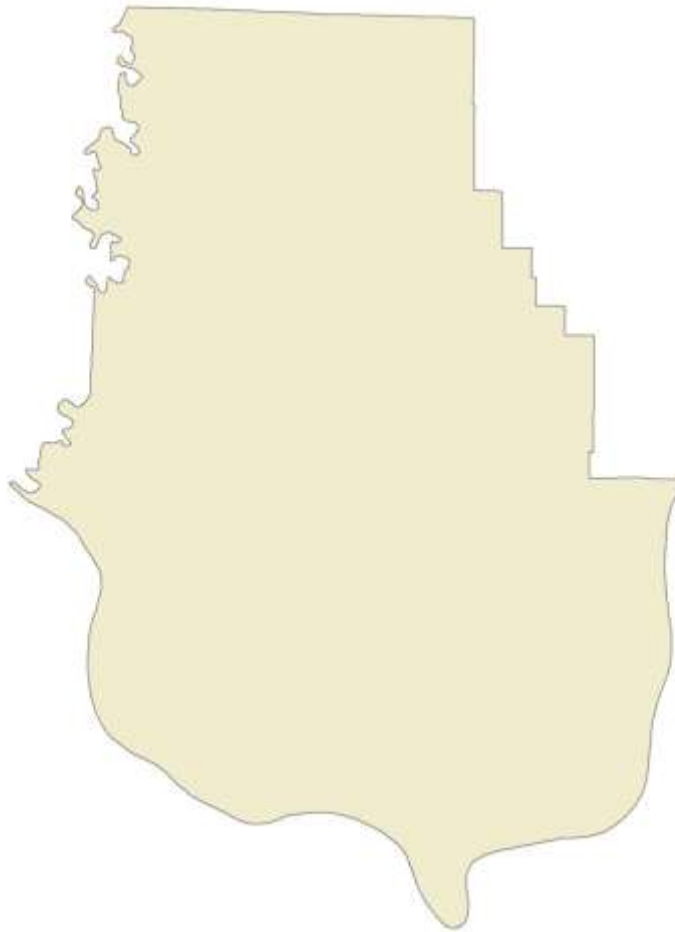


**Addendum to the Harrison County  
Comprehensive Plan  
Fringe Area**

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## **I. INTRODUCTION**

The Harrison County Commissioners and the Harrison County Plan Commission, recognize the development pressures on the area surrounding the Town of Corydon and have determined that it may be appropriate to assume the Comprehensive Planning function of local government for the area outside the Town of Corydon which has historically been regulated by the Town( here after referred to as “fringe area’). In order to more appropriately guide development decisions in this area the following addendum to the Harrison County Comprehensive Plan has been prepared to guide decision makers now and in the future when land use changes are proposed. The 17,700-acre study area includes portions of Harrison, Webster and Jackson Townships.

The interstate highway system makes this area easily accessible by automobile and truck transportation. The fringe area is also conveniently accessed by State Highways 62, 135 and 337.

The Corydon interchange on Interstate 64(#105) has developed to be the major employment center in Harrison County. The area south of this interchange includes commercial development (highway service and retail). The area north of the interchange is primarily industrial, with limited highway service uses. In general the availability of public utilities, including water, sewer, electricity and telephone along with rail service are the main reasons this interchange has experience major development over the last twenty-five years. In addition this interchange, twenty-four miles west of downtown Louisville, is the primary entry point into the county for residents, visitors, and commercial/industrial interests.

The County, in recognizing that development and change are inevitable, desires to ensure that the development of the fringe area will be in an orderly, well planned manner. To that end the following area specific plan has been prepared.

## **METHODOLOGY**

As an extension of the Comprehensive Plan adopted by the County in 2008 many of the same activities and methodologies were used during the formulation of this amendment. During this process topographic and existing land use conditions in the fringe and surrounding area were considered, one open house style meeting was conducted at the Harrison County Government Center to present plan ideas and obtain input from stakeholders, utilities were solicited for input, and socio-economic statistics were secured from various public sources. In addition an in depth review and comparison of existing Plans/ordinances/zoning of the Town of Corydon with that of the County was completed to insure consistency as well as identify modifications that should be included in this plan to help insure future development occurs in a manner that is compatible with the vision of stakeholders participating in the planning process.

