N of State Rd 60 (Old State Rd 403).	Road Maintenance	Clark Co.	\$722,800	2019
	State Rd 160	HMA Overlay Minor Structural from 0.55 W of I-65 to US 31.	Road Maintenance	Clark Co.	\$1,866,000	2020
	State Rd 60	Small structure pipe lining, 0.47 mile E of State Rd 111.	Storm Water Mgmt Construction	Clark Co.	\$30,000	2020
	US 31	Bridge Deck Overlay, 0.68 miles N of State Rd 403 over Muddy Fork and Country Road.	Bridge Maintenance	Clark Co.	\$621,000	2020
	State Rd 60	Box Culvert replacement, 0.87 mile E of State Rd 111.	Storm Water Mgmt Construction	Clark Co.	\$75,000	2021

FUTURE TRAIL MAP

ADOPTION DRAFT 04/25/2019

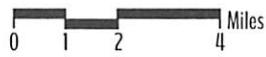


LEGEND

- Existing Trail
- Potential Connections
- Clark County
- Municipal Boundaries
- County Boundaries
- Waterbodies
- Active/Aband. Rail

TAYLOR
SIEPKER
WILLIAMS
design group

SRW
engineering | architecture | geospatial



Cross-County Connection Road

Traveling between destinations in Clark County can take a considerable amount of time due to the size of the County, topography constraints in some areas, and the existing transportation network. For emergency purposes, a conceptual idea of a cross-county connection between communities on opposite ends of the County such as Borden, Memphis, and Charlestown, could significantly reduce response and travel times. No formal plans were completed at the time of adoption, however this conceptual idea may be something that is considered long-term as the County continues to grow.

Regional Greenway Concept

The big idea of a regional trail system was suggested and discussed during the public input meetings. This quality of life amenity would not only connect areas within Clark County but also the larger region (see the potential connections diagrammed on the previous page). The idea of a regional greenway would conceptually connect each of the existing trails into a 50+ mile loop from Charlestown State Park, through Memphis, to Deam Lake Recreational Area and the Clark State Forest, south to Clarksville and Jeffersonville, then easterly along the Ohio River back to Charlestown State Park. Other regional efforts are underway to study the reuse of the CSX railline between New Albany and Bedford, a portion of which crosses through Clark County along US 60 and Borden.

This ambitious effort would provide for the recreational and commuter needs of both pedestrians and bicyclists throughout the southern half of the county. Additionally, implementation and construction of new trails supports the goals of this Plan through the separation of vehicular and pedestrian movement and by providing for another means of transportation, thereby reducing congestion and the need for further street improvements.



Existing trail in Borden, IN



Example of Rail conversion to Greenway

Guiding Policies

The following guiding policies are best practices that can be referenced by decision-makers regarding implementation of projects, programs, policies, or other County decisions.

1. Development that is located along Minor Arterial, Principal Arterial, or Freeway/Expressway roadways (see functional classification map) should include appropriate access control methods.
2. Unless part of a traffic improvement project, street improvements on roadways that immediately serve residential and agricultural areas should discourage cut-through traffic, high volumes and high speeds, but encourage connectivity.
3. Areas with high activity within the County should provide streetscape amenities that accommodate various users; this could potentially include sidewalks, crosswalks, street lighting, landscaping, benches, etc. where appropriate.
4. High traffic areas should focus on safety improvements for both vehicles and pedestrians including crosswalk enhancements and a separation between the roadway and sidewalk.

Transportation Strategies

GOAL 3: Improve accessibility to employment centers and schools.

Strategy 1 Encourage innovative ways to expand public transportation services to extend an express route along SR 62 and I-65 as ridership demand justifies new service.

1

Studies show that public transportation increases or promotes mobility, fuel efficiency, free time, exercise, and safety. Public transportation can convey many more people in much less space than individual automobiles, which helps ease traffic congestion, which in turn reduces air pollution. It helps riders avoid the stress of a daily commute in heavy traffic and can reduce the amount of capital that must be spent on road improvements. The southern part of Clark County benefits some by the four TARC routes that connect Sellersburg and points south to Louisville. The centrally-located “park and ride” lot at the Ivy-Tech campus in Sellersburg is a prime central location, easily accessible by most of the county residents. TARC is developing a new master plan that will examine the current ridership in and out of Clark County and make recommendations for the four existing routes and, if warranted, even more.

Strategy 2 Extend sidewalks in established communities to connect neighborhoods and destinations.

2

According to the Federal Highway Administration, “around 4,500 pedestrians are killed in traffic crashes with motor vehicles” each year. Many of these deaths are preventable. Roads with sidewalks are half as likely to have a car crash involving a pedestrian. In Clark County, established neighborhoods should be connected to each other, to public transportation hubs, to nearby shopping and/or recreation centers, and to other points of interest.



Strategy Ensure all sidewalks are ADA accessible.

3

Studies show that public transportation increases or promotes mobility, fuel efficiency, free time, exercise, and safety. Public transportation can convey many more people in much less space than individual automobiles, which helps ease traffic congestion, which in turn reduces air pollution. It helps riders avoid the stress of a daily commute in heavy traffic and can reduce the amount of capital that must be spent on road improvements. The southern part of Clark County benefits some by the four TARC routes that connect Sellersburg and points south to Louisville. The centrally-located “park and ride” lot at the Ivy-Tech campus in Sellersburg is a prime central location, easily accessible by most of the county residents. TARC is developing a new master plan that will examine the current ridership in and out of Clark County and make recommendations for the four existing routes and, if warranted, even more.

GOAL 4: Increase connectivity in Clark County by planning for safe and maintained transportation routes.

Strategy Continue to lead conversations with local municipalities and KIPDA, and regularly update and implement the County’s Thoroughfare Plan.

1

As has been documented in this Comprehensive Plan, there are many stakeholders involved in projects and programs or interest to the people of Clark County – particularly as it relates to roadways and other surface infrastructure. The County should strive to coordinate the work of these stakeholders so that improvements and projects are in line with the vision and goals of the County as a whole.

Strategy Prioritize roadway improvements that connect developed areas in the County.

2

The majority of the residents of Clark County live in the southern part of the county in Jeffersonville, Clarksville, and Charlestown, and in the central part of the county, along the I-65 corridor in Sellersburg, Henryville and Memphis. The River Ridge Development and other development efforts may result in even more growth in those areas. The arterial roads that connect these communities will need to be consistently maintained and re-assessed to ensure that area residents can move about safely and efficiently.

Strategy Widen narrow roadways within the County as necessary.

3

Many of the roads in the county do not align with their corresponding functional classification design criteria. Some of these roads are narrow, with poor drainage, deep side ditches, traffic congestion, and/or tight turns that may pose safety risks. When practical, these roads should be improved/realigned to alleviate these problems.

Coordinate with KIPDA and incorporated cities and towns to secure federal funding for roadway projects in the urbanized area of Clark County.

The Kentuckiana Regional Planning and Development Agency (KIPDA) provides regional planning, review, and technical services for transportation and they are designated as the regional review agency for virtually all applications for federal and state funding. Therefore, it is critical that Clark County and its communities work closely with KIPDA when planning for future transportation projects at all levels.

Clark County Comprehensive Plan

Strategy 4 Clark County falls under KIPDA's Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO) division for Transportation Planning.

Coordinate with INDOT to secure Rural Aid Funds to support County Transportation Projects.

Because of a lack of density, providing public transportation in rural areas can be costly and difficult to coordinate. INDOT's Federal Section 5311 Program was created to provide funding and assist in fostering public transportation opportunities in rural areas. Available funding through this program covers feasibility studies, operating projects, capital projects, and inter-city projects. Eligible recipients include counties, cities, and transportation providers.

Strategy

5

Participate in regional conversations for transportation solutions that include KIPDA, the RDA, One Southern Indiana, the Building and Development Association of Southern Indiana, and the surrounding Counties.

As noted above, there are many stakeholders involved in projects and programs or interest to the people of Clark County. Dozens of organizations are developing plans for scores of noteworthy projects in and around Clark County. Besides those already discussed in this Plan, the RDA is currently undergoing a regional plan that includes Clark County and the surrounding five counties, the Rails-to-Trails Conservancy is developing a 4,000 mile nationwide greenway that may utilize trails already on the ground in Indiana, and there are likely other efforts underway. It is important, whenever possible, for the County to be consistently engaged with these organizations and be well-represented and well-respected at the table when matters of interest are being discussed.

Strategy

6

Transportation Action Steps

Action Step 3.1.1: Contact TARC immediately and share any information that could be influential as they prepare their 2019 Master Plan so that Clark County is well-represented in that Plan and to ensure that public transportation service to Clark County continues and expands as needed.

Action Step 3.1.2: Monitor progress on the 2019 TARC Master Plan and, when published, work with TARC to ensure that portions of the Plan that positively impact Clark County are implemented.

Action Step 3.2.1: Establish design guidelines for new sidewalks and trails, including ADA requirements.

Action Step 3.2.2: Identify and prioritize areas/routes for new sidewalks and trails.

Action Step 3.2.3: Explore funding sources such as “Safe Routes to Schools,” the “Bicycle and Pedestrian Plan Funding Program” and other opportunities.

Action Step 3.3.1: Develop an ADA Transition Plan – perhaps modeled after the one prepared by the Indianapolis MPO in 2015.

Action Step 3.3.2: Identify and prioritize existing sidewalks, ramps, and other pedestrian-related infrastructure that does not comply with the ADA.

Action Step 3.4.1: Establish design standards for new sidewalks and trails, including ADA requirements.

Action Step 4.1.1: Build strong working relationships with the various stakeholders so that each can work together with the County to help realize the vision of the County Comprehensive Plan.

Action Step 4.1.2: Using the information in this Plan as a starting point, build a master thoroughfare project list containing key information about each project, including funding sources, timeline, scope, etc.

Action Step 4.1.3: Track progress and make updates to the master thoroughfare project list as needed at regular intervals – annually at least.

Action Step 4.2.1: Referring to the master thoroughfare project list and the Clark County Thoroughfare Plan, highlight and prioritize projects that will impact the most people and that will resolve the most pressing transportation-related issues. Strive to be proactive and forward-thinking when possible.

Action Step 4.3.1: Assess and document all such county roadways, including speed limit, lane widths, number of travel lanes, passive/active storm water management facilities, frequency of flooding, traffic counts, presence of tight corners, number/frequency of intersections, etc. Devise a scheme whereby each roadway can be assigned a score that will help determine the importance of design improvements.

Action Step 4.3.2: Coordinate this list with the master thoroughfare project list and the Clark County Thoroughfare Plan, then prioritize and schedule improvements.

Action Step 4.4.1: Coordinate future transportation planning projects in the incorporated and unincorporated areas of Clark County with KIPDA on an annual basis.

Action Step 4.4.2: Work with KIPDA to identify potential funding opportunities for transportation projects in Clark County.

Action Step 4.5.1: Coordinate efforts between providers and target areas to determine the feasibility of providing transportation services.

Action Step 4.5.2: Work with INDOT’s Public Transit Program Manager to identify appropriate funding opportunities for transportation service needs in Clark County.

Action Step 4.6.1: Establish positive relationships with leaders of stakeholder organizations.

Action Step 4.6.2: Coordinate the efforts of these stakeholders so that improvements and projects are in line with the vision and goals of the County.

References

1. A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 1984, (1) Table I-1 page 14 and (2) Table I-2 page 17.

SECTION 6: Community Facilities and Utilities

- Existing Facilities
- Existing Utilities
- Emergency Services
- Guiding Policies
- Community Facilities and Utilities Strategies
- Community Facilities and Utilities Action Steps

Existing Facilities

State Parks

Charlestown State Park – 12500 Indiana 62, Charlestown, IN 47111

Charlestown State Park is located along the Ohio River near River Ridge and the City of Charlestown. This park is one of the State's newest and largest parks as it was once a largely undeveloped portion of the huge (15,000-acre) Indiana Army Ammunition Plant. This park offers full hookup campsites, hiking trails along rugged and steep ravines, fishing, playground equipment, and picnicking.



Park Entrance Sign

Clark State Forest – 2 Service Road, Henryville, IN 47126

Clark State Forest is the oldest State Forest in Indiana and was established in 1903. This forest consists of 24,000 acres. For many years it was used as an experimental forest with more than 150 experimental tree plantings, established from 1905 through 1935 which can still be observed throughout the forest. It is also home to the Knobstone Trail, which is 59 miles of trail (32 in Clark State Forest and 27 in Elk Creek and Jackson-Washington State Forest). Activities and amenities include camping, fishing, hunting, shooting (range), picnicking, hiking, and mountain biking.

Deam Lake State Recreation Area – 1217 Deam Lake Rd. Borden, IN 47106

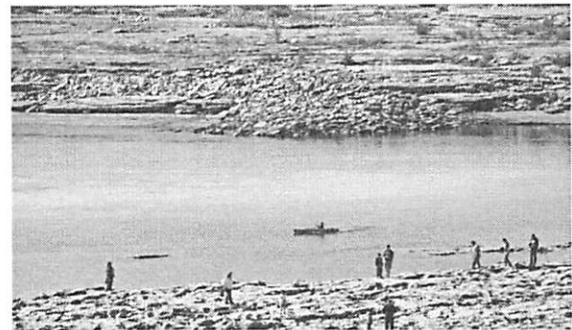
Deam Lake is located near the Town of Borden and SR 60 and features a 194-acre lake that was constructed in 1965 in honor of Charles Deam, Indiana's first state forester. Deam Lake offers recreational activities such as fishing, boating, swimming, camping, picnicking, hiking, and hunting in designated areas.



Public Beach

Falls of the Ohio State Park – 201 W. Riverside Dr. Clarksville, IN 47129

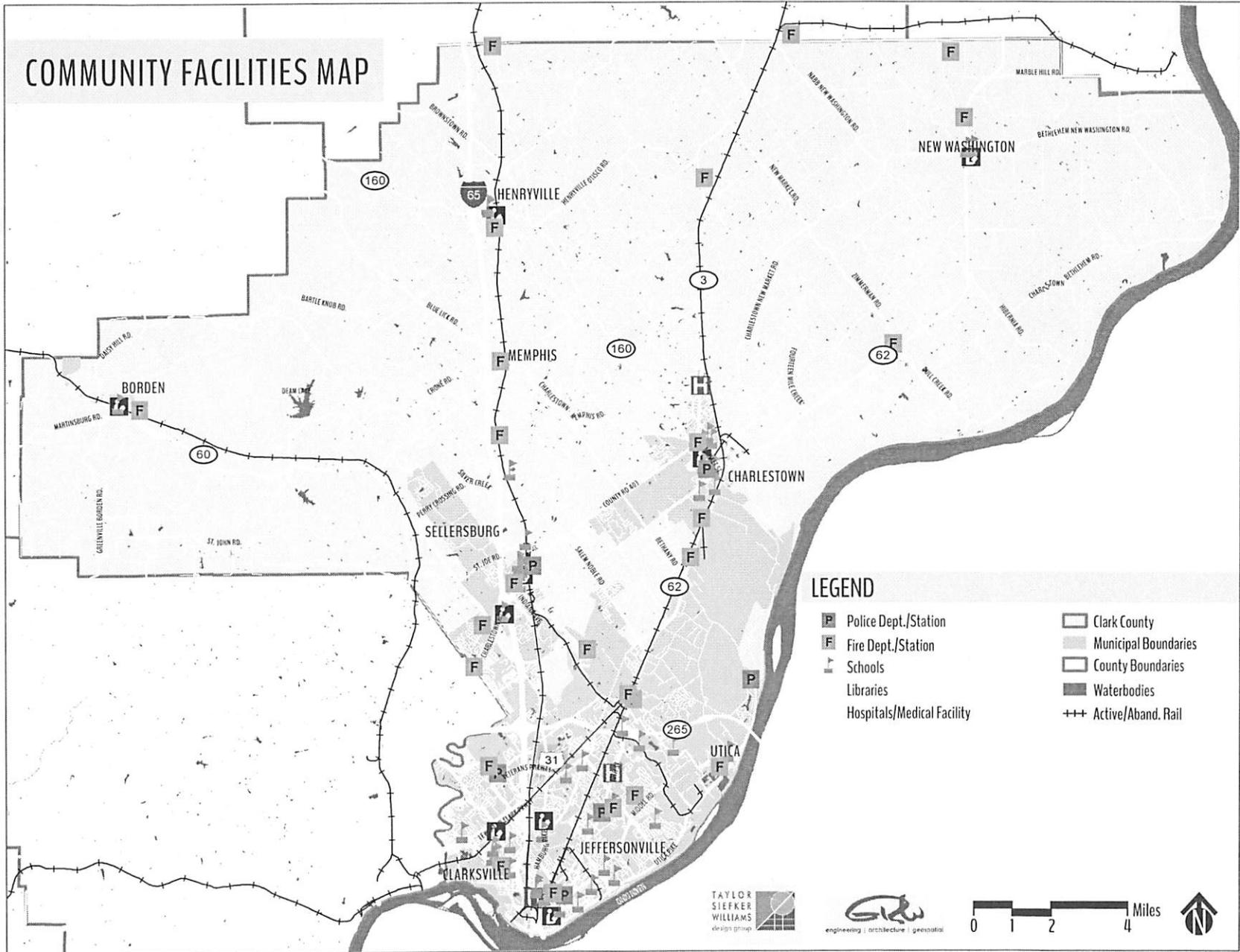
This State Park includes a 386-million-year-old fossil bed and is one of the largest exposed Devonian fossil beds in the world. The Falls of the Ohio includes an interpretive center, exploration of the fossil beds, fishing, hiking, and picnicking. The interpretive center offers many new and interactive exhibits, and regular outdoor activities. Programming and events are held throughout the year.



