



Comprehensive Plan

June 2007

Corydon Advisory Plan Commission

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TOWN OF CORYDON
COMPREHENSIVE PLAN
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June 2007

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Preface

Corydon, Indiana Comprehensive Plan

INTRODUCTION

This preface is an excellent introduction to the need for and use of the comprehensive plan. It is similar to the preface and introduction sections of other comprehensive plans. It is beneficial in understanding the role and use of the comprehensive plan -- it should be read, understood, and used.

This is the comprehensive plan for Corydon, Indiana. It is the officially adopted guide for action and decisions on the use of land.

As with any plan, the concepts expressed in this comprehensive plan should be continuously evaluated, and as needed adjustments should be made in the basic document.

Who Develops A Plan?

This comprehensive plan has been developed in conformance with Indiana Code I.C. 36-7-4-500. Indiana Statutes I.C. 36-7-4-100 through the series 1200 authorizes the creation of an advisory plan commission. I.C. 36-7-4-507 mandates the involvement of the public in the development of the comprehensive plan by requiring that "the plan commission must:

- 1) Give notice and hold one or more public hearings on the plan.
- 2) Publish in accordance with I.C. 5-3-1, a schedule stating the times and places of the hearing or hearings. The schedule must state the time and place of each hearing, and state where the entire plan is on file and may be examined in its entirety for at least ten days before the hearing."

The Purpose of the Plan

The purposes of the comprehensive plan are set out in the Indiana Statutes. The statutes state that the plan is to encourage the improvement of health, safety, convenience, and welfare of citizens and to plan for the future development of the community.

- 1) To ensure that highway systems are carefully planned.
- 2) That any new community grows only with adequate public way, utility, health, educational, and recreational facilities.
- 3) That the needs of agriculture, industry, and business be recognized in future growth.
- 4) That residential area provides healthful surroundings for family life.
- 5) That the growth of the community is an efficient and economical use of public lands. Every land use decision requires consideration of the comprehensive plan¹.

¹ Borsuk and Lake County Trustee Company vs. Town of St. John, 800 N.E. 2nd, 217

Under Indiana law, a comprehensive plan is required for a community to establish and enforce a zoning ordinance. Zoning ordinances are a community's protection against incompatible, unsightly or otherwise undesirable land uses.

I.C. 36-7-4-601 further emphasizes the importance of the comprehensive plan in the development of the zoning ordinances, when it states, "no zoning ordinance may be adopted until a comprehensive plan has been approved for the jurisdiction under the 500 series of this chapter."

What Area Does the Plan Cover?

Corydon exercises planning and zoning jurisdiction within the town and the two-mile fringe area.

What is in the Plan?

The plan consists of the following sections:

- 1) Introduction.
- 2) How to Use the Plan.
- 3) Statement of Objective for Future Growth.
- 4) Statement of Policies for Land Use Development.
- 5) Policies to Meet the Objectives Addressing Public Facilities.
- 6) Discussion of Fiscal Impact of Development.
- 7) Maps of Land Use and Demographics.

Briefly:

The introduction sets the context of the Plan. It answers the questions: who, what, where, when, and why.

- 1) The "How to Use the Plan" section is literally, just that --- how the Plan is to be used.
- 2) The third section, "Objectives for Future Growth," includes basic community and planning principles, policies, goals, objectives and standards.
- 3) The fourth section, "Policies for Land Use Development," contains a series of general and specific policies that provide guidance for decisions and actions concerning use of land. They are a response to a number of different community issues, problems and opportunities identified during the comprehensive plan process.
- 4) The "Policies to Meet Objectives Addressing Public Facilities and Land Use Development" are key sections of the plan. Proposals for changes in the way land is used should be reviewed against these objectives to determine whether they are in agreement with the comprehensive plan. Although each policy may address separate issues and topics, together they direct the future course of the community in terms of the use of land and related concerns.
- 5) The "Level of Service and Fiscal Impact" section contributes to making fiscally responsible land use decisions. It should be understood a development fiscal impact is but one factor to consider when deciding land use policy. The fiscal impact is important and ought to be useful in helping local governments, including county government plan their budgets, taxes and service delivery policies. But other factors are important, too. What is the development's full economic effect? What is the development's environmental effect? What impact does the development have on, say, the rural character of a community? Are there equity questions that should be considered? It is easy to imagine developments that create jobs and incomes, yet have negative fiscal impacts or

have harmful environmental effects, yet have a positive fiscal impact. Fiscal impacts are important, but are far from the only factors to be considered in land use policy.¹

Why Does the Plan Contain What It Does?

The Plan satisfies certain community needs and legal requirements. The contents of the Plan respond to these needs and requirements.

Planning areas' needs are considered in legal requirements; therefore, legal requirements are used here as the framework for discussing the plan's content.

Indiana Code, Title 36 (I.C. 36) encourages the development of a comprehensive plan and sets forth a number of requirements for such a Plan:

- 1) I.C. 36-7-4-201 encourages the establishment of a plan commission to "improve the health, safety, convenience and welfare of their citizens and to plan for future development of their communities."
- 2) I. C. 36-7-4-205 further states, "a municipal plan commission shall adopt a comprehensive plan, as provided for under the 500 series of the advisory planning law, for the development of the municipality and the contiguous unincorporated area."

Thus, the statute requires preparation of a comprehensive plan by the plan commission. The Plan is intended to benefit the community by providing better assurance of appropriate land use relationships.

- 1) I.C. 36-7-4-501 states, "A comprehensive plan shall be approved by resolution in accordance with the 500 series for the promotion of public health, safety, morals, convenience, order, or the general welfare, for the sake of efficiency, and economy in the process of development. The plan commission shall prepare the comprehensive plan. "
- 2) I.C. 36-7-4-502 states, "A comprehensive plan must contain at least the following elements:
 - a) A statement of objectives for the future development of the jurisdiction.
 - b) A statement of policy for the land use development of the jurisdiction.
 - c) A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities. "
- 3) I.C. 36-7-4-504 describes the intended use of the comprehensive plan following its adoption by stating that where the Plan is in effect the town "shall give consideration to the general policy and pattern of development set out in the comprehensive plan in the:
 - a) Authorization, acceptance or construction of water mains, sewers, connections, facilities, or utilities.
 - b) Authorization, construction, alteration, or abandonment of public ways, public places, public lands, public structure or public utilities.

¹ The Fiscal Impact of Residential Development in Unincorporated Wabash Township, Larry DeBoer, Lei Zhou, Department of Agricultural Economics, Purdue University, West Lafayette, Indiana, October 1997

- c) Adoption, amendment, or repeal of zoning ordinances (including zone maps and PUD's), subdivision control ordinances, historic preservation ordinances and other land use ordinances. "

The ability of a community to control its development through zoning ordinances, subdivision regulations, design standards, impact fees, historic preservation ordinances, and other land use related ordinances is therefore dependent upon the development of a comprehensive plan which gives guidance to those further actions.

How the Plan Is To Be Approved

I.C. 36-7-4-508 identifies the responsibility of the plan commission which, "may approve the comprehensive plan and upon approval shall certify it" to the legislative body.

I.C. 36-7-4-509 describes the final step in the approval of such a plan by stating: "After certification of the comprehensive plan, the town council may adopt a resolution approving, rejecting, or amending the plan."

How to Use the Plan

Although most of the land in Corydon is privately owned, the entire community has a stake in how it is used. The health, safety, and welfare of all our citizens are affected by the use of land. Traffic movement, employment, flooding, air and water pollution, housing costs, waste disposal, preservation -- all of these and many other factors relate to the use of our land. Corydon's key to managing land and its future development in Corydon is the comprehensive plan.

Overview of the Plan

The comprehensive plan is a framework and a guide for land use regulation, development actions, and decisions. The plan is a prerequisite in Indiana for establishment of a zoning ordinance, subdivision ordinance and an impact fee ordinance. It serves as the legal basis under Indiana Code for determination of questions and issues regarding:

- 1) Definition of zoning districts, recommendations on zoning changes, development of subdivision regulations.
- 2) An officially adopted comprehensive plan is required under Indiana Code for a community to adopt a zoning ordinance. The plan commission will use the comprehensive plan for Corydon under Indiana law. It satisfies specific Indiana Code legislation regarding infrastructure and land use development issues, and provides a series of objectives, and polices to be used to guide the planning area's future growth.

The following sections review key points about the comprehensive plan.

Review of Land Use Change Proposals

Prior to approval of changes in land use by the Corydon Plan Commission or Board of Zoning Appeals (BZA), it must be found that the proposed changes have been evaluated in context of the comprehensive plan.¹

¹ I.C. 36-7-4-603 and Chester Borsuk and Lake County Trust Company, as Trustee under Trust No. 4346 vs. Town of St. John, 800 N.E. 2nd 217, December 18, 2003.

It is necessary to determine whether the proposed land use change is in agreement with the land use objectives and policies. If a proposal does not agree with an applicable policy or objective, the people making the proposal should take appropriate corrective action to overcome the limitations and meet the requirements of the plan commission and other appropriate agencies. However, levels of service should not be compromised.

After a land use change proposal has been reviewed against the comprehensive plan, and the people making the proposal have taken action to conform to the comprehensive plan, a finding of agreement or non-agreement with the plan can be made. Violation of any applicable objective, policy or goal will typically constitute sufficient reason to find the proposed land use change not in agreement with the comprehensive plan.

There may be exceptions to this rule. A proposal may be in violation of an objective or policy, but still in agreement with the plan when:

- 1) All feasible and practical methods have been exhausted for bringing the proposal into conformance with an applicable guideline.
- 2) The overall intent of the plan is followed.
- 3) The proposal does not substantially violate the applicable guideline or the negative impact of the proposal on the community is minimal or nonexistent.
- 4) The level of service is not compromised.

As stated previously, the primary purpose of the plan is to guide land use development in Corydon. In particular, the plan is used to determine approval of requested zoning changes. For example, if a developer wishes to build a gas station on a lot zoned residential, he must get a building permit. He cannot get a building permit unless the lot is zoned to the appropriate commercial classification. So, he must apply for a zoning change. However, as discussed below, there are exceptions. The guiding rule is that the proposal does "substantially" violate an applicable goal, objective, policy or the impact of the proposal on the community is minimal or non-existent.

Understanding the Policies

The comprehensive plan serves as a guide for land use planning, management, development actions, and decision making. The specific "tools" of the planning process are subdivision and zoning ordinances. Following the adoption of a comprehensive plan, the plan commission may be directed to develop and certify the subdivision and zoning ordinances to the town council. The town council may, after consideration and possibly with changes, then approve these ordinances and regulations.

Subdivision Ordinance

The plan commission must develop and certify the subdivision ordinance to the town council. The town council may then adopt, amend, or reject. Following adoption the plan commission has sole power to enforce the subdivision ordinance. The ordinance is the rule under which property owners may divide tracts of land. They cover factors like design of streets, building locations, required physical improvements to the land, and so on. They are intended to accomplish the following:

- 1) To protect the property owner from inadequate services or essential facilities.

- 2) To protect the use of the property.
- 3) To protect the community from excessive costs of improperly constructed facilities.

Zoning Ordinances

Perhaps the most known and published plan commission authority is the right to divide the town into zones, regulate land use activities, and characteristics in these zones. There are different types of zones called zoning districts.

Zoning district regulations in the zoning ordinances define what land uses can legally exist in each district. They also place various *minimum* controls on these land uses such as height, yard requirements, parking, and lot size. The zoning ordinance establishes the *minimum* standards for any development in any district, whether the proposed action is a subdivision of land, rezoning, development plan, special exception, or variance. Their purpose is to promote public health, safety and welfare. Further, their purpose is to facilitate orderly, harmonious development and redevelopment.

The plan commission serves in an advisory capacity to the Corydon Town Council for zoning map amendments (zoning changes). All zoning change requests come before the plan commission for a public hearing and commission recommendation, but the final say on zoning rests with the Corydon Town Council. The commission also serves in an advisory capacity for zoning regulation changes.

I.C. 36-7-4-900 authorizes creation of a board of zoning appeals (BZA). The BZA has several authorities and duties, such as issuance of a special exception, contingent, or conditional use permits. Certain land uses are unusual and exceptional, such as landfills, hospitals, and airports. They are permitted only after review and approval of such a permit.

Subdivision ordinance, zoning ordinance and decisions, conditional uses, special uses, variances of the board of zoning appeals, and plan commission reviews have direct links with a comprehensive plan.

- 1) I.C. 36-7-4-600 states that all subdivisions are consistent with the comprehensive plan. It also says that all proposals for public facilities, including sewer, water, roads, etc., shall take into consideration the comprehensive plan.
- 2) Agreement with the comprehensive plan is also critical in zoning decisions. I.C. 36-7-4-601 states that no zoning ordinance may be adopted until a comprehensive plan has been approved.
- 3) Like the planning commission and legislative bodies, the Board of Zoning Appeals is also required to consider the comprehensive plan for guidance on land use decisions. The zoning district regulations allow the BZA to approve conditional uses, variances, and special uses, among others, only if the proposal does not substantially interfere with the comprehensive plan.

Other Plan Uses

Obviously, the Plan guides landowners in Corydon. If landowners want to use their land in a new way, they need to identify what zoning district is on the property, and whether the zoning regulations allow the

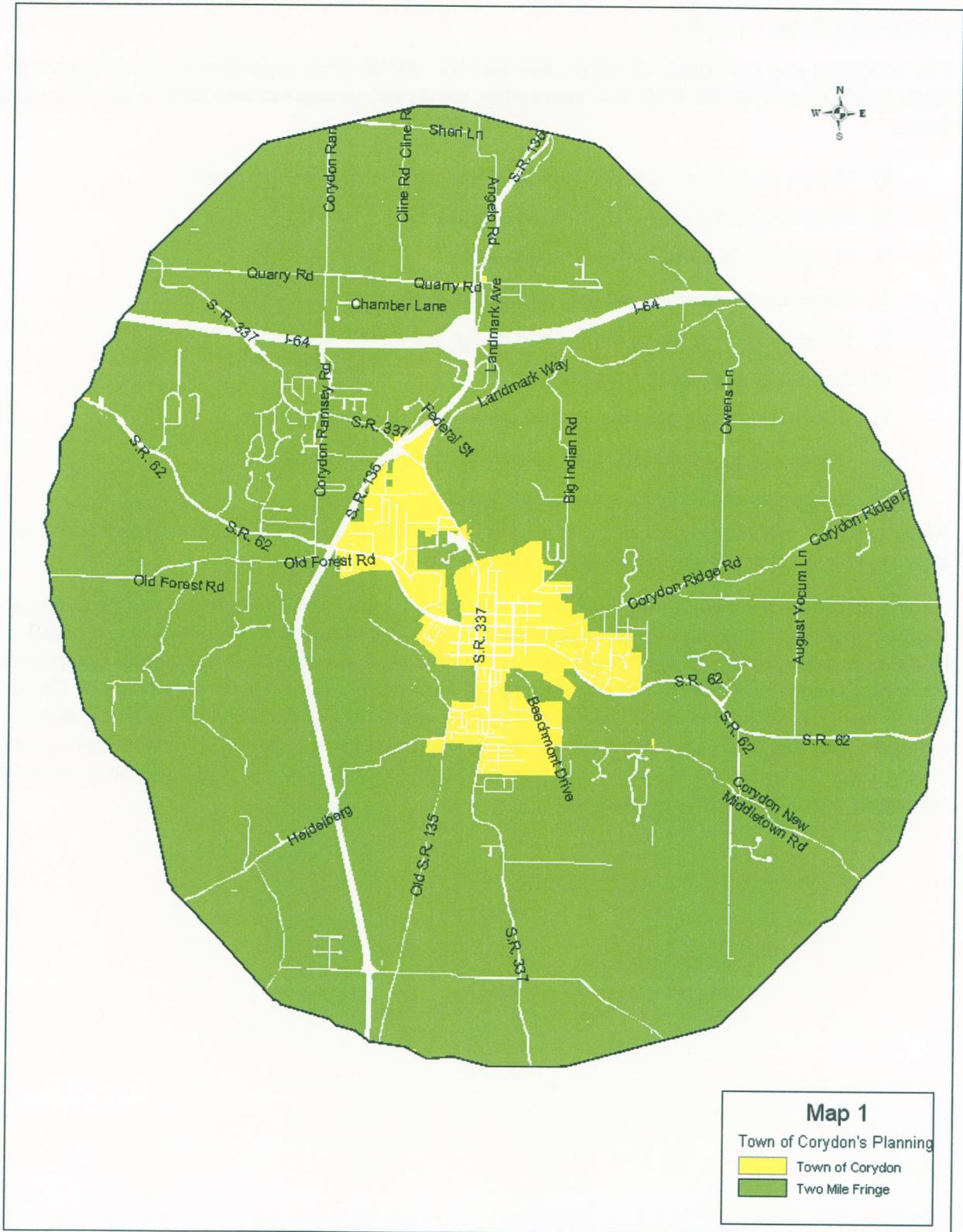
development of the new land use. If not, the owner needs to look at what the comprehensive plan says concerning a change in zoning.

The landowner may individually develop a new land use. He also may team up with or provide an option to other people to develop the land. This partnership, agreement, or contract may involve any of a number of factors:

- 1) Market analysts to consider economic feasibility of the development.
- 2) Financial institutions to fund the development.
- 3) Prospective tenants for the development.
- 4) Surveyors to measure and map the layout of the land.
- 5) Planners and engineers to plan and design the development.
- 6) Architects to design the buildings.
- 7) Attorneys to represent the various interests in the development.
- 8) Businesses to prepare the land by putting in streets and utilities.
- 9) Builders to build the structures, and so on.

Along with the landowner, each of these people has reason to analyze what the comprehensive plan says about a particular action being considered for development

Zoning must be in agreement with the Plan. For that reason, the Plan is the obvious starting point and guide for the applicant in a zoning change request. An applicant can improve his chances for a favorable decision by the plan commission and legislative body. The applicant can accomplish this, if he and others in favor of the zoning change concisely explain how the request for zoning is in agreement with the Plan. On the other side of the coin, opponents can better the chances for denial, if they clearly present how the proposal does not agree with the Plan. The Plan is, therefore, an important guide to both proponents and opponents in zoning cases. This is true for other land use decisions that relate to the Plan, such as conditional uses, contingent uses, special uses, variances, etc.



Community Profile

Town of Corydon, Indiana Comprehensive Plan

The comprehensive plan for the town of Corydon has been completed in conformance with I.C. 36-7-4-500 or the 500 series. In accordance with the State statutes, the comprehensive plan has been prepared to promote the public health, safety, morals, convenience, order in the general public welfare and for the sake of efficiency and economy in the process of developing the town. This comprehensive plan also includes a two-mile fringe area around the town of Corydon.

The contents of the comprehensive plan have been developed carefully and with the aid of comprehensive surveys, studies of current and existing conditions to determine the probable future growth of the town and its environs. Maps, plats, charts and other descriptive material presented a community profile, including the location, extent and characteristics of elements deemed important to the future development of the planning area.

A community profile was prepared because a comprehensive plan may, in addition to the elements required by Indiana's statutes, include surveys and studies of current conditions and probable future growth within the planning area. Additional elements may also include maps, plats, charts and descriptive material presented basic information, locations, extend and character of many contributing attributes of existing and future conditions.

The first part of the community profile includes demographic information concerning the history, population, economy, income, and housing conditions within the planning area. This section discusses current conditions of infrastructure and land uses such as residential, industrial and commercial, including conditions and age of structures where possible. The community profile section also includes information concerning physical conditions within the town and its two-mile fringe area. Maps, plats and other descriptive methods of presenting data and information was utilized to augment the text of the community profile.

The comprehensive plan and profile for the Corydon planning area was prepared to meet the requirements of a comprehensive plan. The plan includes statements of objectives for future development of the town and the two-mile fringe area, as well as establishment of policies for land-use development and development of public facilities.

INTRODUCTION

The town of Corydon and its two-mile fringe area are located in Harrison County, Indiana, which is rich in history and scenic beauty and is a showcase of American rural heritage. The planning area is shown on *Map 1: Town of Corydon Planning Area*. Harrison County was the fourth county in the State of Indiana to be organized and was created from portions of Clark and Knox Counties, Indiana in 1808. The county was named after William Henry Harrison, who was an Indiana territory governor and became the ninth president of the United States.

Early settlement in Harrison County occurred primarily along the Ohio River and the River Valley due to the accessibility of the Ohio River as transportation.

First State Capitol

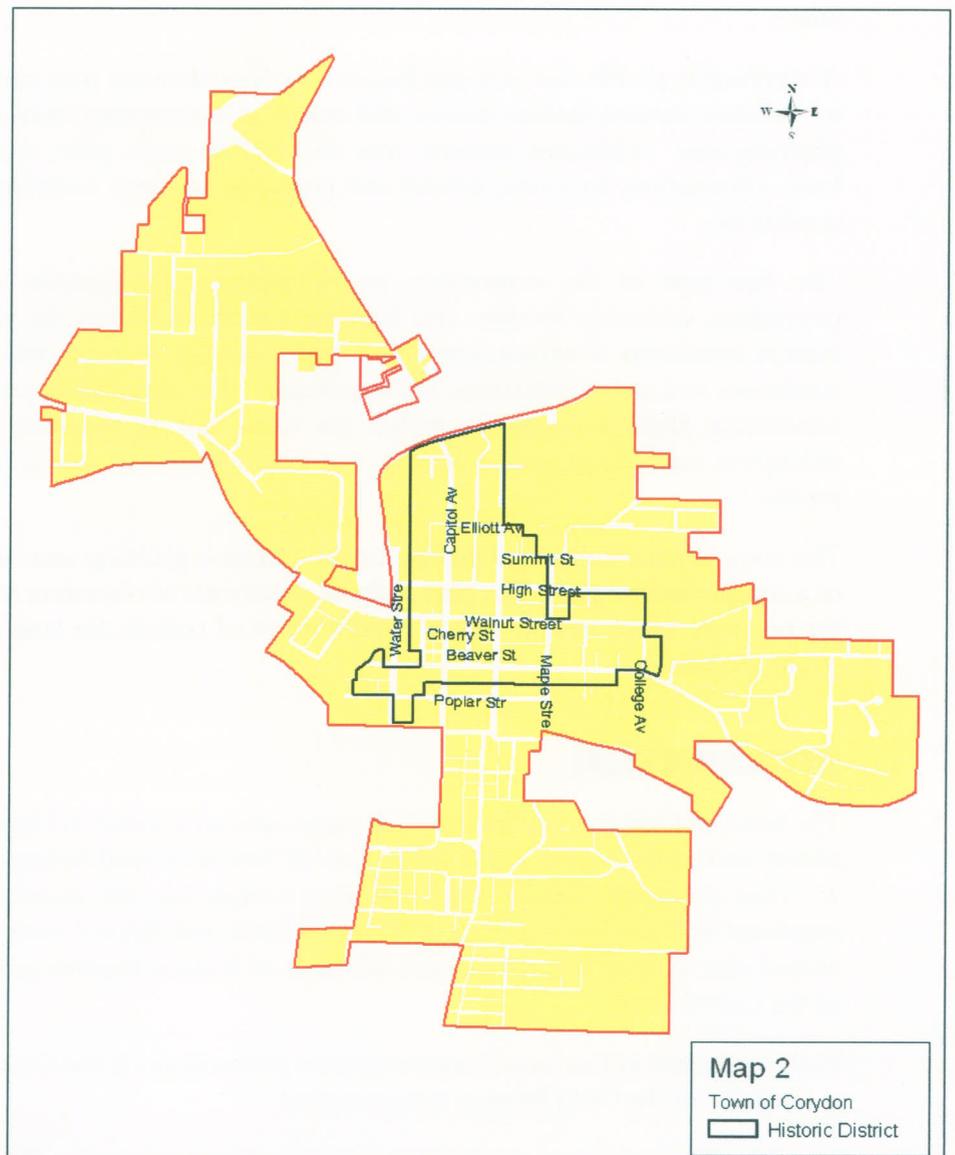
Corydon is noted as the location of the first State capitol building, when Indiana achieved statehood in 1816. The capitol building is a two-tiered limestone structure built in 1811 to 1812. The structure was utilized as the Harrison County Courthouse until 1813, when the territorial capital was moved from Vincennes to Corydon. The structure was built at a cost of \$3,000. Corydon and the capitol building served as a site of state government until 1825 when the capital was moved to the more centrally located city of Indianapolis.

In June 1816, Indiana's legislative delegates met in Corydon to write Indiana's first constitution. Due to the summer heat, the legislative group moved outside of the capitol building and convened under the spiraling branches of one of the largest elm trees of its kind in the world.¹ This huge tree measured 132 feet from tip to tip of its branches, five feet in trunk diameter, and approximately 50 feet tall. The tree died in 1925, but limbs were removed and a sandstone memorial erected to encompass the trunk.

Historic District and Sites

The central part of the town has been designated as a National Historic District by the US Department of Interior and presently serves as the county seat of Harrison County. Based on the publication titled "A Guide to Indiana Properties Listed in the National Register of Historic Places" produced by the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, the town of Corydon has 372 historic structures. The National Registry District was approved on August 28, 1973. On June 27, 1989 the Corydon Historic District was expanded. Based on this same source, the boundaries of the Corydon Historic District were increased roughly from Summit, Maple and Walnut Streets, College

¹ <http://www.thisisindiana.org>.



Avenue, Chestnut Street, Capitol Avenue, Poplar, Water, Beaver and Mulberry Streets as shown on *Map 2: Town of Corydon Historic District*. Additionally, there are two individual structures on the National Register of Historic Places; they are the Kintner house, built in 1873 and the Kintner-McGrain house built in approximately 1808. Indiana Department of Natural Resources (DNR) source lists the location and date of registry approval for the Kintner house at 201 South Capitol Avenue in January 12, 1987. On August 3, 1983, DNR's list shows the Kintner-McGrain (Cedar Glade) as being located at 740 N. Capitol Avenue and listed on the National Registry.

