



COMPREHENSIVE PLAN - 2019

Cynthiana - Harrison County - Berry



JUNE 1, 2019



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CYNTHIANA - HARRISON COUNTY - BERRY

June 1, 2019

PREPARED FOR:



PREPARED BY:



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1 INTRODUCTION

The Planning process is a system of applications with public review that allows for the implementation of policies to develop the built environment.

A community is made up of individuals with different needs, interests and lifestyles. Some needs are common to all: sanitation, fresh air, clean water, open space for recreation, access to services, and so on. Because of these mutual needs, planning is necessary to make sure that these basic necessities are met for all residents, and that community resources are used efficiently and equitably.

Urban and rural planning is vital for the orderly development of housing, industry and community services into the areas best suited for them. Our most productive agricultural lands need to be protected, as does the quality of our natural and urban environments. The protection of scarce resources, preservation of rural character, conservation of historic sites, public access to state and regional facilities, and the distribution or concentrations of business centers are important considerations in the planning process.

At the local level, planning is concerned with land use and the development of that land. There are not many actions that owners can undertake that do not affect their neighbors in some way. Land-use regulations are essential to protecting the personal property rights of all landowners.

HOW PLANNING WORKS

Distinguishing Between Planning & Zoning

Planning is the process of building an inventory of community assets and collectively projecting a vision for the future. Zoning is the process of regulating proposed uses of property to fulfill those visions. Both are legitimate and legally enforceable tools if they are properly adopted.

Generally, comprehensive plans are comprised of goals and objectives that are developed by an appointed planning committee and adopted by a legislative body. The rest of the plan and corresponding plan map are then created and adopted by the planning commission.

The plan is used as a guide for the development of zoning ordinances and subdivision regulations. The plan serves as the guidebook for making decisions in regulating the use of land. The plan insures that decisions are made in the community's best interest and are not "arbitrary and capricious." The plan map is part of the plan. It shows the various zones that determine how properties should be used. Residential, agricultural, commercial, industrial, and open spaces are the most general uses.

Zoning ordinances and amendments to the ordinances are usually drafted by the planning commission and then reviewed and approved by the legislative body. When an application for a change in land use is made, the planning commission holds a public hearing to weigh input. The commission then votes to make a recommendation to the legislative body. With the planning commission's recommendation, the legislative body has final action to approve, approve with conditions, or deny the land-use proposal.

Typically, the principal enforcement tools of planning processes are zoning ordinances. Ordinances explicitly state the use, intensity of that use, and sometimes physical form. They tell us how far back from the edge of the property development can occur and how much of a site can be developed. Sometimes they limit the height of a building. They also can regulate driveways, accessory buildings (garages or shops), signs, screening (trees and shrubs), and parking.

The Players in the Planning & Zoning Game

Zoning Administrators are employed by the planning commission. Ideally, the administrator is someone who understands code language and has a good sense of diplomacy. State statutes use the term “Administrative Officer” to describe this position, but a more common name is “Director of Planning.”

The **Administrator** is charged with code interpretation and enforcement. The administrator evaluates proposed developments against the current development code. Enforcement is another responsibility of the administrator. If a citizen builds in spite of what an ordinance says, the administrator may take the offender to court to correct the violation.

The **Planning Commission** is appointed by the legislative body. Harrison County has a joint city / county planning commission. The commission writes and reviews the comprehensive plan, plan map, and ordinances, as well as subdivision regulations. Depending on the proposed development and code language for its review, the commission has the power to review site plans. In this duty, the commission is limited to a strict list of development characteristics that may include traffic access, circulation and parking, landscaping and screening.

The **Board of Adjustment** hears appeals from the decisions of the zoning administrator. In these appeals the board can grant variances or conditional use permits when appropriate. The legislative body appoints the board of adjustment.

The **Legislative Body** – the county fiscal court or city commission – approve all ordinances, zone changes, and the goals and objectives of the comprehensive plan.

“Interested Persons” round out the cast in the zoning process. They are admissible parties to all public hearings before both the planning commission and the board of adjustment. They have the right to participate in the hearings and to appeal the decisions of these bodies to circuit court. The category of “interested persons” includes adjoining landowners, state agencies, and the local governmental agencies that would be obligated to serve the proposed development.

PLANNING HISTORY **of HARRISON COUNTY**

Planning was first instituted in the City of Cynthiana in 1956 with the Cynthiana Municipal Planning and Zoning Commission. This body had no extraterritorial jurisdiction and was responsible only for land-use controls within the incorporated area of the city. In 1972, the Kentucky Program Development Office prepared a City Plan for Cynthiana. This plan served as the basis for planning within Cynthiana. However, most of the growth of the community was occurring adjacent to the city limits – out of the plan area jurisdiction. To remedy this, an action was taken to merge the city planning commission with members representing the unincorporated portions of the county and the City of Berry in 1975. Goals and objectives were drafted under this new body. The merged commission operated for only four years until 1979, when the county withdrew its participation. From 1980 until 1987 Cynthiana and Berry continued to work in planning unison.

KRS 100.131 in the 1984 Legislature enabled the Cynthiana - Berry Planning Commission to exercise five-mile extraterritorial jurisdiction over subdivision development. They used that power until 1987 when Harrison County voted to again become a part of the joint planning body. Later in 1987, the Cynthiana - Harrison County - Berry Joint Planning Commission was formed.

This version of the comprehensive plan revises the 2012 update with more recent data available from various sources including the United States Census Bureau, the Kentucky State Data Center, and the Bureau of Labor and Statistics.

2 GOALS & OBJECTIVES

The shared vision of the community.

The basic principles which are outlined in the goals are fundamental statements which are common throughout the planning process — preservation of the environment and encouragement of sound business development. The planning commission reviewed and revised the comprehensive plan, beginning with the goals and objectives, with some minor changes based upon events which had occurred over the past five years. After three public meetings, hearings, and revisions based upon comments received, the goals were forwarded to the legislative bodies for adoption.

GOALS & OBJECTIVES

Kentucky Planning and Zoning Statutes (KRS 100) require that the planning commission of each planning unit prepare a comprehensive plan. This plan serves as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. A principal element of the comprehensive plan is the establishment of a statement of goals and objectives, which acts as a guide for the preparation of the elements of the plan. Goals and objectives provide the planning commission and its staff with the direction necessary to prepare a comprehensive plan, which accurately and faithfully represents the wishes of the community.

The following statement of goals and objectives is intended to provide direct guidance for implementation decisions made by the planning commission and local government bodies as related to future physical development. These statements are presented in two levels of specificity. Goals are very broad and abstract ideals, which the community desires. Objectives are more specific and concrete concepts which when achieved contribute to goal attainment. KRS 100.193 requires the planning commission to adopt the goals and objectives and to submit them to the legislative bodies of each governmental unit in the planning area for their adoption. The following goals and objectives were officially adopted by the Harrison County Planning Commission, Harrison County Fiscal Court, Cynthiana City Commission, and the Berry City Commission.

Cynthiana City Commission Adopted:	April 16, 2019
Berry City Commission Adopted:	June 13, 2019
Harrison County Fiscal Court Adopted:	April 23, 2019



VISION - TO BUILD A LIVABLE AND SUSTAINABLE COMMUNITY



1. GENERAL PROCESS



Goal

- 1.1 ENSURE THAT THE PROCESSES AND ACTIVITIES OF THE CYNTHIANA - BERRY - HARRISON COUNTY PLANNING AND ZONING COMMISSION OCCUR IN A FAIR AND EFFICIENT MANNER AND THAT THE COMMISSION WILL RECOGNIZE THAT PROPERTY OWNERS HAVE THE RIGHT TO ENJOY THE USE OF THEIR PROPERTY IN PURSUIT OF THEIR OWN BEST INTERESTS, BOTH SOCIAL AND ECONOMIC, YET RECOGNIZE ALSO THAT THE OWNERSHIP OF PROPERTY CONFERS RESPONSIBILITIES. USE OF PRIVATE PROPERTY SHOULD NOT INTERFERE WITH THE HEALTH OR SAFETY OF NEIGHBORING PROPERTY OWNERS OR OCCUPANTS OR DENY NEIGHBORING PROPERTY OWNERS THOSE SAME INHERENT RIGHTS.

Objectives

- 1.1.1 *Encourage citizen input from divergent interests within the community.*
- 1.1.2 *Allow adequate time for concerned citizens to address the commission within the spectrum of public hearings.*
- 1.1.3 *Develop a timely process for applicants to use when working with the commission and its staff.*
- 1.1.4 *Be respectful of all citizens throughout their engagement in the planning process.*



2. ENVIRONMENTAL CONSIDERATIONS



Goal

- 2.1 TO MAINTAIN AND ENHANCE ENVIRONMENTAL QUALITY, CLEAN WATER, AIR AND SOILS IN HARRISON COUNTY.**

Objectives

- 2.1.1 *Discourage development on environmentally sensitive or geologic hazard areas through clustering or other techniques, which prove to protect the environment.*
- 2.1.2 *Encourage the preservation and protection of historic, unique, natural and manmade features.*
- 2.1.3 *Use land-use regulations and the review process to ensure the preservation or creation of open space in conjunction with all new developments.*
- 2.1.4 *Government shall work with public and private organizations to ensure that the Main and South Forks of the Licking River, a primary source of water, are monitored and other streams protected from pollutants.*
- 2.1.5 *Insure that all private sewage disposal systems meet state standards with the desire to improve the quality of both the ground water and the natural streams.*
- 2.1.6 *Incentivize better design of development to encourage the use of open space, landscaping, screening, and preservation of existing environmental features.*
- 2.1.7 *Promote the use of landscaping buffers, both natural and manmade, between different uses and new developments.*
- 2.1.8 *Encourage the use of sewerage treatment within RDC areas.*
- 2.1.9 *Encourage the use and expansion of alternative energy sources.*
- 2.1.10 *Use public land and enforcement to manage activities that may negatively impact environmental quality, including trash burning, hillside destabilization and cutting, earth moving, deforestation and illegal dumping.*
- 2.1.11 *Strengthen the subdivision, floodplain, and zoning regulations to ensure water quality is protected and storm water runoff is controlled.*
- 2.1.12 *Continue to coordinate watershed planning and funding efforts with agencies such as local conservancy districts, the Environmental Protection Agency, and the Department of Agriculture.*
- 2.1.13 *Encourage communities to utilize “green” infrastructure tools such as rain barrels, rain gardens, bioswales and permeable paving to help reduce the impacts of storm water runoff and improve water quality.*

Goal**2.2 EXPAND THE AMOUNT OF QUALITY OPEN SPACE PRESERVED.****Objectives**

- 2.2.1 *Collaborate among local communities to analyze and create an inventory of existing open space and recreation areas, including available amenities at each.*
- 2.2.2 *Communities should coordinate on the identification of target areas for future conservation, and work together to secure conservation funding.*
- 2.2.3 *Update the local subdivision regulations and zoning codes to more proactively promote conservation efforts.*



3. COMMERCIAL

Goal

- 3.1 PROVIDE AN ECONOMIC CLIMATE WITHIN CYNTHIANA AND BERRY, THAT WILL ENCOURAGE THE AVAILABILITY OF QUALITY OF GOODS, SERVICES AND EMPLOYMENT OPPORTUNITIES FOR RESIDENTS.