Public Access to Water

COMMUNITY FACILITIES MAP

ADOPTION DRAFT 04/25/2019



LEGEND

- Police Dept./Station
- Fire Dept./Station
- Schools
- Libraries
- Hospitals/Medical Facility
- Clark County
- Municipal Boundaries
- County Boundaries
- Waterbodies
- Active/Aband. Rail

TAYLOR
SIEFER
WILLIAMS
design group

GSW
engineering | architecture | geospatial

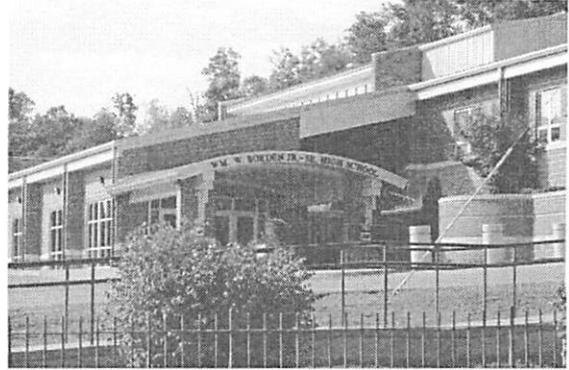
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Education

Local Schools

Clark County currently has three schools: Greater Clark School Corporation, West Clark Community Schools, and Clarksville Community School Corporation. The Greater Clark School District includes elementary, middle, and high schools for Jeffersonville, Charlestown, and New Washington areas. The West Clark Community School District includes elementary, middle, and high schools for Silver Creek (Sellersburg), Borden, and Henryville areas. The Clarksville Community School Corporation includes Clarksville Elementary School, Clarksville Middle School, Clarksville High School, and Renaissance Academy.



WM. W. Borden Jr.-Sr. High School

Post-Secondary Opportunities

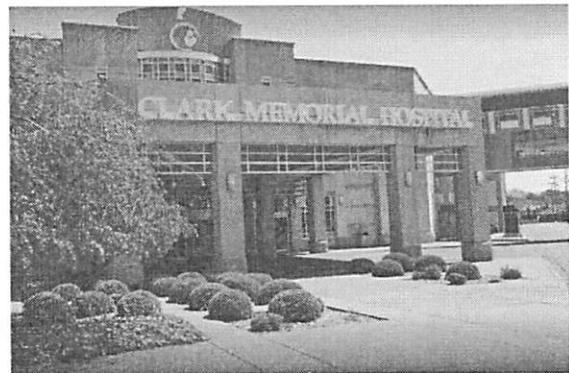
Clark County is also home to an Ivy Tech Community College, which offers various degree programs and certifications for over 20 different industries. Currently they have approximately 4,000 students enrolled with an average class size of 22 people per class. Although not located directly in Clark County, residents also have access to a number of other post-secondary institutions including, but not limited to the University of Louisville, Indiana University Southeast, and Purdue Polytechnic Institute.



Ivy Tech Community College, Sellersburg, IN. Source: MSKTD & Associates

Healthcare

Clark Memorial Health is located in Jeffersonville, Indiana and has been in operation since 1922. The Hospital offers a wide range of services such as Cancer Care, Orthopedic, Pediatrics, Radiology, Surgery, Women's Services, Heart Center, Endocrinology, Emergency Services, and several others. In addition to various physicians, urgent care facilities and other medical professionals, the Clark County Health Department offers healthcare services. Typically, County Health Departments provide important alerts and warnings during public health emergencies as well as preventative care for residents. The Clark County Health Department provides information for addiction, emergency preparedness, wellness, HIV/STD's, and various Environmental Health Issues (food/drug recalls, bed bugs, septic systems, lead poisoning, mold and indoor air quality, etc.). The Health Department also carries records such as birth and death certificates.



Clark Memorial Health, Jeffersonville, IN. Source: Louis Curry

Existing Utilities

Water Service

The drinking water for Clark County is supplied by ten (10) separate water utility providers. The following narrative and Existing Water Service Map outline the various water utility providers and their service areas.

Borden Tri-County

Located at 1791 W Water Street, Borden, IN 47106 (Clark County) and north of Muddy Fork Creek, just west of Borden, IN, it provides approximately 0.8 MGD (AVPD). It is operated by Lloyd Hopper and Kevin Jackson. Service is provided to the western fork of the county at and surrounding Borden, IN.

Indiana American Water Co

Located at 2423 Middle Road, Jeffersonville, IN 47130 (Clark County), it provides service to the southern tip of the county including Clarksville and Jeffersonville.

Marysville-Otisco-Nabb Water Corp

Located at 7703 Highway 3, Marysville, IN 47141 (Clark County) and just south of Marysville, IN, it provides approximately 0.4 MGD (AVPD). Service is provided to the middle north of the county above Charlestown and between Henryville and New Washington and the water system includes the following:

- 1 Treatment plant with chlorination disinfection
- 3 Storage Tanks

Rural Membership Water Corp

Located at 301 S Ferguson Street, Henryville, IN 47126 (Clark County), it provides approximately 0.64 MGD (AVPD). Service is provided to the north-western portion of the count (west of Memphis and Henryville, IN). The water system includes the following:

- 1 Treatment Plant with Chlorination and Hypo-chlorination disinfection
- 4 Storage Tanks

Sellersburg Water Department

Located at 3225 Holmans Ln, Jeffersonville, IN 47130 (Clark County), it provides approximately 2 MGD (AVPD). It is operated by Walter M. Brown, Certified Operator. Service is provided to Sellersburg, IN and the water system includes the following:

- 8 Groundwater Wells
- 2 Treatment Plants with aeration, coagulation, gaseous chlorination disinfection, filtration and fluoridation
- 4 Storage Tanks

Silver Creek Water Corp

Located at 8104 County Line Road, Sellersburg, IN 47172 (Clark County), it provides service to the Deam Lake Recreational Area and southern surroundings.

Stucker Fork Water Utility

Located at 2260 US-31, Scottsburg, IN 47170 (Clark County), it provides approximately 4.7 MGD (AVPD). Service is provided to the north-west corner of the county and the water system includes the following:

- 4 Groundwater Wells
- 2 Treatment Plants with aeration, coagulation, flocculation, filtration, gaseous chlorination disinfection, rapid mix and sedimentation.
- 12 Storage Tanks

Sunflower Valley Water

Located at 319 Saint Joe Road, Sellersburg, IN 47172 (Clark County), it provides service to a small portion of Sellersburg.

Washington Township Water Corp

Located at 108 Pierce Street, New Washington, IN 47162 (Clark County), it provides approximately 0.225 MGD (AVPD). It has a design capacity of approximately 0.5 MGD. Service is provided to the north eastern portion of the county, near New Washington, and the water system includes the following:

- 8 Groundwater Wells
- 1 Treatment Plant with gaseous chlorination disinfection and fluoridation
- 2 Storage Tanks

Watson Rural Water Corp

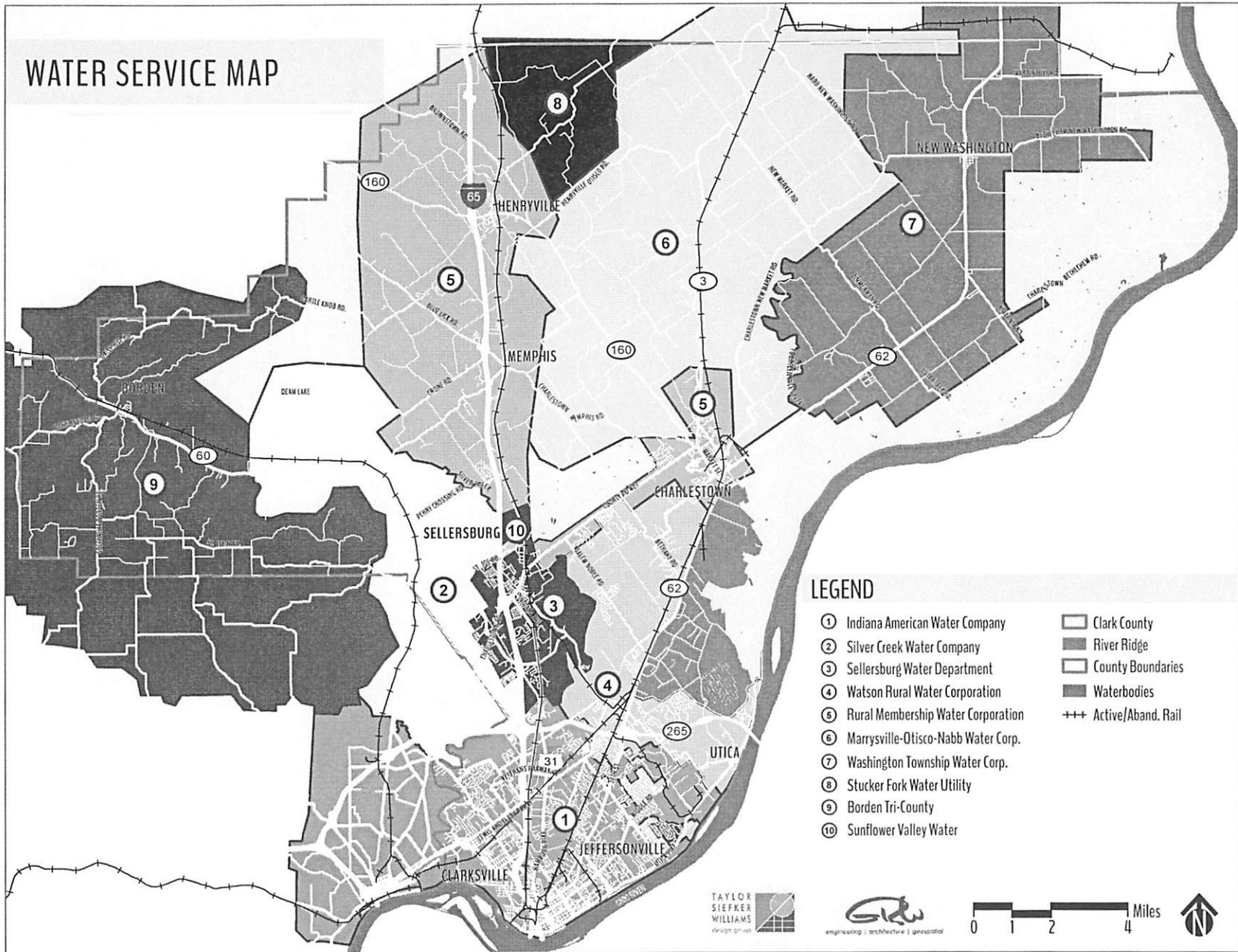
Located at 4106 Utica Sellersburg Road, Jeffersonville, IN 47130 (Clark County), it provides approximately 1 MGD (AVPD). Service is provided to the south-eastern portion of the county to the east of Sellersburg, IN and the water system includes the following:

- 7 Groundwater Wells
- 1 Treatment Plant with 4-log Treatment of viruses, gaseous chlorination and fluoridation
- 4 Storage Tanks



WATER SERVICE MAP

ADOPTION DRAFT 04/25/2019



TAYLOR
SIEFKER
WILLIAMS
design group

GRW
engineering | architecture | geospatial

0 1 2 4 Miles



Wastewater Treatment

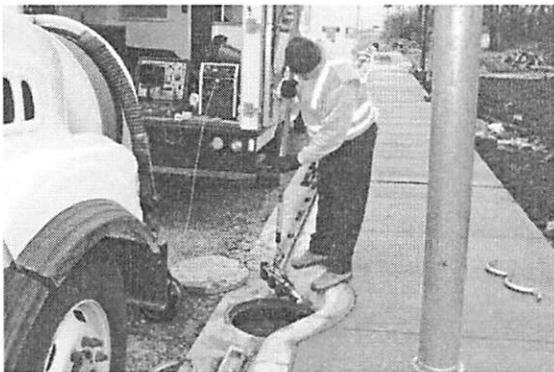
Wastewater Treatment is handled by eight different entities. An outline of the various entities, their services, and service areas are highlighted in the following narrative and map.

Town of Clarksville Wastewater Treatment Plant

Located at 1 Leuthart Drive, Clarksville, IN 47129 (Clark County) and north of Mill Creek, this plant currently operates with a design flow of 5.5 MGD. This plant is operated by Stephen V. Thoms, Certified Operator and managed by Brittany Montgomery, Utility Director for the Town of Clarksville. This facility currently operates as Class IV, extended aeration treatment facility consisting of the following:

- Influent flow meter
- Mechanically cleaned fine screen
- Manual bypass bar screen
- A grit chamber
- 1 oxidation ditch
- 2 secondary clarifiers
- Ultraviolet light disinfection
- Post aeration
- 4 aerobic sludge holding tanks
- 2 belt filter presses
- Effluent Flow meter

The collection system is 100% separate sanitary sewers designed with two (2) Sanitary Sewer Outfall points.



Clarksville Wastewater Department Employee. Source: Town of Clarksville

Deam Lake State Recreation Area Wastewater Treatment Plant

Located at 1217 Deam Lake Road, Borden, IN (Clark County) and near Deam Lake, this plant currently operates with a design flow of 0.081 MGD. This plant is operated by Charles Oakes, Certified Operator and managed by Patrick Cleary, Property Manager. This facility currently operates as a Class I, treatment facility consisting of the following:

- Grit chamber
- 1 comminutor
- 2 aeration tanks with fine bubble membrane diffusers
- 2 final clarifiers
- Post aeration
- Ultraviolet light disinfection
- Effluent flow meter
- One-cell holding lagoon

Final solids are hauled off site. The collection system is comprised of 100% separate sanitary sewers by design with no overflow or bypass points.



Deam Lake State Recreational Area

Town of Sellersburg Wastewater Treatment Plant

Located at 701 Bean Road, Sellersburg, IN (Clark County) and just north of Clark Regional Airport, this plant currently operates with a design flow of 2.37 MGD. This plant is operated by Lori Kearney, Certified Operator/ Assistant Director. This facility currently operates as a Class III, oxidation ditch-type wastewater treatment plant consisting of the following:

- 1 2.9 MGD Equalization basin
- 1 grit chamber
- 1 fine screen
- 2 oxidation ditches
- 3 secondary clarifiers
- Post aeration
- Ultraviolet light disinfection
- Influent and effluent flow meters

Final solids are disposed of via landfill. The collection system is comprised of 100% separate sanitary sewers by design with now overflow or bypass points designed into the treatment/collection system.

City of Charlestown Wastewater Treatment Plant

Located at 229 Charlestown Landing Road, Charlestown, IN (Clark County) and near intersection of Market Street and Ohio River Scenic Byway, this plant currently operates with a design flow of 2.2 MGD. This plant is operated by Michael Perry, Certified Operator. This facility currently operates as a Class III, activated sludge-type treatment facility consisting of the following:

- Vortex grit chamber
- Mechanical fine screens
- 1 Biolac aeration basin
- 2 final clarifiers
- Ultraviolet light disinfection
- Post aeration
- Effluent flow meter
- Aerated sludge holding tanks
- Drying beds

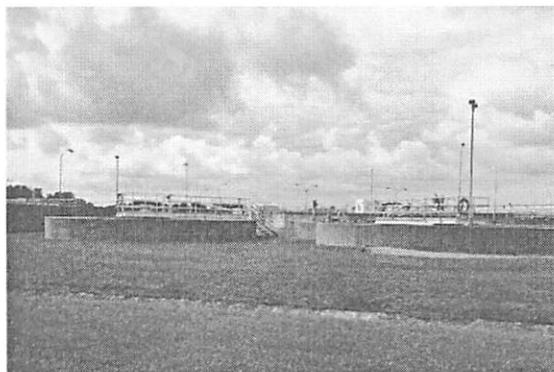
Final solids are hauled off site. The collection system is comprised of 100% separate sanitary sewers by design with two sanitary sewer overflow flow points.