The Corydon Historic District includes other structures that contribute to the significance of the district. Contributing structures are not individually listed on the National Register. One is a large two-story home in the Federal tradition, built in 1817, that was the home of Governor Hendricks and was utilized as the gubernatorial mansion. The structure served as the executive headquarters of William Hendricks who was Governor of Indiana from 1822 to 1825. Other structures located within Corydon have historical significance. They include the first State treasury building, which was erected in 1817 and was the location of the first office of the State auditor and State treasurer.

Other significant structures within the town is the Posey House, which was constructed in the form of a U in 1817 by Col. Thomas L. Posey, Jr., son of Thomas Posey, Sr., the last territorial governor of Indiana. Other historically important residences include the Branham House, which is an impressive log building originally covered with white clapboard; the Westfall House, the oldest house in Corydon, which was built in 1807 and is directly behind the constitutional elm monument.

Harrison County includes three other individual National Registry sites, including the Kintner-Withers house (Cedar Farm) built in 1837 and located south of the town of Laconia on Kintner Bottom Road. Two other National Registry locations are the Swans Landing archaeological site, which was listed in the National Registry on April 2, 1987, and the other site is the Corydon Battlefield of the Civil War, which was fought there in 1863. The battlefield is located south of Corydon on Old Indiana Highway 135 and was listed on the National Registry on July 9, 1979. The site is also listed on the Historic National American Buildings [HABS] survey which indicates that there is a building situated upon the property that has been documented by photographs, measured drawings and/or data sheets as evidence of its architectural or historical significance. The HABS program began in 1933 and is a Civil Works Administration effort. HABS continues to receive information on historic architecture which is stored in the Library of Congress. In total as documented by the US Department of Interior, there is one Historic District [Corydon] designated in Harrison County, as well as seven individual Registry sites and structures.

The Battle of Corydon and the Battle of Gettysburg were the only two battles fought on Northern soil and both were fought in July 1863. There were eight Harrison County casualties in the actual fighting and six wounded. In addition, there were two known deaths that were a direct result by confederate John Hunt of the Morgan Raid in July, 1863.

Cedar Hill Cemetery

Cedar Hill Cemetery contains the graves of soldiers of the American Revolutionary war, the Civil War (notably the Battle of Corydon and soldiers from all succeeding wars). During this battle John Hunt Morgan and his men challenged the Corydon Home Guard and won. The Battle of Corydon was one of few Civil War battles fought on Northern soil.

The Louisville, New Albany and Corydon Railroad [LNAC] 1883

The LNAC was first envisioned in 1881 by St. John Boyle, and the first train ran in 1883. Once having track rights all the way to Louisville, Kentucky, the LNAC ran two daily trains until 1896 when a head-on collision forced the LNAC back onto its own tracks.¹

The LNAC weathered years of wars, recessions, and economic upheavals, which resulted in a decrease in the rail business. The LNAC was revived with an additional operation. William Buchanan started a trucking business to recoup business that resulted from the decline in rail traffic.²

Rail business expanded to take advantage of the tourist business which was drawn to historic Corydon. The Corydon Scenic Railroad began running in 1989. In its 14-year existence it provided service to over 250,000 passengers. The Corydon Scenic Railroad ceased operations on April 21, 2003.

In May 2006 Lucas Oil Products purchased the LNAC. Lucas Oil Products needed a stable supply of raw materials for their production in Corydon. The railroad was critical for Lucas to remain in Corydon. The Lucas Oil Rail Line continues to do business as the LNAC.³

PHYSICAL CONDITIONS

Development can be limited or constrained by physical features. Wetlands, water bodies, floodplains, karst areas, archaeological and historic sites, critical habitat areas, and steep slopes are normally considered primary environmental constraints. Soil conditions can also constrain or restrict development. The planning area is constrained from some developments due to some of these environmental constraints.

Soils

Soil information was obtained from a soil survey of Harrison County, Indiana prepared in 1975 by the United States Department of Agriculture, Soil Conservation Service in cooperation with Purdue University Agricultural Experimentation Center. One way to delineate soils is by soil associations in which a landscape has a distinctive pattern of soils as defined by the soil survey. Based on this publication, soil associations normally consist of one or more "major soil and at least one minor soil, and it is named for the major soil. The soils and one association may occur in another, yet different pattern. The town of Corydon and its two-mile fringe area are predominantly located in soil associations, the Baxter-Crider Association and the Haymond-Huntington Association.

The Baxter-Crider Association is made up mainly of rolling to hilly, deep, well-drained, medium textured, cherty soil on uplands. The soil survey states that this association is not only located on uplands, but also on the sinkhole plain. The Baxter-Crider Association characteristically has numerous sinkholes and depressions. In addition, the soil survey documents that in places as many as 100 of these depressions and sinkholes are in an area of one square mile. These funnel shaped sinkholes and depressions generally range from 15 feet to one-half mile in width and from 3 to 90 feet in depth. The basins serve as the natural drainage system and are prone to flooding.

¹ <http://www.lancrr.com/history.htm>

² Ibid

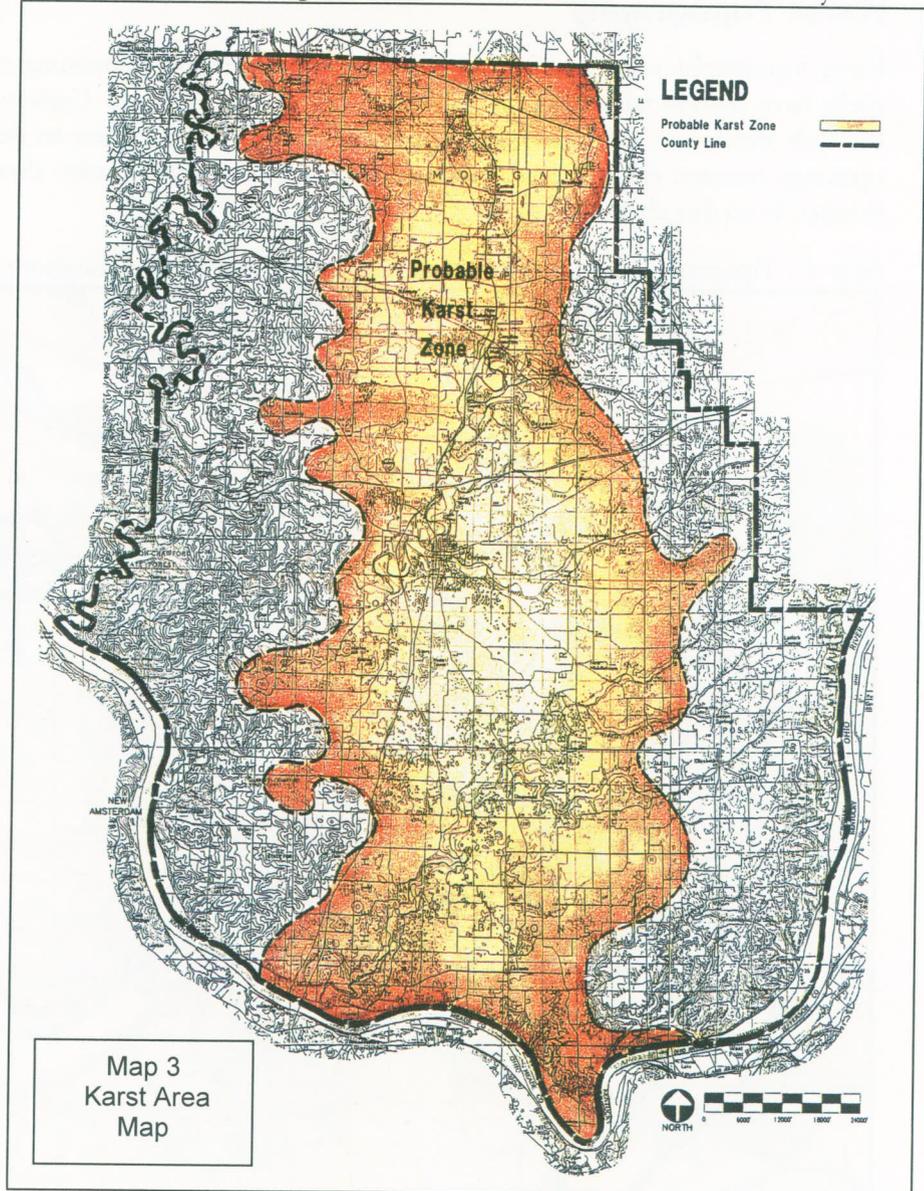
³ Carpenter Jackie, Corydon Democrat, May 31, 2006 and June 6, 2006

The Baxter-Crider Association occupies approximately 94,000 acres or 31% of Harrison County. Within this association the Baxter soils make up about 70%, the Crider soils approximately 20% with minor soils occupying the remaining 10%.

The Baxter soil types located in the planning area include the Baxter-cherty silt loam, with 6% to 12% slopes, eroded [BeC2] and the Baxter-cherty clay loam, 12% to 18% slopes which are severely eroded [BmD3]. The BeC2 is located on range tops and sides of shallow sinkholes. Runoff is medium on the soil; erosion and runoff are the major concerns in use and management of the BeC2 soil site. The other Baxter soil type located in the planning area is the Baxter-Cherty Silty Clay Loam, 12% to 18% slopes, severely eroded [BmD3]. This soil type is also located on ridges and sides of deep sinkholes. The soils are sometimes well drained and form an alluvium in basins of sinkholes.

Runoff is stated by the soil survey as being very rapid; erosion and runoff are the major concerns in use and management of the soil site. Generally, the soil type is suited to permanent pastures, trees, and can be used as wildlife habitat.

Map 3 Karst Area Map illustrates the karst area Harrison County.



In general, the Baxter Series of soils engineering properties survey have fair to poor organic matter content in the upper portion in the top soil. These soils are very poor in subsoil stratification and are only fair to poor in stability and compaction for road fill. Septic tank filter field limitations are only slight where slopes are 2% to 6%, but are severe where slopes are 12% to 35% such as in the BmD3 soil type.

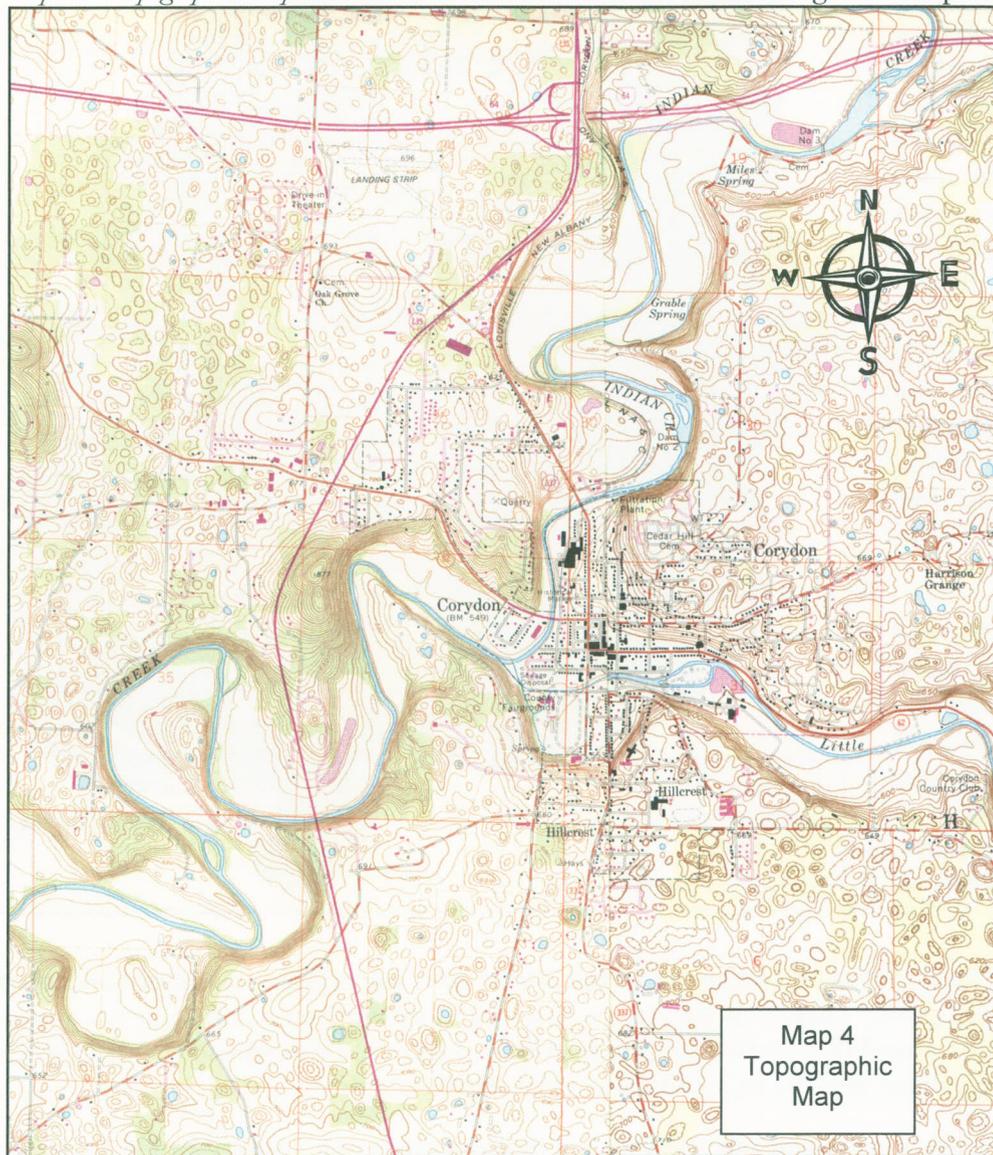
Other soil properties significant to engineering include the depth of the bedrock which for the Baxter Series is 6 feet to 120 feet. The available water capacity in inches per inch of soil for the Baxter Series is 0.172 to 0.20.

The Baxter Series is very poor for wetland wildlife because this soil type is well drained. This soil type is also very poor for wetland food and cover plants, shallow water developments, excavated ponds, and seed and grain crops as determined by the soil survey.

Karst Topography

Karst topography consists of any rock, normally limestone, containing more than 50% carbonate. These rocks have fissures which permit water to pass through the rock. Carbon dioxide from the atmosphere and the soils produce a mild carbonic acid which allows ground water to dissolve openings in the rock. The openings become enlarged and become subsurface drainage systems that discharge into streams and caves resulted from this chemical action.

Map 4: Topographic Map illustrates sinkholes and caves exist throughout the planning area. The Harrison County



County comprehensive plan includes Map 3: Karst Zone that illustrates the “probable karst zone” in Harrison County. One well known cave is Binkley Cave in the southern part of Corydon. This cave is one of the world’s longest caves. Karst topography presents a special consideration for development.

As also recognized in the Harrison County comprehensive plan, karst topography is an environmentally sensitive condition. Karst topography includes not only sink holes but subterranean caves. Karst topography is prone to instability. Increases in development can create sinkhole collapse, affect groundwater, and increase flooding. The

¹ Harrison County Comprehensive Plan, page 33 Cole Associates, Inc., Indianapolis, IN

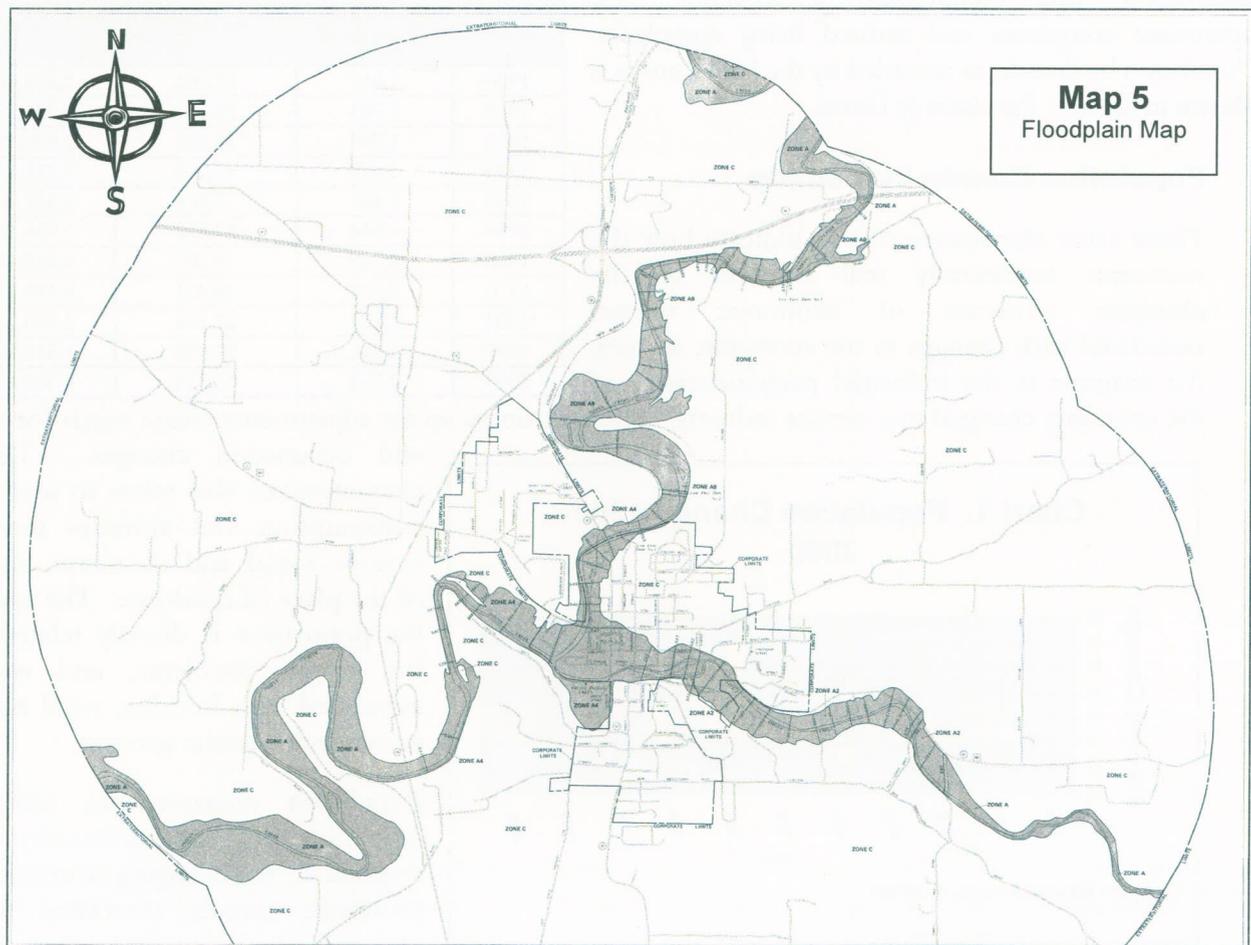
impact can result in costly damage, to persons and property; it also impacts subterranean species living in the caves formed in the karst terrain.

The town should consider development standards similar to other Indiana communities with similar situations. The City of Bloomington adopted development standards in 2000. Development standards would permit the plan commission to have additional engineering information submitted by the applicant. The information would be useful when reviewing developments where sinkholes are present or are proposed to drain into a sinkhole. Bloomington's ordinance establishes "sinkhole conservation areas." Included in the Bloomington ordinance are setbacks, permitted uses, storm water detention requirements, and water quality considerations.

FLOODPLAIN

Floodplains are physical features that have important environmental purposes and should be avoided and protected from development. Floodplains are important for flood management and biodiversity. Intense agricultural use as well as intense urban development can adversely impact this sensitive environmental feature.

Map 5: Floodplain Map illustrates the meanderings of Indian Creek and Little Indian Creek through the planning area. The flood plain area is being reviewed and a new map is expected in approximately 2 years.



SOCIO-ECONOMIC EXISTING CONDITIONS

Planning is based on the past and the present conditions of the community. Before the future can be planned, the current situation of the physical environment and the demographic composition of the population must be understood. In determining the future land use and developments required to support the population of Corydon, it is necessary to understand at least two characteristics of the population – age and sex. There are many demographic characteristics of a population; however, the most fundamental features of any population are the distribution of its members according to its age and sex. These characteristics relate to many aspects of human behavior, including labor force participation, occupation, and income. The third is in-migration. In-migration is directly related to housing starts and job creation.

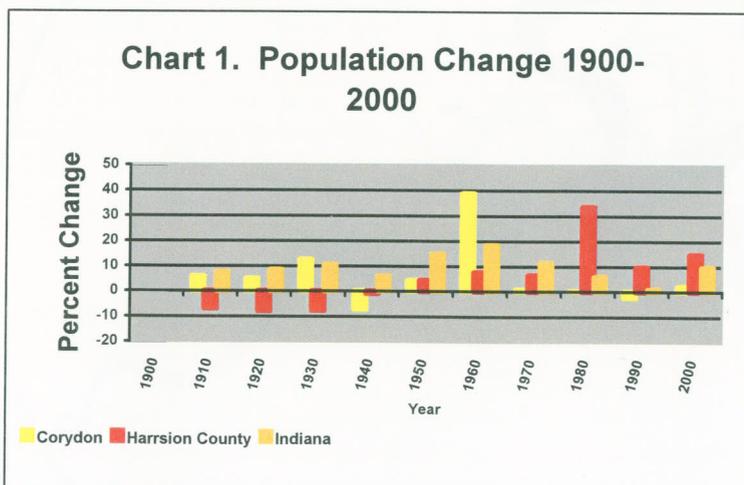
Population

Population, particularly age, is one of the most basic characteristics of a population. To a large part, the age of a person influences what he needs, buys, does, and thinks. The portions of population divided into age cohorts consisting of the young, middle-aged, and older age are notable determinants of the community's social and economic structure. All aspects of community life, including social attitudes, economic activities, political tendencies and mobility, are affected by the age composition of the community. Besides births and deaths, the age distribution, as well as the total population of a community, can be changed based on annexation, new subdivision development, new apartment complexes and assisted living complexes. Population by decade, as recorded by the U.S. Census is shown in *Table 1: Population by Decade*.

Population Counts by Decade

These same characteristics also indicate how the economic community will respond to the changing structure of economic sectors associated with changes in the economic sectors. An example is the industrial preponderance of the economy changed to a service industry. These business sector adjustments create needs for skill

Year	Population		
	Corydon	Harrison County	State of Indiana
1900	1,610	21,702	2,516,462
1910	1,703	20,232	2,700,876
1920	1,785	18,656	2,930,390
1930	2,009	17,254	3,238,503
1940	1,865	17,106	3,427,796
1950	1,944	17,858	3,934,224
1960	2,701	19,207	4,662,498
1970	2,719	20,423	5,193,669
1980	2,724	27,276	5,490,224
1990	2,661	29,890	5,544,159
2000	2,715	34,325	6,080,485



and occupation changes. These characteristics also relate to income, consumption and attitudes toward various social and economic issues of the place of residence. The age of the population is directly related to the needs, problems, and wants associated with housing, retail trade, goods and requisite services.

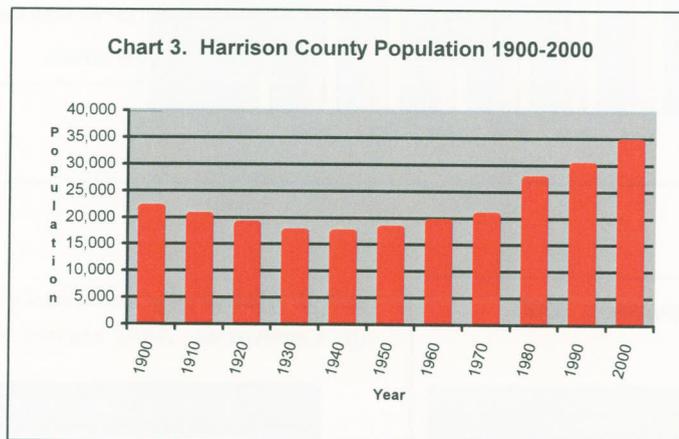
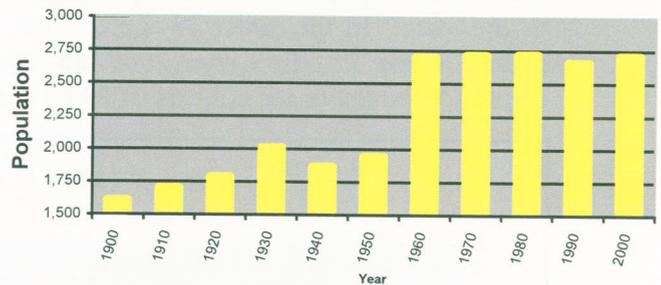
Population characteristics indicate how the economic community will respond to the changing structure of economic sectors associated with changes. As an example, over time

as the industrial economy changed to predominance of service economy, adjustments were made in education, skills and occupations. These characteristics also relate to income, consumption of goods and services and attitudes toward various social and economic issues of the place of residence. The age of the population is directly related to the needs, problems, and wants.

Population Trends

To understand current conditions and economy of an area, its population, income, sex, age, education, and occupations must be understood. The population trend of Corydon mirrored that of Harrison County and the State from 1900 to 1960. *Chart 1: Population Trends 1900-2000* shows that there were population decreases in both Harrison County and Corydon in the early decades of the 20th century. The largest

Chart 2. Corydon Population 1900-2000



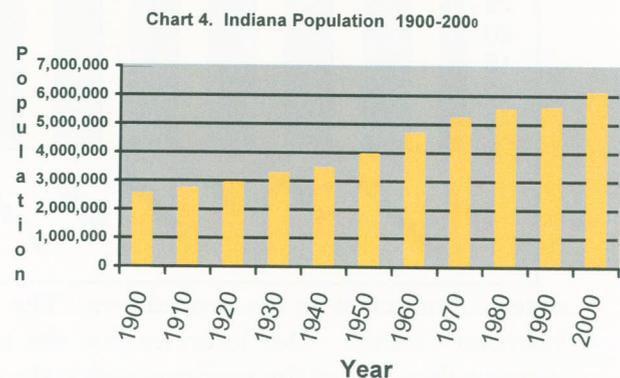
increase was between 1970 and 1980, when housing was experiencing a boom. *Chart 2: Corydon Population 1900-2000* illustrates that Corydon's most significant increase was between 1950 and 1960 with a 38.94% increase.