## **II. HARRISON COUNTY COMPREHENSIVE PLAN**

The Comprehensive Plan, prepared by HNTB Corp. and adopted by Harrison County in 2008, established a vision for the community regarding how and where development should occur. Implementation of this vision is largely done through developing a future land use plan as well as through the goals, objectives, and policies of the comprehensive plan.(1) Historically the Fringe area has been excluded from the County plan to avoid overlap with the Town of Corydon Plan however public input by all county residents including those in the Town of Corydon and Fringe area were solicited, and all comments/opinions were given the same consideration without regard to jurisdictional boundaries of the County or Town.

### **Harrison County Vision Statement**

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

### **Future Land Use**

Future Land use in the Plan is projected in general terms using six primary land use categories. These projections are represented on the Future Land Use map for all areas of the county except the Town of Corydon Planning area which includes property within the Town and fringe area. Though these areas are not included in the plan many of the projections were designed to complement and work in concert with the projections contained within the Town of Corydon Comprehensive Plan.

### **Transportation**

Transportation plays a vital role in the ability of communities to develop. The 2008 Plan recognizes this fact and promotes improvements in traditional vehicular movement, mass transit and pedestrian/bicycle facilities. Historically minor and major roadway maintenance and improvement functions of County government have been planned through a process separate from the comprehensive plan process. The separate transportation planning process includes all county roads, including roadways and travel corridors within the fringe area. This practice is acknowledged within the comprehensive plan which references the Harrison County Long Range Transportation Plan as the official guide to transportation improvements within the county.

(1) Harrison County Comprehensive Plan, HNTB Corp, 2008

## **Public Facilities**

“Public facilities include amenities and services such as fire protection, police services, water and wastewater services, public schools, parks and recreation in addition to government owned properties, such as the Courthouse and County Annex Building.”

Public facilities and the services they provide are typically available for the entire community and therefore are not affected by local government planning jurisdictions. The 2008 plan provides a detailed description of the public infrastructure which includes facilities within the fringe area.