Jeffersonville North Water Reclamation Facility

Located at 423 Lewman Way, Jeffersonville, IN 47130 (Clark County) and north of Watson, IN, this plant currently operates with a design flow of 3 MGD. This plant is operated by Leonard W. Ashack, Certified Operator and Wastewater Department Director. This facility currently operates as a Class III, extended aeration treatment facility consisting of the following:

- 1 cylindrical fine screen
- 1 vortex grit removal system
- 2 oxidation ditches
- 2 circular clarifiers
- Ultraviolet light disinfection
- 2 aerated sludge holding tanks
- Influent and effluent Parshall flume meters
- 1 sludge dewatering centrifuge

Dewatered sludge is disposed of in a landfill. The collection system is comprised of 100% separate sanitary sewers by design with no overflow or bypass points.



Jeffersonville Reclamation Facility - Source: News Tribune

Town of Borden Wastewater Treatment Plant

Located at 19407 Hayes Road, Borden, Indiana (Clark County) and to the east of Borden, IN, this plant currently operates with a design flow of 0.3 MGD. This plant is operated and managed by Chris T. Gray, Certified Operator. This facility currently operates as a Class II, extended aeration wastewater treatment facility consisting of the following:

- Coarse bar screen
- Flow splitter box
- 2 single-stage nitrification aeration tanks with fine bubble diffused aeration
- 2 circular center feed secondary clarifiers
- Returned Activated Sludge (RAS) Lift Station
- Ultraviolet light disinfection system
- Fine bubble diffused post aeration tank
- Effluent flow meter
- 1 sludge holding tank
- 2 sludge drying beads

The collection system is comprised of 100% separate sanitary sewers by design with no overflow or bypass points.

Henryville Membership Sanitation Corporation: Memphis Wastewater Treatment Plant

Located at 15100 Silver Maple Court, Memphis, IN (Clark County) and north of Memphis, IN, this plant currently operates with a design flow of 0.35 MGD. This plant is operated by Doug Dunlevy, Certified Operator. This facility currently operates as a Class II, extended aeration wastewater treatment plant consisting of the following:

- 1 oxidation ditch
- 2 final clarifiers
- UV disinfection
- Cascade aeration
- Effluent flow meter

The collection system is comprised of 100% separate sanitary sewers by design with one sanitary sewer overflow flow point.

Washington Township Regional Sewer District Wastewater Treatment Plant

Located at 11616 Nabb-New Washington Road, New Washington, IN (Clark County) and west of New Washington, IN, this plant currently operates with a design flow of 0.09 MGD. This plant is operated by Rick Wheeler, Certified Operator. This facility currently operates as a Class I-SP, controlled discharge waste stabilization lagoon consisting of the following:

- Bar screen
- Influent flow meter
- 3-cell waste stabilization lagoon treatment system
- Effluent flow meter
- Stream gauge

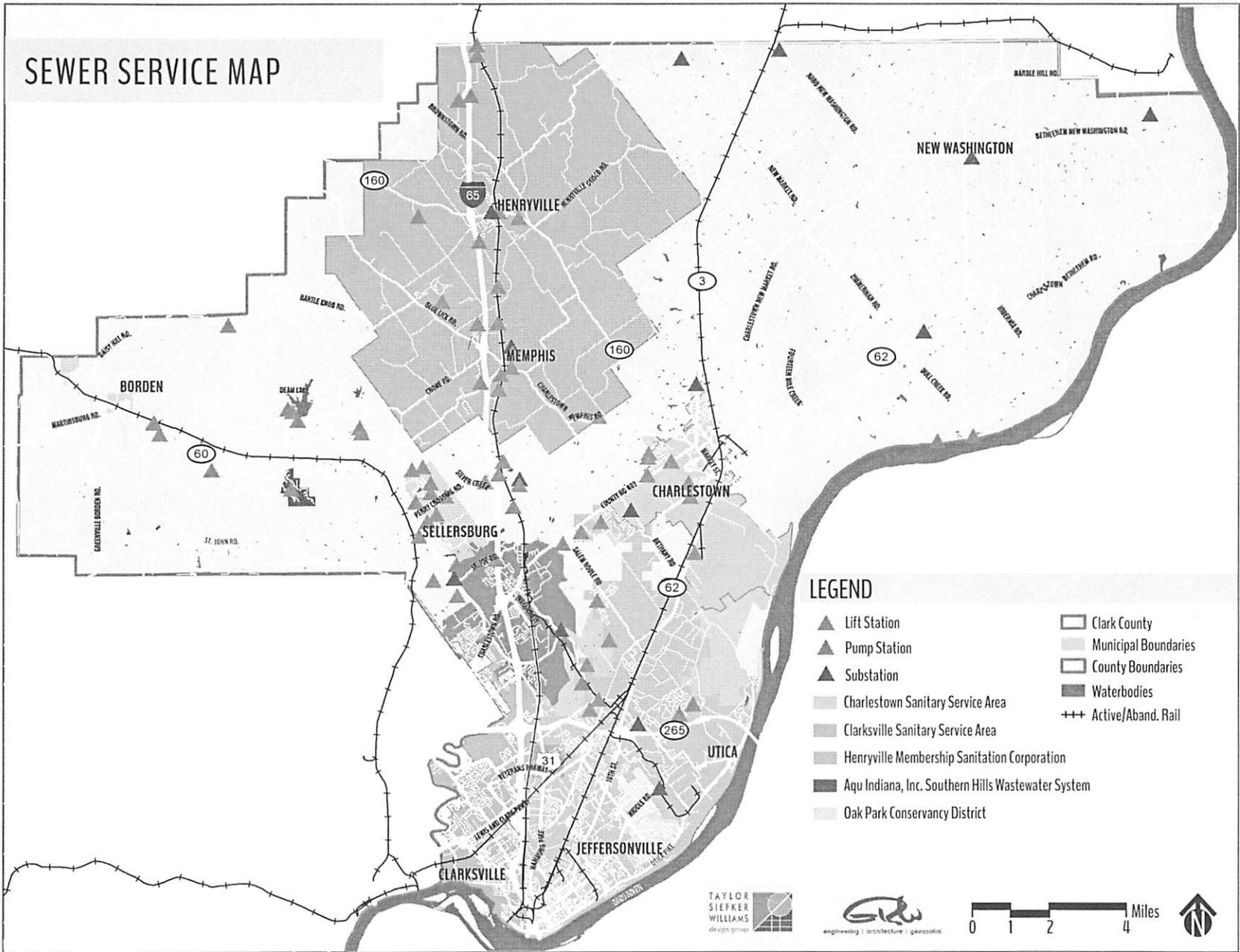
The collection system is comprised of 100% separate sanitary sewers by design with two sanitary sewer overflow flow points.



Henryville Membership Sanitation Corporation. Source: Rural Membership Water.

SEWER SERVICE MAP

ADOPTION DRAFT 04/25/2019

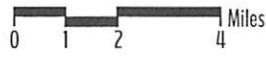


LEGEND

- ▲ Lift Station
- ▲ Pump Station
- ▲ Substation
- █ Charlesown Sanitary Service Area
- █ Clarksville Sanitary Service Area
- █ Henryville Membership Sanitation Corporation
- █ Aqu Indiana, Inc. Southern Hills Wastewater System
- █ Oak Park Conservancy District
- Clark County
- ▨ Municipal Boundaries
- ▭ County Boundaries
- Waterbodies
- +++ Active/Aband. Rail

TAYLOR
SIEFKER
WILLIAMS
design group

GRW
engineering | architecture | geospatial



Future Development

The River Ridge Commerce Center is planned for future development. As part of this development, water and sewer utilities will be utilized. This comprehensive plan should consider the contents of the River Ridge Commerce Center plans and respond accordingly.

Electric Service

There are multiple electric service providers in Clark County, including Clark County REMC, Duke Energy, Indianapolis Power and Light, and Jackson County REMC.

Natural Gas Service

There are two natural gas service providers in Clark County: AmeriGas and Vectren.

Telecommunications

While there are numerous providers available, according to the most recent FCC data and direct provider reporting, AT&T and Charter Spectrum are the most commonly available internet providers in the Clark County area.

Emergency Services

EMS

The Clark County, Indiana Office of Emergency Communications, also known as the Clark County 911 Center, operates 24 hours a day seven days a week and is responsible for answering all 911 and non-emergency calls for the citizens of Clark County, Indiana. Although the Clark County 911 center has multiple functions, there are two primary job functions within the communications center. These include receiving calls and dispatching calls to the appropriate agency or agencies. Ambulance services in Clark County include Yellow EMS, New Washington Fire/EMS, and Utica Fire/EMS.

Police Protection

The Clark County Sheriff's department is located on Court Avenue in Jeffersonville, Indiana. The Sheriff's Department has jurisdiction over the entire County. Clark County Jail is located in Jeffersonville on Court Avenue. The County is also home to the Indiana State Police District 45 Station, which is located in Sellersburg. In addition to the Indiana State Police and the Clark County Sheriff's department, the Jeffersonville Police, Charlestown Police, Sellersburg Police, and Clarksville Police Departments also have jurisdiction over their respective municipalities.

Fire Protection

Clark County currently has 8 different fire departments and a total of 21 fire stations throughout the County. Clark County Fire Station and department locations include the following:

Charlestown Fire & Rescue Stations

- Station 1 - Park Street at Route 3 - Charlestown
- Station 2 - Lexington @ Oak - Otisco
- Station 3 - IN-62 at 20th Street - Southeast
- Station 4 - IN-62 at Brooks Road

Clarksville Fire Department

- Station 1 - 125 E. Stansifer Avenue - CFD Headquarters
- Station 2 – 2249 Sam Gwin Dr.
- Station 3 – 404 Hale Rd.

Jeffersonville Fire Department

- Station 1 - 735 Wall Street
- Station 2 - East 10th Street - Jeffersonville Fire Department Headquarters

MuCulloch Fire Station (Disbanded)

- McCulloch Fire Station - Allison Road just west of Middle Rd.

Monroe Township Volunteer Fire Department

- Station 1 - Henryville
- Station 2 sits along US-31, just south of the Town of Underwood
- Station 3 - Henryville-Blue Lick Rd & Broadway Road

New Providence Volunteer Fire Station

New Washington Volunteer Fire Department

- Station 1 - State Road 62 just North of New Washington
- Station 2 - 19020 Marysville/Nabb Rd (just east of Marysville)

Sellersburg Volunteer Fire Department

- Station 1 - SFD Headquarters - Downtown Sellersburg – 426 East Utica Street
- Station 2 – 820 Bean Rd. (Memphis)
- Station 3 – 8402 HWY 11
- Station 4 – 820 Bean Rd.
- Station 5 - 601 Hamburg Way

Utica Township Volunteer Fire Department

- Utica Township Fire Station - 5820 Utica Pike - Jeffersonville

Hazard Mitigation

Clark County currently has a hazard mitigation plan that was developed originally in 2008 and updated in 2015. This Plan was developed to guide the County in a risk-based approach to preventing, protecting against, responding to, and recovering from disasters that may threaten the County's residents, infrastructure, and economy. This Plan includes a documentation of historical disasters in the County, assesses potential disasters, and addresses specific strategies to mitigate the potential impacts of these disasters.

Comprehensive Emergency Management Plan (CEMP) 2016 Mission Statement:

"Clark County is vulnerable to a variety of natural and manmade hazards. The responsibility of preparing, mobilizing, and coordinating response activities falls upon the Clark County Emergency Management Department. Centralized direction and control is required to facilitate coordinated responses by elected officials, emergency response personnel, private sector organizations, and individuals who have assigned emergency responsibilities.

The most effective way to exercise direction and control under emergency conditions is to provide a single site for key officials to work from. This site is the Emergency Operations Center (EOC). The Clark County Emergency Operations Center coordinates local and mutual aid response activities and supports local disaster operations. Coordination of activities ensures all tasks are accomplished with little or no duplication of effort, and with the highest probability of success.

The Clark County Emergency Management Agency is designated as the primary coordinating agency for local disaster operations as outlined in IC 10-14 of the Indiana Code.

Responsibility of overall disaster management falls to the Chief Elected Official of a jurisdiction as outlined in IC 10-14 of the Indiana Code."

Concept of Operations:

The Emergency Operations Center (EOC) is a facility staffed through rapid mobilization by key staff personnel. It is designed and equipped to permit the coordination and implementation of actions at the local level to save lives, preserve property, and alleviate human suffering during periods of natural, man-made, technological, and national security disasters.

Responses to emergency situations in Clark County are conducted utilizing the Incident Command System and NIMS framework. Activation of the EOC is no exception. Supervision of the EOC will most likely be the responsibility of the Emergency Management Director, the 911 Director, or another official with the appropriate training. The EOC will utilize a Unified Command type structure allowing each agency head or his/her designee to take the "lead" when dealing with agency specific activities.

The EOC provides a central location from which government at any level can provide interagency coordination and executive decision making in the support of the incident response. The EOC does not command or control the on-scene response. The EOC carries out the coordination function through:

- Information collection and evaluation
- Priority Setting
- Resource Management

Guiding Policies

The following guiding policies are best practices that can be referenced by decision-makers regarding implementation of projects, programs, policies, or other County decisions.

1. Support the development of medical facilities that prevent and treat substance abuse in appropriate locations.

Community Facilities and Utilities Strategies

GOAL 5: Expand services and facilities to rural areas of the County.

Strategy 1 Collaborate with the Regional Development Authority (RDA), local providers, and other organizations to expand high-speed, affordable internet to residents who are not served.

1

Internet service has become essential for everything from getting news to finding a job and concerns about access to high-speed internet are shared by rural residents throughout Indiana. Studies have shown that the primary areas of direct benefit of providing broadband internet in rural areas include healthcare, education (K-12 and up), economic/workforce development, and consumer savings. Thankfully, Indiana policy makers understand that rural broadband development is beneficial to Hoosiers and the future economic prospects of our state. Programs have been established and funding is now being put in place to fill the broadband gaps in our rural areas.

The Broadband Ready Communities Development Center was created as a tool to encourage broadband development throughout Indiana by serving as an information resource. According to their Indiana Broadband Map, northeastern Clark County and a large area south of Charlestown are not adequately served by high-speed internet.

The state of Indiana has established the Broadband Ready Community Certification program. Certification enables the telecommunication industry to be aware of communities who have taken steps to reduce barriers and reduce regulatory roadblocks to broadband development. A model ordinance and samples of what other Hoosier communities have adopted are available on their website at <https://www.iedc.in.gov/programs/broadband-ready-communities-development-center/home>.

The FCC has provided millions of dollars in funding to support broadband development in rural areas. As a result, the Indiana Office of Community and Rural Affairs (OCRA) has reacted by setting up the Broadband Readiness Pilot Planning Grant to help communities not only gain an understanding of their current conditions and needs, but assist them in creating a long-term vision for broadband in their community.

Strategy 2 Support community partners to develop community centers that are equitably dispersed in the County.

2

Clark County does not currently have a Parks and Recreation Board, which would typically be responsible for developing, operating, and maintaining community centers. However, residential growth areas such as Henryville, Memphis, New Washington, and others may want to develop community centers to serve the nearby residents. Community centers are characteristically a multi-purpose public building or large room that can host group activities and programs. Various organizations throughout the community can utilize them for meetings or entertainment purposes such as a neighborhood meeting or an arts and crafts program. Having an option for additional programming opportunities in close proximity to residential centers, improves quality of life for the County. Although the County may or may not develop these individual community centers, they should support local residential areas in their efforts to do so.



Strategy 3 Encourage adequate fire suppression to new and existing development in the County.

3 Water is the most important single factor in fighting structure fires and is vital to the suppression of wildfires. As a result, adequate fire protection measures should be a required part of all new development in Clark County. These measures not only include the provision of water resources where possible, but also the development of design standards for fire apparatus access.

Strategy 4 Identify and map distinguishable boundaries for sanitary sewer service.

4 When building a new home or business, knowing how the wastewater will be disposed of plays a significant role in the site design and the permitting process for the structure. Knowing up front whether or not a parcel of land will be served by an available sewer system or a private septic system will save a lot of time for staff and the applicant when planning to build. In order to quickly answer this the wastewater service question, it is important for Clark County Staff to have access to current sewer availability maps.



Broadband Coverage Map

GOAL 6: Reduce the response time and increase preparedness for emergencies.