From 1970 growth in population has leveled out with minor increases of less than 1% and a 2.3% decrease between 1980 and 1990. *Chart 2: Corydon Population 1900-2000* also illustrates that except for a decrease in 1990, Corydon's population

has been relatively stable since 1970.

Harrison County's population drifted lower until 1940 when it started a slow climb until 1970 when its rate of increase accelerated. Harrison County has exhibited population growth at a steady pace for the past 60 years. This trend reflects the added mobility created by the construction of I-64. These changes are shown on *Chart 3: Harrison County Population 1900-2000*.

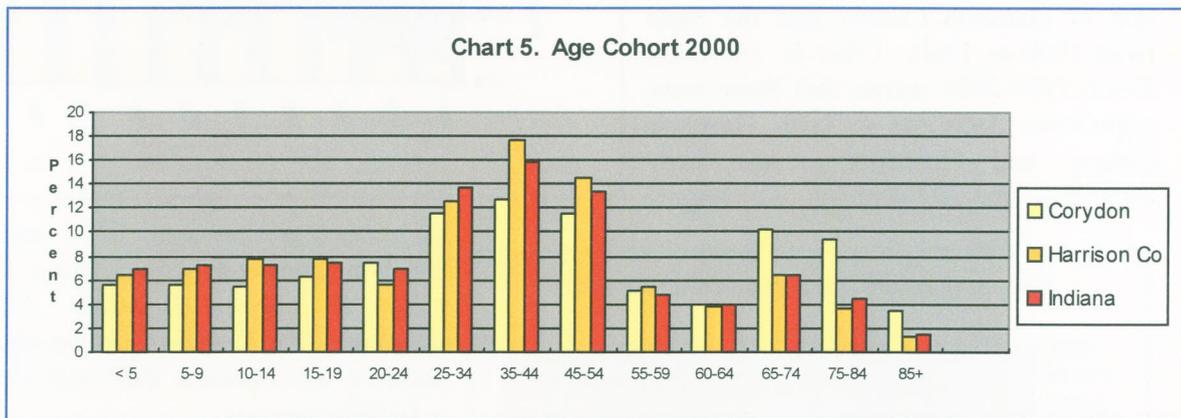
The State of Indiana has experienced a steady population growth since 1900. The largest increases were in the decades between 1950 and 1970. The smallest increase was between 1980 and 1990 when the increase was only 0.98%. These changes are shown on *Chart 4: Indiana Population 1900-2000*.



Age of the Population

Age is another determinant of the economic activity of a community. Among social and economic characteristics of a community, age influences types of purchases, housing, leisure purchases, and means of transportation. *Chart 5: Age Cohort 2000*, shows that Corydon has a larger percent of the total population in the 60 to 85+ age cohorts than does either Harrison County or the State of Indiana.

Of Corydon's population, fewer people are in the wage earning ages of 20-65 than either the county or the State. In the under 20 age cohorts, Corydon has a smaller percent than either the State or county. *Chart 5: Age Cohort 2000*, illustrates that Harrison County has more population in the earning/productive age cohorts of 20-65 than the State or Corydon.



Median Age

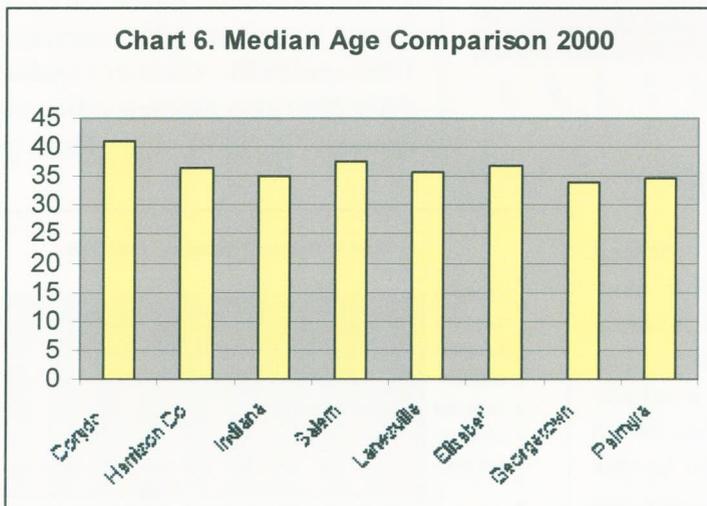


Table 2: Median Age and Chart 6: Median Age Comparison 2000 shows that the

TABLE 2 : MEDIAN AGE	
Place	Age
Corydon	41.1
Harrison County	36.6
Indiana	35.2
Salem	37.7
Lanesville	35.9
Elizabeth	36.9
Georgetown	33.9
Palmyra	34.9

median age of Corydon's population is older than that of the State and other communities in the general area. The median age of Corydon is 4.5 years older than that of Harrison County. This indicates that the median age in the two-mile fringe area is most likely younger than that of the residents within the incorporated town.

The spending patterns of different age cohorts differ from each other. This difference can especially be seen in housing choices, retail sales and needed services.

Education

Educational Attainment 25 Years and Over

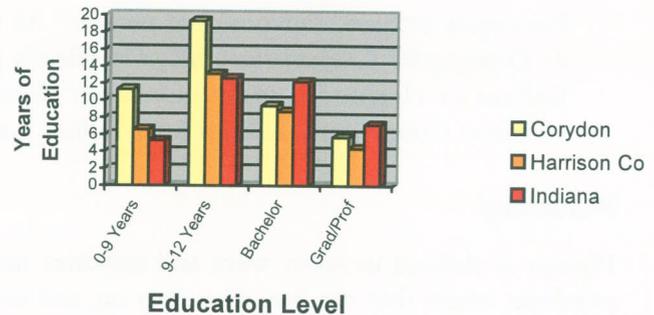
A viable community and its economic base are intrinsically related to the education of persons living within the community and participating in the labor force. There are three interdependent components of work force readiness. These are the workers themselves, the educational system that trains and prepares them, and the business enterprises that employ them. Expansion of existing businesses and location of new businesses depends not only on the number of persons available for employment, but also on the education and skills of those persons.

Educational levels can indicate the predominant occupations of the population and the industries in which the population works. To a lesser degree, this indicates available income.

Chart 7: Educational Levels 2000 illustrates that Corydon has a higher percentage of persons of the age over 25 with less than a ninth grade education than does either the county or the State.

The town does have a higher percent of the population 25 years and over that has completed 9-12 years of education than does the State or county. The State exceeds Corydon and Harrison County in the percent of the population over 25 that have a bachelor's degree. Corydon has a larger percent of the over 25 population with a bachelors degrees than does Harrison County. This is duplicated for the percent of population over 25 that have a graduate or professional degree.

Chart 7. Educational Levels 2000



Income

Income is directly related to the availability of money to afford housing, utilities, transportation, food and personal items. The buying power of a community is vitally important to the types of purchases that can be made. In turn, this determines largely the types of retail goods and services needed to support the population.

Income is judged by several methods. Three of these are briefly discussed below and compares Corydon income with that of the State of Indiana.

Median Household Income

Median household income includes all income produced by all the wage earners in a household. The ability of persons to purchase goods and services, as well as to maintain quality of life, depends upon the available income of the household unit. The U.S. Census records income information as well as poverty information. *Table 4: Demographic Comparisons 2000* shows the median household income of Corydon residents is well below that of either the State of Indiana or Harrison County. The median household income in Corydon is \$33,823, while Harrison County is nearly \$10,000

above that with \$43,423. The State median household income of \$41,567 is nearly \$8,000 higher than that of Corydon.

Median Family Income

The U.S. Census also records income by median family income. Family income is the income of a family regardless of the number of families within a household. *Table 4: Demographic Comparisons 2000* shows Corydon's median family income is well below that of either the State of Indiana or Harrison County. The median income of families in Corydon is nearly \$7,000 less than Harrison County and nearly \$9,000 less than that of the State of Indiana.

Per Capita Income

Per capita income is income per person. As reported by the 2000 U.S. Census and shown on *Table 4: Demographic Comparisons 2000*, Corydon's per capita income is higher than either the State of Indiana or Harrison County. On a per capita basis, Corydon's income is over \$1,000 higher than Harrison County and is about \$400 higher than that of the State of Indiana.

Poverty

Poverty is defined in many ways and indicates many things about a community resident --what they can purchase, where they can live, what they eat, and to some extent education attainment. Statistically, poverty is defined by family or individual income compared to the community. The following poverty statistics are from the 2000 US Census and shown on *Table 4: Demographic Comparisons 2000*.

The U.S. Census Bureau reports on the poverty status of all families and individuals. As *Table 4: Demographic Comparisons 2000* illustrates, Corydon has a higher percentage of families and individuals living in poverty than does either the State of Indiana or Harrison County. Only 4.9% of Harrison County's families live in poverty. This compares to 9.8% in Corydon and 6.7% in the State of Indiana.

Harrison County has a smaller percentage of individuals living in poverty than does either the State of Indiana or the town of Corydon. Only 6.4% of the individuals living in Harrison County live in poverty. This compares to 10.3% of the population of Corydon and 9.5% of the population of Indiana.

Housing

Housing and its age is indicative of all the population of a community. *Table 4: Demographic Comparisons 2000* shows that Corydon has a significant number of housing units built in 1939 or earlier. Nearly one third of the housing units in Corydon were built prior to 1940. This compares to only 15.7% of Harrison County's housing units and 20.2% of the State of Indiana's housing units. As can be expected, Corydon has the smallest percentage of housing units built between 1940 and March 2000. Harrison County has the largest percentage of the dwelling units built between 1940 and March 2000. Nearly 85% of Harrison county's dwelling units were built in 1940 or later. This compares to 79.8% for Indiana and 67.1% for the town of Corydon.

Labor Force 16 Years+

Harrison County and Corydon supply workers not only to local businesses and industries, but also to the Louisville metropolitan area. The city of Louisville, Kentucky and Clark and Floyd County, Indiana are the locations of the major employers in the region. For that reason there are significant numbers of persons that migrate out of Corydon and Harrison County daily for employment. Of the total number of workers 16 and older that commute outside of Harrison County, 5,278 travel to Kentucky while 2,184 travel to Floyd County and 1,442 commute to Clark County.

Into Harrison FROM	Number	Percent	Out of Harrison TO	Number	Percent
All Areas	3,182	17.40%	All Areas	10,006	39.80%
Floyd County	904	4.90%	Kentucky	5,278	21.00%
Crawford County	781	4.30%	Floyd County	2,184	8.70%
Clark County	506	2.80%	Clark County	1,442	5.70%
Washington County	352	1.90%	Out of state	273	1.10%
Kentucky	264	1.40%	Crawford County	185	0.70%

As shown in Table 3; only 3,182 workers 16 years and older commute into Harrison County for employment. Counties with populations working in Harrison County are primarily Floyd, Clark, and Crawford Counties, Indiana. Only 264 Kentucky workers migrate daily to Harrison County for employment. The largest number of workers employed in Harrison County is from Floyd County at 904. The second largest is Crawford County, Indiana, with 781 workers commuting to Harrison County. Third is Clark County with 506 workers. Last of the top five commuting into Harrison

County is Washington County Indiana with 352 workers.

Occupations

Table 5: Demographic Comparisons 2000 shows Corydon and Harrison County both have a larger percentage of population working in the production, transportation and material moving occupations than does Indiana. Corydon has over one quarter of its population in the manufacturing occupation. Harrison County and the State of Indiana have over 20% in this occupation. Another occupation where the three compare favorably is in sales and office occupations. The State of Indiana has over one quarter of its population in this category, while Harrison County and Corydon both have 21.8% of their population in this category.

Corydon has a significantly smaller percentage of its labor force in management, professional and related occupations. Corydon has only 18.8% of its labor force in this occupation, while Harrison County has 25.3% and the State of Indiana 28.7%.

Construction, extraction and maintenance occupations show that Corydon, Harrison County and the State are all within 3.5% of each other. Harrison County has the largest percentage, 1.2% in farming, fishing and forest occupations, while Corydon has only 0.8% and the State has 0.4%.

¹ <http://www.stats.indiana.edu/profiles> County Profiles is a component of **STATS Indiana**, a web-based information service of the State of Indiana and the Indiana Department of Workforce Development, developed and maintained by the Indiana Business Research Center at Indiana University's Kelley School of Business. Updated: June 21, 2006 at 09:43

Employment by Industry

Corydon, Harrison County and Indiana all have over 20% of their work force in the manufacturing industry. With 25.3% Corydon has the highest percentage, while Harrison County and the State both have over 22%. The retail trade industry is represented nearly equal in all three jurisdictions. Corydon has the lowest percentage of 9.5% in this industry, while Harrison County has 10.2% and the State has 11.8%.

In the educational, health, and social service industry Corydon has 16.4%, similar to that of Harrison County and the State with 17.1% and 19.3%, respectively. In the arts, entertainment, recreation and accommodations industry, Corydon has a higher percentage of its workforce at 10%, than does Harrison County with 8%, or the State of Indiana with 7.3%.

Industry Statistics by Economic Sector

Table 4: Statistics by Economic Sector, 1997 illustrates there are more retail trade establishments in Corydon than any other industry sector. Not surprising, this sector accounts for the largest amount of payroll and employment.

TABLE 4: STATISTICS BY ECONOMIC SECTOR ¹ , 1997				
1997 Population: 2	Industry Description	# of Establishments	# of Employees	Annual Payroll (\$1,000)
NAICS Industry Code				
31-33	Manufacturing	5	- ²	-
42	Wholesale trade	5	-	-
44-45	Retail trade	61	1,020	12,476
53	Real estate & rental & leasing	6	20	309
54	Professional, scientific, & technical services	12	78	1,234
56	Administrative & support & waste management & remediation service	6	114	1,193
62	Health care & social assistance	16	90	1,550
72	Accommodation & food services	14	-	-
81	Other services (except public administration)	11	39	587

Corydon provides goods and services to not only the town, but also the two-mile fringe, the county, parts of Crawford County, and to tourists and visitors. An economic strategy that focuses solely on one of these geographic market locations would ignore other significant customers.

This diversity in economic sectors is healthy and assists in surviving a downturn in a particular segment.

Summary of Demographic Comparison with Harrison County and Indiana

Table 4: Demographic Comparison 2000 summarizes the 2000 socio-economic and demographic characteristics of Corydon and presents a demographic comparison between Corydon's characteristics with those of the State.

¹ Data based on the 1997 Economic Census. For information on confidentiality protection and definitions, see http://factfinder.census.gov/home/en/datanotes/exp_econ97.html.

² Data not provided in US Census due to confidentiality

TABLE 4: DEMOGRAPHIC COMPARISONS 2000

SOCIO-ECONOMIC FACTORS ¹	CORYDON	HARRISON COUNTY	STATE OF INDIANA
Management, Professional, and Related Occupations	18.8	25.3	28.7
Service Occupations	19.6	13.8	14.2
Sales & Office Occupations	21.8	21.8	25.3
Farming, Fishing, & Forestry Occupations	0.8	1.2	0.4
Construction, Extraction, & Maintenance Occupations	11.1	13.4	10.0
Production, Transportation, & Material Moving Occupations	27.8	24.4	21.4
Agriculture, Forestry, Fishing and Hunting, & Mining	2.7	3.3	1.4
Construction	7.6	9.8	6.6
Manufacturing	25.3	22.3	22.9
Wholesale trade	1.7	2.5	3.4
Retail trade	9.5	10.2	11.8
Transportation and warehousing, & utilities	4.1	6.8	5.2
Information	3.2	2.0	2.1
Finance, insurance, real estate, rental & leasing	4.7	4.3	5.7
Professional, scientific, management, administrative, & waste management services	5.8	5.2	6.3
Educational, health and social services	16.4	17.1	19.3
Arts, entertainment, recreation, accommodations & food services	10.0	8.0	7.3
Other services except public administration	6.9	5.0	4.7
Public administration	1.9	3.5	3.3
Median household income	33,823	43,423	41,567
Median family income	41,603	48,542	50,261
Per capita income	20,740	19,643	20,397
% Families living in poverty	9.8	4.9	6.7
% Individuals living in poverty	10.3	6.4	9.5
% Housing built 1939 or earlier	32.9	15.7	20.2
% Housing built 1940 to March 2000	67.1	84.3	79.8

CORYDON'S MIXED ECONOMIC BASE

The economic base of Corydon and Harrison County is ever expanding, as Harrison County is one of a few Indiana counties to have a riverboat gaming facility. While this gaming facility is not near the town of Corydon, it does attract visitors to the community which may also visit the town of Corydon. Due in large part to the revenues from the riverboat gaming casino, the Harrison County Chamber of Commerce has been able to accelerate its economic development efforts and has purchased a parcel of land at the industrial park in order to promote and locate businesses.

Corydon's economic base and market are varied. Retailing, industrial, and services are well represented in the base. The market is not only local, but regional and tourism related. This healthy mix is an asset to Corydon and Harrison County.

The Corydon Downtown Revitalization Plan, 2004 identified the trade area of Corydon's downtown stores as where people are most likely to travel to shop. This description does not take into consideration tourist destination travel. The first State capitol, treasury, and other historic site and structures attract many visitors each year. Visitors to these tourist destination points shop at the downtown shops and visit many of the heritage tourism sites. Additionally, Corydon is located on the Ohio River Scenic Byway, which draws many heritage tourists annually.

¹ U.S. Bureau of the Census, Census 2000

The Corydon Downtown Revitalization Plan should be considered as pertaining only to the local trade area and not the entire area from which Corydon's diverse economy draws.

Downtown Corydon

The recognition of heritage, historic significance, and appearance assisted the town in being able to support a tourist-based economy. Local business owners began stocking their shops with unique products, some of them produced by local craftsmen such as Zimmerman Art Glass, and local artists. Many local festivals are held in the town square. The town square area of Corydon that surrounds this first State capitol building has particularly been an asset in the growth of a tourist based economy.

The businesses in downtown Corydon include not only tourist-based businesses, but also businesses that provide services and products to the local community. These include restaurants, drugstores, dry cleaners and jewelry stores. As the county seat of Harrison County, Corydon has always served as the local central place for goods and services. The downtown area has become a mix of commercial uses focused both on tourist trade and neighborhood type businesses that support the surrounding residents. The Corydon Downtown Revitalization Plan identified several redevelopment opportunities to build on the present positive condition.

These include:

- 1) Chestnut Street Block Redevelopment.
- 2) Information and direction signage.
- 3) Landscape control and regulatory devices.
- 4) Street lighting and fixture.

Retail and Commercial Uses

This mix of commercial and retail businesses are economically healthy. The downtown area is not dependent on one type of customer or shopper. Many small communities, unlike Corydon that has significant or unique attributes, have suffered economic decline, many vacancies, deteriorating structures and lack business to support their residents. The Town of Corydon is fortunate to have a more diversified commercial and retail economic base.

At the existing Corydon interchange of I-64 there are highway services, restaurants, motels, retail power centers and big box retail.

Industrial Uses & Economic Re-adjustment

Nationwide manufacturing and industrial uses are succumbing to retail and service industries. The Harrison County Chamber of Commerce aggressively supports existing businesses and attracts new business to the community. Manufacturers in the planning area are: Daramic, ICON Metal Forming, Lucas Oil Products, Na-Chur/Alpine Solutions, and Tyson Foods.¹

Among other methods of marketing, the Harrison County Chamber utilizes a web site to promote available properties and buildings. The chamber of commerce owns 40 industrially zoned acres. Other sites include the privately owned Miller site and the Orwick industrial site. The Harrison Properties LLC owns 25 available

¹ <http://www.harrisonchamber.org/html/develop.htm>

industrially zoned acres. The chamber also distributes information regarding available industrial buildings on its web site.

Tower Automotive

Harrison County is experiencing some adjustments in the industrial segment of the economy. In April 2005 Tower Automotive announced the closing of its auto frame assembly operation. This action affected 613 workers.

Keller Manufacturing

In 2003, Keller Manufacturing closed its manufacturing plant in Corydon, due in large part to foreign imports and availability of discount furniture at big box retailers. The Keller site is strategically important to Corydon. It is situated in the western part of the core of the town. Corydon Main Street and others are actively pursuing reuse and redevelopment opportunities for this property. Complicating the effort is the age and construction materials of the structures.

Tourism Economy

Harrison County and the town of Corydon enjoy a diversified economic base. This enjoyment should not be permitted to deteriorate or to lull the communities into complacency. The economic base of Corydon includes tourism, as well as retail and industrial economic sectors. Indiana and the community promote tourism as a viable economic sector. Corydon is well situated to continue to benefit from this promotion.

Indiana's Tourism Economy

By definition of the United States Department of Commerce, Bureau of Economic Analysis, a visitor is a person who travels 50 miles or more away from home, or outside of their usual environment for pleasure or business. Corydon has tourism attractions that appeal to many people.

As the first capital of the Indiana territory, Corydon attracts visitors to Indiana's first State capital building and the first State treasury building. The Corydon Historic District also contributes to the tourism and visitor economy. The downtown core area of Corydon contains over 80 shops for both local customers and visitors. Many festivals and attractions are held in the town square which contains the first state capital. These festivals attract visitors that also shop at the surrounding shops and visit the historical buildings and sites. The Harrison County Chamber of Commerce is the focus point for tourism development locally.

The typical leisure traveler in Indiana is married, 47 years of age, has a graduate or postgraduate degree and a household income of over \$56,000. The average Indiana travel party takes 2.3 trips for 3.5 nights. The 3.4 people stay within the State each year, travels by automobile without children in the summer and spend \$678 per trip. The source of this information is 2003 Conversion Study by Strategic Marketing and Research, Inc. [SMRI] and published in the 2004 annual report from the Indiana Tourism Council Report to Governor Kernan 2004.¹

The 2003 Conversion Study listed scenic beauty as the most common reason for traveling in Indiana at 76.4%. This activity outranks all others with the closest being eating at unique restaurants of the 56.5% surveyed. Other reasons for visiting Indiana are to enjoy shopping

¹ 2004 Indiana Tourism Council Report to Governor Kernan

opportunities, visiting lakes and natural features, as well as visiting small and unique towns, taking scenic drives, and visiting historic sites. Other reasons include visiting state or national parks, attending fairs and festivals.

Harrison County is one of only 55 Indiana counties with a convention and visitor bureau.¹ The bureau markets the county as a destination location.

Statewide the annual total visitor volume in 2003 was 58 million person trips. These visitors spent \$6.5 billion and generated 94,000 jobs. Payroll supporting these jobs was \$1.7 billion.

State and local government tax receipts also benefit from the tourism economy. State government receipts in 2003 totaled \$322.1 million while local government tax receipts were \$126.3 million. The total 2001 visitor spending showed a decrease of 3.3% over the \$6.7 billion spent by travelers to Indiana in 2000. This a result of the negative impact the September 11, 2001, terrorist attacks had on the tourism industry.

Community Events and Attractions

The average Indiana festival hosts 34,000 visitors. Twenty percent of the visitors are from outside the state. The Indiana State Festival Commission has found that one festival will produce 50 room nights and 47 camping overnight stays. The festivals as a whole spend more than \$36 million a year to produce their events.

Corydon and Harrison County tourist attractions include the following:

- 1) Indiana's First State Capitol Building.
Regular daily tours are available, except on Monday.
- 2) Governor Hendricks's Headquarters.
State Memorial with "period" antiques.
- 3) Historic Downtown
Unique shops, antique malls, fine restaurants, and art galleries.
- 4) Free Band Concerts.
On Friday nights June through August, bands play at the Hurley Conrad bandstand near the Capitol Building.
- 5) Hayswood Theatre.
Plays are held periodically throughout the year.
- 6) The Posey House Museum². D.N.R.
A museum operated by the ~~Daughters of the American Revolution~~.
- 7) Leora Brown School.
Situated on a hilltop just north of the Corydon town square, it is believed by historians to be the oldest African-American school in the State.
- 8) Branham Tavern Shop³.
This is a recently restored two-story log structure built by Governor William Henry Harrison. It is presently being used as a shop.
- 9) Mesker Iron Works.

¹ 2004 Indiana Tourism Council Report to Governor Kernan

² Historic Southern Indiana, University of Southern Indiana, Evansville, Indiana; <http://www.usi.edu/hsi/resources>

³ Ibid

Many of the Corydon store fronts display 1890's architectural ornamental iron from the George L. Mesker Iron Works in Evansville, Indiana.

- 10) Harrison County Fairgrounds.
The oldest continuous county fair in Indiana. It dates back to 1860 and provides jogging and walking. Annual fair held the last week in July.
- 11) Indian Creek Theatre & Jamboree.
Country, gospel and dance music. Saturdays at 7:00 p.m.
- 12) Zimmerman Art Glass Factory.
Founded in 1944, this small company is devoted to the manufacture of handcrafted glass novelties such as paperweights, lamps, vases, doorstops and candleholders. Visitors are afforded a rare opportunity to see third-generation artists' work in the time-honored method of individual glass sculpting as practiced by English and Colonial craftsmen.
- 13) Squire Boone Caverns.
Turn the clock back 200 years to the pioneer days! This park and cave have log cabins, farm animals, stone ground cornmeal, lye soap, hand dipped candles and fresh baked bread.
- 14) Wyandotte Cave.
Indiana State Recreation Area is the second largest cavern system in the U.S.A.
- 15) O'Bannon Woods State Park.
This park consists of 2,100 acres of nature area that is part of the Harrison/Crawford State Forest. It has 231 class "A" camping, hiking trails and a nature center.
- 16) Marengo Cave.
This is a tremendously beautiful cave with scenic surrounding, horseback riding.
- 17) John Hunt Morgan Heritage Trail was completed in 2003, commemorating Morgan's raid during the Civil War.
- 18) Cave Country Canoes.
Travel down Blue River by canoe. Blue River was the first river selected for inclusion in the Indiana's National Scenic River System.
- 19) Riverboat Gaming Resort.
A gambling boat on the Ohio River is open daily and has live entertainment and restaurants.