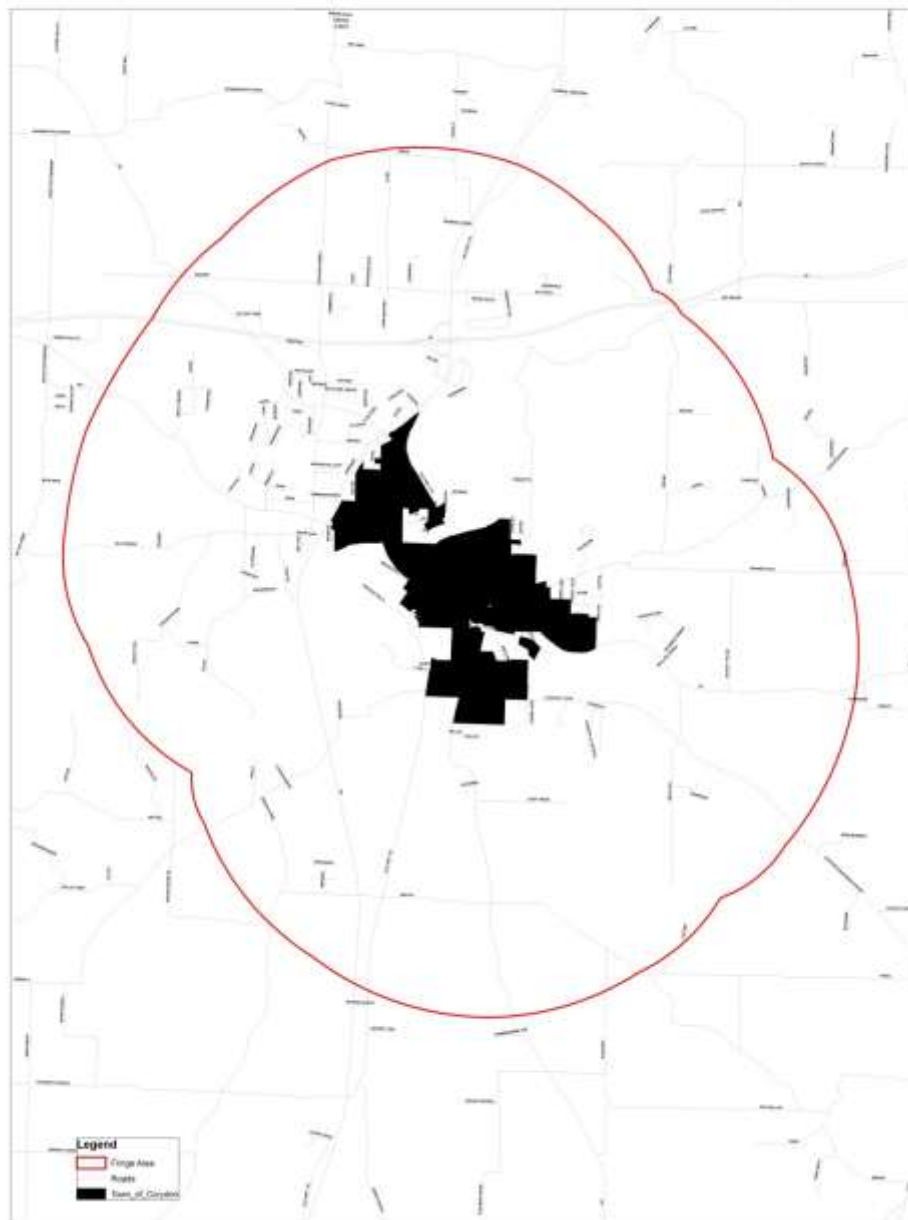
## **Synopsis**

Overall the Harrison County Comprehensive Plan satisfies a majority of the prerequisites necessary to affectively guide development in the fringe area. In order to provide comprehensive guidance however details regarding future land use must be provided. To accomplish this task the “Fringe Area Plan” included in this addendum has been prepared.

### III Fringe Area Plan

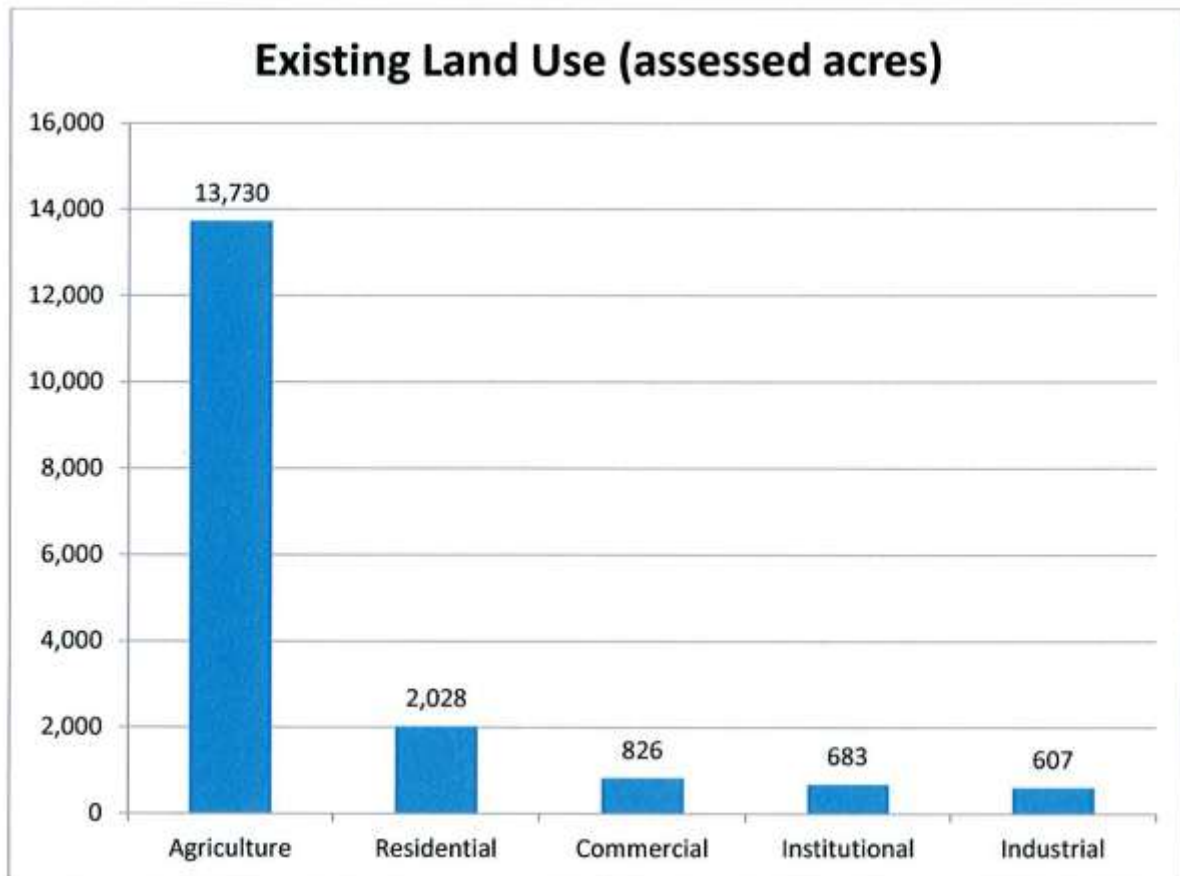
The 17,700-acre Fringe Area includes portions of Harrison, Jackson, and Webster Townships (**Map 1**). Based upon the 2010 census approximately 5,300 individuals reside within the fringe which represents 13% of the entire population of Harrison County.