Objectives

- 3.1.1 *Accommodate business growth.*
- 3.1.2 *Encourage and support the development of strong commercial districts that respect the values and standards of the residents.*
- 3.1.3 *Encourage the development of viable and responsive neighborhood commercial services.*
- 3.1.4 *Promote development that broadens the tax base.*
- 3.1.5 *Create commercial districts that sustain specific types of development and stabilize the economic base.*



4. INDUSTRIAL



Goal

- 4.1 INCREASE THE TAX BASE AND PROVIDE OPPORTUNITIES FOR ECONOMIC GROWTH FOR CYNTHIANA AND BERRY AREA RESIDENTS.
- 4.2 PROMOTE THE ECONOMIC VITALITY OF ALL COMMERCIAL AND INDUSTRIAL AREAS IN THE COUNTY.

Objectives

- 4.2.1 *Encourage the development of industries providing the greatest benefit to the community*
- 4.2.2 *Promote attractive, low-impact industrial facilities that offer a significant number of well-paying jobs to local citizens.*
- 4.2.3 *Encourage the development of green, energy related and high-tech jobs.*

Goal

- 4.3 PROVIDE NEW LOCATIONS FOR JOB GROWTH IN CLOSE PROXIMITY TO HOUSING WITH CONVENIENT ACCESS, WHICH MAY INCLUDE TRANSIT.



5. RESIDENTIAL



Goal

- 5.1 FOCUS NEW RESIDENTIAL DEVELOPMENT EFFORTS TO CREATE LIVABLE COMMUNITIES THAT ARE MORE COMPACT, CONNECTED AND DIVERSE.**

Objectives

- 5.1.1** *Modify subdivision and zoning regulations to encourage livable communities through the use of sidewalk requirements, street and / or pedestrian connectivity between allotments and open space / recreation amenities.*
- 5.1.2** *Review regulations to ensure that there are not regulatory barriers (such as outdated zoning regulations) preventing reinvestment and redevelopment into already established communities.*
- 5.1.3** *Encourage the creation of mixed-use developments and complete streets that facilitate pedestrian-friendly environments.*
- 5.1.4** *Encourage and facilitate the creation of greenways, serving as a connected network of open, green and natural spaces throughout Harrison County.*

Goal**5.2 TO ENSURE AN ADEQUATE SUPPLY OF SAFE AND AFFORDABLE HOUSING FOR PEOPLE OF ALL INCOME LEVELS.****Objectives**

- 5.2.1 *Provide for safe and sanitary housing to all residents. Efforts should be made to eliminate dilapidated (vacant and occupied) and unfit housing; rehabilitate declining housing; conserve the existing supply of sound housing; and add new housing as necessary.*
- 5.2.2 *Encourage infill housing where compatible with the surrounding neighborhood. Efforts should be made to ensure that areas which are proposed to be developed for purely residential purposes are protected from the intrusion of incompatible land uses.*
- 5.2.3 *Provide adequate amounts of land within the city limits to meet the projected demand for housing.*
- 5.2.4 *Adopt flexible land-use regulations to accommodate different needs and desires of the population and to encourage growth and development such as: town houses, condominiums, cluster houses, PUDs, and mixed-use housing developments, all to meet the needs and desires of a range of family sizes, age groups, and income levels.*
- 5.2.5 *Update and revise development standards to allow for the most efficient and innovative use of the land.*
- 5.2.6 *Assure that development will take place only in areas of adequate or planned services, safe transportation and traffic road systems.*
- 5.2.7 *Encourage livable and sustainable residential development within the city limits of Cynthiana, Berry, and in proximity of the new bypass through the use of sidewalk requirements, street and / or pedestrian connectivity between allotments and open space / recreation amenities.*



6. TRANSPORTATION



Goal

- 6.1 PROVIDE AND MAINTAIN AN ADEQUATE AND EFFICIENT TRANSPORTATION SYSTEM THAT FACILITATES THE MOVEMENT OF GOODS AND PEOPLE SO AS TO PROMOTE ECONOMIC GROWTH, BUT IS LEAST HARMFUL TO THE COMMUNITY AND ENVIRONMENT.**

Objectives

- 6.1.1** *In the improvement of existing and the development of new transportation facilities, provide adequate and safe sidewalks and bikeways to encourage pedestrian traffic and promote this form of transportation for recreation and a means of commuting.*
- 6.1.2** *Provide that all development and land-use changes have adequate street facilities, through both the public and private sectors, to handle anticipated traffic including emergency and school vehicles.*
- 6.1.3** *Design internal circulation facilities in all development for safe and efficient use and prevent unnecessary through traffic in areas of low-density development. Preserve the traffic capacity of the main road and street system through proper access management techniques. The present and future highway system shall be programmed to serve the anticipated future growth.*
- 6.1.4** *The planning commission shall, with the legislative bodies of Cynthiana, Berry and Harrison County and the Kentucky Department of Transportation, provide both a short- and long-range transportation plan.*
- 6.1.5** *Care shall be taken to assure that all major highways and streets proposed in the transportation plans have the necessary rights of way reserved on development plans.*
- 6.1.6** *The present and future highway and street system shall be programmed to serve the anticipated future growth.*
- 6.1.7** *Create a land-use plan for the bypass expansion that insures the bypass will remain a true bypass that restricts and controls commercial access and development while preserving the rural environment and promotes the redevelopment and reinvestment in the Cynthiana urban area.*
- 6.1.8** *Develop access management policy for all arterial roads.*
- 6.1.9** *Provide access to the airport to create opportunities for commercial and industrial development.*

- 6.1.10 *Meet or exceed basic aviation safety concerns and reduce potentially negative impacts from normal airport operations by restricting, incompatible land-use development, airspace obstacles and noise sensitive land uses and requiring aviation easements within the airport influence area.*
- 6.1.11 *Enhance and maintain adequate airport accessibility for emergency medical and disaster response.*
- 6.1.12 *Create an emergency transportation plan to facilitate disaster relief.*



7. COMMUNITY FACILITIES



Goal

- 7.1 PROVIDE DESIRABLE AND EASILY ACCESSIBLE COMMUNITY FACILITIES AND SERVICES, SUCH AS: FIRE AND POLICE PROTECTION, EMERGENCY AND NATURAL DISASTER PREPAREDNESS, HEALTH CARE, SCHOOLS AND PARKS AND RECREATION.**

Objectives

- 7.1.1 *Provide recreational facilities to meet the needs of all citizens of Harrison County.*
- 7.1.2 *Particular attention shall be given to the river and stream corridors as passive park land and recreational areas.*
- 7.1.3 *Encourage new developments that contain residential uses to make contributions to park land and recreational areas.*
- 7.1.4 *Transportation, health care, police and fire protection services shall be adequately developed to meet the needs of future development.*
- 7.1.5 *Acquire or reserve adequate land for public facilities in advance of development or redevelopment.*
- 7.1.6 *Provide sewage treatment to areas which are contiguous to the city and that can be economically served and annexed.*
- 7.1.7 *Provide adequate public services to rural areas, including water and fire protection.*
- 7.1.8 *Provide for adequate infrastructure to support current and new development, including water and sewer lines, sidewalks, roadways, bridges and street lighting.*
- 7.1.9 *Provide infrastructure to support building and expansion of broadband internet and cellular coverage.*
- 7.1.10 *Encourage the use of alternative energy sources such as wind turbine or solar energy.*
- 7.1.11 *The legislative bodies of the cities of Cynthiana and Berry shall work with the Harrison County Fiscal Court and other public and private organizations to ensure that adequate facilities will be available for development in the cities, as well as RDCs.*
- 7.1.12 *Promote health initiatives at schools and worksites, such as healthier food options and worksite wellness programs.*
- 7.1.13 *Increase the awareness of health concerns and intervention resources to not only improve an individual's physical well-being, but also their mental wellness.*
- 7.1.14 *Support the local healthcare facilities and organizations who provide various programs and services to those individuals who may not be able to afford proper healthcare.*

Goal**7.2 CONTINUE TO STRENGTHEN THE EDUCATION SYSTEM WITHIN THE COUNTY.****Objectives**

- 7.2.1 *Encourage a shared services policy, including staffing, equipment and / or facilities, among school districts to reduce the revenue-to-expenditure offset and improve overall efficiency.*
- 7.2.2 *Promote higher education and tech-prep course offerings to high school students.*
- 7.2.3 *Support the expansion and accessibility of higher education facilities and resources throughout the county.*