Downtown merchants benefit from the tourists generated by these events, places and festivals.

Tourism

Based on information from Office of Tourism Development, Indiana generated over \$8.91 billion in visitor spending in 2004.¹ Visitor spending for the US totaled \$528.5 billion in 2002.²

In 1996, David Peterson Associates reported that more than 11,000 businesses and organizations depend, at least in part, on visitors spending. A decade later, this trend is expected to be increasing. These businesses include convenient stores/gasoline stations, hotels and motels, festivals, restaurants, golf courses, retailers, wineries and other generators such as state parks, reservoir, historic sites, RV parks, race tracks, recreation areas, entertainment/sports and similar attractions. The 2004 Indiana Tourism Council Report indicates that tourism directly provides 94,000 jobs

¹ The Economic Impact of Travel & Tourism in Indiana, Global Insight in partnership with D.K. Shifflet & Associates Ltd, 2004

² 2004 Indiana Tourism Council Report to Governor Kernan, Indiana Tourism Council, 2004

[FTE] in Indiana.

The 2004 Indiana Tourism Council Report indicates that Indiana had a visitor volume of 58 million person trips. The report estimates that these visitors spent \$6.5 billion in Indiana. The report also briefly indicated that Indiana's ten riverboat casinos contribute to the economy of Indiana.

The primary reasons for visiting Indiana in 2003 are shown in Table 6.

Travel Reason	%
Enjoy scenic beauty	76.4
Eat at unique shops	56.5
Visit lakes/rivers/natural features	53.0
Visit small or quaint town	51.3
Take scenic drives or tours	48.7
Visit historic sites	47.0

MAIN STREET AND TOURISM

The spring 2001 edition of Indiana Main Street reported the effect of historic preservation as an economic generator by quoting a 1999 article by Duncan D. Rypkenna as follows:

- 1) A \$1 million investment in building rehabilitation produces an average of 13 more jobs than \$1 million in output for manufacturing.
- 2) Household income contributions -- in Indiana, a \$1 million investment in building rehabilitation contributes an average of \$854,000 in household income -- \$275,000 more than is contributed by \$1 million in output from manufacturing.
- 3) Labor intensification -- building rehabilitation is more labor-intensive than manufacturing and has secondary benefits, such as increased purchase of other local goods and services by tradesmen, and additional employment opportunities.
- 4) Capital and asset improvement -- additionally uses of rehabilitated buildings can have positive financial impacts:
 - a) Nationally, nearly 54 million adults visited historic places in 1998, spending an average of \$688 per trip, \$200 more than the average travel expenditure.
 - b) Small business incubation -- firms employing fewer than 20 people create approximately 85 percent of all net new jobs in the United States and are attracted to rehabilitated building's smaller space, lower rent and high-quality facilities.

Neighborhood stabilization/reinvigoration in neighborhoods where a historic preservation strategy is being used has experienced greater property value appreciation, lower out-migration and greater economic and racial distribution than neighborhoods in general.

GAMING AND TOURISM

The 2005 Annual Report to Governor Mitch Daniels¹ from the Indiana Gaming Commission tracks the admission tax and the wagering tax impact of the riverboat gaming operations². These two taxes produced \$774,874,181. The riverboat resort in Harrison County accounted for 13% of this total. This riverboat gaming resort generated 3,385,362 admissions in FY 2005. This gaming resort's local development agreement payment totaled \$16,522,329 in FY 2005.

In 2004 a comprehensive analysis of riverboat gambling was completed by the Center for Urban

¹ 2005 Annual Report to Governor Mitch Daniels from the Indiana Gaming Commission

² 2005 Annual Report to Governor Mitch Daniels from the Indiana Gaming Commission

Policy and the Environment. The Center views itself as a nonpartisan, nonideological research organization. It is part of the School of Public and Environmental Affairs at IUPUI. The report found that “overall the riverboats have had a positive economic and fiscal impact on their communities.”¹

The report used survey and interview methodologies to obtain its data. The analysis reported that the riverboat in Harrison County had gross gaming receipts of \$961 million during 4 ½ years of operation.

Overwhelmingly, the analysis found that 92% of the interviewed riverboat patrons reported that gambling was the primary reason they visited the community. Specifically, the report found that 98% of the visitors to the Harrison County riverboat were solely for gambling. Of the visitors; 32% considered themselves as regular visitors. Eighty-one percent of the visitors to the riverboat stayed less than 8 hours. Visitors staying less than 8 hours traveled an average of 61 miles. Visitors staying longer than 8 hours traveled an average of 92 miles. As reported in the analysis “patrons rarely visited other attractions or spent additional money in the local community.” Patrons that stayed longer are more likely to spend money elsewhere in the community.

Agriculture in Harrison County

As reported by the USDA,² there were 1,176 farms in Harrison County as reported in the more recent Census of Agriculture. This is an 11% decrease since the previous Census of Agriculture in 1997. Despite this decrease the size of farms increased by 4% between 1997 and 2002. The average size farm in 2002 was reported as 136 acres, while in 1997 the average was 131 acres. There are 160,251 acres of land in farms. There are only 22 farms in Harrison County having 100 acres or more. Of the 1,176 total farms, 513 range between 50 and 179 acres. The median farm size is 80 acres. The average market value of agricultural products per farm was \$36,080 in 2002.

The 2002 market value of farms in Harrison County was \$42.4 million. The average age of farm operators in Harrison County was 56 years in 2002 while the average age in Indiana was 53.7 years.

Land Use and Transportation

Transportation improvements are a major influence on land use patterns. These patterns in turn, influence transportation needs and decisions. Creating a coordinated land use and transportation policy is difficult, due in part because transportation is not viewed as a “utility.” Some infrastructure agencies, such as electric, telephone and natural gas companies create and use pricing methods that include “revenue credits” to cover the cost of extending the service.³ Because transportation is considered a public service, governments normally pay for the construction of road and street improvements. Developers and subdividers install new streets, but traffic generated uses up the capacity of the public roads.

Transportation systems make it possible for a geographic area to be socially, economically and culturally united. Transportation further contributes to the order, efficiency and economy in the development process. Public policies for land development must consider the existing transportation system.

¹ Riverboat Gambling in Indiana: An Analysis of Impacts, Center for Urban Policy and the Environment, Indianapolis, IN, 2004

² 2002 Census of Agriculture – County Data, USDA, National Agricultural Statistics Service

³ Cinergy/PSI Electric Guidelines for subdivision/apartment/townhouse/condominium developers, July 2000

Being located on an interchange of I-64 in close proximity to the Louisville, Kentucky – Southern Indiana metropolitan area has been advantageous for the location of not only highway service type businesses, but also industries and suppliers to industries and manufacturing facilities located in the Louisville, Kentucky, metropolitan area. The Louisville, Kentucky, metropolitan area includes not only the city of Louisville, but also the communities of New Albany, Clarksville, and Jeffersonville in Indiana and the counties of Oldham and Bullitt in Kentucky. This geographical area includes major manufacturers such as Ford Motor Company, General Electric, Colgate-Palmolive, and river-related industries located at both ports of Louisville and the Clark Maritime Center.

In addition, Southern Indiana has excellent air service that can be accessed through Louisville International Airport, home of United Parcel Service's (UPS) overnight delivery system. Non-commercial air services are available at the Clark County Airport, which also serves as the reliever airport for Louisville International Airport.

Existing Interstate System

Interstate access makes Corydon an ideal location for companies needing direct access to market. Southern Indiana is located at the intersection of three major interstate highways (I-64, I-65, and I-71) and has one-day access to many of the major metropolitan areas within a 400-mile radius.

HISTORY OF THE INTERSTATE SYSTEM

Development along the interstate has grown as travel has grown. Interstates were originated as “national defense highways.” President Dwight Eisenhower realized the military importance of the German autobahns during World War II. Our interstates have a unique historic link. Although Germany's depressed economy and hyperinflation of the late 1920's prevented plans for new autobahns from being carried out at the time, however many miles of roadway were built during the time of the Third Reich. Hitler saw the construction of autobahns primarily as a military advantage; its benefit as a job-creation program in the 1930s was an added plus. The concept of our nationwide interstate systems was born from what Eisenhower perceived as Hitler's “military advantage.”

I-64 functions as a means to work for many Harrison County and Corydon residents. As such it contributes to the scattering of residential subdivisions where easy access to the interstate means easy access to work.

Ohio River Scenic Byway

Part of the Ohio River Scenic Byway [ORSB] travels through Harrison County. It is a 302-mile route that roughly parallels the Ohio River. Most of the route follows state roads, but some sections travel city streets through historic districts. The ORSB extends from the Illinois state line to the Ohio state line and crosses 13 Indiana counties. In 1998, the Ohio and Illinois portions of the Ohio River Scenic Byway joined the Indiana section to form a 967-mile National Scenic Byway. The Ohio River Scenic Route, Inc., the local support group in Indiana, worked years to establish the scenic byway. Designated a State scenic byway in 1992 and a National Scenic Byway in 1996, the ORSB is based on a strategy for economic development that balances tourism with resource management. While promoting its intrinsic qualities, local supporters have always considered the importance of economic development. Tourism is expected to grow even more in communities where the byway travels.

Indian Creek Trail

There will be a new mode of transportation in Corydon, the Indian Creek Trail. The trail is not just a recreation feature; it can be used as an alternative travel route to local facilities and visitor attractions. Indian Creek Trail is a project that will allow greater access to schools, community recreational facilities, downtown commercial area, and historical sites.

Upon its completion, the Indian Creek Trail system will provide a safe, effective, health-conscious alternative multimodal transportation system to the current roadway system. It will provide local residents, school-age children and others a safe mode of travel to various traffic generators within the town and immediate area. Indian Creek Trail, Inc. is a local not-for-profit organization. The group and the Harrison County Board of Commissioners applied to the Indiana Department of Transportation for transportation enhancement funds to build the multimodal facility for pedestrians and bicycle traffic. The project is located in the town of Corydon and when completed will connect with parts of an existing trail system. The trail system will be five miles in length. The trail is designed to link residents to a variety of traffic generation sites located in the historic town of Corydon. It provides access to schools, the Hayswood Nature Reserve, county park facilities, the Corydon downtown business district including historic sites, the first State capitol building and governor's residence. It also serves as a transportation mode linking the new community recreational complex that includes the YMCA and multi-outdoor sports fields to the county courthouse and fairgrounds. It will also provide an alternative mode travel to work as the system will provide access to the downtown business district, local industrial plant sites and the area hospital.

To make the trail a reality has taken efforts of not only the trail group, but also local business and governmental organizations including the Harrison County Community Foundation, Chamber of Commerce and the town. The Harrison County Parks and Recreation Department made significant contributions toward the development of the project and was instrumental in the development and construction of the trail system.

The annual operation and maintenance of the trail is conducted by the Harrison County Parks and Recreation Board. Others involved in the operation and maintenance are the Indian Creek Trail, Inc. and Harrison County. For long-term maintenance and upkeep, Indian Creek Trail, Inc. has established an endowment with the Harrison County Community Foundation. The fund is dedicated exclusively for long-term trail maintenance such as repainting and renovation of the trail.

New I-64 Interchange

A large part of the proposed I-64 interchange is in the planning area. The proposed location was selected from several alternatives studied in a Sub-Area Transportation Plan prepared for Harrison County in 2004.¹ It is shown in *Map 11: Future Land Use*. It will be constructed with federal transportation funds.

The chosen alternative consists of the new diamond interchange approximately midway between Gethsemane Road and State Road 337, which is approximately 2.3 miles west of the State Road 135 interchange. This alternative includes a new connector road linking SR 337, north of I-64 with SR 62, south of I-64.

¹ Sub-Area Transportation Study, New Interchange Location Harrison County, 5/11/02, American Consulting Engineers

A new connector road would extend northward approximate 1.1 miles to SR 337. Approximately 0.5 mile of pavement on SR 337 would be realigned. The connector road will form a four-legged interchange on SR 337 and Quarry Road. Approximately 10,300 feet of concrete ramp pavement would be required at the interchange of this new road, which is approximate 2.3 miles west of the State Road 135 interchange. Approximately 0.45 miles of pavement along the existing alignment of State Road 337 would be removed. Approximate 0.6 miles of new pavement will be required to realign Quarry Road. This would reduce the skew of the interchange with the realigned State Road 337. A new bridge spanning over I-64 would be required for this alternative.

INFRASTRUCTURE SITUATION

The following briefly discusses the current situation of infrastructure. These are roads, water, sewer, parks, and storm water. Within the incorporated area, Corydon, as a government unit, provides streets, wastewater, water, and management of storm water.

Except the town's municipal water and sewer services, the town has only indirect influence in the location, size, or expansion of roads, storm water, or water and sewer in the two-mile fringe area. The creation of a regional sewer district is under consideration by Harrison County. The town does have the ability to establish levels of service for public facilities. In doing so, the town could require a certain adequacy of public facilities serving a development.

Corydon Wastewater Treatment Plant

The present plant located in the town of Corydon has a rated capacity of 1.5 million gallons per day. The average flow is 1.2 million gallons per day. The plant is a trickling filter and oxidation ditch. The town has 14 pump stations. Corydon provides wastewater treatment services to 1,934 people as illustrated on *Map 13: Existing Sanitary Sewer Lines*.

Corydon Water System

Map 14: Existing Water Service Area shows that the Corydon community water system serves a population of 5,686. The system has 2,106 connections. The system's water source is not under the direct influence of surface water.

The system's water source is five wells located near Mauckport along the Ohio River.

Parks

Corydon residents are served by several regional and state parks and forestry. However, there is a need to provide neighborhood, block parks, greenway/linear corridors and community parkland areas. As a means to twist the meaning of open space and park land, some developers point to the "required yards" of a subdivision development as meeting a need for open space.

The Indiana Department of Natural Resources has prepared a "Recreation Model" for communities and the State. This model is part of the DNR State Outdoor Recreation Plan 2000-2004 and its standard for park and recreation should be considered when approving development in the planning area. A detailed Five-Year

County Park and Recreation Master Plan¹ meeting the requirements of DNR has been prepared and is being implemented by the Harrison County Parks and Recreation Board.

The Harrison County Hospital

The Harrison County Hospital is a traffic generator that will be moving from the central part of Corydon to another location. The fiscal impact to the downtown is not known; however, it cannot be denied that the employees and patients do have some economic impact on the downtown for lunch, convenience goods, and services.

The hospital is an affiliate of Norton Healthcare². The county hospital has access to all resources of the large Norton's health system in Louisville, while retaining local ownership and leadership in daily operations.

The county hospital serves the healthcare needs of a large geographic area in Harrison County, Crawford County and Meade County, Kentucky, which is a service area of approximately 60,000 persons. Annually, the hospital cares for approximately 55,000 patients. With 415 full time employees, the hospital is one of the largest employers in Harrison County. The payroll for the hospital exceeds \$14 million including benefits. Annual revenue is approximate \$30 million.

The hospital is under construction and will have 140,000 square feet to serve expected patient volumes. The updated facilities are intended to continue the competitive position of Harrison County in the healthcare industry.

Harrison County Storm Water and Wastewater Feasibility Study

The Harrison County Storm Water and Wastewater Feasibility Study was completed in 2003.³ A public hearing was held in July, 2005 to obtain comments. This study included a description of the proposed project and need for the proposed project. The study explained the project scope and its approach including citizen participation through task force members, stakeholders group, and a steering committee.

This study included an analysis of existing facilities. The study analyzed existing studies and reports, wastewater treatment options, and other existing conditions. The study divided Harrison County into three areas, south, central and north and analyzed each area. This study recommended improvements, costs, and implementation methods. Structural options for a method to provide sanitary sewer and storm water services included analysis of conservancy districts, regional sewer districts, and evaluated the pros and cons of each. The study also developed financing options.

The study reviewed the Corydon system capacity analysis, which was completed in August 2003 by Midwestern Engineers. The report referred to the Corydon system analysis and states that the analysis indicates that the existing collection line running along SR 337 is at or near capacity. This line is the main collector line for areas of the north side of town. The study indicates that expansion of the collection system to the north will be hampered until improvements are made to this line, or a second wastewater treatment plant is constructed to relieve the line's capacity issues. The town has received preliminary approval from IDEM to locate the wastewater treatment plant facility on its own property. The town has also received preliminary discharge requirements for Indian Creek.

¹ Harrison County Parks & Recreation Five-Year Master Plan, revised March 2004, Harrison County Parks & Recreation Board

² <http://www.hchin.org/hch.aboutus.html>

³ Harrison County Storm Water and Wastewater Feasibility Study, 2003, Heritage Engineers and FMSM Engineers

The study discussed wastewater treatment options including on-site systems, centralized systems and alternative systems.

The study analyzed an area designated as “North” including Palmyra, Bradford and Milltown. It also analyzed the central region of Harrison County which includes Corydon, Lanesville, Crandall and New Salisbury. This study also indicated that the majority of the county would remain on septic systems, while specific pockets exist that are in need of a wastewater collection system.

The areas needing wastewater treatment and collection services, as recommended in the study, include those in the north area including Palmyra, Bradford and Milltown. Those in the south area, recommended by the study, are New Middletown, Elizabeth/South Central School/Chariot Run golf course, Mauckport, Heth, Washington Townships, and New Amsterdam. Those locations in the central region include Corydon, Lanesville, Crandall and New Salisbury. Additionally, Ramsey is identified in the Central area as needing wastewater treatment facilities.

Storm Water

Corydon is not required by the Indiana Department of Environmental Management or EPA to participate in the phase two, Indiana rule 13, storm water regulations. The feasibility study completed in November 2003 also included storm water management. This storm water analysis included a background explaining storm water issues. It also discussed storm water quality trends vs. storm water quantity trends. The study analyzed both quantity and quality on a watershed basis. This study identified storm water capital improvement projects. The study discussed an approach for Harrison County to take concerning storm water management, presented an action plan, a recommended schedule, and cost estimates.

This study recommended a single storm water organization for Harrison County. This single agency would not only manage storm water, but it would also generate revenue for Harrison County, to provide storm water quality services, and to underwrite the cost of those services

That entity would determine how services are provided, cost of those services, how to pay for the services, and also who will ultimately administer the program. The study states that it was the consensus of the stakeholder committee that provided advice in consultation for the preparation of the study that the likely best option for generating revenue was the creation of a dedicated funding source, which would be a new storm water utility.

Corydon needs to carefully analyze this recommendation. If this recommendation is implemented, Corydon residents and businesses will be billed for improving the quality of storm water as opposed to the quantity of storm water.

As the practice is in many other local communities, Corydon businesses would be billed for the entire impervious surface of their property that contributes to storm water runoff. Residential customers would most likely be charged a flat fee. Storm water utility fees for residents in the general southern Indiana area are charged a range of \$2.95 per month to \$3.50 per month. If implemented, Corydon’s residents and businesses would be paying a storm water fee to the Harrison County storm water utility.

Regional District

The study recommended that a single utility be established to provide oversight on both storm water and wastewater issues. The study states that the formation of this district will take approximately one year to become fully complete. But this district will be charged with establishing the rules, rates, and charges for all

users. It will be charged with preparing agreements between the district and other providers. This district will also be responsible for establishing a septic tank maintenance program within the county.

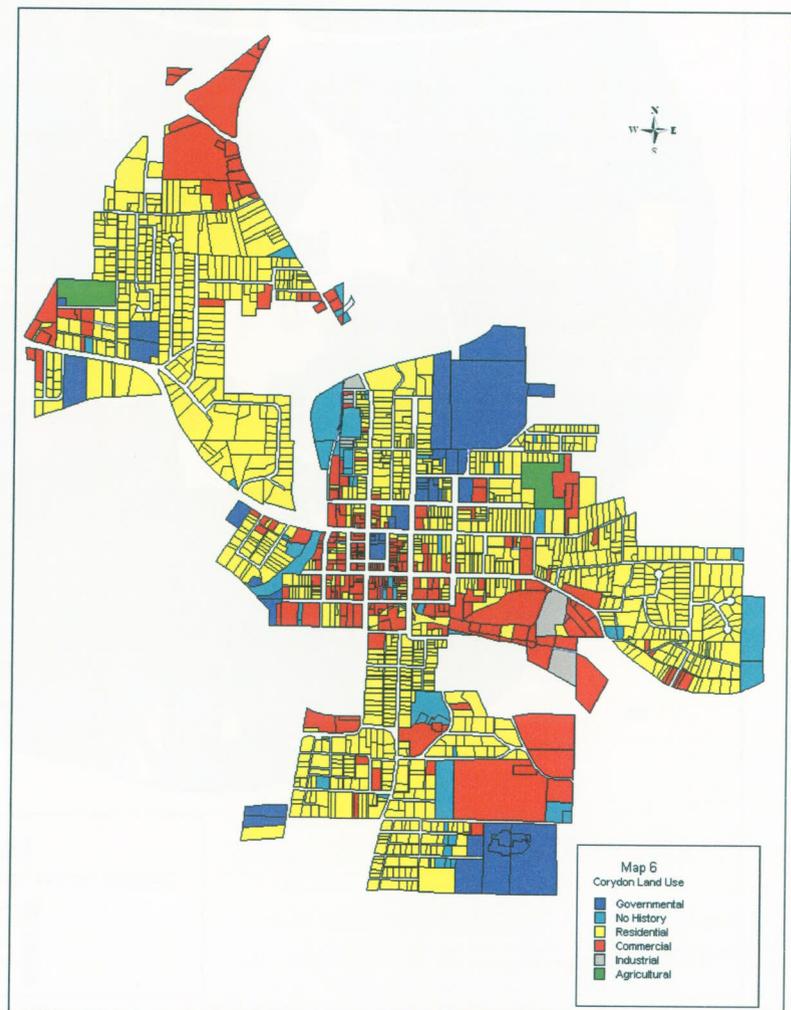
The study recommended that a task force be put in place to help guide the county during the interim. This would be a transition team to be given the responsibility of working out details of an inter-local agreement.

The study proposes a financial arrangement with the town of Corydon to allow it to design and build a new wastewater treatment plant along Indian Creek. The study, however, states that the final allocation of funds should be contingent upon the development of an agreement between the proposed district and the town. The study states that this agreement would define a partnering agreement that insures equitable treatment for all Corydon's customers. The study states that customers located outside of Corydon's current service boundaries should be allowed to connect to the sewer system with an additional charge, and become customers of the new district. The study states that Corydon should be required to accept flow from outside the current service area. The study asserts that Corydon cannot refuse to extend sewer service outside of the two-mile fringe area (assuming capacity is available). Another option recommended by the study is the dedication of capacity of the second plant to the regional district.

2005 EXISTING LAND USE

	Number	Percentage
Residential	1,194	75
Commercial	274	17
Industrial	12	1
Agricultural	2	0
Government	43	3
Parcels with no history	77	5

Land use data were collected from the Harrison County Geographical Information System [GIS] web site. Corydon data were compared with data collected for the 1992 comprehensive plan.



Town of Corydon Land Use 2005

Map 6: Corydon Land Use shows residential land-use accounts are the predominant land use within the town of Corydon. There are 1,221 parcels dedicated to residential uses. The second-highest amount of land-use is commercial with 290 parcels.