**Map 1 Plan Boundary**



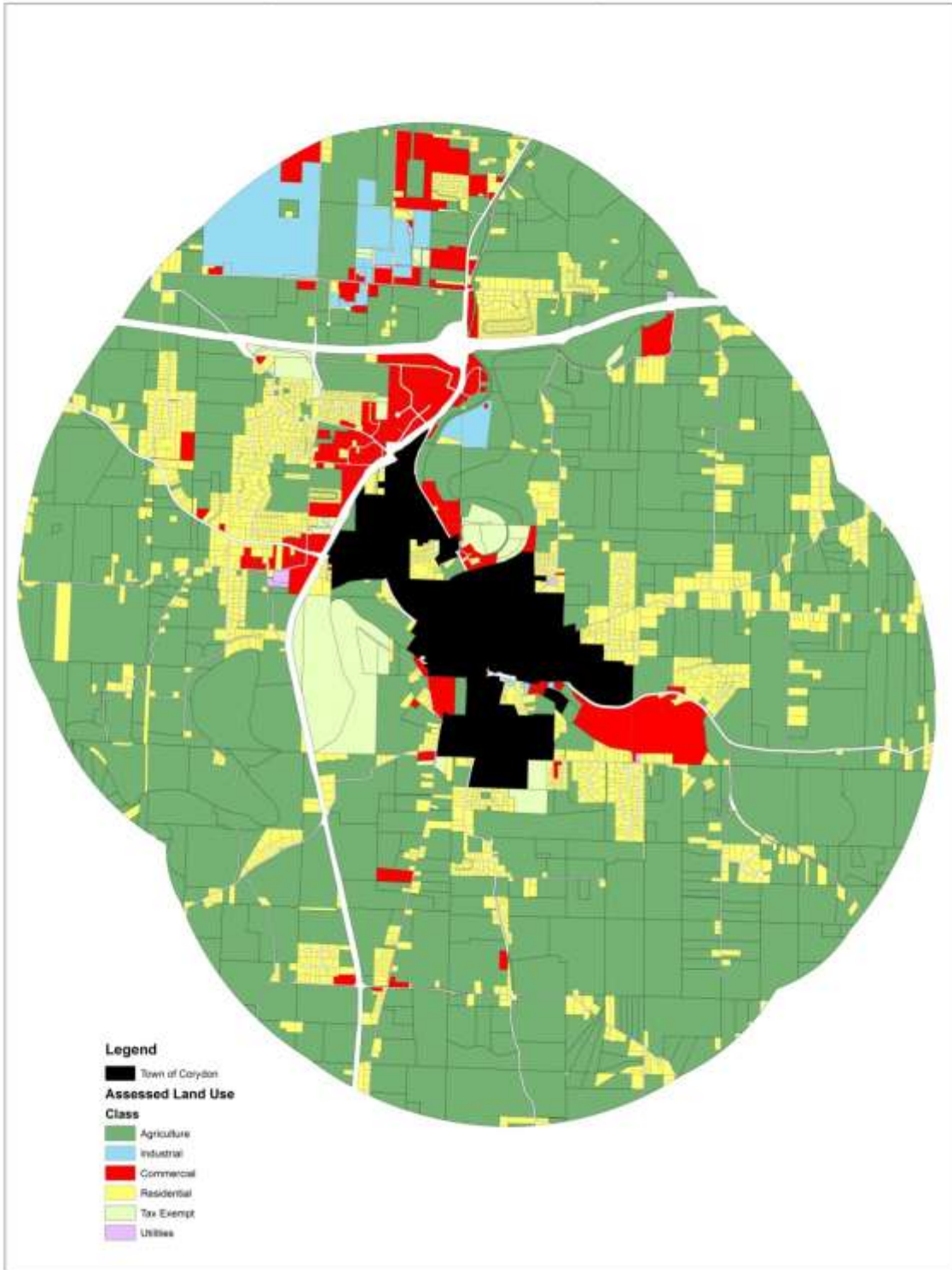
## 1. Existing Land use

Based on property tax records the fringe area is developed for a variety of uses. For discussion purposes these uses have been grouped into five categories. Categories and the associated developed land area as follows:



In general the amount and distribution of the various land use categories has changed very little since the adoption of the Towns comprehensive plan in 2008. Upon viewing a graphical representation of this distribution (Map 2) it becomes clear that development within the fringe has followed traditional patterns with commercial development along main thoroughfares/Interstate Interchange, residential neighborhoods near lower volume State Rds and scattered site residences along rural county roads. Industrial development is located primarily north of Interstate 64 in the Quarry Rd area with small scattered site manufacturing facilities located on Landmark Avenue and Valley Rd.

**MAP 2  
EXISTING LAND USE  
(Based on Assessments)**



## 2. Future Land Use

Several factors were considered in preparing the land use recommendations shown on Map 3. Initially current land use was compared to existing Town zoning as recorded on the ThinkGIS mapping system as well as the projected future land use for land currently under the jurisdiction of Harrison County. The outcome of this review was the creation of a conceptual future land use map which was made available for public review in the Harrison County Plan Commission office and presented for public comment at an open house meeting held on July 19, 2012. Upon completion of the public comment period the conceptual map was revised to incorporate the comments received and the final Future Land Use Map created (Map 3).

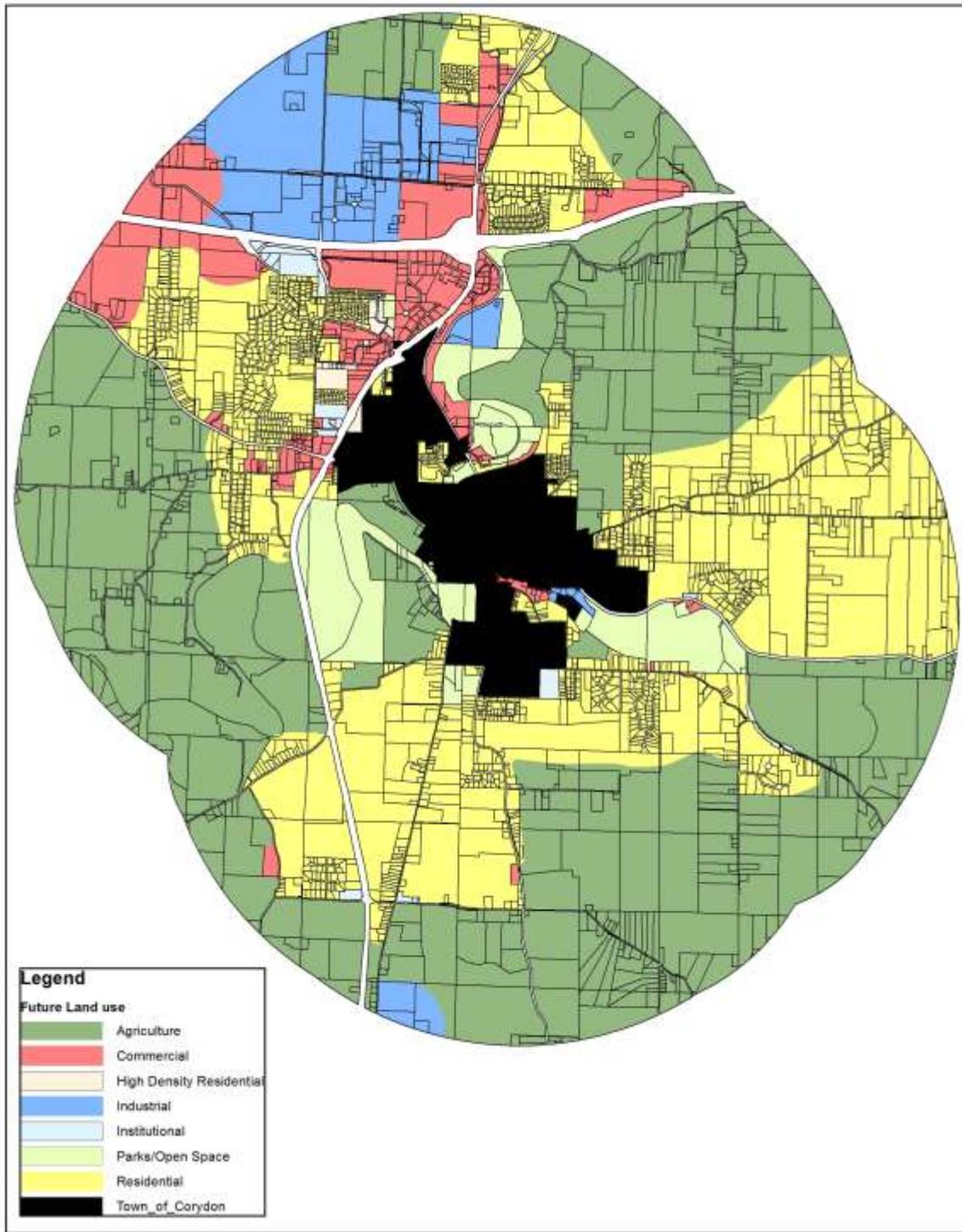
Unlike the Towns future land use map, which designates individual parcels for a particular type of use, the county plan utilizes a broad brush approach in which general boundaries are drawn representing areas in which each of the major categories of development would be consistent with the Goals and Objectives of the Comprehensive Plan. The resulting plan builds upon existing land use patterns and promotes continued development of the area for urban purposes.