Goal**7.3 FOCUS ON PROVIDING HEALTHCARE PROGRAMS AND SERVICES FOR THE GROWING SENIOR POPULATION.****Objectives**

- 7.3.1 *Encourage the communities who lack adequate access to nearby senior-oriented health and wellness facilities to increase the number of facilities and / or amenities available to serve seniors.*
- 7.3.2 *Support aging in place through the provision of elderly accessory dwelling unit options, in-home care programs and improved mobility features.*
- 7.3.3 *Promote the coordination of a senior network to include adult day care facilities, senior centers, rehabilitation facilities, hospital discharging, etc.*
- 7.3.4 *Encourage local communities to pursue funding for senior programs through measures such as grant programs and / or senior service levies.*

Goal**7.4 PROMOTE EMERGENCY PREPAREDNESS AND THE PROVISION OF SERVICES.****Objectives**

- 7.4.1 *Identify potential areas for the rapid deployment of temporary housing in the case of emergency or natural disasters.*
- 7.4.2 *Support the continued enhancement of the E911 system.*
- 7.4.3 *Promote education and awareness opportunities for communities to become better prepared if a natural disaster should occur.*



8. RURAL DEVELOPMENT



Goal

8.1 TO PROMOTE AND PROTECT THE COUNTY'S AGRICULTURAL ECONOMY AND CHARACTER.

Objectives

- 8.1.1 *To recognize that the rural and unincorporated areas of Harrison County are a viable and important aspect of the cultural, economic, and community life of Harrison County, primarily but not exclusively devoted to agricultural pursuits, and having the potential for non-polluting residential and limited commercial light industrial developments, when adequate infrastructure is available.*
- 8.1.2 *To recognize and accommodate reasonable and limited non-polluting, non-residential and non-agricultural uses of the land adjacent to the major transportation routes through Harrison County to wit, US Route 27 and US Route 62, where appropriate and where the public safety and transportation objectives of the comprehensive plan are met.*
- 8.1.3 *To recognize and appreciate the developed nature of the Lair Rural Development Center, and to provide for adequate future use growth and development of this area along US Route 27, KY Route 982, and Old Lair Road, in which appropriate residential, commercial, and limited non-polluting, light industrial uses, as designated, may be developed.*
- 8.1.4 *To recognize and appreciate the developed nature of the Leesburg Rural Development Center, and provide for adequate future growth and development of this area along US Route 62, and KY Route 1842, in which appropriate residential, commercial, and limited non-polluting, light industrial uses, as designated, may be developed.*
- 8.1.5 *To recognize and to appreciate the developed nature of the unincorporated areas immediately to the north and south of the City of Cynthiana on US Route 27 and to the east of the City of Cynthiana on US Route 62, and to annex and provide urban services for future growth and development of these areas in which appropriate residential, commercial, and limited, non-polluting, light industrial use may be developed.*
- 8.1.6 *To recognize and appreciate the industrial development potential of areas in and nearby to the City of Cynthiana and its municipal services and infrastructure, and to provide for adequate future growth and development of industry in such areas of Harrison County.*
- 8.1.7 *Support the preservation of Harrison County's working farms and agricultural enterprises through available local, state and regional resources, and pursue additional strategies for expanding and perpetuating agricultural land preservation through education, economic restructuring and land-use regulations.*
- 8.1.8 *Develop initiatives to support the effective transition of agricultural establishments within the county's economy by helping them identify and transition to economically and environmentally sustainable crops, products and operational methods.*



9. URBAN DEVELOPMENT



Goal

9.1 TO ENCOURAGE GROWTH THROUGH PLANNED AND ORDERLY LAND-USE DEVELOPMENT.

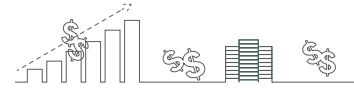
Objectives

- 9.1.1. *Support strong, functional, and affordable neighborhoods through planning and land-use regulations designed to encourage the stability of existing neighborhoods.*
- 9.1.2 *Ensure that adequate services exist for future residential development.*
- 9.1.3 *Ensure that future development around the bypass does not detract from the basic functionality of the bypass.*
- 9.1.4 *Promote residential development and the provision of a wide range of housing types within the City of Cynthiana and the City of Berry.*
- 9.1.5 *Maintain adequate infrastructure for the cities of Cynthiana and Berry.*
- 9.1.6 *Protect agricultural land use through zoning regulations and promote land conservation incentive programs.*
- 9.1.7 *Encourage businesses to relocate within established areas and / or identified job hubs by promoting incentive programs those communities have to offer and exploring new methods to expand programs currently in place.*
- 9.1.8 *Develop techniques for implementing a priority system to direct growth inward to the first priority areas of Cynthiana and Berry, or the second priority of the RDC areas.*
- 9.1.9 *Continuous updating, revision and enforcement of the land-use regulations.*
- 9.1.10 *The planning commission shall coordinate all development through zone change recommendations, subdivision and development plan approvals, and planned unit development recommendations and approvals.*
- 9.1.11 *Focus on projects that reinvest in the existing infrastructure network and discourage the extension of new roadways into undeveloped areas.*
- 9.1.12 *Ensure that development of the bypass area be adapted to the limitations of access to the bypass, in order to minimize congestion.*

- 9.1.13 *Use land-use planning tools to create functional and attractive transitions between differing land uses and avoid potential land-use conflicts.*
- 9.1.14 *Ensure the fair and unbiased enforcement of land-use regulations.*
- 9.1.15 *Use the full array of available land-use planning tools to protect personal property rights from both unnecessary government intrusion and negative impacts that may result from conflicting or unmanaged land uses.*



10. ECONOMIC DEVELOPMENT



Goal

10.1 TO STIMULATE THE ECONOMY OF HARRISON COUNTY.

Objectives

- 10.1.1 *Recognize manufacturing, assembling and professional jobs as the largest primary source of personal income and encourage its growth.*
- 10.1.2 *Identify forces of economic change and adapt local programs for enticement of new and different business opportunities.*
- 10.1.3 *Address current and anticipated situations locally, regionally, nationally and internationally through implementation of a marketing plan for industrial, professional and other business recruitment, which enhances opportunities for creating employment.*
- 10.1.4 *Mixed land uses shall be encouraged in appropriate locations where the principal use of the land complies with this plan.*
- 10.1.5 *To develop and re-develop commercial centers that are well located, accessible, and that do not detract from the economic vitality of the central business district. Emphasize Cynthiana as a regional center for specialty, professional and service-oriented businesses.*
- 10.1.6 *Redevelop and market the central business district of Cynthiana.*
- 10.1.7 *Encourage rural development centers to meet the basic commercial needs of their surrounding areas.*
- 10.1.8 *Recognize agribusiness as a major producer of income in Harrison County and encourage its preservation, diversification, and expansion.*
- 10.1.9 *Support and facilitate the redevelopment of existing underutilized or vacant commercial properties, especially on major roadway corridors, through land-use controls, promotion and redevelopment incentives.*
- 10.1.10 *Encourage neighborhood scale retail and services within walking distances of residential areas. Neighborhood scale development should occur in locations where proximity of residences, pedestrian / traffic issues and other factors can adequately be addressed.*
- 10.1.11 *Encourage and support the growing, production and processing of hemp as a viable business enterprise to spur economic growth.*



11. WORKFORCE



Goal

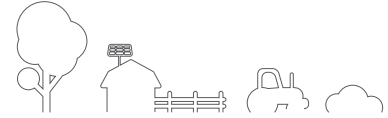
- 11.1 DEVELOP A MARKETING PLAN AND STRATEGY AIMED AT PROMOTING A VARIETY OF BUSINESS OPPORTUNITIES AND THE IDENTITY OF CYNTHIANA.**

Objectives

- 11.1.1 *Provide an adequate amount of land planned and zoned for commercial and industrial uses.*
- 11.1.2 *Leverage educational institutions, industries, and business organizations to promote new businesses and expansion of existing businesses.*
- 11.1.3 *Attract and encourage new light industrial, office-industrial, high-tech, and professional services while maintaining and expanding existing businesses.*
- 11.1.4 *Solicit businesses that fill voids in the current range of retail and business services offered in Cynthiana and Berry.*
- 11.1.5 *Improve education and skill training to ensure a better-prepared workforce.*
- 11.1.6 *Educate and align workforce needs with workforce jobs.*
- 11.1.7 *Support Cynthiana in its efforts to become a Kentucky Certified Work Ready Community.*



12. AGRICULTURAL USE



Goal

- 12.1 PRESERVE RURAL, AGRICULTURAL, AND CONSERVANCY USES, INCLUDING COMMUNITY AND HOBBY FARMS.**

Objectives

- 12.1.1** *To provide sufficient agricultural land so as to protect the county's agricultural economic base and productivity potential.*
- 12.1.2** *Protect agricultural land from incompatible land uses in order to provide adequate resources for agricultural production.*
- 12.1.3** *Allow residential lot divisions only when adequate utilities are immediately available.*
- 12.1.4** *Review current development regulations to allow compatible secondary uses such as commercial recreation, event centers, and agriculture-related commercial uses in areas where agriculture is the predominant use.*
- 12.1.5** *Support Harrison County farm owners in the pursuit of agricultural operations, including hemp farming, as a viable new crop option.*



13. TOURISM



Goal

- 13.1 MAINTAIN THE AREA'S HISTORIC, CULTURAL, NATURAL RESOURCES, AND COMMUNITY UNIQUENESS.**

Objectives

- 13.1.1** *Cooperate with the chamber of commerce, community development and other merchant and civic organizations to stimulate and maintain commercial interest in the downtown and the community.*
- 13.1.2** *Support public improvements and maintenance that enhance the attractiveness of downtown.*
- 13.1.3** *Preserve and promote the downtown traditional small-town centers, natural environment, and outdoor recreation activities.*
- 13.1.4** *Participate in programs and activities to attract visitors to Cynthiana, Berry and Harrison County, such as historic preservation, recreation development, natural resource preservation, community festivals, and transportation enhancements.*