Strategy 1 Support additional officers and emergency response vehicles in rural parts of the county that have higher response times.

1 During the planning process, many residents identified a longer emergency response time for those located in the rural areas of Clark County. As the community grows and funding is available, the County should support the addition of new officers and emergency response vehicles in the unincorporated areas of Clark County. This can be either County provided or through a sub-contract to reduce response times. By having additional officers on duty, if emergencies arise during similar timeframes on opposite ends of the County, they can respond more quickly and reduce response times.

Strategy 2 Continue to work with Emergency Management and other County Agencies to keep up-to-date on the mitigation, prevention, preparedness, response, and recovery of disasters.

2 The current Clark County Hazard Mitigation Plan was updated in 2015. According to FEMA, the purpose of the plan is to increase education and awareness, building partnerships for risk reduction, identifying long-term strategies, identifying cost-effective measures, aligning risk reduction with other agencies, and communicating priorities to potential sources of funding. In addition, the plan is a condition for receiving certain types of non-emergency funding disaster assistance, including funding for mitigation projects. FEMA has several grant programs such as the Hazard Mitigation Grant Program, the Pre-Disaster Mitigation Program, the Public Assistance Grant Program, and the Fire Management Assistance Grant Program. More information about mitigation planning and grants can be found at www.fema.gov/hazard-mitigation-planning.

Furthermore, states are required to update their Hazard Mitigation plans every 5 years. The State of Indiana Standard Multi-Hazard Mitigation Plan was adopted in 2019, thus will be updated in 2019 or shortly after. Following the state's updated Hazard Mitigation Plan the Planning, and Zoning Department and other department and county agencies should assist Emergency Management is developing the County's updated Hazard Mitigation Plan.

Strategy 3 Continue to direct residents to educational resources that can help property owner preparedness for emergencies.

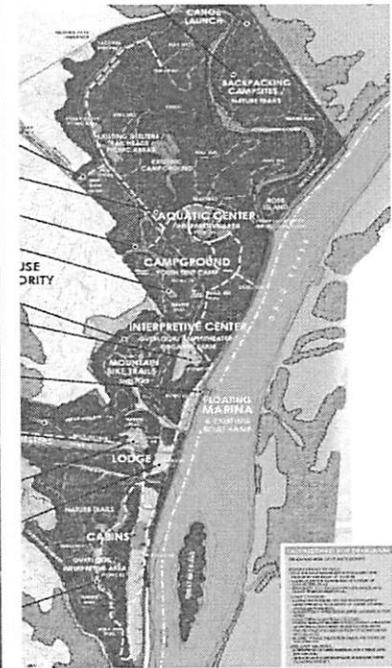
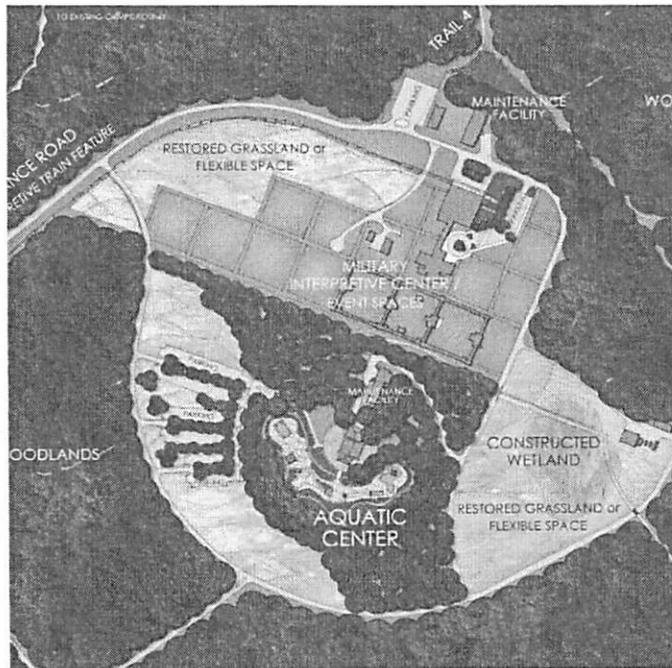
3 With a large portion of the Clark County's boundary as the Ohio River, heavy rainfall, and many portions of the county in the Special Flood Hazard Area (floodplain), the County is subject to periodic flooding. The Planning and Zoning Department enforces the Clark County Flood Ordinance, which requires a Floodplain Development Permit for any development occurring within the special flood hazard area. These measures are in place to prevent flooding as new development occurs. To help property owners mitigate flooding to properties not in the floodplain, or for development that is already existing, the Planning and Zoning Department can still be a conduit for directing residents to resources that can help mitigate flooding risks. Currently the Center for Neighborhood Technology has a RainReady initiative that helps individuals, businesses and communities find solutions to the problem of inland flooding. They have a service called "RainReady Home" that offers owners practical and affordable improvements to keep their property dry. These include ideas such a rain barrels, rain gardens and other landscaping, removing drainage blocks, and others. In addition, the National Planning Association keeps educational resources and best practices that the Planning & Zoning office can keep track of and provide to local residents.

GOAL 7: Support the growth and expansion of educational and recreational opportunities.

Strategy 1 Advocate for the implementation of the Charlestown State Park Master Plan that increases tourism and celebrates the local history in Clark County.

1

The existing Charlestown State Park Master Plan identifies various recommendations for an expanded park facility. These improvements can also be referenced on the corresponding park map rendering. These improvements include a new entrance across from Highway 3 and the City of Charlestown with a multi-use path connection, an aquatic center, interpretive center with river amphitheater, constructed wetland, flexible green open spaces, youth tent camping areas, family campground, mountain bike/shelters, 100 room lodge, marina, picnic areas, cabins, and other interpretive elements. This long-term Plan was adopted in 2008 and has several elements remaining to be implemented. During the Plan's development the priorities include the development of the lodge and marina. Since the County does not have a Parks and Recreation Board to develop and oversee County parks, the County has four State Parks that offer many of the recreational needs to nearby residents. As one of the largest parks in Indiana, and a great attractor for talent, the County should advocate the growth and expansion of the Charlestown State Park. In addition, the Land and Water Conservation Funding for the State of Indiana is now permanently available for the expansion of Parks throughout the State. In 2019, approximately \$3.4M was allocated, with 60% intended for local improvements and 40% or \$1.4M intended for State Parks. Clark County should initiate a local advocacy group to push for improvements to be made in Charlestown State Park and leverage these improvements through partnerships with the County, City of Charlestown and other local organizations and groups.



Charlestown State Park Master Plan. Source: Indiana DNR.

Strategy **Support partners to implement parks and gathering spaces in established communities throughout the county that can offer centralized activities and programs for all ages.**

2

Similar to the strategy focused on developing community centers near residential centers, the County should support local efforts to implement recreational parks and gathering spaces. As mentioned previously, Clark County does not currently have a Parks and Recreation Board, which would typically be responsible for developing, operating, and maintaining parks and recreational areas. Residential growth areas such as Henryville, Memphis, New Washington and others may want to develop recreational amenities in close proximity to their homes. These can be accomplished through a variety of different methods. Sometimes neighborhood developers may construct a small playground for residents that is maintained by an HOA or it is developed through volunteers, donations, and local grants. The challenge with developing new park areas is the maintenance and insurance that is required after the project is completed. To solve this issue, the local residential center would either need to turn the recreational park or amenity over to a private owner or other non-profit organization that could take on that cost and liability. The other challenge that is presented with private ownership of recreational parks and amenities, is the cost to use them. A user fee could decrease use of the park and often make them unavailable to those that might benefit from the amenities most.

Strategy **Support local efforts to connect parks and other recreational opportunities.**

3

In addition to the four State Parks located throughout Clark County, several municipalities such as Borden, Charlestown, Jeffersonville, Utica, and Clarksville have their own parks dispersed throughout the County. While many of these connections may be located within the municipalities themselves, the County may still be able to support these efforts whether its allowing easements within County right-of-way, County-owned properties, or providing gap funding. The County should also work with the local municipalities and partners to pursue funding opportunities for multi-use trails such as Next Level Trails, a \$90 million grant to develop regionally and locally significant trails in Indiana. Details regarding a regional trail that connects parks within the County can be referenced in the Transportation Chapter.

Strategy **Support the local school district's by providing data that can help them prepare for changes in school enrollment based on current and future growth.**

4

As described in the Housing Chapter of this Plan, many new homes have been constructed in Clark County over a short period of time, indicating a potential increase in school enrollment. Whether increases or decreases in school enrollment is expected within the County, the Planning and Zoning Department can help assist local school corporations by providing data. This data could include the number of new housing permits or home constructed over a period of time, census data such as population growth, population age groups and population projections, and other data or information that might be pertinent.

Community Facilities and Utilities Action Steps

Action Step 5.1.1: Work with public officials for Clark County and its municipalities to become certified as a “Broadband Ready Community” at both the county and local levels.

Action Step 5.1.2: Work with the Office of Community and Rural Affairs to determine which grant opportunities are appropriate for Clark County to foster the development of broadband opportunities.

Action Step 5.2.1: Assist residential centers in the County to develop community centers as they occur by providing technical assistance for grant programs or the development review process.

Action Step 5.3.1: Update the standards for new subdivisions to encourage the developer to provide an adequate year-round water supply for fire suppression that meets the approval of the applicable fire department.

Action Step 5.3.2: Update the standards for new subdivisions to allow for proper access for all fire apparatus including building height limitations, road design, driveway design, and fire lane design.

Action Step 5.4.1: Maintain a current map of sanitary service locations by coordinating annually with the various service providers in Clark County.

Action Step 6.1.1: Work with the Sherriff’s Department to identify how many additional officers may be needed to improve response times.

Action Step 6.1.2: Hire additional officers to patrol within the rural parts of the County as funding becomes available.

Action Step 6.2.1: Assist Emergency Management in update of the Multi-Hazard Mitigation Plan by providing resources such as GIS data and other land use and development trends or data.

Action Step 6.3.2: Continue to provide technical assistance for new development in the Special Flood Hazard Area (floodplain).

Action Step 6.3.2: Direct property owners to resources such as RainReady and other “wetrofitting” initiatives.

Action Step 7.1.1: Develop a local advocacy group to implement the Charlestown State Park Master Plan.

Action Step 7.2.1: Consider open space requirements for new developments when revising the subdivision control ordinance (Reference Action Step 1.1.1 and 2.3.1).

Action Step 7.3.1: Work with partners to pursue funding for a regional trail connecting the existing parks and trails throughout.

Action Step 7.4.1: Coordinate annually with local school districts communicating the potential impact on school enrollment.

Action Step 7.4.1: Include a representative of the school districts to serve as a member on the County’s Technical Review Committee to assist with reviewing all new proposed development.

SECTION 7: Housing and Neighborhoods

- Housing Inventory
- Housing Growth
- Workforce Housing
- Guiding Policies
- Housing and Neighborhoods Strategies
- Housing and Neighborhoods Action Steps

Housing Inventory

The majority of homes (71%) in Clark County are single-family detached dwelling units. Additionally, not many multi-family dwellings or attached single-family dwellings are built in the unincorporated areas of the County due to a lack of utility service. Because of the growth demand and increase in the price of land, it is expected that the density of single-family units and amount of multi-family units will increase over the years. In addition to the changes in types of housing built, amenities and other housing configurations offered will vary from previous development. For example, since 2000 the number of single-person households (persons living alone) in Clark County has increased from 20% to 28.9%, mirroring a nation-wide trend. These types of preferences will be reflected in new housing developments, decreasing the number of bedrooms offered and amount of square footage needed. More information regarding the current housing stock and housing trends can be found in Appendix A.

Housing Growth

Using permit info from the County, 318 new homes were constructed in Clark County from January 2017 to November 2018. According to Realtor.com the median listing home price in Clark County is \$169,900 or \$103 per square foot as of December of 2018. This is approximately \$30,000 more than the median housing price overall, meaning more expensive homes are being put on the market. As of March 8, 2019, 565 homes were listed for sale, with 81 properties that listed just that week. The US Census estimates there are a total of 49,000 housing units within the county, suggesting that only 1% of the housing stock is for sale. Because of the high demand for homes and lack of supply available for sale, the median home listing price has increased 22.6% from 2016, when it was \$134,500.

Furthermore, the Building and Development Association of Southern Indiana forecasted new student enrollment for the West Clark County School Corporation based on new construction. It is estimated that 1,800 homes will be built in the West Clark County School District from 2017-2025 with an average projected selling price of \$275,000. While much of WCCS District is not within the study area of this Plan, it highlights the substantial housing development that is occurring within the county. Other high growth areas that may experience additional home construction could include Memphis and Henryville, which are included within the study area of this Plan.

Workforce Housing

One fourth of the population who have a mortgage, have housing costs well above 30% of their income. In addition, almost half of renters have housing costs well above 30% of their income and approximately 10% of the population is considered living below poverty level. While the median household income in Clark County is \$51,844, many renters and homeowners still need access to affordable housing options. Affordable housing is often considered as low-income housing, or Section 8 housing, but can also be considered “workforce housing.” Workforce housing is another term used to describe affordable housing for those who make a livable wage, but are priced out of housing options because rents or mortgages go beyond what they can afford. Many occupations that benefit from workforce housing include secondary education occupations, public service occupations, non-profit occupations, administration occupations, entry-level positions, and many others. Workforce Housing would be considered homes that are within the \$100,000-\$200,000 mortgage range or \$700-\$1,250 per month range for renters. Workforce housing could range from single-family homes, to townhomes, to condominiums, or apartments. The biggest challenge with offering workforce housing; is that the selling/renting costs, must balance the purchase of land and development costs. Often times, these developments require a public-private partnership where land is donated, certain development standards are waived, and/or tax credits or tax abatement is obtained.



M. Fine Building in Jeffersonville providing senior housing. Source: News and Tribune



Example single family housing. Source: Realtor

Guiding Policies

The following guiding policies are best practices that can be referenced by decision-makers regarding implementation of projects, programs, policies, or other County decisions.

1. Focus on encouraging a diverse range of housing prices and types in Clark County.
2. Encourage clustering of new greenfield housing developments and discourage the division of large lots along roadways for new homes without proper access management.
3. Promote age-in-place developments, senior living facilities, accessory dwellings, and other methods such as “granny shacks.”
4. Locate high density residential development with major access points to at least a Minor Arterial roadway or higher (see functional classification map).
5. Limit medium or low residential densities to areas served by septic systems and where the soils have limiting layers such as wetness, or when roadways to the site are inadequate for higher density.

Housing and Neighborhoods Strategies

GOAL 8: Guide the development of new housing to support current and future needs.

Strategy 1 Work with the Building and Development Association of Southern Indiana to identify housing needs.

- 1 The Building and Development Association of Southern Indiana (BDASI) encourages smart growth and long-term stability of Clark, Floyd, Harrison, Scott, and Washington Counties while also offering its members advocacy, education, networking, and community outreach opportunities. Because of the BDASI's connections to local developers, other surrounding Counties, other government, and non-profit agencies, they have access to information and data that can be useful for planning purposes such as identifying housing needs in the County. The Planning and Zoning Department should continue a working relationship with the BDASI to address issues such as affordability, future policies do no limit consumer choices, and ensuring a fair and streamlined development review process that contribute to providing housing in line with the County's growth.

Strategy 2 Investigate incentives for housing diversification.

- 2 As rapid growth and new construction continues in Clark County, the housing market will increase the average cost of homes and reduce the amount of affordable living options in the County. Various methods exist throughout the United States as incentives that promote the development of affordable housing. Regulation methods such as inclusionary zoning is specifically prohibited in Indiana State Law. Incentives for developers to incorporate affordable units in their development without explicitly requiring it include allowing flexibility in densities, flexibility in housing size, reducing parking requirements, reducing setback requirements, removing open space requirements, allowing accessory dwelling units, providing tax abatement, allowing an expedited development review process, providing necessary infrastructure, and waiving fees. These types of incentives would only be allowed when a certain percentage of affordable units are included within the development. The formula for what is considered an affordable unit can also be determined by the County within the ordinance.

Strategy 3 Prioritize high-density housing and multi-family housing units near employment and other urban centers.