The Harrison County data source indicates that there are only 12 parcels dedicated to industrial uses and two with agricultural use. Map 6: Corydon Land Use shows there are 92 parcels that all are listed as "data not

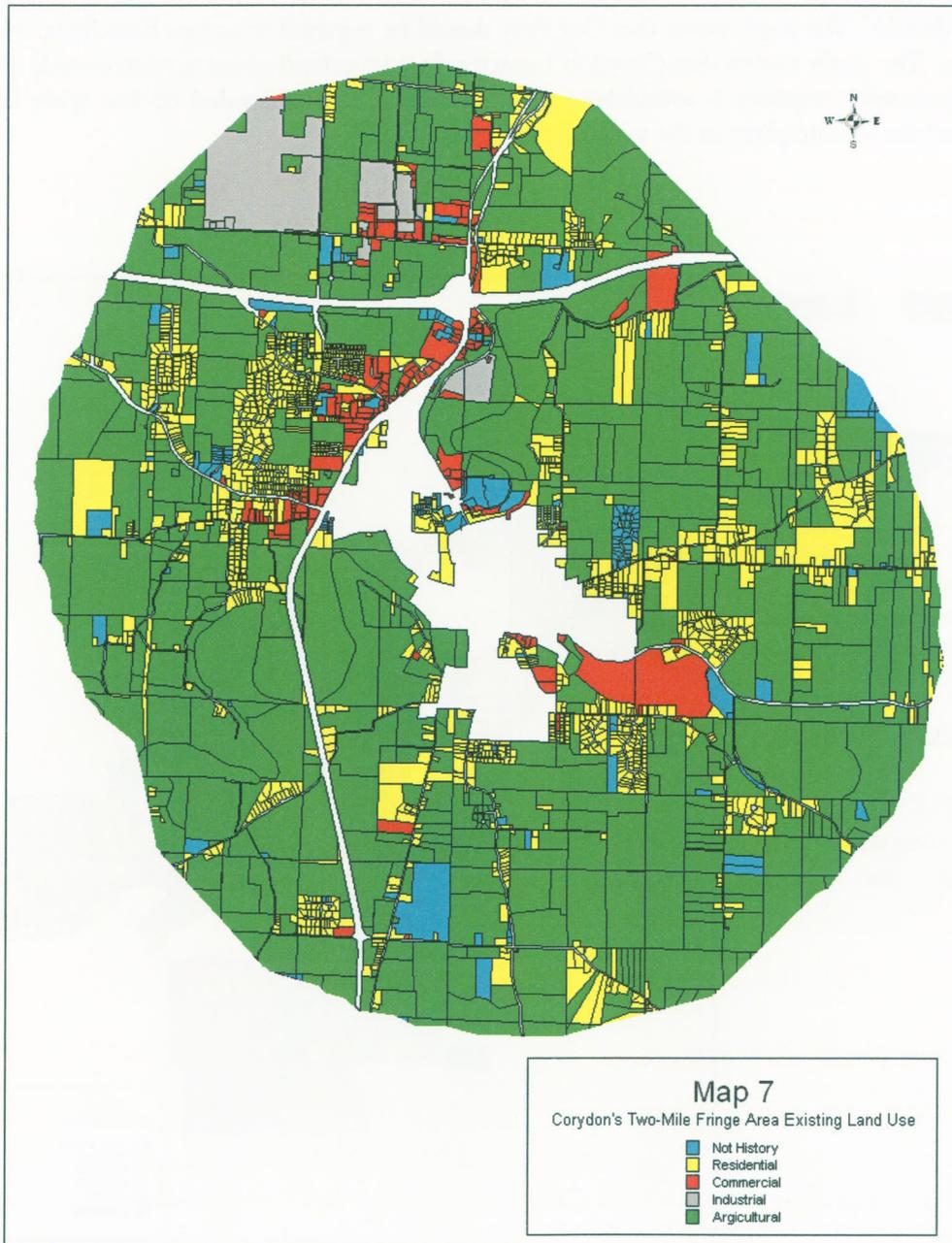
Land Use	Number	Percentage
Residential	1,818	69.9
Commercial	208	8.0
Industrial	14	0.5
Agricultural	561	21.6
Parcels with no history	193	---

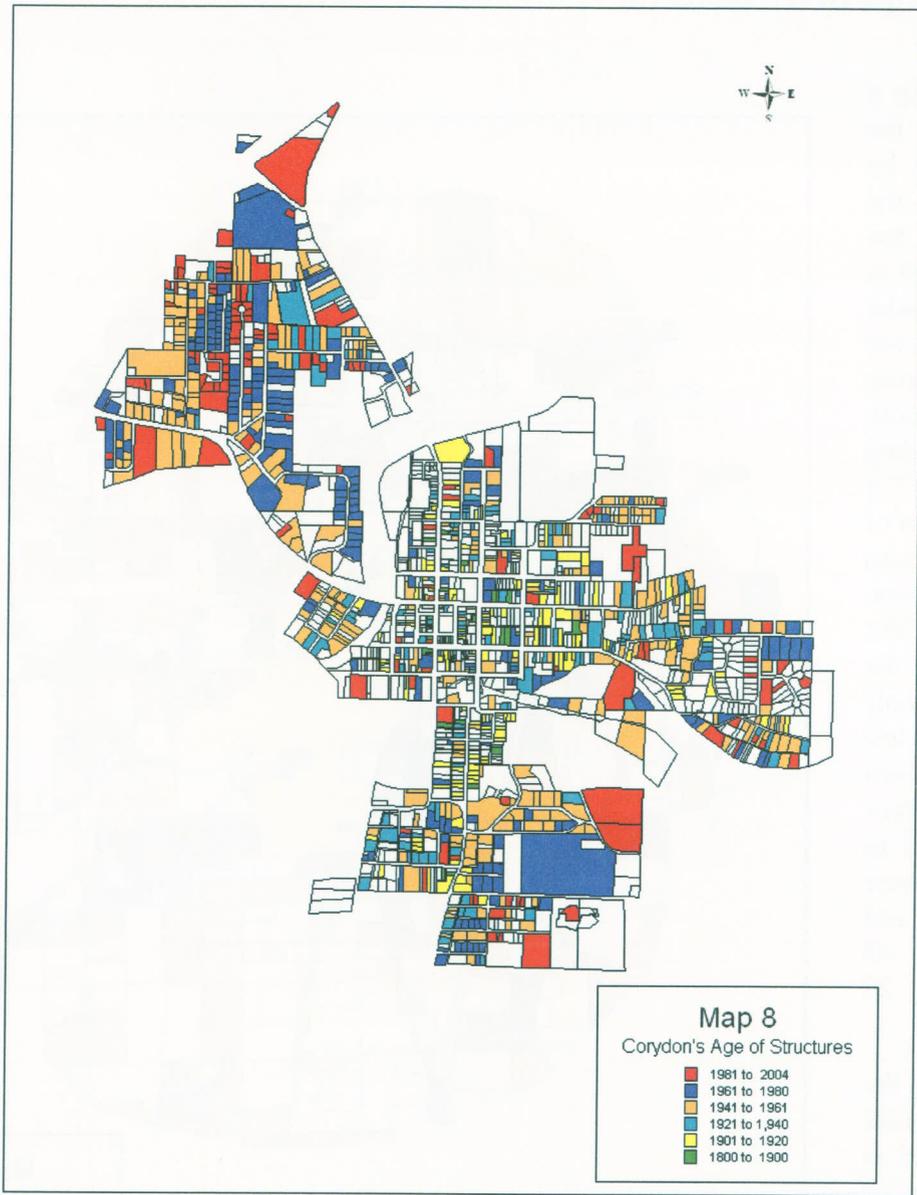
available". These parcels were not identified by the Harrison County database as having any land-use. Some of these appear to be cemeteries or rights-of-way's. Others are not easily determined.

Two Mile Fringe Existing Land-Use

Map 7: Corydon's Two-mile Fringe Area Land Use shows that the predominant land-use in the two-mile fringe area is residential; however, the largest number of acres is devoted to agricultural. Agricultural land uses account for 561 parcels. However, these parcels are large and in many case several hundred acre farms.

There are 14 industrially used





parcels in the two-mile fringe area while there are 208 commercial parcels. As is similar to the town, there are areas of the two-mile fringe, where data is not available from the Harrison County Geographical Information System. In the two-mile fringe area there are 193 parcels that have no data associated with them.

Town of Corydon Age of Structures

The age of structures, as well as the structural conditions, indicate the stability of the community and also indicate areas which may need to be redeveloped. In some cases, age can give insight to the condition.

The two decades between 1920 and 1940 are represented by 131 structures that were built.

More structures were built between 1941 and 1960 than any other recorded two-decade period. In those two decades 289 structures were built in Corydon. The next two-decade period having a large number of structures built was the period between 1961 and 1980. During those two decades 216 structures were built. This indicates that a housing boom was after World War II, and with the commencement of subdivisions and additions to the town. The last records from 1981 to 2004 continued the housing and building boom. During that period, 119 structures were constructed.

Building within the town of Corydon slowed considerably between 1980 and 2005. During this 25-year period only 121 structures were built. *Map 8: Corydon Age of Structures* illustrates the location of structures by period of time constructed.

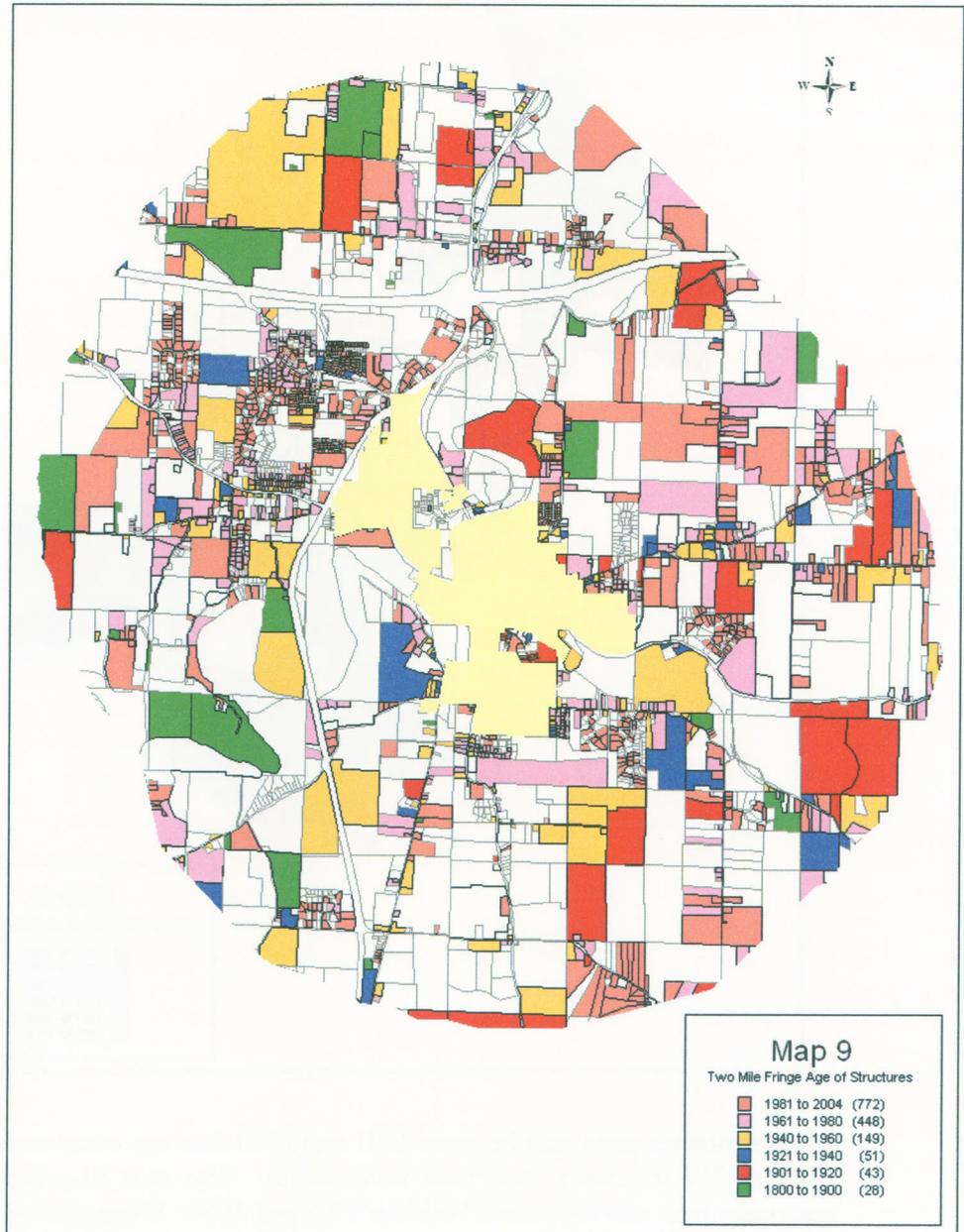
Two-Mile Fringe Age of Structures

Map 9: Two-Mile Fringe Age of Structures illustrates the distribution of structures by age. Construction in the Two-Mile Fringe area has been consistent from 1960 to 2004. In the two decades between 1960 and 1980, 448 structures were built. From 1980 to 2004 an even more impressive boom in building can be seen with 774 structures. While the town of Corydon's building boom appears to have been between 1940 and 1960; during that same period the two-mile fringe area had only 149 structures built. Very few structures were built between 1800 and 1940 in the two-mile fringe. From 1920 to 1940, only 51 structures were built while between 1900 and 1920 there were 43 constructed and only 28 between 1800 and 1900.

The data indicates that the structures in the two-mile fringe area are not as old as those within the town of Corydon and most likely have a higher assessed valuation.

Town of Corydon Structural Conditions

Structural conditions were collected from records on the Harrison County web site. The 2004 structural conditions were compared with those collected for the 1992 updated comprehensive plan updated. Structural conditions are many times related to the age of the structure and the financial ability of the occupant or owner to maintain the unit. *Table 7: Corydon's Structural Condition by Land Use* shows that of a total of 1,154 structures in the town of Corydon, 649 are in average condition. There are 128 structures in good condition



and only one structure in very good condition. There are 303 structures classified as in fair condition and 64 structures recorded in poor condition and 9 structures reported in very poor condition. *Map 10: Corydon's Structural Condition* indicates the location of the structures. *Map 10: Corydon's Structural Condition* shows there are a few concentrations with structures classified as poor but there are several areas of concentration with all units being classified as fair, average, or good.

Table 7: Corydon's Structural Conditions by Land Use compares the categories of condition that have changed between 1992 and 2004. In the 2004 data collection, it should be noted that there is no classification for structures in excellent condition. The structural condition classifications have changed slightly between 1992 and 2004. This change in classifications may somewhat skew the numbers within condition categories. *Table 9: Corydon's Structural Conditions by Land Use* shows in 1992 there were 504 classified as average while in 2004 there are 649 structures in this category. In 2004 there are fewer structures recorded as in poor condition than in 1992. However, there is a slight increase in the number of structures in the very poor classification.

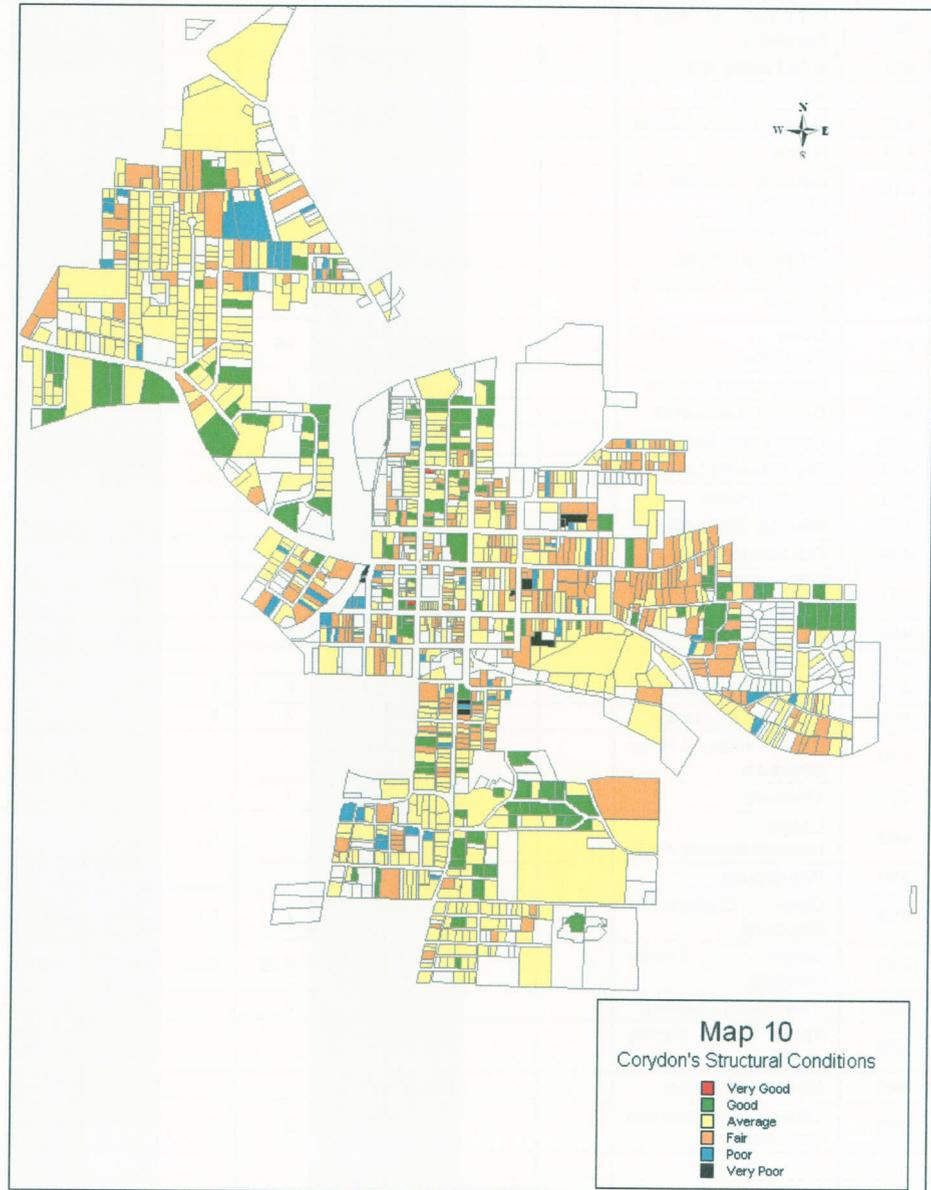


TABLE 9. CORYDON'S STRUCTURAL CONDITIONS BY LAND USE¹

LAND USE CODE	LAND USE CATEGORIES	VP		PR		FR		AV		G		VG		No Info
		1992	2004	1992	2004	1992	2004	1992	2004	1992	2004	1992	2004	2004
101	Agricultural Cash Grain/General							2	1					
330	Industrial Med Mfg & Assembly													2
340	Industrial Light Mfg & Assembly					1	1	1	4					
401	4-19 Family Apt						1	4	7	3	1			1
403	40+ Family Apt						1	1						
410	Motels/Tourist Cabins					2		2	2					1
411	Hotels					1	1							
412	Nursing Homes & Hospitals					1	1		4					
425	Neighborhood Shopping Center							1	1					
426	Community Shopping Center								1					
429	Other Retail Structures	2	1	2	2	18	20	28	29	2	1			3
430	Restaurant/Café/Bar				2	2	2	1	3					2
435	Drive-in Restaurant							1		2				3
439	Other Food Service						1	1						
440	Dry Cleaning Laundry							2	1					
441	Funeral Home							1	1		1			
442	Medical Clinic/office			1	1			6	7					
444	Full Service Bank							3	4	2		1	1	1
447	Office Building 1 & 2 Story						1	5	1	5	2			
452	Auto Service Station					1		1	1					3
453	Car Washes							3	1					2
454	Auto Sales & Service			1	1	1	1	4	4	2				
455	Commercial Garage					1	1				1			
456	Com Parking Lot or Structure													4
460	Theaters					1			2					
465	Lodge Hall/amusement Park						1	1	1					
480	Warehouse	1	1	1	1			2	5					
499	Other Commercial Structure	1	1	2	2	7	11	24	56	6	7			22
510	Single Family Dwelling	1	6	65	53	275	259	400	487	107	114		1	32
520	Two Family Dwelling			1	1	2		2	8					
530	Three Family Dwelling													1
540	Mobile/Mfg Home			3	1			9	17	1	1			4
599	Other Residential Structure					2	1		1	1				7
600	No History													601
	Total	5	9	76	64	315	303	504	649	131	128	1	1	

Legend: VP=Very Poor PR=Poor FR= Fair AV=Average G=Good VG=Very Good

¹ 1992 Comprehensive Plan, Harrison County Web Site

Comprehensive Plan

Corydon Indiana Comprehensive Plan

“Corydon at the Crossroads”

A comprehensive plan is often written, adopted and promptly shelved – never to be seen or used again. Corydon has a history of relying on the comprehensive plan. Corydon has used the comprehensive plan properly as the underlying foundation for all land use decisions. In Corydon the comprehensive plan is consulted each time the plan commission considers a change to the zoning ordinance, zone map change, subdivision or planned development plan.

Contemporary Changes in Planning Concepts

The field of planning has seen changes in the concept of growth. The dominant form of growth nationwide has been sprawl. Sprawl has generated shifts of population and wealth from town centers to more suburban and rural areas. Sprawl is expensive. Costs associated with infrastructure to support development become more expensive the farther out it stretches. The costs of providing capital services such as sewer, water, roads, and storm drainage increases with sprawl. The cost of providing non-capital services also increases with unmanaged growth. All of this is not to say growth is bad. It just illustrates the need for planned growth and efficient use of land. Sprawl eats up farmland and open space. Nationwide, one million acres of farmland and open space are converted to urban development each year.

Changes in planning concepts and land use policies are becoming important to managing growth. Planning is experiencing new interest in reducing sprawl, cost effective development, and alternate planning concepts. These new concepts include:

- 1) New Urbanism/Traditional Neighborhood Development.
- 2) Growing Greener.
- 3) Smart Growth.

There has been a tremendous amount of research concerning “Euclidian” zoning contribution to sprawl. Corydon’s zoning ordinance is an example of “Euclidian” zoning. In “Euclidian” zoning, permitted uses are strictly separated, which encourages dependency on automobiles and sprawl. Often the result is low-density residential development and dependency on the automobile. Economists, the USDA, environmental conservation groups, and homebuilder associations, to name a few, have completed studies regarding low-density growth and costs of services.. Almost without exception these studies found that low-density development [two dwelling units or less per acre] result in:

- 1) Greater infrastructure capital costs – more streets, roads, utilities.
- 2) Greater maintenance costs for streets, roads, utilities – because there is more of each.
- 3) Greater number of vehicle miles traveled, as development gets farther and farther from communities with resulting higher levels of vehicle emissions.
- 4) More adverse fiscal impacts when annual tax revenues from residential uses are inadequate to cover the annual costs of providing public services.

- 5) Higher conversion of prime agricultural land and environmentally sensitive lands.

What Do the New Planning Theories Hold for Corydon?

They hold choices. Some theories make obvious sense; others require “selling” to the community and also government leaders. Planning and zoning the “old-fashioned way” are some of these theories. The pre-zoning days! The days when people walked to the corner store and sat on their front porches. They encourage cost effective developments and full use of urban services.

Many of the new concepts emphasize mixed-use developments with inter-mixed commercial and residential uses. They promote narrow streets, walkable neighborhoods, and reduced front yards to create a human scale or “community feel.”

Preservation of open and green corridors interconnecting residential developments is also promoted. Although not all are proven, consideration and incorporation of these techniques as alternatives to conventional zoning and development presents choices for Corydon to grow by.

New planning theories can be used to control the cost of development, maintain continued growth and conservation of the character of downtown.

Growth

Growth can be defined in many ways. Most often, it is equated with increases in population or business. Such growth creates a change in the way land is used. Growth impacts infrastructure. The availability, condition, and capacity of infrastructure must be a component in planning for growth and land use changes.

Planned land use changes should be coordinated with all supporting infrastructure. These include transportation, wastewater collection and treatment, as well as water, and storm water. These must be adequate to serve proposed land use changes. Other utilities, including electric and gas, are also important to land use change. The availability of high-speed internet is becoming more critical to the location of almost every land use.

More population or more businesses is not beneficial, unless it is compatible with the goals of the community. Neither is it good if the community’s infrastructure is not capable of handling the demands of growth.

Each single family housing unit generates the need for 143 gallons of water/day, 150 gallons of wastewater and ten vehicle trips. Residential building permits issued in Corydon and Harrison County from 2001 to 2004 is shown in *Table 10: Corydon Residential Building Permits* and *Table 9: Harrison County Unincorporated Area Residential Building Permit* respectively.

TABLE 10. CORYDON RESIDENTIAL BUILDING PERMITS			
2004	2003	2002	2001
53	37	38	35

Questions of whether growth is beneficial begin to arise when a community considers the costs of and types of growth.

Increases in the number of people, subdivisions, businesses, industries, jobs, and assessed valuation are some of the various measures of growth. Besides quantity of growth, growth can be defined by its quality. Quality can be defined in amount of wages, materials used for construction, recreation opportunities, job opportunities, medical facilities, good ISTEP scores, public services, number of library titles, cleanliness of streets, sidewalks, cultural facilities, or many other similar attributes.

A major topic of discussion among planners and developers is whether costs associated with increases in the number of people, cars, and businesses outweigh their benefits.

A transportation improvement either creates pressure for land use changes or conversely, land use changes influence transportation improvements. Planning for and building transportation improvements are ways to intentionally influence land use changes.

TABLE 11. HARRISON COUNTY UNINCORPORATED AREA RESIDENTIAL BUILDING PERMITS ¹			
2004	2003	2002	2001
215	186	198	187

COSTS OF SCATTERED RESIDENTIAL DEVELOPMENT

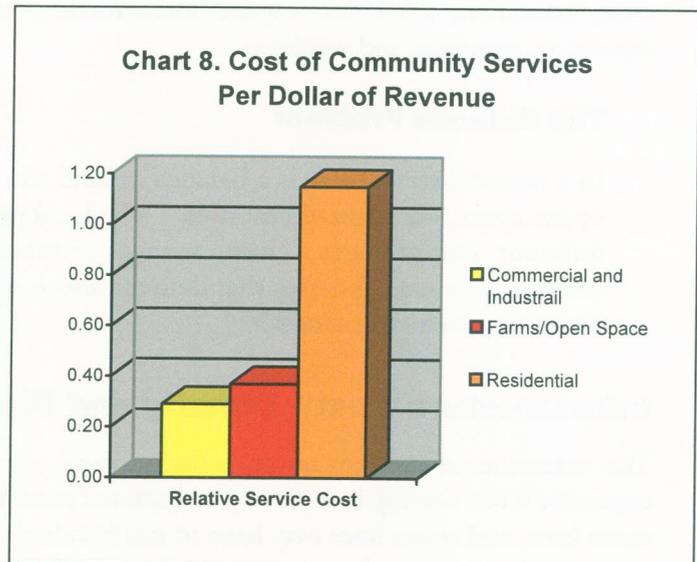
Chart 8: Cost of Community Services Per Dollar of Revenue shows residential units cost a community \$1.15 for every \$1.00 of revenue produced by residential land uses. Commercial and industrial development supports the cost of providing services to residential units. Corydon needs to control sprawl that has had adverse effects on costs of services, open spaces, prime farmland, and increased costs of development. Over the past forty years, much of the nation has experienced an extreme rate of growth, particularly in residential development and planned business parks that are being built on the edge of cities and towns.