14. RECREATION



Goal

14.1 MAINTAIN AND ENHANCE COUNTY AND CITIES PARK SYSTEMS FOR ALL RESIDENTS.

Objectives

- 14.1.1 *Make facility improvements and lifecycle replacement based on demonstrated need. The local jurisdictions will evaluate recreation facility use prior to improvements and / or at the end of a facility's lifecycle and will determine at that time whether participation or use warrants replacement, conversion to an alternate use, or removal.*
- 14.1.2 *Preserve crucial public places like parks, recreation areas and open spaces.*
- 14.1.3 *Include criterion for all new park and facility improvements that improves sustainability of materials, energy use, operating cost and lifecycle replacement, and natural environmental impact.*
- 14.1.4 *Incorporate best practices for storm water retention in new park development and in the renovation of existing parks.*
- 14.1.5 *Encourage parks to be naturalized with prairie grasses and pollinator-friendly plants, where suitable, to minimize maintenance costs and to beautify parks.*
- 14.1.6 *Encourage and enhance the utilization of bicycle and walking trails that are interconnected.*
- 14.1.7 *Encourage and foster the greater utilization of trails along the Licking River.*

Goal

14.2 PROVIDE RECREATIONAL OPPORTUNITIES FOR ALL MEMBERS OF THE COMMUNITY.

Objectives

- 14.2.1 *Provide all residents with access and the opportunity to be involved in recreation programs, regardless of age, culture and mobility level.*
- 14.2.2 *Provide adequate seating, shade, trail lighting and trail loops of varying lengths in parks to encourage active living for an aging population.*
- 14.2.3 *Provide public safety improvements as needed to ensure park and trail user's well-being. The city will utilize Crime Prevention through Environmental Design (CPTED) strategies.*
- 14.4.4 *Provide parks and recreation facilities that are handicap accessible consistent with the Americans with Disabilities Act, Accessibility Guidelines for Building and Facilities, and universal design principles.*

3 NATURAL ENVIRONMENT

LAND RESOURCES

Geology

Harrison County is within the Bluegrass physiographic region, and spans two subsections – the Inner Bluegrass and the Hills of the Bluegrass. The south central portion of Harrison belongs to the Inner Bluegrass, and the remaining is part of the Hills. The Inner Bluegrass region consists of thick Ordovician limestone that weathers to produce sinkholes, caves, sinking streams and springs. As the limestone erodes, rich phosphate minerals are deposited in the soils, providing a natural fertilizer. The Hills of the Bluegrass consist of an Eden Shale belt. This shale is relatively impervious and erodes easily, producing rough, angular topography with narrow divides for small streams and waterways.

The transition from the Inner Bluegrass region to the Hills of the Bluegrass has contributed to three of the county's main geologic profiles: Limestone; Limestone and Shale; and Shale and Limestone. The remaining two profiles are a result of current or past water movement and flooding: High Level Gravel Deposits, and Mixed Sediments. Geologic conditions can dictate an area's potential for development. Septic systems, underground utilities, roads, and foundations are all dependent on the underlying geologic formations. For general purposes, Appendix Table 1, created by the Kentucky Geologic Survey, can provide the broad building suitability of these geologic profiles.

Sinkholes

Sinkholes are formed when the underlying bedrock of an area is slowly dissolved by water. Their formation can be dramatic – the sudden collapse of a thin cave ceiling exposing the open cavern below. However most sinkholes are formed much more sequentially with the slow depression of material into the space given by water erosion. The limestone bases in Harrison County contribute to a karst landscape that is highly porous and affected by groundwater levels.

In areas of high karst topology, a high water table can strengthen the structure of rocks and sediments by the principle of flotation. As the water table descends, karst areas are weakened and collapses can begin.



Sinkhole

In Harrison County, sinkhole concentrations are highest in the southern portions of the County, around Cynthiana. The largest occurrence of sinkholes is just north of the city along the South Fork of the Licking River.

Other notable concentrations are found following the Old Lair Road, Cook Road, and Townsend Creek. Growth and development should be restricted in areas of high sinkhole concentration. Geotechnical surveys should be used to help inform future development in areas that have traditionally experienced high sinkhole concentrations.

Soils

As geologic profiles can tell us about the structural constraints of an area, soil typologies expand upon the development as well as agricultural potential. Soils can vary drastically in composition, texture, slope, degree of erosion, and the size or number of stones. Similar soil types are grouped into soil series or associations that are typically named after the geographic features where they were first observed. The 1968 Soil Survey of Harrison County, KY describes four primary soil associations:

Faywood - Loradale Association — Occupying 23 percent of the County (about 45,400 acres), this series is found in the Inner Bluegrass region in the south-central part of Harrison. These soils are deep to moderately deep, and well drained with gentle to moderate slopes. Minor soils of this series include: the Maury, the McAfee, the Mercer, the Huntington, and the Lindsides. These soils are typically found in pastures or meadows, with some supporting cultivated crops.

Elk - Ashton - Huntington Association — These soils are deep, mostly well drained, on level slopes and within floodplains. They are typically found along a mile-wide strip around the South Fork Licking River, and some portions of the Licking River, Beaver and Mill Creeks. This association covers 10 percent of Harrison County (about 20,000 acres). Minor soils include: the Captina, Lindsides, Lawrence, and Egam. Soils in this series and out of the major floodways are frequently farmed.

Cynthiana - Faywood Association — Covering 68,600 acres, the Cynthiana - Faywood Association spans 35 percent of the county. These soils are shallow to moderately deep, with gently sloping to moderately steep inclines on uplands. Most of this series is found in the western half of the county on moderately high hills and wide alluvial valleys. Some patches occur along Beaver Creek and the Licking River. Minor soils on upland areas include: deep deposits of Heitt soils, moderately deep Eden soils, and shallow deposits of Fairmount soils. Minor soils of the valleys also hold: Huntington, Ashton, and Lindsides soils.

Eden - Heitt Association — This series exists in two main areas in the county — along the western and northwestern borders, or in the eastern and northeastern parts. These soils cover 63,000 acres (32 percent of the county). They are generally characterized as moderately deep-to-deep on sloping to moderately steep hillsides, and along narrow ridges. A minor soil inclusion is the Brashear soils.

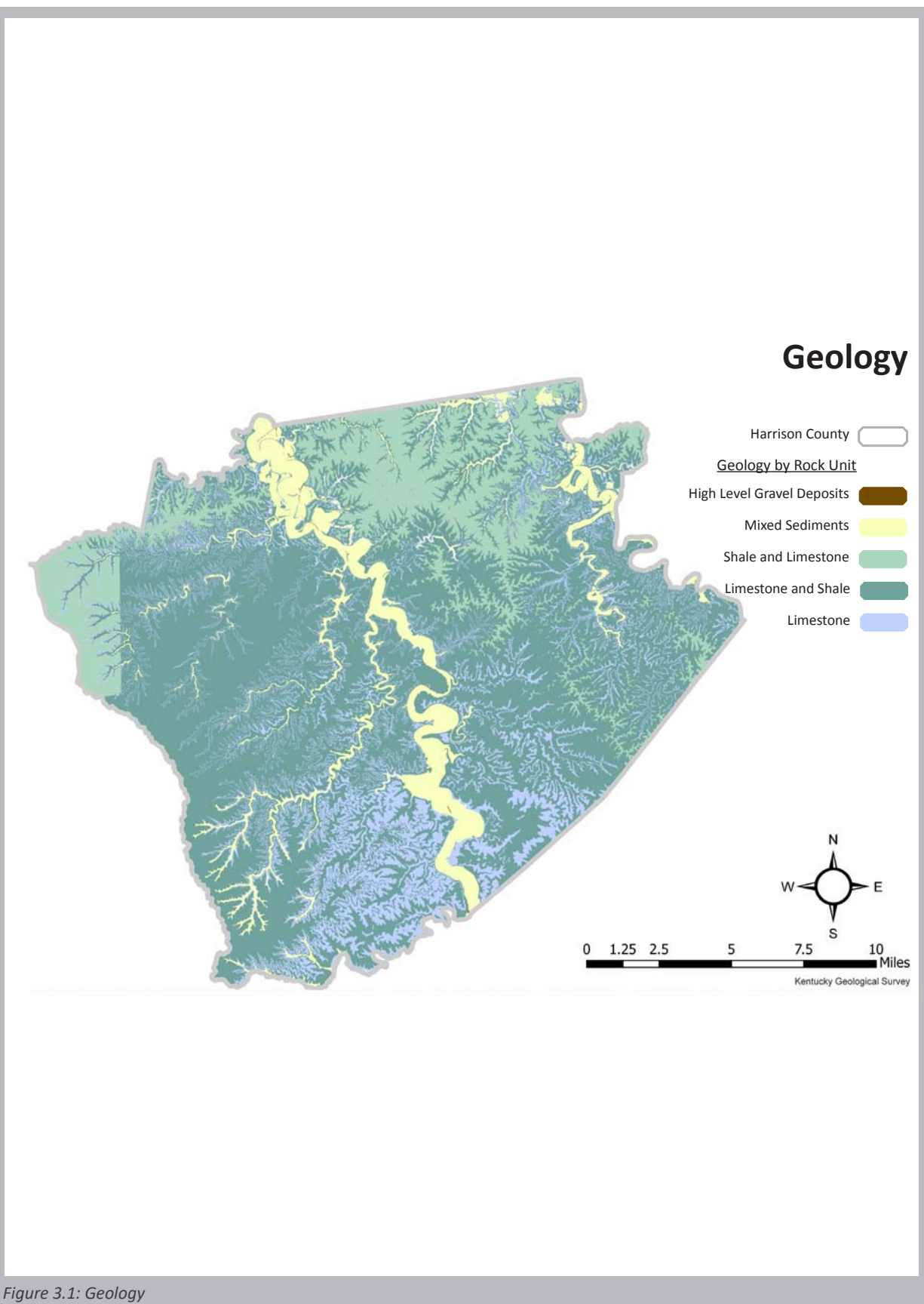
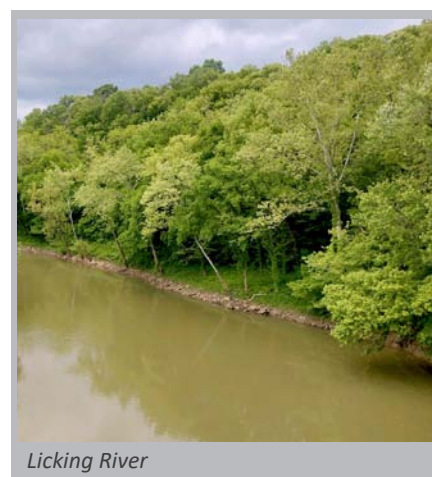


Figure 3.1: Geology

Topography & Slope

Harrison County elevations range from 597 feet above sea level to 1,260 feet. The highest point is along the Harrison - Scott County line near Leesburg, and the lowest point is where the Licking River leaves Harrison as it flows Northwest into Bracken County. Cynthiana's courthouse sits at 725 feet above seawater and Berry's at 676 feet.