3

Housing density is described by the number of dwelling units per acre. In this Plan low-density housing is considered as three or less dwelling units per acre, moderate-density housing is between three and five dwelling units per acre, and high-density housing is characterized as five or more dwelling units per acre. Visualizing density can sometimes be difficult to imagine, but can vary greatly based on what the zoning ordinance will allow. Approximately seven to ten units per acre can still accommodate detached dwelling units with minimal setbacks, lot sizes and side-yards, without being considered a multi-family unit. Multi-family units are often developed with more than ten dwelling units per acre for the development to be financially feasible. In the Future Land Use Map very little high-density housing is identified individually, but should be considered in mixed-use districts. High density housing and multi-family units should also be prioritized near areas of employment or other destinations or urban centers. These could include areas along interstate interchanges, along State Rd 62 near River Ridge, near the Port of Indiana, etc. Placing high-density housing nearby commercial areas or job centers reduces traffic for the County overall and incentivizes other modes of transportation such as walking or biking.

Strategy 4 Help connect low-income residents with support organizations like the Township Trustee, IHCD, Habitat for Humanity, Homeless Coalition, and LifeSpring.

4

Various groups within the County and State exist to support the needs of low-income residents. These include the Township Trustee, IHCD, Habitat for Humanity, the Homeless Coalition of Southern Indiana ,and LifeSpring. The following provides a brief overview of the listed organizations.

The Township Trustee is an elected position who help disadvantaged persons obtain funds or goods that constitute certain basic necessities such as shelter or housing costs, utility bills, food, clothing, medical needs, burial expenses, or school supplies. The Indiana Housing and Community Development Authority's (IHCD) mission is to provide housing opportunities, promote self-sufficiency, and strengthen communities. IHCD offers several funding and tax credit opportunities to offer affordable housing throughout Indiana.

Habitat for Humanity for Clark and Floyd Counties is a non-profit that builds simple and affordable homes for those in need at no profit and with zero-interest loans. They have built 42 homes since 1991. The Homeless Coalition of Southern Indiana is a non-profit combating homelessness in and works with local government, organizations, businesses, and other volunteers to streamline services to those homeless and at-risk of homelessness.

LifeSpring offers transitional housing designed to provide housing and support services to persons who are homeless or who are close to homelessness. The assistance provided varies, but it is generally affordable and low-cost housing.

The County should work together with these organizations to provide data and other general support, help identify funding sources and tax credits for affordable housing.

Housing and Neighborhoods Action Steps

Action Step 8.1.1: Meet with BDASI annually to coordinate housing needs and articulate those needs to County Officials.

Action Step 8.2.1: Consider including density bonuses within the updated Zoning Ordinance to incentivize mixed-income developments that offer workforce and affordable options.

Action Step 8.3.1: Make land-use decisions that prioritize high-density housing in appropriate areas such as employment centers or other urban centers.

Action Step 8.4.1: Help identify funding opportunities for local organizations to support affordable housing.



SECTION 8: Economic Development and Quality of Life

- Talent Attraction and Quality of Life
- Employer Attraction and Small Business Development
- Agricultural Business Development
- Tourism and Marketing
- Guiding Policies
- Economic Development and Quality of Life Strategies
- Economic Development and Quality of Life Action Steps

Talent Attraction and Quality of Life

Today's economic development strategies often include the implementation of quality of life amenities that attract talent needed to support local businesses and industries. While quality of life is a common term that is sometimes used to describe an array of categories, it can be interpreted differently from person to person. For the purposes of this Plan, quality of life amenities includes, but are not limited to, parks, bike lanes and walking trails, art and cultural venues, shopping and dining options, healthcare, and more. As quality of life amenities are implemented in Clark County, the more attractive the County will be for potential residents, investors, and businesses. Whether the County takes an active role in developing or fostering quality of life amenities, the County should market existing amenities available.



Ivy Tech Pfau Hall. Source: ivytech.edu

Employer Attraction and Small Business Development

The local economic development organization and chamber for Clark County is One Southern Indiana. They proactively work to grow the regional economy through business attraction, retention and expansion; through the encouragement and support of entrepreneurs and workforce development; and through providing government and workforce advocacy, business education, networking opportunities, and other business services to their members and investors. In addition, a Regional Development Authority has been recently established (2017), to include Clark, Floyd, Jefferson, Washington, and Scott Counties. In coordination with talent attraction, tourism, and marketing initiatives in Clark County, the County should also consider the following:

- Offering tax incentives for targeted industries or businesses
- Identifying appropriate land or development opportunities with adequate infrastructure for business growth
- Coordinate with and refer to local organizations such as One Southern Indiana and the Regional Development Authority



River Ridge Commerce Center along State Rd 62. Source: bizjournals

Agricultural Business Development

Agricultural business is the farming, management, production, and marketing of agricultural commodities. Commodities can be considered as livestock or crops. Agribusiness can be considered as resource management, farming, conservation, ranching, and sales. While the general outlook for farmers and other agricultural business is projected to decline by 2%, the median salary is \$68,050. New advances in farming allow agricultural businesses to expand and become more profitable. As new agricultural practices are developed, such as bioengineering and mechanization, the County should encourage those practices and not restrict them through any type of ordinance unless it is harmful to the public health, safety, and welfare of the community.

Tourism and Marketing

Tourism is a major driver for economic development and due to many attractions within the County and close proximity to Louisville, Clark County is a prime location to leverage tourism. Tourism is currently encouraged through the Clark-Floyd Counties Convention-Tourism Bureau and promoted online at www.gosoin.com and through a visitor's guide. Various attractions in Clark County include Four State Parks, Agri-Tourism near Starlight, the Clark County Museum, Derby Dinner Playhouse, various shopping and dining opportunities, and more. In addition to focusing on attracting people to live, work, and play in Clark County, marketing the assets of the County should also be considered. There are various groups within the County that do promote County assets, however the current County website does not. Additionally, there is no Clark County Facebook Page to promote information regarding government business or to promote the County.



Derby Dinner Playhouse Source: Go To Louisville Tourism



The Barrelhouse on Market. Source: GoSoin Tourism

Guiding Policies

The following guiding policies are best practices that can be referenced by decision-makers regarding implementation of projects, programs, policies, or other County decisions.

1. Encourage the preservation of historic buildings and the rehabilitation of viable structures.
2. Promote the design of public projects that is focused on people and placemaking.
3. Allow uses that provide a high quality of life in Clark County.

Economic Development and Quality of Life Strategies

GOAL 9: Develop a unified vision for talent attraction.

Create a social media presence that helps to promote the County, share information, and engage a broader demographic.

1 Public outreach and engagement with the residents, business owners, and visitors in Clark County is important. The county currently has many ways to engage with the public including both in-person and online. However, Clark County does not have a social media presence. Social media is a growing and almost expected engagement tool today. It provides a way people can find information on events, engage in relevant conversations about specific topics and educate people on topics that impact Clark County. It is usually more cost effective than many traditional outreach methods but also does need consistent monitoring. A simple plan can be developed that may only consist of providing information on upcoming meetings, sharing relevant articles, or posting information on new ordinances or plans. Over time, the social media plan can become more robust to further engage residents in a productive dialogue.

Work with the local Schools and the Clark County Extension Office to encourage youth to provide feedback and participate in planning and decision-making processes for the County.

2 The future leaders of Clark County are today's youth. As a community, we need to not only engage our youth in determining the future of the county but also need them to become invested in Clark County so they stay here, start businesses here, work here and become leaders here. This investment starts at a young age and the three public school districts, private schools, and the Clark County Extension Office can all become partners in engaging the youth. Examples of ways communities have engaged youth include creating a Youth Council that provides input to local leaders on specific issues or topics, an "Adopt a Commissioner Program" where commissioners or leaders serve as mentors for a semester-long community project, or even partnering with organizations such as the YMCA program "Youth and Government" program.

Seek a dialogue between local and regional communities and organizations to align and coordinate talent attraction efforts.

3 Talent attraction and workforce readiness are not something that can be addressed just at a city or county level. There needs to be a regional, coordinated effort for areas like Southern Indiana where workforce frequently crosses municipal boundaries and the region as a whole is stronger than one community alone. There are many organizations and agencies focused on workforce attraction and Clark County should not duplicate these efforts. Rather, local leaders should be an active part of the dialogue, ideas, and solutions at the regional level.



GOAL 10: Increase tourism that is centered on the local heritage and amenities.

Strategy 1 Work with Clark County Extension Office to develop an agricultural council to develop agricultural destinations, promote healthy food and policy in the county.

1

While Clark County has many urbanized areas, the majority of the county is still rural in nature. An agricultural council could play an advisory role in identifying needs of the agricultural community, facilitating solutions or policies, promoting healthy and local food sources, or promoting agricultural tourism and business. The Clark County Extension Office plays a key role in Clark County for agricultural and natural resources, rural economic development and youth development. Partnering with an organization like the Clark County Extension Office to develop an Agricultural Council should be considered.

Strategy 2 Work with Southern Indiana Tourism to highlight the concentration of State Parks in Clark County in marketing efforts as a quality of life amenity.

2

Clark County has a significant concentration of State Parks that are a resource not only for local residents, but also attract a significant number of regional and state visitors annually. The Clark-Floyd Counties Convention Tourism Bureau (SoIN) works to promote the Southern Indiana region in many ways. Work with SoIN to further promote or cross-promote the outdoor recreation opportunities within Clark County that highlight the concentration of four state parks as a quality of life amenity for both residents and visitors.

Strategy 3 Support organizations that offer programs and facilities that showcase the local history.

3

Local history is the backbone of any community, from the folklore that is passed down from generation to generation through storytelling to the established museums that show how Clark County is unique. It is important to preserve this history and tell the County's story. Multiple organizations and museums exist that help to do just that. The county should support these organizations in order to provide the education, outreach, and promotion of Clark County.



Economic Development and Quality of Life Action Steps

Action 9.1.1: Create a social media plan that outlines the topics such as topics to be communicated, post frequency, person(s) who can manage the account(s), compliance requirements for local governments, and performance metrics.

Action Step 9.3.1: Work with economic development organizations that are addressing talent attraction such as One Southern Indiana (1si), the Clark-Floyd Counties Convention Tourism Bureau (SoIn), Our Southern Indiana Regional Development Authority (RDA), Indiana Economic Development Corporation (IEDC), and others to be an active participant in the strategies to attract the needed talent to Southern Indiana.

Action Step 9.2.1: Work with public school districts (Greater Clark County Schools, Clarksville Community Schools, and West Clark Community Schools), private schools, Clark County Extension Office and other potential partner agencies to develop a youth council.

Action Step 10.1.1: Partner with the Clark County Extension Office to form an Agricultural Council, with defined goals and action steps, to support the agricultural community within the county.

Action Step 10.2.1: Coordinate with SoIN on marketing materials that highlight the outdoor recreational opportunities within Clark County, including cross-promotion of existing materials developed by SoIN to create more awareness.

Action Step 10.3.1: Work with local historic groups by providing information as requested.



SECTION 9: Implementation Plan

- Implementation Overview
- Action Step Overview
- Potential Partners
- Completion Timeline
- Action Step Tables
- Tools, Resources and Funding

Implementation Overview

This section outlines how Clark County will implement the various strategies identified in this Plan. The implementation plan includes various Action Steps to be completed, potential partners, a Completion Timeline, and various tools, funding sources, and other resources that can be utilized for the implementation of this Plan. While the completion of the Clark County Comprehensive Plan is the first step in achieving the overarching vision set-forth herein, it only marks the beginning of the planning horizon. Furthermore, this Plan should be reviewed annually for progress and is recommended to be updated every five years.

Action Step Overview

The following action step tables provide additional detail for the completion of Plan recommendations and are presented in a standard format. Throughout the planning horizon, these tables should be referenced and revised. As circumstances change within the community, it is expected that action steps may be re-evaluated or revised. The action tables presented in this Plan are identified as immediate and short-term actions. The descriptions below explain the organization of action tables.

Responsible Party(ies) and Partners

While the County is responsible for implementation of the Plan, some tasks will be most successful if implemented by (or in partnership) with others. The party / parties should always be a high-level champion who reinforces the purpose and intent of the plan, takes responsibility for implementing specific action items, and monitors the progress of the task.

Other Resources

These resources often include human capital (i.e. manpower, or labor) from volunteers, donated supplies, materials, equipment, or coverage by the media. They also include professionals who have been hired by the County due to their expert knowledge in a particular area.

Potential Funding Source(s)

Although it is not exhaustive, a list of potential funding sources has been provided for each task as a starting point. Many funding sources will vary over time and be influenced by the number and type of parties involved. The general fund is also typically listed because many federal or state grant programs require a local match. Each funding source is explained later in this section under Programs, Tools, and Funding Opportunities.

Potential Partners

This chapter calls for coordinated efforts and collaboration from local leadership, public, non-profit, and private organizations. It also calls for these groups to effectively identify and remove barriers to increase success throughout the life of this Plan. A foundation of strong partnerships throughout the County increase the County's overall capacity to successfully implement this Plan. Ultimately, this Plan should not be viewed solely as a Plan implemented by Clark County, but a combination of local, regional, and state-wide partners. The table on the right identifies a list of potential partners. This list of partners is not intended to be an exhaustive list of potential partners.

Completion Timeline

The Completion Timeline on the following page organizes and prioritizes action steps based on public input, if progress has already been made, and what logically should come first. The timeline organizes all action steps identified in this Plan into the following five categories:

- Ongoing, to be done each year
- Immediate, to be completed in the first year (2019-2020)
- Short-Term, to be completed in the first five years (2020-2024)
- Mid-Term, to be completed in years five to ten (2025-2030)
- Long-Term, to be completed in years ten to twenty (2031-2039)

Over time, action steps may be accelerated or pushed-back based on external influences such as funding availability, community support, the economy, or a shift in social preferences. It is intended for adjustments to be made to the completion timeline over the life of this Plan and that this timeline should remain flexible to account for any unforeseen circumstances that occur.

PUBLIC PARTNERS

- Clark County
- Town of Borden
- City of Jeffersonville
- City of Charlestown
- Town of Clarksville
- Town of Sellersburg
- Town of Utica
- West Clark Community Schools
- Greater Clark School Corporation
- Clarksville School Corporation
- State of Indiana
- Our Southern Indiana Regional Development Authority
- INDOT
- KIPDA
- DNR
- Special Districts (i.e. Fire)
- Clark County Health Department
- Port of Indiana
- River Ridge Commerce Center
- Sheriff's Department
- 911 Emergency Dispatch

PRIVATE PARTNERS

- Local Businesses
- Lending Institutions
- Property Owners
- Developers
- Utility Providers

OTHER LOCAL PARTNERS

- One Southern Indiana
- Align Southern Indiana
- Building and Development Association of Southern Indiana
- Community Foundation of Southern Indiana
- Ogle Foundation
- SolN Tourism
- Ohio River Greenway Commission
- Habitat for Humanity Clark/Floyd
- River Hills Regional Planning Commission
- Southern Indiana Realtors Association
- Ivy Tech Community College
- River Heritage Conservatory

Action Step Tables

Ongoing

	ACTION STEP	PARTNERS	OTHER RESOURCES	POTENTIAL FUNDING
3.1.2	Monitor progress on the 2019 TARC Master Plan and, when published, work with TARC to ensure that portions of the Plan that positively impact Clark County are implemented.	<ul style="list-style-type: none"> County Engineer TARC Planning and Zoning Department 		<ul style="list-style-type: none"> N/A
4.1.3	Track progress and make updates to the master thoroughfare project list as needed at regular intervals – annually at least.	<ul style="list-style-type: none"> County Engineer Planning and Zoning Department KIPDA 	<ul style="list-style-type: none"> Borden Memphis Henryville New Washington Jeffersonville Charlestown Sellersburg Utica Clarksville County Engineer 	<ul style="list-style-type: none"> N/A
4.2.1	Refer to the master thoroughfare project list and the Clark County Thoroughfare Plan, highlight and prioritize projects that will impact the most people and that will resolve the most pressing transportation-related issues. Strive to be proactive and forward-thinking when possible.	<ul style="list-style-type: none"> County Engineer Planning and Zoning Department 	<ul style="list-style-type: none"> Borden Memphis Henryville New Washington Jeffersonville Charlestown Sellersburg Utica Clarksville KIPDA INDOT 	<ul style="list-style-type: none"> FHWA/DOT
4.6.1	Establish positive relationships with leaders of stakeholder organizations.	<ul style="list-style-type: none"> County Commissioners 	<ul style="list-style-type: none"> INDOT RDA KIPDA Rails to Trails Conservancy 	<ul style="list-style-type: none"> N/A
4.6.2	Coordinate the efforts of these stakeholders so that improvements and projects are in line with the vision and goals of the County.	<ul style="list-style-type: none"> Planning and Zoning Department 	<ul style="list-style-type: none"> RDA BDASI KIPDA Surrounding Communities Rails to Trails Conservancy 	<ul style="list-style-type: none"> N/A
5.4.1	Maintain a current map of sanitary service locations by coordinating annually with the various service providers in Clark County.	<ul style="list-style-type: none"> Planning and Zoning Department Borden Sanitary Department Charlestown Sanitary Department Clarksville Sanitary Department Jeffersonville Sanitary Department Sellersburg Sanitary Department Washington Township RSD Henryville Membership Sanitation Corporation 	<ul style="list-style-type: none"> BDASI 	<ul style="list-style-type: none"> N/A
6.3.1	Continue to provide technical assistance for new development in the Special Flood Hazard Area (floodplain).	<ul style="list-style-type: none"> Planning and Zoning Department 	<ul style="list-style-type: none"> DNR USACE IDEM 	<ul style="list-style-type: none"> N/A