While subdividers generally, and understandably, develop subdivisions with the highest density possible, geographically scattered subdivisions are costly in services. Costs are both capital and non-capital. They include manpower, supplies, benefits, and equipment. These include:

- 1) Maintaining public roads.
- 2) Extending water and sewer lines.
- 3) Installing storm water systems.
- 4) Fire fighting.
- 5) Police protection.
- 6) Emergency medical service runs.
- 7) School construction.
- 8) School bus routes.

All these services are required for a good quality of life, and they all cost. The public costs include: travel to accidents, fires, schools, personnel, equipment, fuel and supplies. Who pays? Everyone pays in gasoline, time, taxes,

sewer and water bills. We also pay in human and property losses when emergency personnel, vehicles, and equipment have a long travel distance to provide services.



Fiscal Impact and Cost of Services

Fiscal impact analysis and cost of community services have been completed by a variety of interest groups, including the American Farmland Trust in the 1980's, Center for Urban Policy Research at Rutgers, and the State University of New Jersey.

¹ US Census Bureau, Building Permits; <http://censtats.census.gov/cgi-bin/bldgdisp.pl>

Studies by these groups have proved this theory needs to be considered in reviewing and approving land use decisions for at least the following reasons:

- 1) Public costs associated with low density residential development exceeds revenue that accrues from it.
- 2) People that reside in low-density [or any density] scattered residential development demand services, including police, roads, school bus, EMS, among others, while open space requires few services, no roads, schools, no solid waste disposal, no water, minimal police and fire protection.

In reality, even though economic development focuses on industrial and commercial development, economic development is community development. Results demand the cooperation of the entire community. Funding for economic development that produces results should be considered an investment in the future of the county. *Chart 8: Cost of Community Services* summarizes the results of the study of “Cost of Community Service” [COCS] analyses completed by the American Farmland Trust in 58 communities, located in 18 different states, and performed by 26 different research teams.

Economic Development and Revenue Balance

Chart 8: Cost of Community Services shows economic development in the form of commercial and industrial expansions, and locations need to be coordinated with and supported by the entire community. It takes community unity and leadership for successful economic development. It also takes land, people, housing, skills, education, amenities, capital, infrastructure, and sometimes incentives to compete in industrial expansion, attraction and retention.

The Balance Problem

In a regional view, there is a balance of land use types. There are residential, commercial, industrial, open space, and agricultural uses. The local problem with land uses is they become established in different communities, cities, towns, counties, and sometimes even different states. The communities with the uses that demand more public services are often the ones that experience less desirable revenue situation.

Infrastructure Cost – Density and Distance

The extension of sanitary sewer, water services, storm water lines, new roads and streets are especially expensive when serving low-density or scattered residential developments. Roads, streets, water mains, storm water lines, and sewer lines may have to run hundreds of feet or even miles to a new or proposed residential subdivision. If the dwelling units were closer to the existing infrastructure, the connection per foot/per mile cost would be less. Cost increases, as the distance from urban services increases. Because of the costly development, residential development needs to be directed to locations, where infrastructure will not be continually costly to install, improve, or maintain. It's only financially smart to encourage development to be served by existing infrastructure. This is also termed “in-fill” or “filling in” and it makes good sense for the developer, utilities, and the town.

Long-Term Capital Cost for Existing and Future Level of Service

There are many benefits and costs to development. There are long term costs of maintenance. There is large capital cost associated with serving scattered development. The more scattered the development, the more town vehicles will be needed for road maintenance, police vehicles for patrol, more and larger sanitary sewer lines, lift stations, water mains, storm water facilities, fire hydrants/dry hydrants, fire-fighting equipment, and so on. The level of service the town and utilities provides to existing residents, businesses, and industries cannot be maintained or expanded to new development without additional revenue for non-capital services, for capital purchases, and maintenance. The more scattered the development – the more the cost will be in infrastructure, equipment, vehicles, employees, and maintenance supplies. Otherwise the level of service to existing and future Corydon citizens will be less than it is today. Services cost money -- just think of the COCS -- unless services keep up with residential development, each new house reduces the current level of service to existing Corydon residents.

FISCAL IMPACT OF DEVELOPMENT

Introduction

Development can be costly for the town to accommodate. The old adage that any growth is good really meant, “growth is good at any cost.” All development has a fiscal impact on the town. The impact is on both capital and non-capital services. Some development results in a positive financial impact; some is costly, resulting in more expenses to the town than revenue. The town has historically paid for development, and not always prospered from it.

The fiscal impact of development is the effect of new investment, new construction, new employment, new population, new school enrollment, and other changes on a government’s budget. When new businesses start, new houses are built, new people move into a community, and local governments receive additional revenue. The business owners and homeowners pay new property taxes. New residents pay new local income taxes and motor vehicle taxes. New people and businesses pay more charges, fines, and fees. But these new people and businesses also create new costs. New businesses and housing developments may require new or improved roads, sewers, storm water facilities, water, police and fire protection. New residents may demand new parks. Greater traffic generation may require more roads, traffic lights and police patrols. More children in schools may require more teachers, administrators, and even new school buildings.

The fiscal impact of new development compares new revenues to these new costs. If new revenues exceed new costs, the fiscal impact is said to be positive. If the local government can more than meet new demands for services, (perhaps) they can provide a tax reduction for existing taxpayers. If new revenues fall short of new costs, however, the fiscal impact is negative. The local government must raise taxes, fees, charges, and fines to meet new service demands, and (perhaps) reduce the quantity or quality of existing services.

WHAT AFFECTS FISCAL IMPACT?

Three factors most influence the fiscal impact of new development:

- 1) Development type, whether residential, commercial or industrial.

- 2) Existing government capacity, whether new growth can be served with existing employees and infrastructure, or new employees and infrastructure must be added.
- 3) Development concentration, whether development is concentrated near existing infrastructure or scattered throughout the jurisdiction.

Development Type

Much research from Indiana and the U.S. implies that industrial and commercial development tend to have positive fiscal impacts, while residential development has negative fiscal impacts. Agriculture ranks between commercial/industrial and residential development.

Professors Burchell and Listokin of Rutgers University have compiled results of a great many fiscal impact studies, and created a list of fiscal impacts by development type, as shown in *Table 12*.

TABLE 12. FISCAL IMPACT BY DEVELOPMENT TYPE	
Development Type (Land Use) ¹	Fiscal Impact
Research Office Parks	Positive for Municipalities and School Districts
Office Parks	
Industrial Development	
High-Rise/Garden Apartments (studio/1 bedroom)	
Age-Restricted Housing	
Garden Condominiums (1-2 bedrooms)	
Retail Facilities	Negative for Municipalities, Positive for School Districts
Townhouses (2-3 bedrooms)	
Expensive Single-Family Homes (3-4 bedrooms)	
Townhouses (3-4 bedrooms)	Negative for Municipalities and School Districts
Inexpensive Single-Family Homes (3-4 bedrooms)	
Garden Apartments (3+ bedrooms)	
Mobile Homes (unrestricted as to occupancy locally)	

Government Facilities and Services Capacity

Sometimes governments can provide services to new residents and businesses with existing employees and infrastructure. School corporations may have extra classroom space. Police departments may be able to expand patrol areas with no reduction in public safety. If extra capacity exists, the costs added by any new development can be absorbed by existing resources, so in that case fiscal impacts of a new development are more positive. Sometimes, however, existing demands for services exceed government capacity. If employees and infrastructure are stretched to the limit, new development of any kind may require new employees, equipment, and buildings. For

¹ Source: Burchell, Robert W. and Listokin, David. "Fiscal Impact Procedures—State of the Art: The Subset Questions of Nonresidential and Open Space Costs," The Center for Urban Policy Research: New Brunswick, NJ, 1992, p 43.

example, perhaps the next new housing development will force the construction and staffing of a new fire station or new elementary school. If no extra capacity exists, the costs added by any new development cannot be absorbed, and thus the fiscal impacts are more negative.

Development Concentration

A significant amount of research has found that concentrated development is less costly than scattered development. Longer school bus routes increase school costs. The added property tax revenue from widely scattered homes may not be enough to cover the maintenance costs of providing services. More employees, vehicles and stations are needed to keep emergency response times short enough. Furthermore, if new development is located near existing infrastructure, any existing excess capacity can be used at little additional cost. If new development is located far from existing infrastructure, new facilities usually must be provided at higher cost. This is primarily due to the distance and expense of extending infrastructure.

Annexation

Development is expanding northward and southeast of town. These areas are in the two-mile fringe area and are urban in character. To continue to manage growth there are areas the town should annex. These are primarily areas to the north and northwest. Areas southeast of the town should also be considered for annexation. All potential annexation areas should be analyzed to determine their fiscal impact to both the town and affected parcels and persons.

Community Level of Service

General Requirements

Community level of service can be the standards established by recognized authorities and trade associations.

The approval of all development could be conditioned upon the provision of adequate public facilities and services necessary to serve new development. In some locations building permits shall be issued, unless such public facilities and services are in place, or the commitments described below have been met. Under an adequate public facility management system, the following would be required:

- 1) It is recommended that the town would adopt and maintain level of service standards for the following public facilities: transportation, water, wastewater, storm drainage, fire and emergency services, parks and any other public facility or service the county may require.
- 2) No site-specific development plan or building permit would be approved or issued in a manner that would result in a reduction of the current levels of service. Levels of service could be based on the following.

Water Level of Service by Land Use

The proposed level of service for potable water recommended to be Rule 3.3 Public Water System Quantity Requirement Standards 327 IAC 8-3, Rule 3.3 establish potable water level of service, and Public Water System Quantity Requirement Standards 327 IAC 8-3.

Wastewater Level of Service by Land Use

The proposed level of service for wastewater is recommended to be those set out in 327 IAC 3-6-11 design flow rate requirements for collection systems and water pollution treatment/control facilities.

Park Land and Recreation Facilities Level of Service

The recommended county level of service standard is .02 acres/person [20 acres/1,000 persons] based. This is on recommended standards of the National Park and Recreation Association's level of service standard for local recreation land.

OUTDOOR RECREATION FACILITIES

The county shall use the Recreation Model for outdoor park and land recreation facilities published in the Indiana Department of Natural Resources SCORP 2000.

CALCULATION OF PERSON TO BE SERVED

The average household size, as reported by the most current US Census, shall be used to determine the number of persons to be served by a development. The 2000 US Census reported the average household size in Corydon is 2.53 persons. Each residential lot meeting the standards for the zone district in which the development is located would be counted as one household unit. Required yards should not be counted toward the level of service amount.

STATEMENT OF OBJECTIVES FOR THE FUTURE GROWTH OF THE PLANNING AREA

What is an Objective? – Simply, an objective is something to work towards or obtain.

Urban amenities are close, and yet the attributes of a rural life can be enjoyed. The rural setting is enjoyed; however, unplanned growth has adversely impacted roads, water, sewer, and drainage. The capacity of the infrastructure is being reached.

The list of negative impacts of scattered low density residential growth is nearly endless: the ability to respond to emergencies, create needs for more school buildings, school buses, road equipment, more and longer distances of water and more sewer lines, improvements and expansions of treatment plants, utility and public personnel often do more with less. The plan commission is required to refer to it, when considering a rezoning, a subdivision, and a planned unit development. I.C. 36-7-4-603 makes it very clear. The comprehensive plan is the first items on a five item list of what is to be reasonably considered by the plan commission when considering a development or petition.

I.C. 36-7-4-603 Zoning ordinance; preparation and consideration of proposals as added by Acts 1981, P.L. 309, SEC. 23. Amended by P.L. 335-1985, SEC. 17; P.L. 220-1986, SEC. 17.”

Sec. 603 in preparing and considering proposals under the 600 series, the plan commission and the legislative body shall pay reasonable regard to:

- 1) The comprehensive plan.

- 2) Current conditions and the character of current structures and uses in each district.
- 3) The most desirable use for which the land in each district is adapted.
- 4) The conservation of property values throughout the jurisdiction.
- 5) Responsible development and growth.

Future Growth Objectives

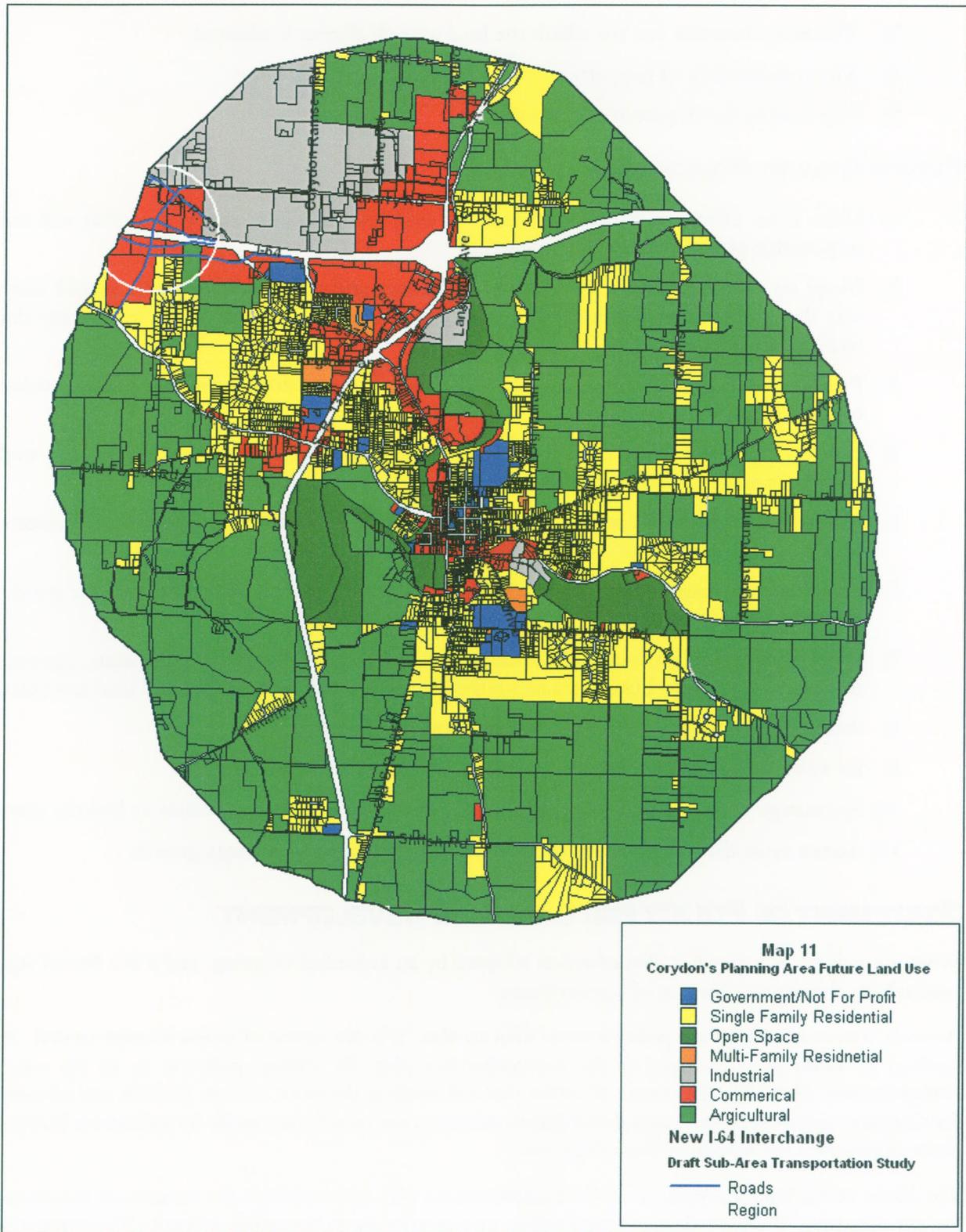
- 1) Make extra efforts to create a balance of land uses in the planning area that will result in responsible growth and development.
- 2) Based on existing, historic conditions, comments and suggestions, growth should occur in a way that permits development only where roads, water, sanitary sewer, and storm drainage facilities are adequate.
- 3) Provide adequate amounts, types and mixes of housing including patio, garden and condominiums.
- 4) Conserve primary conservation areas. These are slopes 18%+, flood plains, wetlands, riparian corridors, wildlife corridors, archaeological and historic sites.
- 5) Encourage a range of housing that is affordable to low and moderate-income persons, first time homebuyers, elderly, young professionals, and executives.
- 6) Encourage the expansion and attraction of businesses and industries that provide good wages and protect and conserve sensitive environmental conditions.
- 7) Work with existing economic development and redevelopment commissions, agencies and utilities to encourage businesses and industries suited to planning area and land use balance.
- 8) Assure the continued viability of the diverse economic base.
- 9) Be aware of the physical and environment limitation and constraints.
- 10) Encourage reuse and redevelopment of the core area of Corydon within its historic context.
- 11) Annex areas that are contiguous to the town to continue to manage growth.

STATEMENT OF POLICY FOR LAND USE DEVELOPMENT

What is a policy? A policy is a plan of action adopted by an individual or group, and it is a line of argument rationalizing the course of action of a government.

As such, statement of land use policy is more than an idea. It is the course of action to meet an end. It is the method to attain the objectives of the comprehensive plan. By statute, policy is to be set out in the comprehensive plan. It is the course of action that will result in decisions that are prudent and advantageous for Corydon and its citizens. Land development decisions are mostly part made by individuals however, the entire community has a stake in those decisions.

The intent of the land use policies of the comprehensive plan is to establish the framework the community uses to determine if private decisions and public investments are in the public interest. The comprehensive plan will encourage the improvement of health, safety, convenience, and welfare of the citizens of the town. Land use decisions by the plan commission, board of zoning appeals, and the town council will pay reasonable regard to the following specific policies:



This comprehensive plan represents a statement of policy for land development, which is embodied in the

land use.

Map 11: Future Land Use is an illustration of the future land use for the town of Corydon and the two-mile fringe area. *Map 11: Future Land Use* and this plan have been created to continue growth as a policy force for the town and planning area. These will also assist, in the continuation of the decision making process and management process without substantial change.

The land-use policy and *Map 11: Future Land Use* represent a balanced pattern of growth for the planning area. Plan land development statements of policy are discussed below.

Single-Family Residential Land-use Policy

Single-family residential units are expected to continue to dominate the residential pattern within the town of Corydon. Within the two-mile fringe area, residential development will not be the most predominant land used in the future. Residential use of land outside the corporate limits of the town will be situated along public thoroughfares that already have public facilities, particularly sewer and water service within close proximity and within the cost-effective systems.

If the downtown and also the Chestnut Street Block Redevelopment Parcel are to support economic activities, they will need to have a stable population to draw from, not just tourists. The population would be one that requires neighborhood goods and services. This can be accomplished by encouraging residential housing in the area which could be loft apartments, accessory residential units, or other housing types including assisted-living for the growing aging population.

Decisions to expand residential land use within the planning area must be made on specific information obtained for each development. The information contained in this comprehensive plan update is to be utilized for general planning practice only.

Residential Expansion West

Expansion of new single-family residential uses is expected to extend westward from the town south of I-64 and continuing southwardly to SR 62, which mostly lies west of the Corydon-Ramsey Road and includes the subdivisions of Northwood Estates, Greenfield Estates and Westhaven.

Also on the west side of town, single-family residential land use is expected to continue south of Old Forest Road along Toler Road to the intersection of Lynndale Drive and encompass Allen Wood Lane.

There is no public sanitary sewer system serving this area. Public water supply is provided by the Ramsey Water Company. This area is served by a six-inch line along Highway 62W and a three-inch line along Old Forest Road. Waterlines servicing the existing subdivisions include four-inch and three-inch lines.

The predominant soil association is Baxter-Crider Association, which is mainly rolling and hilly, yet deep and well-drained medium textured Cherty soils. The soil survey documents that there are sinkholes and depressions in the area and *Map 4: USGS Topographical* illustrates the presence of depressions or sinkholes, as well as rolling and hilly area suitable for residential development.

Expansion South

Other single-family residential developments are expected to occur to the south of town within the two-mile fringe area along SR 337, including the area encompassed by Kelly Street, South Hollye Drive and Hollye Drive.

Although there are no public sewer services within this area, the town of Corydon has an eight-inch sewer line situated just north of this area in Hillcrest subdivision. The town of Corydon provides water service to this area through four, three, two and one and one half inch waterlines.

The predominant soil association is Baxter Crider. The area is rolling and there are indications from *Map 4: USGS Topographical* that depressions are present in this general area.

Expansion East

On the eastern side of the town, single-family residential land use is expected to continue expanding in the geographical area situated south of Corydon Ridge Road and north of SR 62. Also on the eastside, single-family residential land use is proposed to expand eastward from Cedar Hills Cemetery to the eastside of Big Indian Road in the general vicinity of Creek Bluff Estates which contains Charles Street and Gray Street.

Topographically, both of these areas are rolling; however, only the area south of Corydon Ridge Road shows any indication of depressions or sinkholes. In the Corydon Ridge Road and Forest Glen area, Baxter soils are the predominant soil types. The predominant soils in the area of Charles Street/Grace Street are the Haymond Silt Loam.

The Baxter soils which are located south of Corydon Ridge Road are rolling and *Map 4: USGS Topographical* illustrates sinkholes and depressions in the planning area.

Cruse Loop and Southwood Areas & Country Club Estates

Within the two-mile fringe area single-family residential expansion is expected to occur along Country Club Road in the vicinity of Cruse Loop and the subdivision known as Southwood that encompasses Southwood Drive, Eastwood Court and Southwood Court. In addition, the area along the northern side of Country Club Road was experiencing additional single-family residential expansion.

This area is not served by a public sanitary sewer system. The town of Corydon provides potable water to this area by a six-inch water main which connects to a four-inch water main along Country Club Road and extends into Southwood Drive area, as well as the Cruse Loop. The Cruse Loop subdivision includes four-inch and two-inch waterlines. The Southwood Drive area includes two-inch and four-inch waterlines. This area is contiguous to the existing single-family residential area, which generally extends southward from Beech Street to the southern corporate boundary of the town. Within this general area there are small areas of commercial and multifamily land uses.

The Cruse Loop and Southwood Drive area includes only the Baxter Cherty Silty Clay of 12% to 18% slopes, it also includes the Baxter Cherty soil type having 6% to 12% slopes. Although the soil may have conditions for depression or sinkholes *Map 4: USGS Topographical* does not show such depressions in the Cruse Loop area.

Downtown Residential

Because the town of Corydon contains a National Register Historic District, there is an opportunity to promote the renovation of historic residential structures within the town. While the historic district does not include the entire town, it does contain the core area where significant improvements can be made in a densely built-up residential area. Most of the housing units are not individually listed in the National Registry of Historic Places, but are listed as contributing structures to the district. As such, these housing units can also contribute to the improvement of the town for residents and the general quality of life of the planning area.

Additionally, based on demographics future residential use types would include assisted-living and accessory dwelling units.

Multiple Family Residential Land-Use Policy

New changing demographic conditions within the town planning area indicate that apartments may become housing of choice for two segments of the population. These groups are the aging on fixed income and newly formed households created by the youth moving from the residence of their families. Apartment type living may be the preferred choice not only for new families with insufficient income to purchase and maintain a new housing unit, but also for young professionals and senior citizens.

New multiple family development will be considered on a case-by-case basis.

A new type of residential unit gaining acceptance throughout the nation is accessory housing units. These housing units are small apartments, sometimes known as "granny flats" where a senior citizen member of the family also resides in the same housing unit or in an accessory dwelling on the same lot. The accessory dwelling is physically subordinate in size and mass to the principal dwelling unit.

Another form of senior housing, assisted living is also becoming popular with the aging population as they no longer want the responsibility of house and yard maintenance. Assisted living began by providing a place for persons needing a small amount of medical assistance. As the population ages, more and possibly younger seniors may find this housing type a safe and good choice.

Recognizing these trends, the town has designated areas for future multiple family residential units to be located and expanded. Mostly, the locations of these areas are within the present boundaries of the town of Corydon. Permitting accessory dwelling units as a special exception in R-2 and R-3 districts may address the housing needs of the aging population.

Wyandotte Avenue

Multi-family residential uses are also proposed to be expanded and located in areas within the existing town limits. These include an area north of Wyandotte Avenue and abutting Budd Road. The Brown Addition subdivision is situated on the north and south of Wyandotte Avenue. However, only the portion of the addition situated north of Wyandotte Avenue is proposed as multi-family residential housing uses.

This area is also well served by sanitary sewer service provided by the town of Corydon and has an eight inch line on the south side of Wyandotte Avenue.

Flora Street

Another multi-family area is situated south of Flora Street and abuts the rear lot lines of lot 6 through 11 of Spencer Avenue. This site is served by an eight-inch waterline on the south side of Flora Street and four-inch force main along Flora Street. Lift station number seven is within this area.

SR 62 and Morris Avenue

The SR 62 and Morris Avenue area encompasses a proposed small area of multi-family residential uses. This site is located on the south side of SR 62 just east of the junction with Morris Avenue. This small area is close to an eight-inch sanitary sewer line along SR 62 and Morris Avenue. Waterlines owned by the town of Corydon are also close proximity or contiguous to the site and include a 12-inch water main and a 6-inch water main.

Short and Hill Streets

Another small area proposed for expanded multi-family residential includes the northwest corner of Short and Hill streets. This area includes the northern portions of tracts one and two of the McGrain Addition to the town of Corydon. These tracts are served by a four-inch waterline and an eight-inch sewer line bisects the site.

Floyd Street

In the northeast portion of the town, there are proposed areas of residential uses. The larger of the two areas is the site situated south of Floyd Street and abutting out lot number six of the Scott subdivision and the rear of lots four, five, six, seven, eight, nine and ten of the Walnut Street Addition to the town of Corydon. The eastern portion of the site already has multi-family units situated upon it and they are served by a six-inch waterline off of an eight-inch waterline along Walnut Street.