Based on the degree of rise over 10 meters, Harrison County was categorized into three general distinctions: Gentle Slopes (between 0 and 6 degrees rise), Moderate Slopes (between 6 and 12 degrees rise), and Steep Slopes (between 12 and 39 degrees rise).



Licking River

Figure 3.2 shows the general location of Harrison County's inclines, but site-specific inquiries should be directed to the county planning offices. As is characteristic of the Inner Bluegrass Region, the southern portion of the county is relatively flat with gentle slopes around Cynthiana and through the valley around the South Fork Licking River. As the county spans north into the Hills of the Bluegrass the inclines become more moderate to steep. A natural ridge creates a barrier between Harrison and Scott Counties.

Relying on soil unit classifications by slope, around one fifth of the county has gentle inclines (21 percent). A little less than a quarter of Harrison County is moderately steep (23 percent), and over half of the county has steep slopes ranging between 12 and 39 degrees (54 percent). About two percent of the described soil units did not have a slope classification and include: water, rock lands, pits / quarries, made land, gullied land, and some variations of silt loam.

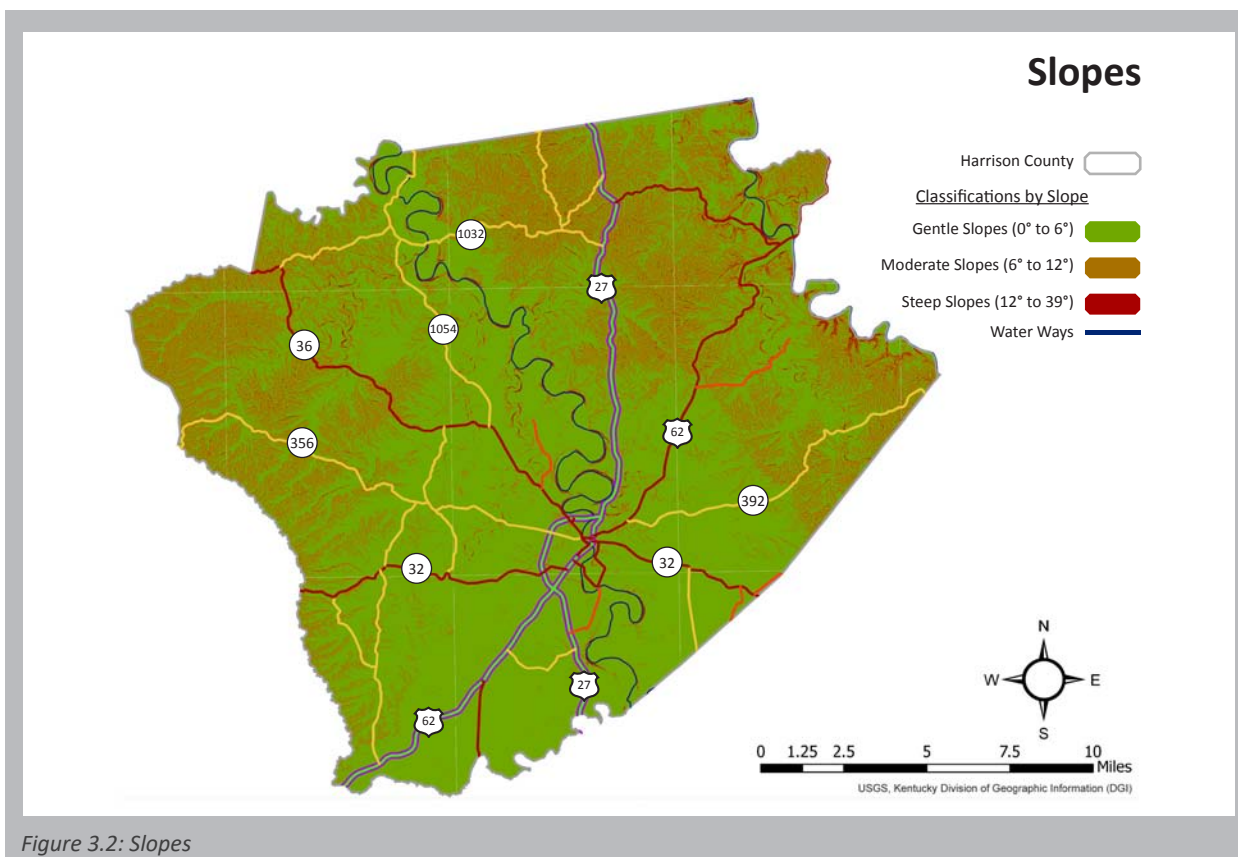


Figure 3.2: Slopes

Natural Vegetation & Land Conservation

The soil compositions of Harrison County make it a prime location to effortlessly raise livestock and cultivate crops. The productive nature of these pastures and grasslands has made them an economic asset for the county. In 2016 over half of Harrison's land was pasture or natural grasslands (55 percent). This farmland is largely around Cynthiana, Berry, and the South Fork Licking River. As Harrison's economy continues to shift from rural activities to manufacturing, these undeveloped lands near urban centers will become more desirable.



Table 3.1 displays Land Cover Categories in 2016. In 2016, only 6.6 percent of the county was developed and nearly a third of Harrison County was forested (32 percent). There are a variety of groups functioning within the county to provide support for land and resource conservation. The Harrison County Soil and Water Conservation District has been active since 1945 and provides cost-share programs ranging from backyard conservation efforts to soil erosion and water quality improvements. The Bluegrass Land Conservancy is also active within Harrison County. As of 2018, two family farms within Harrison have elected to join the Bluegrass Land Conservancy.

LAND CODE	DESCRIPTION	TOTAL ACRES	% ACREAGE	COVER
11	Open Water	750.77	750.77	0.38%
21	Developed	10,555.97	13,005.64	6.56%
22	Developed	1,799.22		
23	Developed	438.10		
24	Developed	212.35		
31	Barren Areas of Bedrock	26.69	26.69	0.01%
41	Deciduous Forest	54,146.99	63,309.29	31.93%
42	Evergreen Forest	7,637.91		
43	Mixed Forest	1,524.39		
52	Shrubs	2,730.82		
71	Grassland	2,914.31		
81	Pasture	108,848.62	108,848.62	54.89%
82	Cultivated Crops	6,419.41	6,419.41	3.24%
95	Wetlands	291.15	291.15	0.15%
TOTAL		198,296.70		

Table 3.1: Land Cover

WATER RESOURCES

Watersheds

Harrison County spans two major watersheds – the Licking River Watershed, and the South Fork of the Licking River Watershed. The Licking River forms the eastern border of the county, while the South Fork of the Licking River runs through the center, supporting agricultural activities and providing water to both Berry and Cynthiana. High agricultural productivity can be as much as an economic blessing as an ecological curse. Both the South Fork of the Licking River and the Licking River have had issues with agricultural runoff pollution. Since watershed health is important for all life, Harrison County is home to six different organisms that are struggling in their native habitats. As of 2018, four animals and two plant species were federally listed as endangered or threatened within the county and these watersheds.

GROUP NAME	SCIENTIFIC NAME	COMMON NAME	STATUS
Clam	Cyprogenia stegaria	Fanshell	Endangered
Flowering Plant	Solidago shortii	Short's goldenrod	Endangered
Flowering Plant	Trifolium stoloniferum	Running buffalo clover	Endangered
Mammals	Myotis grisescens	Gray Bat	Endangered
Mammals	Myotis septentrionalis	Northern Long-Eared Bat	Threatened
Mammals	Myotis sodalis	Indiana Bat	Endangered

Table 3.2: Threatened or Endangered Species

Floodplains

The Licking River and the South Fork of the Licking River experience high and low water events. The top 20 highest recorded historical crests of the South Fork of the Licking River at Cynthiana range between 20.5 and 28.53 feet. The most recent high-water event at this location was recorded in 2002 at 20.5 feet. Since flooding is a damaging natural hazard, the National Flood Insurance Program through the Federal Emergency Management Agency has designated areas along local waterways around the country that have a 1 percent chance each year of flooding (within the 100-year flood plain), or a 0.5 percent chance each year of flooding (within the 500-year flood plain).

One plan that continues to be under consideration at the state and federal level is to place two detention ponds upstream of Cynthiana to reduce the severity of flooding. Funding for this type of solution has not yet become available. Officials should continue to pursue this consideration of water retention areas in Northern Harrison county.



Licking River

AIR RESOURCES

According to the 2015 Harrison Memorial Hospital Community Health Needs Assessment, asthma was among the most frequently reported health issue for Harrison County residents. Six percent of survey respondents reported suffering from asthmatic conditions.

Although air quality concerns are not normally associated with more rural counties like Harrison, studies suggest that air quality is a regional issue that is typically a result of multiple point source pollutants. Weather patterns combined with polluting sources such as industrial sites, power plants, automobiles, and agriculture uses create the regional air quality experienced during any given time. Since Harrison County's prevailing winds are from the south, officials should use information gathered from the closest monitoring station in Lexington, Kentucky, to understand broad regional patterns affecting Harrison County. Find more information through Kentucky's Department for Environmental Protection, Division for Air Quality.