Ongoing (continued)

	ACTION STEP	PARTNERS	OTHER RESOURCES	POTENTIAL FUNDING
7.4.1	Coordinate annually with local school districts communicating the potential impact on school enrollment.	<ul style="list-style-type: none"> • Planning and Zoning Department • Greater Clark County Schools • Clarksville Community Schools • West Clark Community Schools 	<ul style="list-style-type: none"> • BDASI 	<ul style="list-style-type: none"> • N/A
8.1.1	Meet with BDASI annually to coordinate housing needs and articulate those needs to County and Municipal Officials.	<ul style="list-style-type: none"> • Planning and Zoning Department • BDASI • Area Plan Commission • County Commissioners 		<ul style="list-style-type: none"> • N/A
8.3.1	Make land-use decisions that prioritize high-density housing in appropriate areas such as employment centers and other urban centers.	<ul style="list-style-type: none"> • Area Plan Commission • County Commissioners • Planning and Zoning Department 		<ul style="list-style-type: none"> • N/A
8.4.1	Help identify funding opportunities for local organizations to support affordable housing.	<ul style="list-style-type: none"> • Township Trustee • Planning and Zoning Department • Developers • New Hope • LifeSpirng • Habitat For Humanity • Homeless Coalition of Southern Indiana 	<ul style="list-style-type: none"> • IHCDA • River Hills • BDASI 	<ul style="list-style-type: none"> • IHCDA • Township Trustee
9.3.1	Work with economic development organizations that are addressing talent attraction such as One Southern Indiana (1si), the Clark-Floyd Counties Convention Tourism Bureau (Soln), Our Southern Indiana Regional Development Authority (RDA), Indiana Economic Development Corporation (IEDC), and others to be an active participant in the strategies to attract the needed talent to Southern Indiana.	<ul style="list-style-type: none"> • County Commissioners • 1si • Soln • Our Southern Indiana Regional Development Authority • IEDC • Align Southern Indiana 	<ul style="list-style-type: none"> • River Ridge • Port of Indiana • Ivy Tech 	<ul style="list-style-type: none"> • N/A
10.3.1	Work with local historic groups by providing information as requested.	<ul style="list-style-type: none"> • Planning and Zoning Department • Clark County Museum • Clark County Historical Society 	<ul style="list-style-type: none"> • Southern Indiana Geological Society 	<ul style="list-style-type: none"> • N/A

Immediate (2019-2020)

	ACTION STEP	PARTNERS	OTHER RESOURCES	POTENTIAL FUNDING
1.1.1	Evaluate and revise the current subdivision ordinance to align with all policies proposed in this comprehensive plan. This should be done in conjunction with Action Step 2.1.1 through the creation of Unified Development Ordinance.	<ul style="list-style-type: none"> • County Commissioners • Planning and Zoning Department • Area Plan Commission 		<ul style="list-style-type: none"> • Local Funding
1.2.1	Incorporate bufferyard requirements when updating the zoning and subdivision control ordinances (See Action Steps 1.1.1 and 2.1.1).	<ul style="list-style-type: none"> • Planning and Zoning Department • County Commissioners • Area Plan Commission 	<ul style="list-style-type: none"> • BDASI 	<ul style="list-style-type: none"> • N/A (See 1.1.1)
2.1.1	Evaluate and revise the current zoning and subdivision control ordinances to be in light with all policies proposed in this comprehensive plan as well as streamlining processes, presenting information in an easy to understand format and consistency between regulations. This should be done in conjunction with Action Step 1.1.1 through a Unified Development Ordinance.	<ul style="list-style-type: none"> • Planning and Zoning Department • County Commissioners • Area Plan Commission 	<ul style="list-style-type: none"> • BDASI 	<ul style="list-style-type: none"> • Local Funding
3.1.1	Contact TARC immediately and share any information that could be influential as they prepare their 2019 Master Plan so that Clark County is well represented in that Plan and to ensure that public transportation service to Clark County continues and expands as needed.	<ul style="list-style-type: none"> • Highway Department • TARC • Charlestown • Memphis • Henryville • Planning and Zoning Department 	<ul style="list-style-type: none"> • INDOT • KIPDA • County Engineer 	<ul style="list-style-type: none"> • N/A
4.6.1	Establish positive relationships with leaders of stakeholder organizations.	<ul style="list-style-type: none"> • County Commissioners 	<ul style="list-style-type: none"> • INDOT • RDA • KIPDA • Rails to Trails Conservancy 	<ul style="list-style-type: none"> • N/A
5.3.1	Update the standards for new subdivisions to encourage the developer to provide an adequate year-round water supply for fire suppression that meets the approval of the applicable fire department.	<ul style="list-style-type: none"> • Planning and Zoning Department • Fire Marshall • County Commissioners • Area Plan Commission 	<ul style="list-style-type: none"> • Indiana American Water Company • Silver Creek Water Company • Sellersburg Water Department • Watson Rural Water Corp • Rural Membership Water Corp • Marrysville-Otisco-Nabb Water Corp • Washington Township Water Corp • Stucker Fork Water Utility • Borden Tri-County • BDASI 	<ul style="list-style-type: none"> • N/A (See 1.1.1)
5.3.2	Update the standards for new subdivisions to allow for proper access for all fire apparatus including building height limitations, road design, driveway design, and fire lane design.	<ul style="list-style-type: none"> • County Commissioners • Fire Marshall • Planning and Zoning Department 	<ul style="list-style-type: none"> • BDASI 	<ul style="list-style-type: none"> • N/A (See 1.1.1)
7.2.1	Consider open space requirements for new developments when revising the subdivision control ordinance (Reference Action Step 1.1.1 and 2.3.1).	<ul style="list-style-type: none"> • Planning and Zoning Department • County Commissioners 	<ul style="list-style-type: none"> • BDASI • Realtors 	<ul style="list-style-type: none"> • N/A (See 1.1.1)
8.2.1	Consider including density and home size flexibility bonuses within the updated Zoning Ordinance to incentivize mixed-income developments that offer workforce and affordable options.	<ul style="list-style-type: none"> • Planning and Zoning Department • County Commissioners • Area Plan Commission 	<ul style="list-style-type: none"> • BDASI • Realtors 	<ul style="list-style-type: none"> • N/A (See 2.1.1)

Short-Term (2020-2024)

	ACTION STEP	PARTNERS	OTHER RESOURCES	POTENTIAL FUNDING
2.3.1	Consider the feasibility of a “fee-in-lieu-of” program as the subdivision control ordinance is updated (See Action Step 1.1.1).	<ul style="list-style-type: none"> County Commissioners County Council 	<ul style="list-style-type: none"> Jeffersonville BDASI 	<ul style="list-style-type: none"> N/A
3.2.1 & 3.4.2	Establish design guidelines for new sidewalks and trails, including ADA requirements.	<ul style="list-style-type: none"> County Engineer 	<ul style="list-style-type: none"> Americans with Disabilities Act 1990 INDOT 	<ul style="list-style-type: none"> Local Funding
4.3.1	Assess and document all such county roadways, including speed limit, lane widths, number of travel lanes, passive/active storm water management facilities, frequency of flooding, traffic counts, presence of tight corners, number/frequency of intersections, etc. Devise a scheme whereby each roadway can be assigned a score that will help determine the importance of design improvements.	<ul style="list-style-type: none"> County Engineer 	<ul style="list-style-type: none"> 39 Degrees North 	<ul style="list-style-type: none"> Local Funding
5.1.1	Work with public officials for Clark County and its municipalities to become certified as a “Broadband Ready Community” at both the county and local levels.	<ul style="list-style-type: none"> AT&T Charter Spectrum 	<ul style="list-style-type: none"> OCRA 	<ul style="list-style-type: none"> Next Level Connections
5.1.2	Work with the Office of Community and Rural Affairs to determine which grant opportunities are appropriate for Clark County to foster the development of broadband opportunities.	<ul style="list-style-type: none"> Planning and Zoning Department AT&T Charter Spectrum OCRA 	<ul style="list-style-type: none"> River Hills EDC OCRA 	<ul style="list-style-type: none"> OCRA
6.3.2	Direct property owners to resources such as RainReady and other “wetrofitting” initiatives.	<ul style="list-style-type: none"> Planning and Zoning Department Property Owners 	<ul style="list-style-type: none"> Center for Neighborhood Technology 	<ul style="list-style-type: none"> N/A
7.1.1	Develop a local advocacy group to implement the Charlestown State Park Master Plan.	<ul style="list-style-type: none"> Planning and Zoning Department DNR Advocacy Group 	<ul style="list-style-type: none"> Charlestown State Park River Ridge 	<ul style="list-style-type: none"> DNR
9.1.1	Create a social media plan that outlines the topics to be communicated, post frequency, person(s) who can manage the account(s), compliance requirements for local governments and performance metrics.	<ul style="list-style-type: none"> County Commissioners County Council 	<ul style="list-style-type: none"> SoIN Tourism Cities/Towns 	<ul style="list-style-type: none"> Local Funding
10.2.1	Coordinate with SoIN on marketing materials that highlight the outdoor recreational opportunities within Clark County, including cross-promotion of existing materials developed by SoIN to create more awareness.	<ul style="list-style-type: none"> Planning and Zoning Department SoIN Tourism 	<ul style="list-style-type: none"> DNR 	<ul style="list-style-type: none"> N/A

Mid-Term (2025-2030)

	ACTION STEP	PARTNERS	OTHER RESOURCES	POTENTIAL FUNDING
2.2.1	Identify communities that are in need of a focus area plan and there is community support to champion implementation steps.	<ul style="list-style-type: none"> • Planning and Zoning Department • Borden • Memphis • Henryville • New Washington • Jeffersonville • Charlestown • Sellersburg • Utica • Clarksville • Marysville • Otisco 	<ul style="list-style-type: none"> • River Hills EDC • American Planning Association 	<ul style="list-style-type: none"> • N/A
3.2.2	Identify and prioritize areas/routes for new sidewalks and trails.	<ul style="list-style-type: none"> • Planning and Zoning Department • County Engineer 	<ul style="list-style-type: none"> • Borden • Memphis • Henryville • New Washington • Jeffersonville • Charlestown • Sellersburg • Utica • Clarksville • Marysville-Otisco 	<ul style="list-style-type: none"> • N/A
3.2.3	Explore funding sources such as “Safe Routes to Schools,” the “Bicycle and Pedestrian Plan Funding Program” and other opportunities.	<ul style="list-style-type: none"> • Clark County Engineer 	<ul style="list-style-type: none"> • INDOT 	<ul style="list-style-type: none"> • Safe Routes to School • Pedestrian Plan Finding Program
3.2.1	Develop an ADA Transition Plan – perhaps modeled after the one prepared by the Indianapolis MPO in 2015.	<ul style="list-style-type: none"> • Planning and Zoning Department • County Engineer 	<ul style="list-style-type: none"> • Indianapolis MPO • Americans With Disabilities Act of 1990 • INDOT • KIPDA 	<ul style="list-style-type: none"> • KIPDA
4.4.1	Coordinate future transportation planning projects in the incorporated and unincorporated areas with KIPDA on an annual basis.	<ul style="list-style-type: none"> • KIPDA • County Engineer 	<ul style="list-style-type: none"> • Jeffersonville • Clarksville • Charlestown • Sellerburg • Utica • Borden 	<ul style="list-style-type: none"> • Local Funding • KIPDA
6.2.1	Assist Emergency Management in update of the Multi-Hazard Mitigation Plan by providing resources such as GIS data and other land use and development trends or data.	<ul style="list-style-type: none"> • Emergency Mangement • Planning and Zoning Department 	<ul style="list-style-type: none"> • State of Indiana • FEMA 	<ul style="list-style-type: none"> • Hazard Mitigation Grant Program • Pre-Disaster Mitigation Program • Public Assistance Grant Program • Fire Management Assistance Grant Program
9.2.1	Work with public school districts (Greater Clark County Schools, Clarksville Community Schools and West Clark Community Schools), private schools, Clark County Extension Office and other potential partner agencies to develop a youth council.	<ul style="list-style-type: none"> • County Commissioners • Greater Clark County Schools • Clarksville Community Schools • West Clark Community Schools 		<ul style="list-style-type: none"> • N/A
10.1.1	Partner with the Clark County Extension Office to form an Agricultural Council, with defined goals and action steps, to support the agricultural community within the county.	<ul style="list-style-type: none"> • County Commissioners • Clark County Extension Office 	<ul style="list-style-type: none"> • Local Farmers • Nearby Agricultural Councils 	<ul style="list-style-type: none"> • N/A

Long-Term (2031-2039)

	ACTION STEP	PARTNERS	OTHER RESOURCES	POTENTIAL FUNDING
1.3.1	Identify potential areas where physical access could be improved along the Ohio River, between Bushman Lake Road and Rivers Edge Drive. This could be in the form of a single access point (overlook, boat ramp, etc.) or a trail system.	<ul style="list-style-type: none"> • Planning and Zoning Department • RDA 	<ul style="list-style-type: none"> • USACE • River Hills EDC • ORG 	<ul style="list-style-type: none"> • Ogle Foundation • Community Foundation of Southern Indiana • Next Level Trails
4.5.2	Work with INDOT's Public Transit Program Manager to identify appropriate funding opportunities for transportation service needs in Clark County.	<ul style="list-style-type: none"> • County Engineer • INDOT 	<ul style="list-style-type: none"> • All Communities 	<ul style="list-style-type: none"> • N/A
5.2.1	Assist residential centers in the County to develop community centers as they occur by providing technical assistance for grant programs or the development review process.	<ul style="list-style-type: none"> • Planning and Zoning Department • Borden • Memphis • Henryville • New Washington • Jeffersonville • Charlestown • Sellersburg • Utica • Clarksville 	<ul style="list-style-type: none"> • OCRA • River Hills 	<ul style="list-style-type: none"> • Public Facilities Program
6.1.1	Work with the Sherriff's Department to identify and hire how many additional officers may be needed to improve response times.	<ul style="list-style-type: none"> • Clark County Sherriff's Department • Planning and Zoning Department 	<ul style="list-style-type: none"> • Clark County Health Department • EMS Providers 	<ul style="list-style-type: none"> • General Fund
7.3.1	Work with partners to pursue funding for a regional trail connecting the existing parks and trails throughtout.	<ul style="list-style-type: none"> • County Engineer • Ohio River Greenway Commission • City of Jeffersonville • Charlestown • Planning and Zoning Department 	<ul style="list-style-type: none"> • RDA • DNR • River Hills EDC 	<ul style="list-style-type: none"> • Next Level Trails

Potential Tools, Resources, and Funding

Introduction

A short description of the various tools, resources, programs, and funding that have been identified or described in this Plan are included on the following pages. This is not an exhaustive list of all tools, programs, or funding sources that can be utilized by the County. It is intended to provide further explanation and to act as a starting point for future actions. Programs and funding sources were current as of Fall 2018, however they are subject to change.

Potential Tools and Other Resources

Capital Improvement Planning

A Capital Improvement Plan (CIP) is a system of documenting the capital investments that a community plans to make in the short-term, often five years. A CIP identifies projects, timelines, estimated costs, and funding sources and is linked to a community's budgeting process. It is a means of planning ahead for capital improvements and ensuring implementation of specific projects by connecting them more closely to the budgeting process. The County's CIP would include funding needed for any capital improvement the County is planning to invest in, regardless of which County department will be responsible for operating and maintaining a given investment.

Bonds

Backed by the credit and "taxing power" of the issuing jurisdiction, a bond is government debt issued to raise money to finance capital improvements. A bond issue requires a vote by citizens in a general election. Property taxes and other revenue then pay for the bond's retirement.

Tax Abatement

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

Impact Fee

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

Fee-in-Lieu-of Program

A "fee-in-lieu-of" program involves the restoration, establishment, enhancement, and/or preservation of resources through funds paid to a government or non-profit natural resources management entity to satisfy compensatory mitigation requirements for permits. A "fee-in-lieu-of" program sells "advance credits" to permittees who purchase these credits in lieu of performing mitigation themselves (i.e., permittee-responsible mitigation). Fees collected for these credit sales will be deposited in the appropriate accounts owned and managed by the Indiana Natural Resources Foundation, a not-for-profit organization that exists to promote, support, assist, sustain and encourage the charitable, educational and scientific programs, projects, and policies of the DNR.