Public sewers also adequately serve the site. The town of Corydon has an eight-inch sanitary sewer collection line located along Walnut Street area and an eight sanitary sewer collection line that already serves the multi-family units on the eastern portion of this property.

Walnut Street

Other multi-family units are located on Walnut Street, two lots west of Old Corydon Central Junior High School. An eight-inch sewer line along Walnut Street and an eight-inch sewer lines lies south of the lot, which also serves the former school. This site is also served by an eight-inch waterline that runs along Walnut Street, as well as a four-inch waterline that runs along Walnut Street.

Beech Street

Lot 26 of the Lemmon Addition to the town is another proposed multi-family site. This lot fronts upon Beech Street and is served by an eight-inch sewer line. This site is also served by a four-inch waterline.

Ridley Street

Still another multi-family site is lot five along Ridley Street in the Thomas Addition to the town of Corydon. This site is served by an eight-inch sewer line and both an eight-inch and four-inch waterline run along Ridley Street to service this site.

Ashton Heights

An additional lot designated for multi-family residential is lot 26 of the Ashton Heights subdivision. This site fronts upon Atwood Street and is served by an eight-inch sewer line. The site is also served by a six-inch waterline. The site is east of the present location of the Harrison County Hospital which is situated west of Atwood Street.

Country Club Road

Another multi-family tract is located along Country Club Road and is the north half of out-lot number two of the Hillcrest subdivision of the town of Corydon. This site is served by an eight-inch sewer line and a four-inch waterline that run along Country Club Road. This site is adjacent to the Corydon Central High School.

Abandoned Quarry Area

A geographically large site situated within the two-mile fringe area, it is surrounded by the town on three sides. This site is an area situated between SR 337 and SR 62. Access is by a trail that presently leads to an abandoned stone quarry. This area includes a portion of the lots of south of McGrain Street and extending southward from the rear lots on the east side of Harrison Avenue to the rear lots on the north side of Woodlawn Avenue

Based on soil survey and the USGS topographic maps, this area is composed of Baxter soil. These soils are gently rolling in the southern portion where the quarry is located.

Water service in the general area is provided by the town of Corydon by an eight-inch waterline along SR 337, McGrain Street and Harrison Avenue. Other waterlines in this area include all small portions of four-inch waterline and six-inch waterline. Similar to water service, sanitary sewer service in the general area is provided by the town of Corydon through eight-inch lines along SR 37, McGrain Street, Harrison Avenue and Woodlawn Avenue

Woodland Trail

A small areas for multi-family residential use is proposed south of SR 62 and west of Woodlawn Avenue. This site is adjacent to a 12-inch water main owned by the town of Corydon. An eight-inch sanitary sewer collection line is located on the north side of SR 62. A private sanitary sewer serves the site.

Cruse Loop

This is a small multi-family land use on Cruse Loop south of Country Club Road. This multi-family area surrounded by single-family land uses. The site is within the Cruse subdivision, which is served by four-and two-inch waterlines. Public sanitary sewers have not been extended into this area. These existing multi-family units are served by a private lift station.

Commercial Land Development Policy

The town of Corydon will remain the major commercial center for the planning area as well as for most of Harrison County. Commercial development policies include service in retail, as well as downtown, tourism, and home occupation activities. With the development of a new interchange on I-64 there will be additional commercial and potentially industrial uses dedicated to highway service businesses and industries. Opportunities for uses needing immediate interstate access, such as distribution activities, are also apparently suited to a new interchange location.

SR 135 and I-64

Service industries as well as retail stores specializing in the sale and rental of a variety of items are also categorized as commercial uses. This comprehensive plan proposes to commit continuation and expansion of commercial uses along the western and eastern boundaries of SR 135 and continuing northward into the two-mile fringe area beyond Interstate 64.

Public facilities including sanitary sewer, public water supply and streets are adequate for the continued expansion of commercial uses into this area.

The soils in this area are the Baxter Crider Association, as is generally true throughout the general geographic region. These soils include areas of rolling hills and depressions. Along the east boundary of SR 135, only a narrow ridge is adequate for the continued expansion of commercial uses or any other significant use of land.

SR 135 and SR 62

The comprehensive plan also encourages commercial land development at the intersection of SR 135 and SR 62 in the area of Hoosier Heights and the Baptist Heights subdivision. These areas include lot 16 and 17 of the Baptist Heights subdivision and lots 6 through 23 of the Hoosier Heights subdivision. Also, adjoining this site is additional proposed commercial land situated between this area and the east right-of-way of SR 135.

New I-64 Interchange

The construction of the new I-64 interchange will have a ripple effect on development and demand infrastructure. The providers of supporting infrastructure must be involved in transportation planning. For this reason, the town has been attending meetings with the Harrison County Chamber of Commerce, county planners, and county engineer and transportation engineers to plan for and substantiate the need for a new I-64 interchange. The proposed location is adjacent to the industrial park and within the Corydon two-mile fringe planning area.

Land uses located at interstate interchanges are lodging facilities, convenience service stations, and restaurants. These highway oriented land uses result from the proximity to the interchange. Further, the development at an interchange is influenced by its distance from the nearest interchanges, availability of infrastructure, and degree of urban type development in the area. Other determinants of land use are the distance to other interchanges, industrial uses, retail shopping and special generators such as tourist destination points.

Interchanges along I-64 close to Corydon are located near Lanesville and at Corydon with SR 135, and at mile marker 92 in Crawford County. The Harrison County Chamber of Commerce has just

completed a study and plan for the development of the 400 acres at the Lanesville interchange. Proposed development includes a full range of residential, office, commercial and industrial uses.

The Corydon interchange is the access to the county's only industrial park, county seat, retail shopping, financial institutions, government buildings, restaurants, motels and similar retail services and highway service uses.

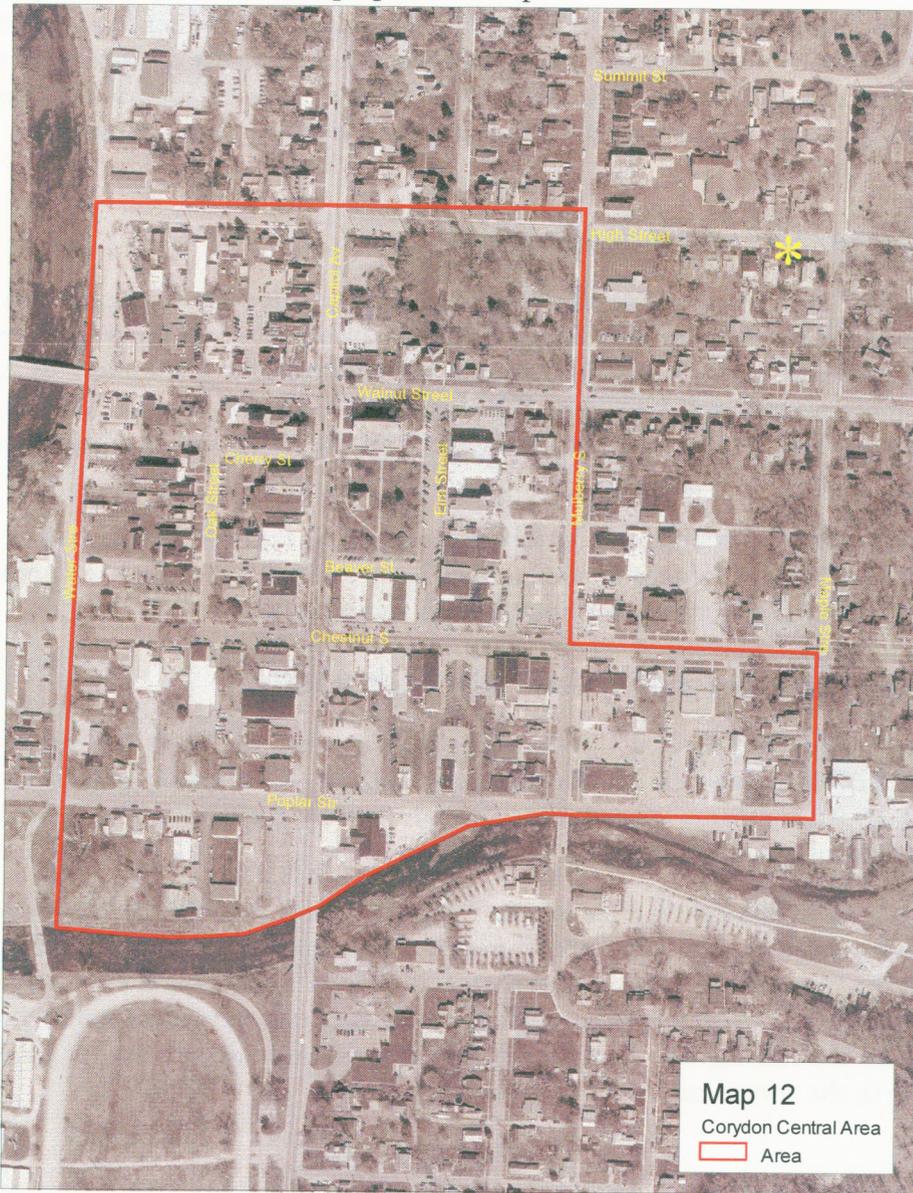
Competing Interchanges

The English interchange at exit 92 has steep slope constraints and no infrastructure. English is several miles north of the interchange.

Integra Realty Resources prepared a report titled Potential Land Use Analysis of sixteen interchanges along I-65 and I-64 from Austin Indiana to Brooks and Shelbyville, Kentucky.

Eight interchanges were in each State. The analysis included land uses, historic absorption rates, and competing vacant land. Topography and natural land features were observed in the field and compared to existing mapping and *Map 5: Flood Plain*

The interchanges in Kentucky were reported to have a significantly larger amount of non-farm acreage absorbed, 959.9 acres compared to only 229.48 acres at Indiana interchanges. Similarly, Kentucky interchanges had a larger amount of acres available than



Indiana interchanges, 1,960.54 versus 328.75 acres, respectively.

Importantly, the annual absorption mean in Kentucky was 96 acres, while in Indiana only 22.95 acres were absorbed annually. In Kentucky, industrial uses exceeded commercial uses by about 15%. Additionally, local commercial exceeded highway service uses by seven to one. Indiana interchanges also experienced more industrial uses than commercial. However, at Indiana interchanges highway service land uses exceeded local commercial by two to one. The Hamburg interchange developed differently than the other 15 interchanges. All but 2.1 acres that were absorbed were industrial uses.

There is a considerable amount of land available at all of the interchanges. In Indiana, the Lanesville interchange has the most available developable acreage with 451 acres. Except for the Crestwood interchange in Kentucky, all the Kentucky interchanges have over 350 acres. The most acres are available at the Shepherdsville interchange on I-65 and Shelbyville on I-64.

A new Corydon interchange will compete with these interchanges to a greater extent than with the English interchange in Crawford County. Corydon's present interchange is developed with both highway services, regional and local commercial. Some commercial uses, such as the "super" Wal-Mart, have a regional draw. The location of the proposed interchange is on *Map 11: Corydon's Planning Area Future Land Use*.

Downtown Commercial Land Development

Because of the special uniqueness of Corydon's downtown area, this comprehensive plan proposes the downtown development includes the recognition of the historical significance of the area. This policy directly affects the goal of encouraging the recognition and restoration of historically significant and important sites and buildings. The significance of this historic district should be considered when preparing development standards and land-use enforcement regulations affecting this area.

In 2000, the town of Corydon studied the downtown area, specifically the central area of the town. *Map 12: Corydon Central Area* is the area studied in the Central Area Evaluation. In completing this central area evaluation, each structure was photographed and recorded.

Corydon Downtown Revitalization and Redevelopment¹

Together with the previously prepared Corydon Central area plan, the town of Corydon and the plan commission should focus on downtown revitalization to maintain the vitality of the downtown, and the business that is located there. The downtown revitalization plan recommended several physical redevelopment opportunities for this area.

These included an area referred to in plan as the "Chestnut Street Block Redevelopment" located between Chestnut Street, Poplar Street, Capitol Avenue, and Mulberry Street. The plan indicated that this area has the potential to become the center of civic, residential and commercial activity. However, the town should be careful in creating any new center of commercial activity, when there is a need to focus on the existing downtown area. The downtown is also in need of improvements to continue its role in the community and economic base.

¹ Corydon Downtown Revitalization Plan, 2004 and 2005 SDG, The Planning Workshop, and DLZ

While the Corydon Chestnut Street redevelopment area would improve the aesthetics of the redevelopment parcel, it also recommends new commercial buildings and mixed uses that may compete with the businesses on the town square.

Streetscape improvements are recommended for this area with enhanced intersections including special pavement, unique signage and additional landscaping, which would identify the proposed pedestrian zones. Streetscape improvements include street lighting and street furniture. The plan further indicates that landscape and regulatory devices should be used for pedestrian safety and to assure compatibility in the redevelopment area. The plan recommends curb extensions, which may not be feasible due to the requirements of the State Historic Preservation Office. Approval of the State Historic Preservation Officer would be necessary prior to any improvements that would affect the historic significance. The plan also recommends special brick paving at corners and burying of utilities.

If the Chestnut Street redevelopment area is redeveloped, it should only be done in concert with maintaining the viability of Corydon's town square. It would be ill advised to create a competing retail area, when there are needs for continued vigilance in maintaining the town square. These two projects should be completed in concert or at least planned together so one would not detract from the other.

Other physical redevelopment recommendations of the Downtown Revitalization Plan include downtown Corydon gateways at SR 62 and SR 337. These would create both north and south gateways to the town.

The Downtown Revitalization Plan also focused attention on the Indian Creek trailhead in the Chestnut Street Redevelopment Area. It also focused on the redevelopment of the Keller Manufacturing site, which is now owned by Main Street Corydon. The Keller site is important to the core of Corydon and entire planning area. The revitalization plan includes a graphic to illustrate the general redevelopment framework and opportunities for the site. These include new entrances on SR 337 and a proposed trailhead for the Indian Creek trail, a possible park site north of the area and upgrading the existing entrances. Main Street is finishing up an environmental assessment of the property and trail-detailed redevelopment plans.

Efficient Use of Land

To accomplish the land use policies, Corydon promotes efficient use of land and infrastructure. The land use policy also recognizes that agriculture remains an important industry and that the planning area has tremendous natural resources to protect.

These natural resources, open space, parks, and recreation offer opportunities as a tool to increase property values and for careful economic development.

Not Just Pay for Growth – Prosper from Development

The town should be aware of the adverse fiscal impacts of low-density residential development. Low-density residential development is seen as expensive, degrading water quality, increasing storm water creating periodic flooding, and destroying open space, prime farmland, and urban centers. Scattered low-density residential development is the most costly type of development and user of county and utility services.

The town should understand the proximate theory of parks and open space, and continue the efforts of the Harrison County Park Board in developing a trail system to link the community and provide a healthy means of travel.

Conservation and Efficient Use of Natural Resources

This policy focuses on the need to encourage development in areas that can support and strengthen existing businesses. Additionally, this policy promotes focusing on development in areas having:

- Satisfactory physical conditions
- Adequate infrastructure
- Or where infrastructure has the capacity or can feasibly be expanded to accommodate growth

This position can be used to lessen scattered development and promote the efficient use of land and resources.

Levels of Service

Adopt levels of service to be met by every development. The town council should adopt levels of service based on accepted government agency requirements or professional trade associate standards. Levels of service should be adopted for roads, streets, fire protection, water, sanitary sewer collection and treatment, storm water, and parks. Developments should meet these levels of service as a condition of approval by the plan commission.

Environmental Inventory and Land Suitability

Every development of five acres or more should require an environmental inventory. Development of the land may be considered by the plan commission to be unsuitable for such use by reason of flooding or improper drainage, karst topography, undesirable earth and rock formations, topography, or other environmental features harmful to the health and safety of potential residents and the community.

Current Land Conditions

The following are conditions that exhibit very severe limitations to urban development:

- Flood plains
- Very poorly drained organic [muck] soils
- Characterized by seasonal high water tables at or near the surface
- Ponding or frequent to occasional flooding
- Wetland
- Karst topography
- Steep slopes

Land with these characteristics should not be platted for such urban type of development or used for non-agricultural structures.

Spatial Buffers

Conflicts can arise when subdivisions are built next to agricultural uses. Although people enjoy moving to rural areas, they forget that agricultural operations exist. New residents may complain about odors, narrow roads, and slow moving farm vehicles. The new arrivals find themselves in the position of “coming to the nuisance.” In anticipating this conflict, the town should consider adopting a requirement for the subdivider to provide a sufficient spatial buffer to separate the new use from the existing farm use. Additionally, non-agricultural uses should not be permitted in agricultural zone districts.

Preferred Types of Development

Preferred types of developments are:

- 1) Cluster, average density, infill, reuse, and mixed-use developments.
- 2) Developments that are “walkable” and accommodate pedestrians.
- 3) Developments that include open space and parks.
- 4) Planned Unit Development (PUD).

POLICIES TO MEET OBJECTIVES ADDRESSING PUBLIC FACILITIES

Public facilities include public ways, places, lands, structures, and public utilities.

Growth Management Controls and the Adequacy of Public Facilities

The use of a systematic approach to control growth by tying development approvals to the adequacy of public facilities was initially recognized by the town of Ramapo, New York. The Ramapo system required all residential developments to obtain a special use permit, the issuance of which was based on the adequacy of sewers, drainage facilities, parks/recreation, roads, and firehouses. The system was upheld in the New York Court of Appeals. This was the first time that any court in the United States had upheld the concept of restricting development through comprehensive planning, coupled with an exercise of zoning powers and capital budgeting.

The decrease in level of service results by the current infrastructure, and without increasing the number of public employees, vehicles, and equipment.

Concurrency-Adequate Public Facilities

Concurrency is a simple concept—development is only allowed if infrastructure support is adequate, there is a capital improvement program, or realistic means of installing adequate facilities concurrently with development. Some utilities use reimbursement of costs to support the capital outlay for improvements needed for a development. Some communities use a similar reimbursement agreement, while others use impact fees.

Corydon Adequate Public Facilities

A community's fiscal condition is directly related to reaction to growth instead of planning. Inadequate land use tools encourage growth in reaction to private development decisions. For decades, some Indiana communities lost court cases regarding "concrete standards" that have crippled the decision making and thinking processes of planning officials. Since 1997, the Appeals Court cases have better defined "concrete standards." A look at 677 N.E. 2d 92; Brant v. Custon[m] Design Constructor Corp. defines concrete standards. This case gives the public and the developer fair notice as to what will be required for any given parcel of land to be subdivided.

Without careful planning and adequate land use tools, residential subdivisions can be scattered throughout the planning area. Whenever low cost land can be found, the public can bear the cost of development, or in some cases new residents are served by less than adequate public facilities. In other cases the level of services to the present population is decreased. In such cases, for every \$1.00 received in revenue from residential uses, the public spends \$1.15 in services.

Such a situation can have an impact on the fiscal condition of the town or county. More development means more demand for capital and non-capital services.

Do Residential Costs of Services Exceed Revenue?

Does residential development always cost more than the revenue it produces? The answer may lie in a 1997 study completed in Indiana by Purdue University¹. The study's concept lends creditability to the need to manage development in the two-mile fringe. The study focused on a real situation in Tippecanoe County and concluded as follows:

"Thus, it is somewhat artificial to isolate the fiscal impact of residential development, without considering the commercial and industrial development which may accompany it. Our multiplier analysis accounts for added development resulting from business growth driven by the demands of new residents. But it does not account for the labor supply effects, for example, added business growth which might occur because of the availability of employees in the Point West development. And, if people follow jobs, the first cause of the residential development would be industrial or commercial development. This analysis does not account for such fiscal impacts. Since commercial and industrial development tends to have positive fiscal impacts, this analysis skews its results toward the negative by looking at only a piece of the full industrial-commercial-residential development picture.

But boundaries make a difference. If both the business and residential development take place in the same jurisdiction, the negative and positive fiscal impacts may offset one another in the jurisdiction's budget. But if the business development takes place in one jurisdiction, and the residential development in another, isolating the fiscal impact of residential development makes sense. In our analysis, both the business and residential development are probably affecting the budget of Tippecanoe County. The county may have industrial and commercial development which offsets the negative fiscal impacts of residential development. But to a degree Tippecanoe County Schools,

¹ The Fiscal Impact of Residential Development in Unincorporated Wabash Township, Larry DeBoer, Lei Zhou, Department of Agricultural Economics, Purdue University, West Lafayette, Indiana, October 1997

and especially Wabash Township, may have seen a larger share of the residential development and a smaller share of the business development.

In a sense, then, negative fiscal impacts are boundary problems. Business and residential development often go together, but jurisdictions that see the lion's share of the residential development are likely to experience negative fiscal impacts.”

From the standpoint of an incorporated community, if a development does not pay its fair share, the development has a negative financial impact on the community.

Streets and Roads [Public Ways] Policy

Except for water and wastewater, streets and sidewalks are the largest capital investment of the town. Streets set the pattern for future land use development. They get citizens and travelers to and from point to point, on trips short or long. Major roads and highways carry traffic through the planning area and sometimes are the only mode of transportation for local and convenience trips within Harrison County.

This comprehensive plan defines adequate streets and roads as those meeting industry design standards, such as the Policy of Geometric Design of Highways and Streets, “the Green Book” published by the American Association of State Highway and Transportation Officials [AASHTO], Institute of Transportation Engineers or standards of comparable recognized professional associations. Standards should be appropriate for the development type to be served.

Streets and sidewalks are some of the most used and prevalent town owned and maintained property in the planning area. Modern subdivision streets primarily have been designed with only the automobile in mind, not the pedestrian.

More and wider streets and roads carve up compact local neighborhoods and total communities, resulting in a neighborhood dominated by vehicles. This is obviously good for through traffic. However, internal subdivision streets need to provide safety, serve the residents and contribute to neighborhood livability. Using cluster and traditional neighborhood planning concepts, local and neighborhood businesses can be brought closer to the people, reducing the number of trips for convenience type shopping. Short trips for neighborhood convenience shopping could be made by walking or, at least, less driving time.

Narrower streets can enhance the character, safety and livability of a neighborhood. Wide streets in subdivisions have a tendency to eliminate sidewalks, and adversely affect neighborhood character and privacy. They also increase maintenance costs and accelerate the rate of storm water run-off. Traditional Neighborhood Development Street Design Guidelines¹ could be used in subdivision cluster and mixed use developments.

Where practical, and as an option, the town should consider permitting subdivisions to be built in an “old-fashioned” way – walkable and convenient to neighborhood goods and services. The town should provide options in planned developments and subdivisions to make public ways available for both pedestrians and vehicles. Also, “Growing Greener, Putting Conservation into Local Plans” published 1999 includes sample subdivision ordinance language for livable developments. These include street design standards that could be appropriate for some cluster development.

Except when safety and access by emergency vehicles would be compromised, permit streets to be designed to serve the intended density of developments and provide walkways to serve the residents.

¹ Traditional Neighborhood Development Street Design Guidelines, Institute of Transportation Engineers, ITE Transportation Planning Council 5P-B, October 1999.

Public Ways Policies

- 1) Adopt an industry standard for street and roads design, requiring that they are appropriate for the development type they serve.
- 2) Adopt and enforce a street level of service in the planning area.
- 3) Require new entrances and streets to be designed for adequate access for school buses and emergency vehicles.
- 4) Prohibit any subdivision lot access directly from a town street or county road.
- 5) Manage access points to maintain safety and flow of the main line traffic.
- 6) Revise and implement street design options in subdivisions and planned developments that recognize the importance of walkable and livable neighborhoods.
- 7) The town should continue improving sidewalks, curbs, gutters, and support other improvements for pedestrian thoroughfares which would include trails, sidewalks and ramps meeting ADA requirements. Crosswalks should be considered in areas where none are marked.
- 8) Continue to promote the walkability throughout the town. Provide sidewalks, trails, and street lights to benefit safety, illumination levels or address traffic concerns.
- 9) The town should cooperate with Harrison County by supporting the new I-64 interchange.
- 10) Vision clearances at intersections, driveways, curb cuts and other access points should not be compromised.
- 11) The town should continue to support the efforts of the Indian Creek Trail Inc., in implementing the Indian Creek trail.

Public Utilities Policy

Water Policy

This policy is critical to implementing the objectives of the comprehensive plan. Subdivisions should be approved only when fire protection is adequate.

There are three water providers in the planning area. There are various ways each sees its role in the community. Some see their role as primarily providing “drinking water.” Originally, rural water systems were created to furnish water to farmland and farm dwellings and may not have the ability to provide water for fire protection.

A standard could to be adopted by Corydon to assure that developments have adequate fire protection as well as drinking water. Funding can be any of several methods. These include reimbursement to developers if they install the lines, or accept the lines if they are installed with no reimbursement. Other options are: grants, loans, bonds, including TIF bonds in redevelopment areas, or impact fees.

Sanitary Sewers Public Policy & Regional Sewer District

The town of Corydon maintains a sanitary sewer improvement program. The program was based on the land uses designated in the 1992 comprehensive plan. Since that time, there have been decisions on location and relocation that would generate more wastewater than the present capacity of the system.

These land use changes are the planned relocation of the Harrison County Hospital from the south central part of Corydon and the potential construction of a new interchange on I-64, located about 2.15 miles northwest of the S.R. 62 intersection with S.R. 135, will increase safety and mitigate congestion on S.R. 337, and provide for needed I-64 services.

HARRISON COUNTY REGIONAL SEWER DISTRICT

The Harrison County Regional sewer District was approved September 23, 2005, by the Indiana Department of Environmental Management [IDEM]. The district will manage both wastewater and storm water on a watershed basis starting with Indian Creek, since that is where most of the development is occurring.