Harrison Memorial Hospital

SUMMARY

Harrison County has a rich inventory of natural resources. Its rivers, hillsides, wildlife, and soils have made the county an ideal place for farmers and urban dwellers alike. With the knowledge of natural limitations and susceptible areas, responsible growth and development can continue to occur within the county.

SOURCES

<http://air.ky.gov/Pages/KentuckyAirMonitoring.aspx>

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<https://www.weatherforyou.com/reports/index.php?config=&place=albert+f+ford+middle+school&state=ma&forecast=riversobs&gauge=CYNK2>

<https://bluegrasslandconservancy.org/protected-lands>

<https://www.harrisoncountyconservationdistrict.com>

<http://www.uky.edu/KGS/water/library/gwatlas/Harrison/Topography.htm>

<https://www.uky.edu/KGS/geoky/regionbluegrass.htm>

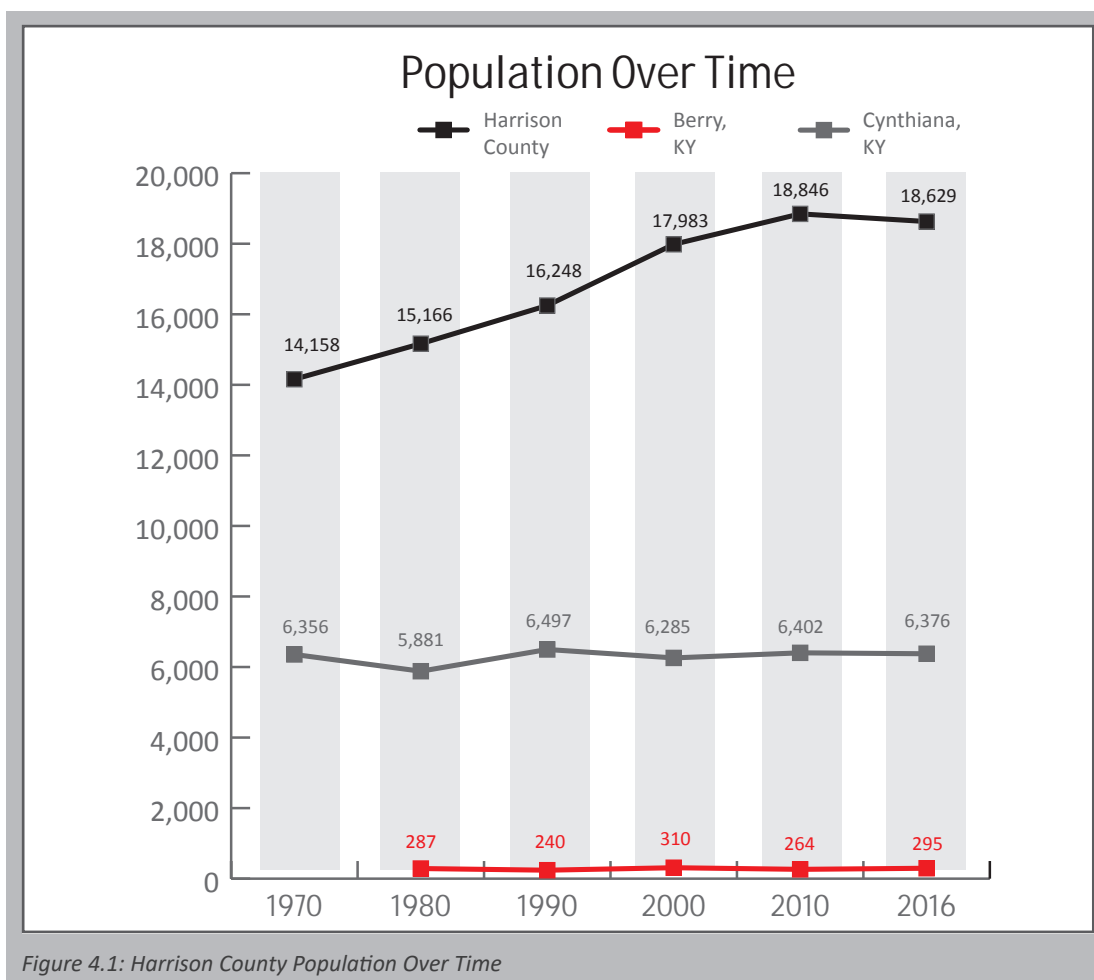
<http://www.uky.edu/OtherOrgs/KPS/goky/pages/gokych13>

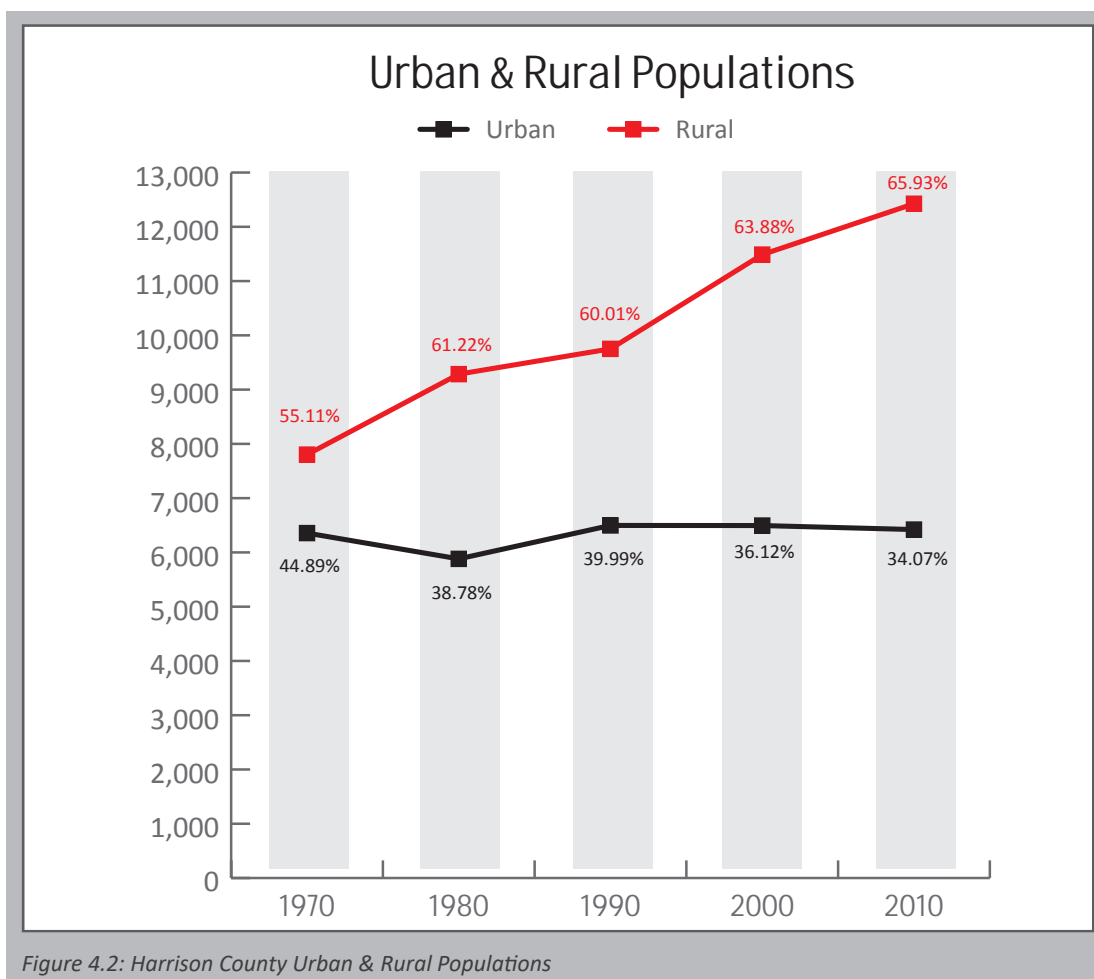
4 POPULATION

EXISTING DEMOGRAPHIC TRENDS & PROJECTIONS

Population Trends

In 2016, there were an estimated 18,629 residents of Harrison County. The county seat Cynthiana had a population of 6,376, and Berry had an estimated 295. Harrison County has been growing at an average rate of 7.43 percent each decade, with a declining trend between 2010 and 2016. Cynthiana and Berry populations have remained relatively stable over time. These patterns suggest the growth of more rural residential areas than urban, and indeed the share of rural residents has increased throughout the decades – from 55 percent of the total county population in 1970, to 66 percent in 2010.





Projections

Future population projections are a quintessential planning data platform.

Estimating future populations can help city and county officials determine future budgets and resource allocations. Because of the variability of size through the annexation abilities of Cynthiana and Berry, population projections at the city geography are not available. Projections for the county, region, and state were completed most recently by the Kentucky State Data Center in 2016, and provide estimates in five-year intervals through 2040.

By 2040, Harrison County is projected to have a total population of 17,694, a 6.25 percent decrease in population between 2010 and 2040 at an average decline of 1.04 percent each decade. Estimates are based on the most recent fertility (birth), mortality (death), and migration rates from the previous years, and since a general decline is present between 2010 and 2016, in this projection this trend is assumed to continue through the coming decades.

This population decline should be considered a conservative estimate, as other sources using population characteristics between 2000 and 2010 project higher population estimations in 2040 (19,382 individuals according to <http://proximityone.com/demographics2060.htm>).

Despite the overall projected population decline, there still exists a demand for more housing. The number of households is projected to rise within the county from 7,343 in 2010 to 7,640 – an increase of 297 households. This rise can be attributed to the shrinking household size, a national trend that is occurring because of aging populations, reduced family sizes and childless households. In 2010, the average household size in Harrison County was 2.53, by 2040 it is projected to be 2.29.