Programs and Funding

American Planning Association – Plan4Health

The American Planning Association and the American Public Health Association (APHA) aims to build local capacity to address population health goals and promote the inclusion of health in non-traditional sectors. The program, supported by the Center for Disease Control (CDC), focuses on areas that include nutrition and physical activity. Nutrition is focused on the accessibility of healthful food in communities and physical activity is focused on improving physical activity and education in schools, adoption of comprehensive approaches to improve community design, and increase physical opportunities in/through workplaces.

Center for Disease (CDC) – Healthy Communities Program

CDC’s Healthy Communities Program provides communities with funding, tools, strategies, and training for creating environmental changes to improve people’s health. Working with key partners, CDC guides the ever-growing network of communities to implement population-based strategies that reduce the prevalence of chronic disease and achieve health equity. Funding opportunities can be found on www.grants.gov.

Endangered Places Grants and Loans

Indiana Landmarks makes grants and loans help fund the restoration or rescue of jeopardized historic properties. This program is available to non-profit organizations for professional architectural and engineering feasibility studies and other preservation consulting services, as well as organizational development. They also offer loans to purchase and/or restore historic properties. For more information please visit www.indianalandmarks.com.

Indiana Association of Area Agencies on Aging (IAAAA)

IAAAA advocates for quality programs and services for older adults and persons with disabilities on behalf of Indiana’s 16 Area Agencies on Aging. This program offers information about resources and service providers, assess needs for service, make referrals to case managers, link to services, monitor

consumer satisfaction and adjust services to meeting changing needs. Some subsidies are available based on age, level of disability, income and assets.

Prosperity Indiana

Prosperity Indiana provides, tools, research, links, templates, and other resources in addition to technical assistance for housing rehabilitation and construction, employment generating activities, real estate development, industrial and small business development, and social services. More information can be found online at <https://www.prosperityindiana.org/>.

Indiana Department of Natural Resources

- Residential Historic Rehabilitation Tax Credit (RITC) - Investment Tax Credit Programs
- Land and Water Conservation Fund (LWCF)
- Recreational Trails Program (RTP)

Indiana Department of Transportation (INDOT)

INDOT’s mission is to plan, build, maintain and operate superior transportation system enhancing safety, mobility and economic growth.

- Local Public Agency (LPA) Program
- Community Crossings Matching Grant Fund Program
- Transportation Alternatives Funding

Transportation Alternatives Program (Formerly Enhancements)

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Safe Routes to School (SRTS) Program

Under MAP-21, a local match of 20% is required. Funding amounts are \$75,000 for non-infrastructure costs and \$250,000 for infrastructure costs. Children in kindergarten through 8th grade are the primary target for this program.

Indiana Housing and Community Development Authority (IHCDA)

The IHCDA is committed to providing assistance for residents by providing housing opportunities, promote self-sufficiency, and strengthen communities.

- Business Expansion and Entrepreneurship Development (BEED) Program
- Community Enhancement and Economic Development (CEED) Loan Program
- CreatINg Places
- Low Income Housing Tax Credit – Investment Tax Credit Programs

Indiana Office of Community and Rural Affairs (OCRA)

OCRA works with local, state and national partners to provide resources and technical assistance to aid communities in shaping their vision for economic development.

Source: www.IN.gov/OCRA

- Planning Grant
- Public Facilities Program (PFP)
- Stormwater Improvements Program (SIP)
- Wastewater and Drinking Water Program
- Hometown Collaboration Initiative (HCI)
- Historic Renovation Grant Program (HRGP)
- Blight Clearance Program (BCP 2.0)
- Stellar Communities
- Indiana Site Certified
- Broadband Readiness Pilot Planning Grant
- Next Level Connections

Indiana Office of Tourism Development

The Indiana Office of Tourism Development offers matching grant to cities, towns, counties and nonprofit entities located in Indiana that are involved with tourism promotion and development.

- Marketing Asset Grant
- Destination Development Grant Guidelines

Indiana State Department of Health (ISDH) Bicycle and Pedestrian Master Plan Funding

The adoption of bicycle and pedestrian master plans by Indiana communities is seen as an effective way to invest in changes to policy and the built environment that support healthy community outcomes. The DNPA is providing matching funds to communities to assist in the preparation of community-wide Bicycle and Pedestrian Master Plans to facilitate more active living in Indiana. Applications for the funding are typically due in January of each year and the program typically funds a minimum of two plans annually.

National Endowment for the Arts – Our Town Program

Our Town Program supports creative place-making projects that help transform communities into lively, beautiful, and resilient places with the arts at their core. They offer support in two areas, projects that are focused on representing the distinct character and quality of their communities (Arts Engagement, Cultural Planning, and Design Projects), and projects that provide technical assistance for place-based work (Projects that Build Knowledge about Creative Place-making). For more information visit www.arts.gov/grants-organizations/our-town.

Smart Growth American Technical Assistance Workshop

This workshop can help communities making smart growth strategies a reality. They teach local leaders about the technical aspects of smart growth development, and provide customized advice on how communities can use smart growth strategies to their advantage. As a national leader in the field, Smart Growth America has extensive experience helping communities plan for smarter growth by providing direct technical assistance. For more information please visit www.smartgrowthamerica.org



United States Department of Agriculture (USDA)

The USDA provides leadership on food, agriculture, natural resources, rural development, nutrition, and related issues based on public policy, the best available science, and effective management. They have a vision to provide economic opportunity through innovation, helping rural America to thrive; to promote agricultural production that better nourishes Americans while also helping feed others through the world; and to preserve our Nation's natural resources through conservation, restored forests, improved watersheds, and healthy private working lands.

- Intermediary Relending Program (IRP)
- Rural Business Enterprise Grant (RBEG)
- Rural Business Opportunity Grant (RBOG)
- Rural Economic Development Grant
- Rural Micro-entrepreneur Assistance Program

Economic Development Assistance Program, Economic Development Administration

Under this FFO, EDA solicits applications from applicants in rural and urban areas to provide investments that support construction, nonconstruction, technical assistance, and revolving loan fund projects under EDA's Public Works and EAA programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States.

USDA Rural Development

USDA Rural Development operates over fifty financial assistance programs for a variety of rural applications. The Water and Waste Disposal Loan & Grant Program provides funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage improvements. Funding is most commonly available in the form of long-term, low interest loans but may include grants to help keep used costs reasonable.

Redevelopment Association of Indiana

The Redevelopment Association of Indiana, a part of Accelerate Indiana Municipalities (AIM), is a membership organization for redevelopment board members and redevelopment staff representing 46 cities, towns and counties. The Redevelopment Association operates under the premise that while there are legally mandated actions and commonly adopted practices, there also is abundant room for local innovation and Indiana ingenuity. One of the association's principal missions is to serve as an informational and educational resource for existing redevelopment commissions and units of government considering the establishment of a redevelopment commission. Redevelopment Association members are available to share their experiences. Additional information can be found at <https://aimindiana.org/>.

KIPDA Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a four-year, short-range fiscal programming document representing the first four years of the Metropolitan Transportation Plan. The TIP contains information about transportation projects including the scope of the project, the phases that will receive funding, the estimated project cost, and the type of funding that will be used. The TIP is required to be updated every four years. It is the responsibility of the Transportation Policy Committee (TPC) to approve the TIP. Project changes are often necessary as projects develop and are achieved through the amendment process for major changes or the administrative modification process for minor changes. Additional information can be found at http://www.kipda.org/transportation/mpo/transportation_improvement_program.aspx.



Appendices

- Appendix A: Demographics
- Appendix B: Referenced Plans

Appendix A: Demographics

Population and Projections

In 2010, the population of Clark County was recorded at 110,232 people. The Annual Population Estimates Program in 2017, estimated the population at 116,973 people which is a 6% increase since 2010. This growth is in line with the growth of the U.S. (5.5%) and is higher than overall growth in Indiana (2.8%). Since 2000, the overall population has grown by 21%. Based on population estimates in the below communities, there are approximately 29,985 residents in the areas of Clark County that the Clark County Area Planning Commission has jurisdiction over. This area includes Henryville, Borden, Memphis, New Washington, and unincorporated areas of the County.

Population Growth



- Jeffersonville - 47,383 (40%)
- Other Unincorporated Areas - 25,771 (22%)
- Clarksville - 21,694 (19%)
- Sellersburg - 8,860 (8%)
- Charlestown - 8,215 (7%)
- Henryville - 1,859 (2% - ACS 2016)
- Borden - 922 (.8%)
- Utica - 836 (.7%)
- Memphis - 824 (.7% - ACS 2016)
- New Washington - 609 (.6% - ACS 2016)
- Total - 38,285

In 2040, the population of Clark County is projected to reach 135,836, growing by 18,863 people or 16% over the next 20 years. This population projection is estimated by using migration rates, birth rates, death rates, and aging the existing population. This population projection does not consider other unanticipated changes in the County that may occur such as an increase or loss in jobs or amenities that would influence population growth. Based on the current population percentage of the unincorporated and incorporated places in the County, the following represents population projects for each individual community.

- Unincorporated Areas - 30,000
- Henryville - 2,700
- Borden - 1,000
- Memphis - 900
- New Washington - 800
- Total - 35,400

Future Population Projections



Age

The overall median age for Clark County is 38.8, which is typical when compared to the median age of Indiana (37.4) and the United States as a whole (37.7). The median ages for the incorporated areas or census designated places are listed below. This list shows a younger population that is concentrated in areas such as Borden, Utica, Memphis, New Washington, Charlestown, and Sellersburg.

- Jeffersonville – 38.0
- Clarksville – 41.2
- Sellersburg – 35.2
- Charlestown – 36.5
- Henryville – 41.7
- Borden – 33.2
- Utica – 36.8
- Memphis – 34.7
- New Washington – 35.4

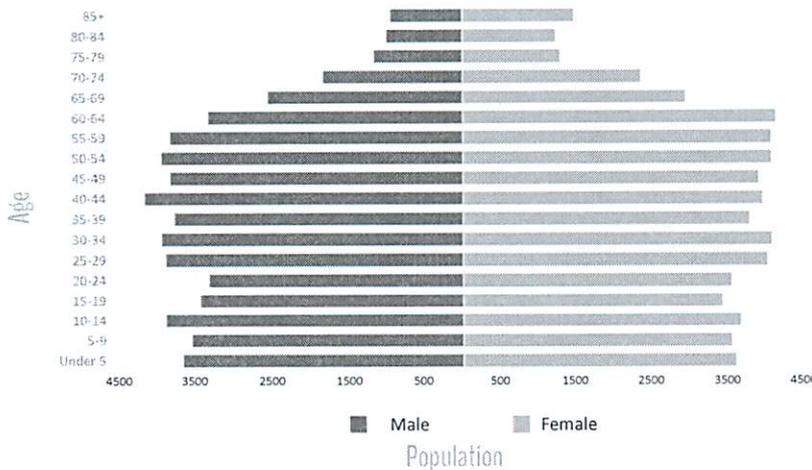
The population pyramid of Clark County shows a relatively even number of people per age group, with the exception of those above the age of 60. Although age groups are relatively even, the younger population (ages below 30) is slightly smaller than those between the ages of 30-60. The population pyramid is based on 2016 ACS data and shows the female and male population divided by age group.

The projected population for 2040 is broken down into a predicted population per age group in the table below. Population projections for the younger population, including the college age, school age and preschool age makes up 30% of the total population. A large drop in the college age population implies a large number of students living outside of the community for schooling. It also shows a larger senior population of 20%, indicating a need for senior housing, facilities and services. To increase the overall population (preschool, school age, college age, and older adults), attraction should be focused on younger adults who are looking to settle and grow their families.



Notes: 2010 data are census counts from the U.S. Census Bureau. 2015 data are U.S. Census Bureau population estimates (Vintage 2016). Metro areas that show (pt) include only projections for the Indiana counties in that area.

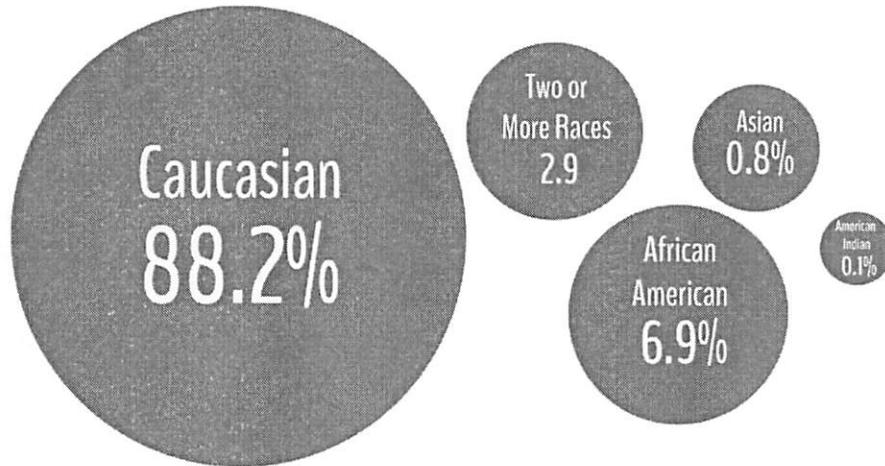
Population Pyramid By Age and Gender



Race and Ethnicity

Clark County is 88.2% Caucasian, 6.9% African American, 2.9% as two or more races, 0.8% Asian, and 0.1% American Indian. When compared to the United States (73% Caucasian) and Indiana (83.9% Caucasian), Clark County is overall less diverse. In addition, 5.1% of the population are considered Hispanic or Latino ethnicity. According to the U.S. Census, Race and Ethnicity are categorized as two separate and distinct characteristics. Ethnicity refers to origin, while Race refers to a person's physical characteristics.

Race & Ethnicity



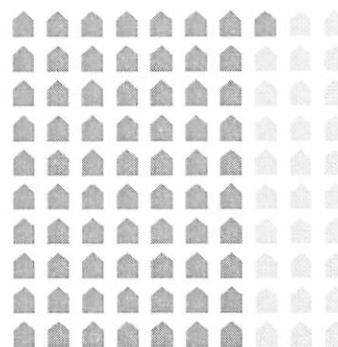
Housing Stock

In Clark County, there are an approximately 49,002 housing units, where 87.9% are occupied and 12.1% are vacant. A majority of the vacancy rate is rental vacancy which accounts for 9.6% of the total vacancies, and 2.5% are homeowner vacancies. While this vacancy rate may seem high, it is comparable to the overall vacancy rate of housing in the United States (12.6%) and State of Indiana (11.2%). The table below shows the percentage of housing types in the County.

Overall, approximately 71.4% of housing units are owner-occupied and 28.6% of the units are renter-occupied. The median home value in Clark County is \$129,500 and the gross rent is \$768. The median home value in Indiana is \$130,200 and is \$193,500 in the United States overall. Approximately 23.4% of residents who have a mortgage in Clark County have housing costs that are more than 30% of their income. For those who are renting in Clark County, approximately 45.2% have housing costs that are 30% or more than their annual income. The number of housing units, median home value, and owner-occupied units for the various incorporated and census designated places of Clark County are listed in the table below.

Clark County Housing Stock (2016)

Type of Unit	Percentage of Housing Stock
Single-Family Detached	71.9% (35,232)
Single-Family Attached	4.7% (2,303)
Duplex (2 Units)	2.2% (1,078)
Triplex/Fourplex (3-4 Units)	3.7% (1,813)
Multi-Family (5 to 9 Units)	4.3% (2,107)
Multi-Family (10 to 19 Units)	3.4% (1,666)
Multi-Family (20 or more Units)	4.6% (2,245)
Mobile Home	5.3% (2,597)



71.4%
Owner Occupied
Housing Units

Community Housing Comparison (2016)

Community Name	Housing Units	Median Home Value	Owner-Occupied
Clark County	49,002	\$129,500	71.4%
Jeffersonville	20,493	\$126,500	70.2%
Unincorporated Areas	~9,535	N/A	N/A
Clarksville	10,349	\$112,000	60%
Sellersburg	3,139	\$152,900	74%
Charlestown	3,404	\$100,500	59.4%
Henryville	863	\$120,800	71.5%
Borden	360	\$112,300	76.5%
Utica	321	\$119,700	82.9%
Memphis	298	\$146,300	84.7%
New Washington	240	\$134,900	53%

Households

Since 2000, the number of single-person households has increased from 20% to 28.9%, mirroring a nationwide trend. The table below shows the percentage of different household sizes based on the 2016 American Community Survey.