Harrison County officials agreed to provide the town with \$2 million in riverboat tax money for construction of a wastewater treatment plant to serve the new hospital under construction in the two-mile fringe area between SR 337 and Corydon-Ramsey Road. The new satellite plant has received permits from IDEM and the Indiana Department of Natural Resources. The plant will be built “over the hill and behind the YMCA.”¹

Wastewater Policies

- 1) Continue to insist on meeting the level of service for waste water collection and treatment based on IDEM guidance.
- 2) Implement the agreement with the regional sewer district.

Storm Water Management Policy

Corydon is not a designated community required to meet the requirements of Phase 2 of the EPA Water Quality Act. Communities designated as “Phase II” communities are required to meet stringent IDEM’s NPDES requirements for the quality of storm water. The town currently is not mandated by IDEM to formally plan, manage or implement a plan to assure the quality of storm water. However, it is the town’s practice to maintain the present storm water system. The town cleans the existing curbs, gutters, storm water inlets, swales, and side ditches of town streets. Several tons of leaf and wood debris is collected each year.

Recommendations:

- 1) Require zero increase in storm water run-off volume and velocity from any development.
- 2) Continue to maintain the natural storm water system.
- 3) Carefully study the recommendations of the Harrison County sewer and stormwater feasibility study.

¹ Corydon Democrat, February 15, 2006

- 4) Continue to recycle the collected leaves and wood debris for mulch to continue keeping it from storm water drains and inlets.
- 5) Carefully study any recommendation that would give control of stormwater management to another governmental agency.

Public Lands and Places Policy

The majority of public lands within Corydon are dedicated to the provision of public services. These are not only the town's properties, but also the properties of the State and county governmental jurisdictions. The list includes, but is not limited to:

- 1) Streets.
- 2) Roads.
- 3) State, town and county buildings.
- 4) Wastewater plant.
- 5) Hospital.
- 6) Public schools.
- 7) Parks and landmarks.
- 8) Historic buildings and sites.

The operation and maintenance of these assets is a continuing responsibility of the applicable government unit. The cost of operating and maintaining these assets increases with growth. For this reason fiscally responsible growth is critical for Corydon.

- 1) Continue the excellent maintenance of the town owned properties and buildings.
- 2) Avoid changes in land use that are negative revenue producers, resulting in reduced income for operating and maintaining public property.
- 3) Encourage other governmental units with public land and buildings in the planning area to continue adequate operation and maintenance of their assets.

Parks and Open Space Policy

PARKS

Corydon does not have a park department. However, parks, recreation, and public open spaces are well represented in the planning area. They are owned, operated and maintained by other entities. The Harrison County Park Board and the Indiana Department of Natural Resources are the major providers of parks and open space in the planning area.

BENEFITS OF PARKS AND OPEN SPACE

Parks as public lands can benefit the community in several ways. Benefits include alleviating social problems, such as preventing youth crime and promoting healthy lifestyles. Parks also relieve environmental stress of natural and sensitive lands.

The American Planning Association's/Planning Advisory Service Report #502 is an in-depth study of parks and economic development. Public parks have traditionally not been considered as

influencing economic development. Traditionally, parks have been seen as enhancements to quality of life, a method to address ecological and environmental issues, and their value for scenic vistas and places for passive and active recreation. The American Planning Association study measures the impact of parks on the value of land and property in the immediate area ["catch zone"] of the park. The report also observes that there are other benefits of park and recreation land. These benefits focus on flood control, storm water storage, ground water recharge, and intangible factors such as air cleansing, pleasing vistas, and leisure/stress reducing impact on people.

The process of capitalization on parks is termed the "proximate theory." It means that, in some instances, the "increase in property values in an area due to the presence of a park leads to higher property taxes." These higher taxes have been shown in some cases to provide sufficient funds to pay the annual debt charges on the bonds used to acquire and develop the park.

There are opportunities to capitalize on green corridor along streams such as Little Indian and Indian Creeks. Public parks can be considered "green infrastructure." The Urban Parks Institute believes that green infrastructure is important to both quality of life and to preserving places where people go to feel attachment to their community. Additionally, the Urban Parks Institute says research verifies open space reduces energy use, and storm water runoff, increases property values, and improves academic performance among teens. Other studies document that crime is reduced, neighborhoods have a place as the community focus, and that visits to hospital emergency rooms are reduced when children are given a safe alternative to playing in streets and parking lots.

The Urban Parks Institute identifies some sources of funding for acquisition and development of parks and natural lands. These include the forest service that administers the urban and community street program that networks directly with communities to make investments in community-based projects to improve urban environments. Another program developed by the USDA is the Urban Resources Partnership, which is often used by local communities to leverage other funds including private dollars and sweat equity. These sources are in addition to sources of funds from Indiana's DNR and INDOT Transportation Enhancement funds.

- 1) Establish a level of service based on National Park and Recreation Association standards.
- 2) Establish a level of service for recreation based on the recreation model of the Indiana Department of Natural Resources, 2000-2004 SCORP.
- 3) Continue cooperation with the county and Indian Creek Trail Inc., with the development of the Indian Creek system.

Public Structures Policy

The major public structures owned and maintained by Corydon are the town hall, maintenance garages, and water and wastewater treatment plants. Future public structures may include storm water systems and wastewater treatment plant improvements, satellite plants, collection systems and water treatment plants, and wells. The addition of these structures will depend on the economic feasibility of providing sanitary sewer and water facilities in the planning area. The operation and maintenance is a continuing responsibility of the town. These cost increase with growth. For this reason fiscally responsible growth is critical for Corydon.

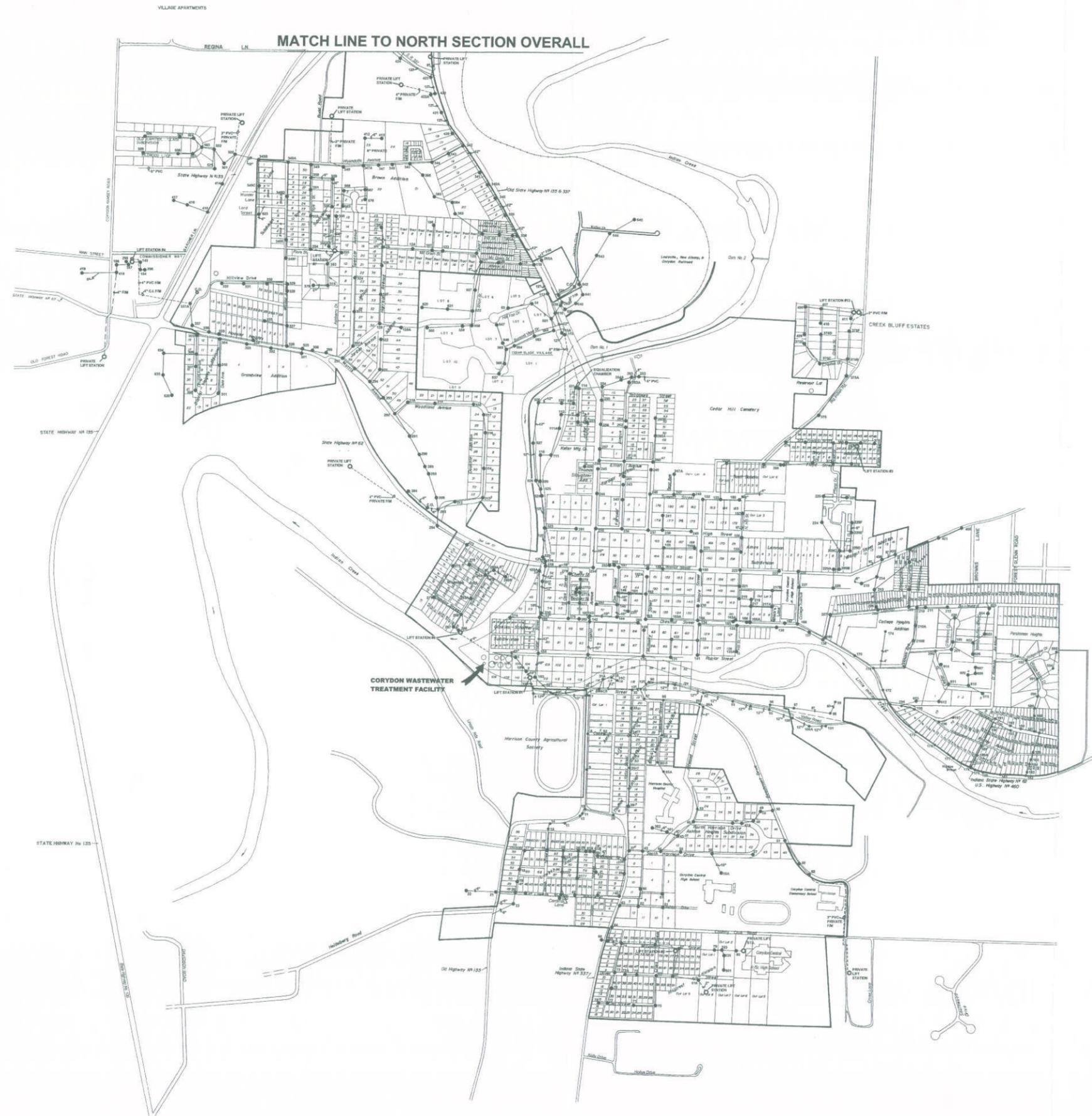
Other public structures include the Harrison County Hospital. It will be closing its present facility to relocate to a site north of the downtown. The economic impact on downtown businesses by the relocation of the hospital complex has not been studied and is undetermined.

It should be the town's policy to continue to adequately maintain its public structures.

SUMMARY

Corydon has utilized the comprehensive plan in the manner intended by Indiana enabling legislation. Dependence on the comprehensive plan has assisted the town in growing in a fiscally responsible manner. Although not discussed in depth in previous comprehensive plans; Corydon has implemented fiscal responsibilities throughout the past decades.

The use of this comprehensive plan will assist the town in evaluating future growth and potential annexations.



Scale: 1" = 600'

- LEGEND**
- 22 MANHOLE AND NUMBER
 - SEWER FORCE MAIN
 - LIFT STATION
 - LOT NUMBER
 - CORPORATE LIMITS
 - C.O.

LIFT STATIONS:
 LIFT STATION NO. 4 WAS REDESIGNED IN 2000
 LIFT STATION NO. 9 WAS REDESIGNED IN 1998
 THERE ARE 14 TOWN OWNED LIFT STATIONS

NOTE:
 MANHOLE NUMBER 189A IS LISTED IN THE 1996 M.H. FIELD INSPECTION REPORT AS 189. THE 1982 SEWER REHABILITATION DATA REFERS TO THE M.H. AS 189A TO PREVENT FURTHER CONFUSION. THE M.H. WILL CONTINUE TO BE REFERRED AS 189A.
 TOTAL ACKNOWLEDGED NUMBER OF MANHOLES IN THE COLLECTION SYSTEM (INCLUDING PRIVATE) AS OF 12/28/03 IS 725.
 LAST MANHOLE ASSIGNED ON THE SEWER MAPS IS # 647.
 MANHOLE # 408 WAS REMOVED AND REPLACED WITH A CLEANOUT IN 2003. THE #68 HAS NOT BEEN REASSIGNED TO ANOTHER MANHOLE TO PREVENT ANY CONFUSION.
 MANHOLE # 208 WAS REMOVED IN 2004. THE #68 HAS NOT BEEN REASSIGNED TO ANOTHER M.H. TO PREVENT ANY CONFUSION.
 THE FOLLOWING MANHOLE NUMBERS HAVE BEEN REASSIGNED DUE TO NEW CONSTRUCTION OR ON CORP. FIELD DISCOVERY:
 5, 19, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

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**SANITARY SEWER MAP
 TOWN OF CORYDON
 HARRISON COUNTY, INDIANA
 SOUTH SECTION**

REVISIONS

JUNE 1987	MAR 1988
JAN 1988	MAY 1989
AUG 1988	JULY 2000
DEC 1988	DEC 2001
OCT 1993	JULY 2002
MAY 1994	JAN 2003
JAN 1996	DEC 2003
NOV 1998	JAN 2005
FEB 1999	DEC 2005
MAR 1999	

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 Highway 50 West
 Logansport, Indiana 47553

DATE
 NOV. 2003

DESIGN
 D.L.D.

DRAWN
 J.D.C.

C.C. CHECK
 O.C.

PROJECT NUMBER
 #

1
 1 OF 2

SOUTH SECTION

FILE NUMBER



Scale: 1" = 600'

- LEGEND**
- MANHOLE AND NUMBER
 - FORCE MAIN
 - LIFT STATION
 - LOT NUMBER
 - CORPORATE LIMITS
 - CLEANOUT

LIFT STATIONS:
 LIFT STATION NO. 4 WAS REASSIGNED IN 2000
 LIFT STATION NO. 8 WAS REASSIGNED IN 1999
 THERE ARE 14 TOWN OWNED LIFT STATIONS.

NOTE:
 MANHOLE NUMBERS 139A-B LISTED IN THE 1988 M.A. FIELD INSPECTION REPORT AS MC. THE 1992 SEWER REHABILITATION DATUM REFERS TO THE M.A. AS 199A TO PREVENT FURTHER CONFUSION. THE M.A. WILL CONTINUE TO BE REFERRED AS 199A.
 TOTAL ACKNOWLEDGED NUMBER OF MANHOLES IN THE COLLECTION SYSTEM (INCLUDING PRIVATE) AS OF 12/29/02 IS 725.
 LAST MANHOLE ASSIGNED ON THE SEWER MAPS IS #467.
 MANHOLE #803 WAS REMOVED AND REPLACED WITH A CLEANOUT IN 2002. THIS #803 HAS NOT BEEN REASSIGNED TO ANOTHER MANHOLE TO PREVENT ANY CONFUSION.
 MANHOLE # 309 WAS REMOVED IN 2004. THE #809 HAS NOT BEEN REASSIGNED TO ANOTHER M.A. TO PREVENT ANY CONFUSION.
 THE FOLLOWING MANHOLE NUMBERS HAVE BEEN REASSIGNED DUE TO NEW CONSTRUCTION OR ON 600'S FIELD DISCOVERY:
 319,345,368,383,106,107,108,130,140,
 154,160,174,199,202,203,204,205,206,207,
 224,225,226,227,228,229,230,231,303,307,
 373,385,388,387,389,390,391,392,393,
 394,395,396,397,398,399,404,407,408,
 409,410,411,412,413,414,415,416,417,418,
 419,498

REVISIONS

JUNE 1987	MAY 1989
JUNE 1988	JULY 2000
DEC. 1988	DEC. 2001
DEC. 1988	JAN. 2002
NOV. 1995	DEC. 2003
JAN. 1996	JAN. 2006
NOV. 1996	JAN. 2006
MAR. 1998	DEC. 2006
MAR. 1998	MAY 2007

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**SANITARY SEWER MAP
 TOWN OF CORYDON
 HARRISON COUNTY, INDIANA
 NORTH SECTION**

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DATE
NOV. 2003
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D.L.D.
 DRAWN
J.D.C.
 Q.C. CHECK
 PROJECT NUMBER
 *

2
 2 OF 2

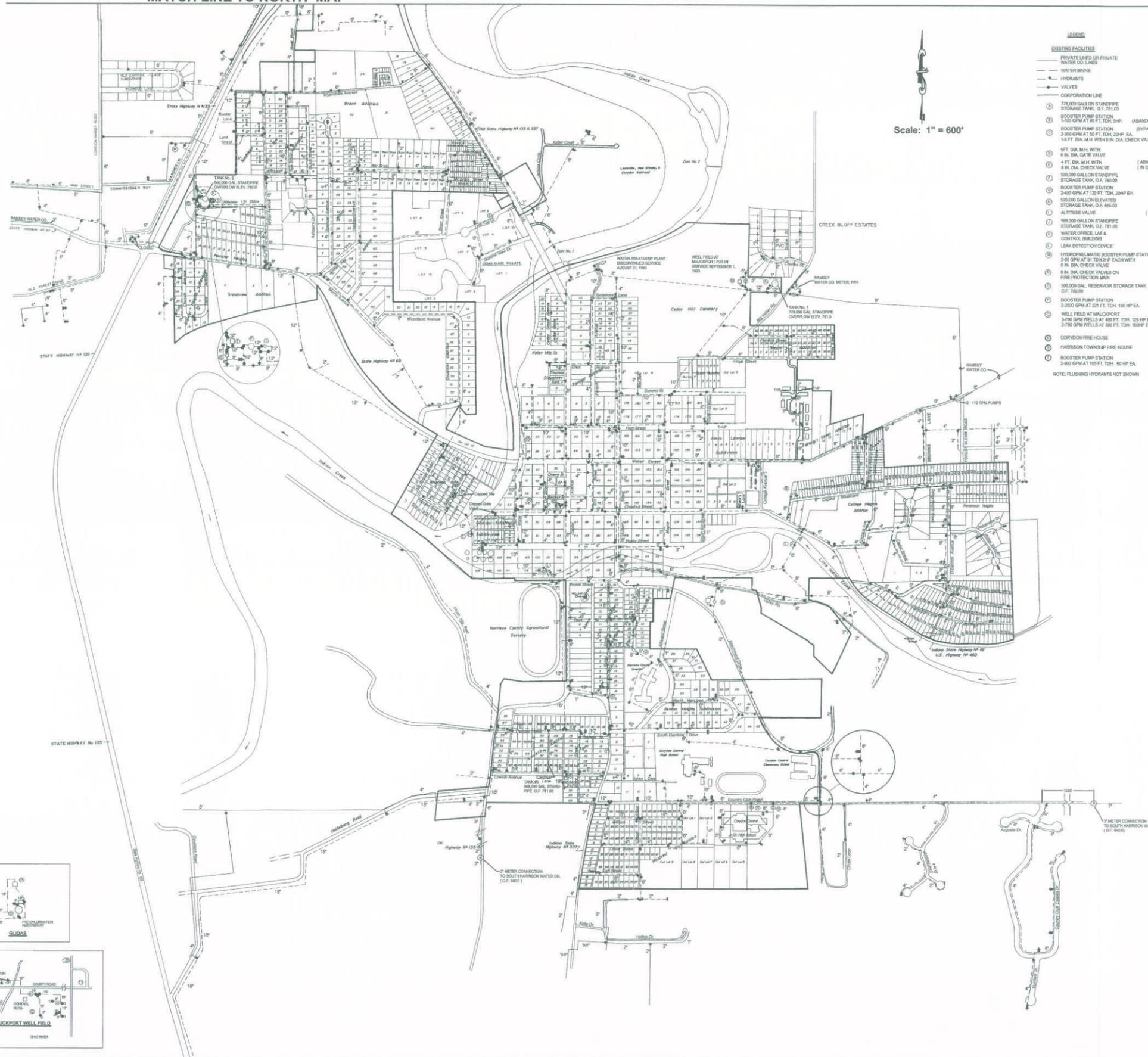
NORTH SECTION

FILE NUMBER

MATCH LINE TO SHEET NO. 1

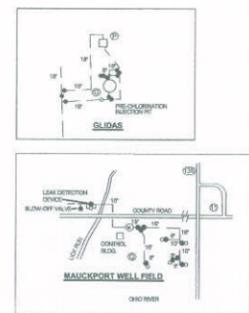
NOTE: ALL SEWERS 8" UNLESS NOTED OTHERWISE

MATCH LINE TO NORTH MAP



Scale: 1" = 600'

- LEGEND**
- EXISTING FACILITIES**
- PRIVATE LINES OR PRIVATE WATER CO. LINES
 - WATER MAINS
 - HYDRANTS
 - VALVES
 - CORPORATION LINE
- ① 75,000 GALLON STANDPIPE STORAGE TANK, O.F. 781.00
 - ② BOOSTER PUMP STATION, 1-100 GPM AT 90 FT. TDH, 20HP (ABANDONED)
 - ③ BOOSTER PUMP STATION, 2-300 GPM AT 50 FT. TDH, 20HP EA, 1.5 FT. DIA. M.H. WITH 8 IN. DIA. CHECK VALVE (IN OPEN POSITION)
 - ④ 8 FT. DIA. M.H. WITH 8 IN. DIA. GATE VALVE (ABANDONED 1987)
 - ⑤ 4 FT. DIA. M.H. WITH 4 IN. DIA. CHECK VALVE (IN OPEN POSITION-1990)
 - ⑥ 50,000 GALLON STANDPIPE STORAGE TANK, O.F. 780.00
 - ⑦ BOOSTER PUMP STATION, 2-400 GPM AT 120 FT. TDH, 20HP EA. (1992)
 - ⑧ 100,000 GALLON ELEVATED STORAGE TANK, O.F. 845.00
 - ⑨ ALTITUDE VALVE (1990)
 - ⑩ 36,000 GALLON STANDPIPE STORAGE TANK, O.F. 781.00
 - ⑪ WATER OFFICE, LAB & CONTROL BUILDING
 - ⑫ LEAK DETECTION DEVICE
 - ⑬ HYDRO-PNEUMATIC BOOSTER PUMP STATION (1992)
 - ⑭ 2-50 GPM AT 81 TDH, 2HP EACH WITH 8 IN. DIA. CHECK VALVE
 - ⑮ 8 IN. DIA. CHECK VALVES ON FIRE PROTECTION MAIN
 - ⑯ 500,000 GAL. RESERVOIR STORAGE TANK, O.F. 700.00
 - ⑰ BOOSTER PUMP STATION, 2-200 GPM AT 121 FT. TDH, 150 HP EA. (1998)
 - ⑱ WELL FIELD AT MALCKPORT, 2-100 GPM WELLS AT 480 FT. TDH, 125 HP EA. (SEPT. 1993)
 - ⑲ 2-750 GPM WELLS AT 380 FT. TDH, 100HP EA. (OCT. 1998)
 - ⑳ CORYDON FIRE HOUSE
 - ㉑ HARRISON TOWNSHIP FIRE HOUSE
 - ㉒ BOOSTER PUMP STATION, 2-900 GPM AT 165 FT. TDH, 50 HP EA.
- NOTE: FLUSHING HYDRANTS NOT SHOWN



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WATER DISTRIBUTION MAP
TOWN OF CORYDON
HARRISON COUNTY, INDIANA
SOUTH SECTION

REVISIONS

JAN. 1994	JAN. 2003
JAN. 1996	MARCH 2005
NOV. 1998	OCT. 2005
FEB. 1998	
MAY 1998	
JUNE 2001	
JULY 2002	
JAN. 2003	
DEC. 2003	

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DATE
NOV. 2003

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D.L.D.

DRAWN
J.D.C.

G.C. CHECK
J.D.C.

PROJECT NUMBER
#

1
OF 2

FILE NUMBER



Scale: 1" = 600'

- LEGEND**
- EXISTING FACILITIES**
- PRIVATE LINES OR PRIVATE WATER CO. LINES
 - WATER MAINS
 - HYDRANTS
 - VALVES
- CORPORATION LINE**
- ① 775,000 GALLON STANDPIPE STORAGE TANK, C.F. 781.00
 - ② BOOSTER PUMP STATION 3,100 GPM AT 50 FT. TDH, 20HP, (ABANDONED)
 - ③ BOOSTER PUMP STATION 2,300 GPM AT 50 FT. TDH, 20HP EA. (SHIPPED 1990)
 - ④ 3.5 FT. DIA. M.H. WITH 6 IN. DIA. CHECK VALVE (IN OPEN POSITION)
 - ⑤ 8 FT. DIA. M.H. WITH 8 IN. DIA. GATE VALVE
 - ⑥ 4 FT. DIA. M.H. WITH 6 IN. DIA. CHECK VALVE (ABANDONED 1997)
 - ⑦ 500,000 GALLON STANDPIPE STORAGE TANK, C.F. 700.00 (IN OPEN POSITION - 1990)
 - ⑧ BOOSTER PUMP STATION 2,450 GPM AT 100 FT. TDH, 20HP EA. (1990)
 - ⑨ 500,000 GALLON ELEVATED STORAGE TANK, C.F. 850.00
 - ⑩ ALTITUDE VALVE (1990)
 - ⑪ 688,000 GALLON STANDPIPE STORAGE TANK, C.F. 781.00
 - ⑫ WATER OFFICE, LAB & CONTROL BUILDING
 - ⑬ LEAK DETECTION DEVICE
 - ⑭ HYDRO-PNEUMATIC BOOSTER PUMP STATION (1995)
 - ⑮ 2-80 GPM AT 81 TDH, 2HP EACH WITH 6 IN. DIA. CHECK VALVE
 - ⑯ 6 IN. DIA. CHECK VALVES ON FIRE PROTECTION MAIN
 - ⑰ 500,000 GAL. RESERVOIR STORAGE TANK, C.F. 700.00 (1998)
 - ⑱ BOOSTER PUMP STATION 2,300 GPM AT 221 FT. TDH, 150 HP EA. (1998)
 - ⑲ WELL FIELD AT MAUCHPORT 3,700 GPM WELLS AT 450 FT. TDH, 125 HP EA. (SEPT. 1993)
 - ⑳ 2,700 GPM WELLS AT 300 FT. TDH, 100HP EA. (OCT. 1998)
 - ㉑ CORYDON FIRE HOUSE
 - ㉒ HARRISON TOWNSHIP FIRE HOUSE
- NOTE: FLUSHING HYDRANTS NOT SHOWN

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**WATER DISTRIBUTION MAP
TOWN OF CORYDON
HARRISON COUNTY, INDIANA
NORTH SECTION**

REVISIONS

JAN. 1994	JAN. 2000
FEB. 1994	MARCH 2000
MAY 1994	APRIL 2000
JUNE 1994	MAY 2000
JULY 1994	
AUG. 1994	
SEP. 1994	
OCT. 1994	
NOV. 1994	
DEC. 1994	

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Q.C. CHECK	J.C. CHECK
PROJECT NUMBER	

FILE NUMBER