**Harrison County is within the Bluegrass Area Development District, which also includes: Anderson, Franklin, Woodford, Mercer, Boyle, Lincoln, Garrard, Jessamine, Fayette, Scott, Bourbon, Nicholas, Clark, Madison, Powell, and Estill counties.*

Age & Sex

The median age for the county has risen over time. Harrison County's median age in 2000 was 37.1 years; in 2016 the median age was estimated to be 42.4 years. Berry and Cynthiana's median age progression mirrors the county's. Analyzing the age cohorts for both the county and cities gives a more detailed understanding of population shifts.

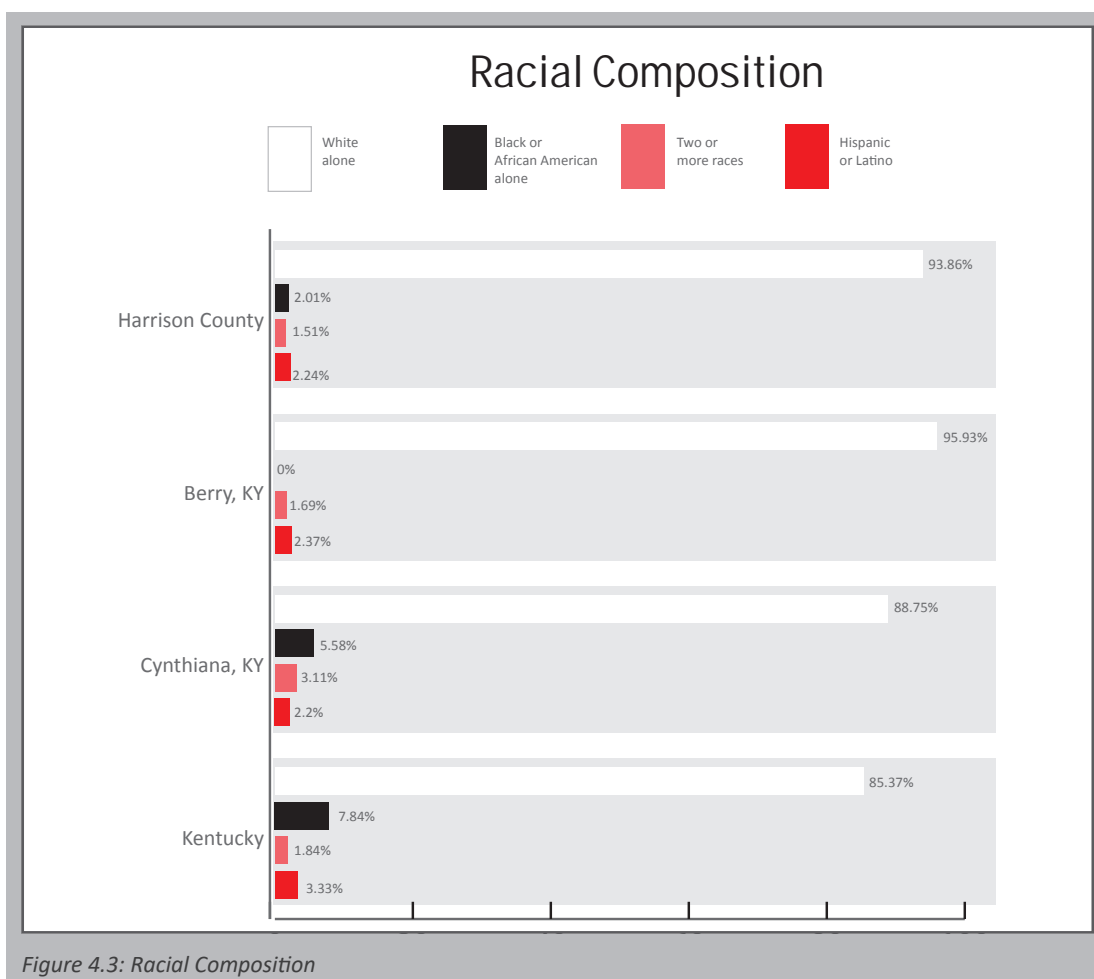
In 2016, Harrison County had the highest concentration of residents between the ages of 45 and 59, (23 percent of the total population). The most populous age cohort for both females and males was 55 to 59. Sixteen years earlier in 2000, 23 percent of the county was between 30 to 44 years old. Almost identical age cohort composition movement over time suggests that there is minimal migration into or out of the area.

With less residents, Cynthiana and Berry's population pyramids have more dramatic age cohort differences, although they still hold a similar "hourglass shape" like that of the county. Cynthiana and Berry have a smaller share of young children and adolescents compared to the county. In both cities in 2016, residents under the age of 15 composed around 15 percent of each city's total population. Harrison County had an estimated 19 percent of their residents under the age of 15. Cynthiana had a greater share of seniors (65 years and over) than both Berry and Harrison County. The senior population in Cynthiana was around 22 percent, compared to Berry's 10 percent and the County's 17 percent. These age distributions suggest that social programs targeting youth should have a greater presence in the rural reaches of the County, while senior services should be available within Cynthiana.

Racial Composition

An estimated 94 percent of Harrison County residents identified as non-Hispanic white. Berry had a slightly higher share at 96 percent, and Cynthiana had less at 89 percent. Cynthiana's racial composition is most closely reflective of the state's. Statewide, 85 percent of Kentuckians identified as non-Hispanic White, and 8 percent identified as African American. Six percent of Cynthiana residents identified as African American compared to 0 percent in Berry and 2 percent within the county as a whole. Hispanic or Latino populations were similar across all geographies and resemble Kentucky's composition - ranging between 2 and 3 percent.

The most frequently reported ancestries were identical across the county and cities, although they fluctuate in ranking. Residents of Harrison County most frequently reported German ancestry followed by American, English, and Irish. Cynthiana residents were more likely to be American than German, Irish, and English. American ancestral roots were most common in Berry and then English, Irish, and German. With a majority of the county identifying as non-Hispanic white, it's no surprise to see predominately European ancestry.



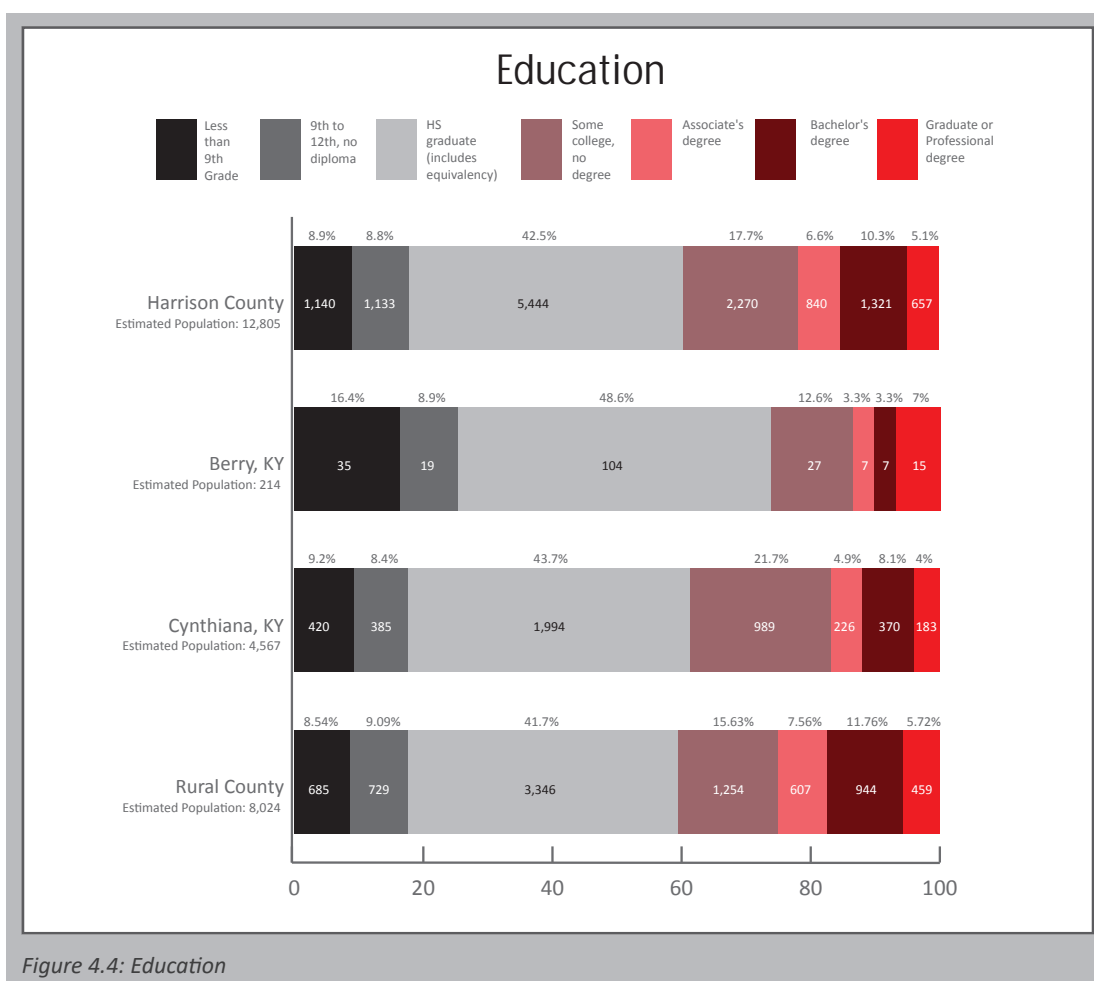
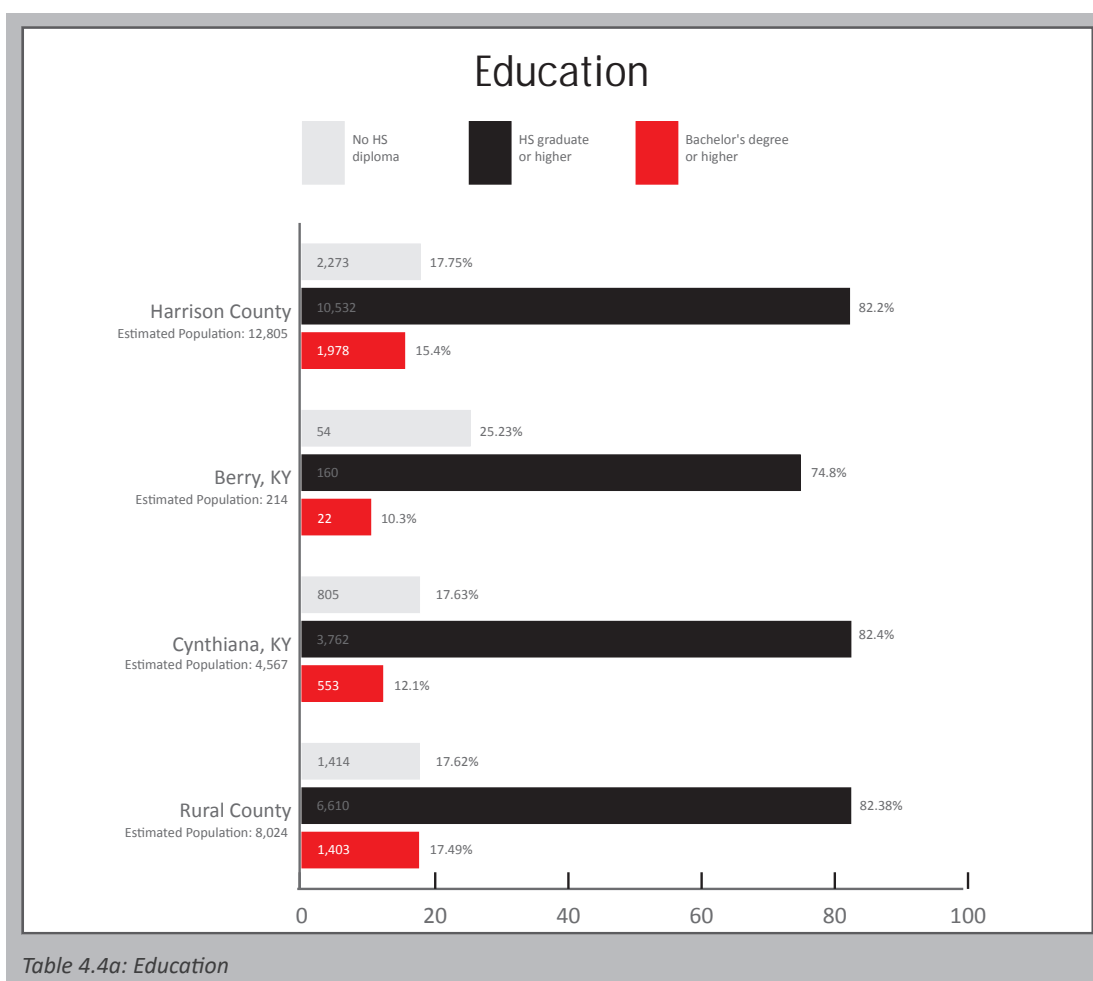