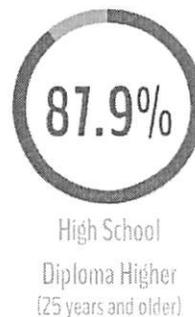
Approximately 66% of households are family households, leaving the remaining 34% as non-family households. Family households include married couples with or without children, as well as single parents and their children. A majority of non-family households are those who live alone (28.9%), while 5.2% live with a non-relative.

Clark County Household Size (2016)

Household Size	Percentage of Housing Units
1-Person Household	28.9%
2-Person Household	33.7%
3-Person Household	16.7%
4-or-More Household	20.7%

Income and Education

The median household income for Clark County is \$51,844 and the per capita income is \$25,693. Per capita income is calculated by dividing all individual earnings and dividing it by the population. When compared to Indiana (\$52,183) and the United States (\$57,652), Clark County has a slightly lower median household income and per capita income. The table below highlights the difference in Median Household Income within the County, the United States and State of Indiana. In addition, the percentage of the population who live below poverty level in Clark County is 9.9%. This means approximately 8,000 residents in Clark County have an income below poverty level.



Community Income Comparison (2016)

Community Name	Median Household Income	Per Capita Income
United States	\$57,652	\$31,177
Indiana	\$52,183	\$27,305
Clark County	\$51,844	\$25,693
Jeffersonville	\$51,130	\$25,898
Clarksville	\$42,520	\$23,473
Sellersburg	\$65,667	\$27,080
Charlestown	\$42,250	\$20,809
Henryville	\$55,333	\$25,733
Borden	\$47,813	\$21,487
Utica	\$50,917	\$27,590
Memphis	\$70,750	\$29,532
New Washington	\$50,625	\$20,607

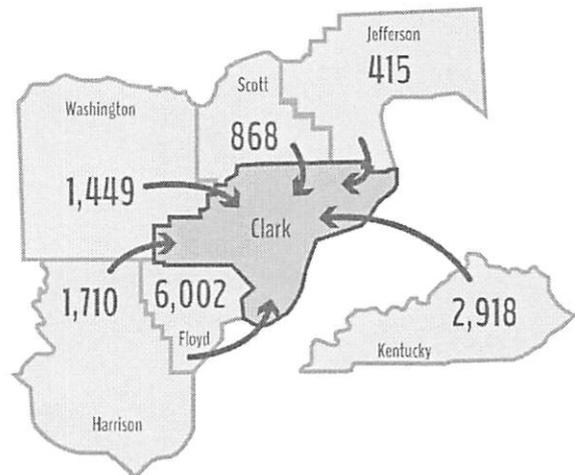
Employment

Approximately 59,014 people or 65.1% of those over the age of 16 are in the workforce. This includes those that are unemployed, in school, or retired. This is a normal range when compared to the workforce of the U.S. (63.5%). As of August 2018, the unemployment rate for Clark County was estimated to be 3.9%.

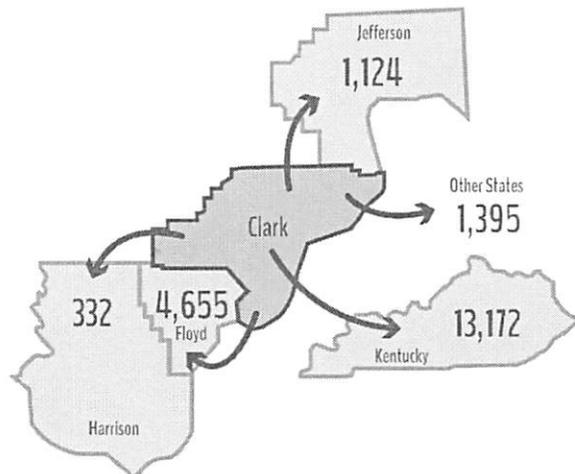
A total of 13,362 workers commute to Clark County for work, traveling from Floyd County, Kentucky, Harrison County, Washington County, and Scott County. While a significant amount of people commutes to Clark County for work, approximately 20,678 people travel outside of the County to work. Workers leaving the County typically travel to Kentucky, Jefferson County, Floyd County, and Harrison County. The following figures show the commuting statistics in and out of the County. According to the 2017 ACS, the average commute time for Clark County residents is 24 minutes.

The top occupations of workers in Clark County are management, business, science and arts occupations (30.2%), sales and office occupations (25.8%), and production, transportation, and material moving occupations (19.2%). The top industries in Clark County are education services, health care, and social assistance industries (21.2%), manufacturing industries (16.4%), and retail trade (12.7%). The following charts show the industry and occupation breakdown in the County.

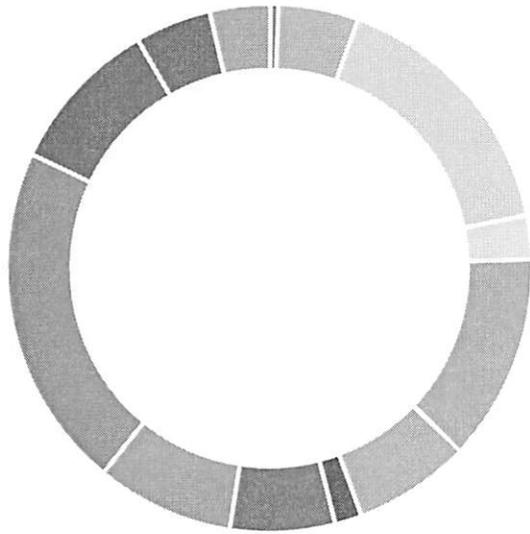
Workforce Into Clark County



Workforce Out of Clark County

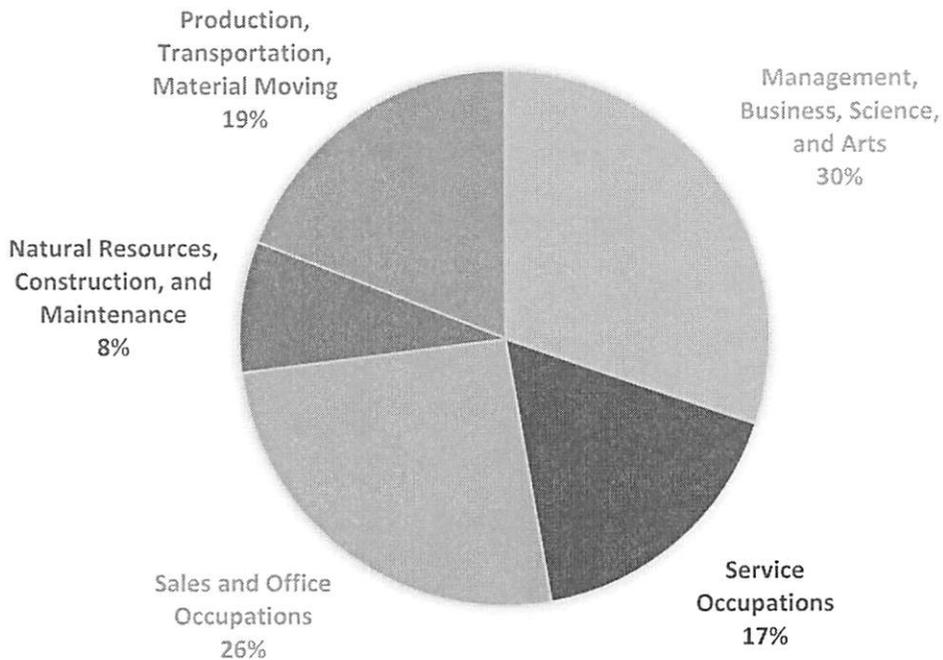


Clark County Industry Breakdown



- Agriculture, Forestry, Fishing and Hunting, and Mining
- Construction
- Manufacturing
- Wholesale Trade
- Retail Trade
- Transportation and Warehousing, and Utilities
- Information
- Finance and Insurance, Real Estate, Rental and Leasing
- Professional, Scientific, Management, Administrative, and Waste Management Services
- Educational Services, Health Care, and Social Assistance
- Arts, Entertainment, Recreation, Accommodation, and Food Services

Clark County Occupation Workers



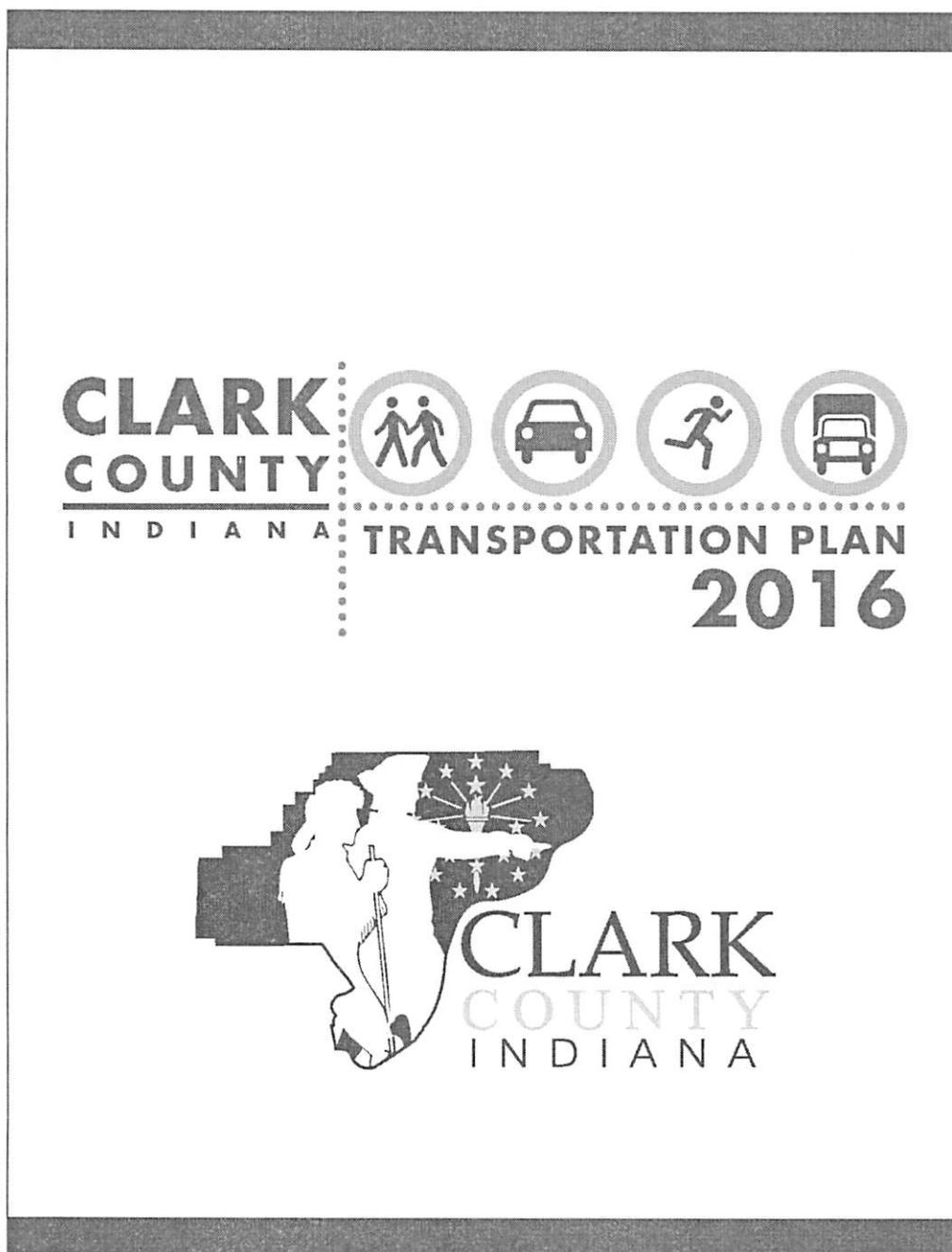
References

1. <http://www.stats.indiana.edu/dms4/commuting.asp>
2. <https://fred.stlouisfed.org/series/INCLURN>
3. STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business

Appendix B: Referenced Plans

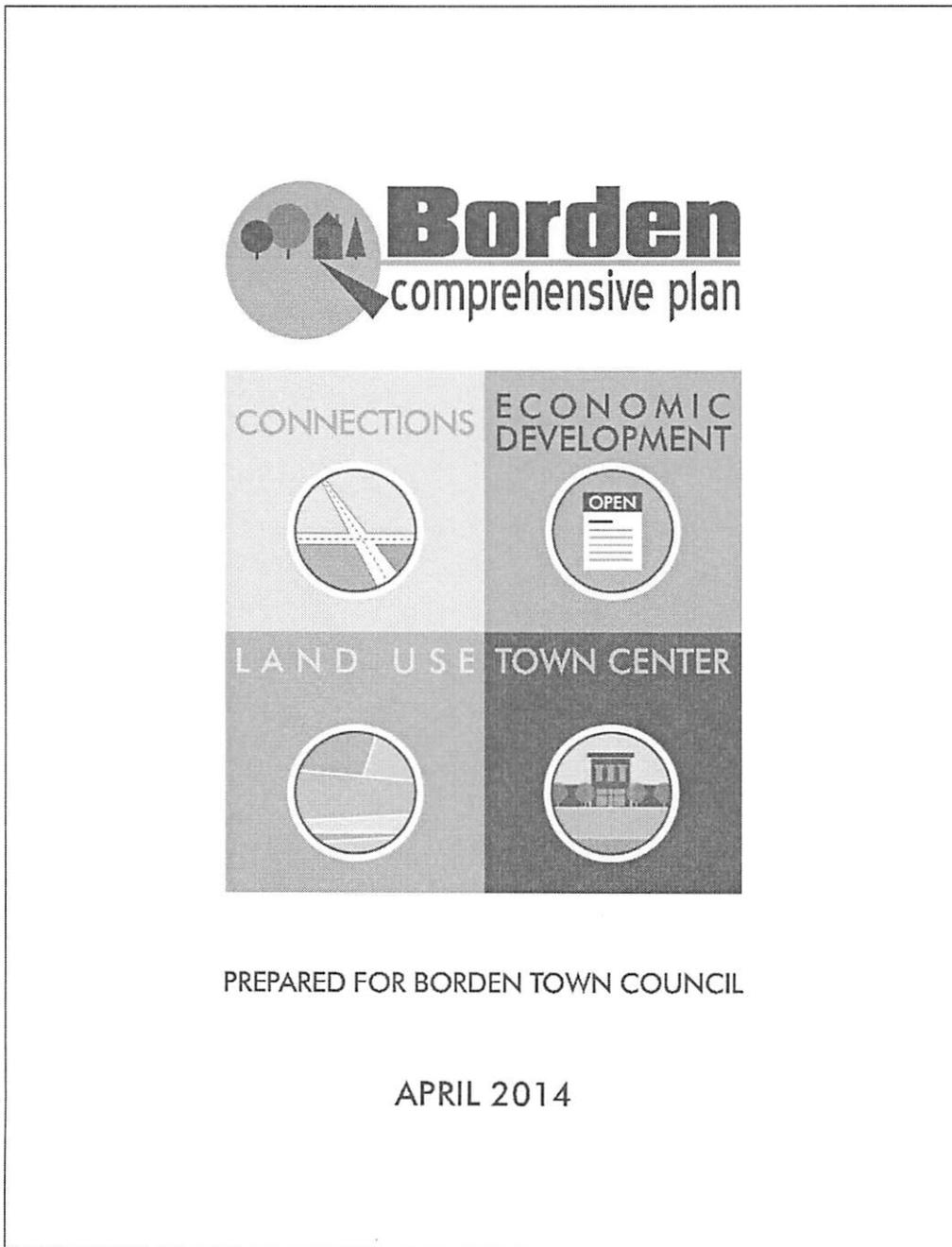
Clark County Transportation Plan - 2016

The Clark County Transportation Plan was adopted in 2016. The purpose of this Plan was to identify transportation projects completed since 2012, projects that are currently or in development, as well as identify road, bridge, and sidewalks projects which have not yet been initiated that will address critical transportation needs in the next five years. This Plan can be found online.



Borden Comprehensive Plan - 2014

The Borden Comprehensive Plan was adopted in April of 2014 and should be referenced for planning related decisions. This Plan includes recommendations for land use, transportation, utility infrastructure, community facilities, and various other recommendations for the Town of Borden. A copy of the plan can be located by request by the Town of Borden.





CLARK COUNTY
Comprehensive Plan

“Clark County is a vibrant Community full of diverse amenities and opportunities for all people, balancing growth, agriculture and natural areas of the County.”