As the largest urban area in the County, the plan promotes continued development of residential uses and associated commercial and industrial development which provides the services and employment necessary to support the community. In general major commercial/industrial uses are recommended to continue west of Hwy 135 along Interstate 64. Additional commercial/industrial land area is also projected in the area of the proposed interchange west of Hwy 337. Residential expansion is depicted as infill development between large subdivisions to the west of Hwy 135, to the south of Little Indian creek between Corydon New Middletown Rd and Hwy 135 and along Corydon Ridge Rd. Special consideration however should be given to permitting the establishment of new industrial development in areas south of the Town of Corydon when sewer service and fire protection water service is available and will be used. Remaining areas designated as agriculture, are projected for continued agricultural use as currently developed.

Despite the amount of residential development in the area the Fringe supports a long history of quarrying of limestone. This industry provides both local and regional markets with stone, gravel, and agricultural lime and continuation of these site specific activities is promoted by the plan. Currently there are two active quarries both of which are designated for industrial use to insure this industry may exhaust current reserves of this valuable commodity.



### Map 3 Future Land Use Map



## IV. ZONING RECOMMENDATIONS

This addendum shall serve as the county's general guide for the creation of a Fringe Area Zoning Map. The creation of a zone map for this area will require consideration of existing land uses/zoning, differences between town and county zoning districts and potential for development of property in the short term with special attention paid to minimizing negative impacts to stakeholders. Initial zoning proposals should be compatible with existing land use and zoning with the specific zoning districts being selected based on the most compatible district in regards to use and setbacks.

Special consideration will be required for land zoned R-1 under the Towns ordinances due to the amount of development that has occurred and the number of differences in the dimensional standards(setbacks, frontage, lot size). In order to avoid creating hundreds of non-conforming lots and/or structures it is recommended that a new residential zoning district be considered which would more closely match residential development that has occurred in the area. Such a zone could balance the differences between the county R-1 and town R-1, preserve landowners ability to develop a residential subdivision, and permit agricultural uses to continue as currently developed.

Given recent setbacks associated with the development of a new interstate 64 interchange west of exit 105, it should be noted that it is the intent of the Future Land Use Map that projected commercial development west of Hwy 337 is contingent upon substantial progress being made toward obtaining authorizations for this urgently needed roadway improvement. Until this project moves forward, major changes in the area should be avoided (Map 4). Similarly, in the event the interchange project is abandoned, the Comprehensive plan should be amended to reflect desirable development without direct access to I-64.



## V. Public Comments

Public comments received during this process were positive and there were no objections noted regarding assumption of jurisdiction by the County. A summary of comments received during the process are as follows:

- Transfer of jurisdiction would give residents a voice in how the area is developed.
- Fewer permits required for development would be a positive change.
- Concern regarding increased number of septic systems and the potential impact on Karst features and water quality (urbanites may not know how to maintain systems).
- A septic maintenance district should be considered to help insure septic systems are maintained in good working order.
- Permeable pavement and green infrastructure should be promoted as a way to protect water quality and improve the appearance of the built environment.
- There are too many signs in the area.
- Corydon Ridge Road and Grange Hall Rd area should be designated for residential development.
- Rural farming should be retained.
- Roads need to be widened and realigned.
- Additional confined feeding not needed in the area but it should not be prohibited.
- Area north of Quarry Rd should remain industrial.
- Ability to give a child a lot on private drive is a good thing.
- Tall fences should be required between businesses and homes.