Figure 4.4: Education

Education

Education attainment rates do not differ greatly between the urban and rural areas of the county. Around 82 percent of people within Cynthiana and Harrison County as a whole have a high school diploma or equivalency. Seventy-five percent of Berry residents have their diploma or equivalency. Across the county, an estimated 15 percent of the population had received either a bachelor's degree or higher in 2016. Slightly lower portions of residents in Berry and Cynthiana have received at least a bachelor's degree (10 percent and 12 percent, respectively), while rural areas of the county have a higher rate at 17.5 percent. Berry has the highest proportions of graduate or professional degrees at 7 percent, compared to Cynthiana's 4 percent and Harrison County's 5 percent.



Harrison County High School

ECONOMIC OVERVIEW

Income

There is a documented direct correlation between education and income. With more graduate and professional degrees in Berry, the median household income for the city was higher than both Cynthiana and Harrison County in 2016. The median annual income in Berry was \$56,012. The median annual income in Harrison County was \$40,164, and in Cynthiana it was \$30,130. These figures are reflected in Table 4.1. Over one quarter of Berry residents made between \$50,000 and \$74,999 each year compared to 15 percent in Cynthiana. Cynthiana had the most reported incomes between \$25,000 and \$34,000 at 17 percent, and almost 44 percent of Cynthiana households earned less than \$25,000 in 2016. Overall, Harrison County had more dispersed household incomes across the brackets, Berry had more higher-earning households, and Cynthiana had more lower-earning households.

INCOME	HARRISON COUNTY	BERRY, KY	CYNTHIANA, KY
Total	7,135	127	2,586
Less than \$10,000	10.50%	9.40%	15.40%
\$10,000 to \$14,999	9.50%	5.50%	13.60%
\$15,000 to \$24,999	13.00%	9.40%	14.70%
\$25,000 to \$34,999	11.10%	8.70%	16.80%
\$35,000 to \$49,999	13.30%	10.20%	9.70%
\$50,000 to \$74,999	16.80%	26.00%	15.50%
\$75,000 to \$99,999	10.40%	7.90%	7.70%
\$100,000 to \$149,999	11.20%	15.00%	5.20%
\$150,000 to \$199,999	2.70%	0.00%	1.20%
\$200,000 or more	1.40%	7.90%	0.30%
Median income (dollars)	\$40,164	\$56,012	\$30,130

Table 4.1: Income

Industry

The “manufacturing” and “educational services, health care, and social assistance” industries support half of all employed residents of Harrison County. In Berry, over 44 percent of the labor force worked in “manufacturing” alone. “Retail trade” also supports a substantial amount of county employment, ranging between 12 to 14 percent across the county and cities. Of the 2,159 individuals in the county who reported working within the “manufacturing” industries, 71 percent of those jobs involved either the production or transportation of materials. A third of all “educational services, health care, and social assistance” industry employees worked in service occupations, and 47 percent were in management, business, or science occupations. Sixty-five percent of Harrison County residents employed in the “retail trade” industry held sales or office occupations.

Reviewing county business pattern data, there were an estimated 284 businesses employing 4,024 workers in the county in 2016. These workers include people living in surrounding counties who commute into Harrison, or those working remotely from outside of the general area. Harrison County had an estimated 19 “manufacturing” companies in 2016 that employed around 1,300 individuals, 32 percent of people working within the County. Sixteen of these businesses were listed in Cynthiana under the Kentucky Directory of Manufacturers, and provided 1,507 jobs in 2017. There were 48 different “health care or social assistance” businesses accounting for 24 percent of Harrison County workers, and 47 “retail trade” companies that supported 15 percent of workers.

Manufacturing, Retail Trade, & Industry Projections

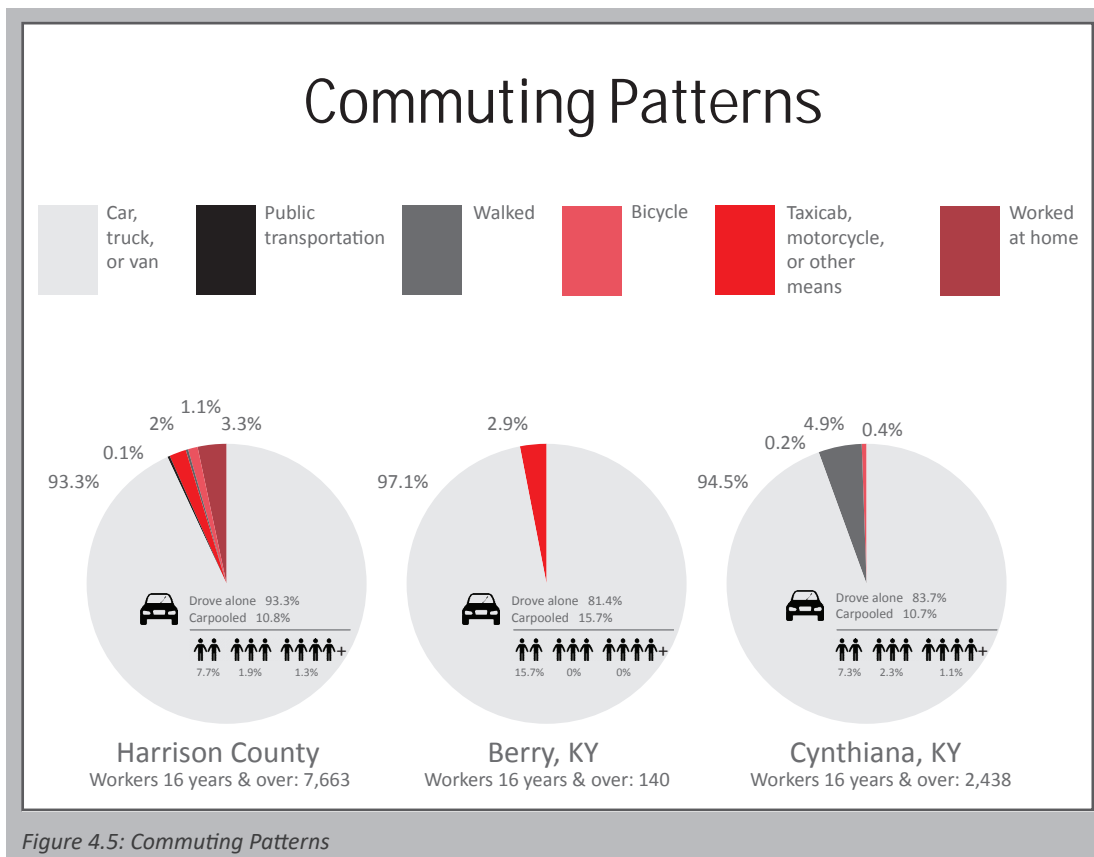
Between 2010 and 2016, Harrison County experienced dramatic industrial shifts in their employment shares. Harrison County’s employed population over the age of 15 shrunk by 643 individuals, or 7.7 percent. Kentucky’s employed population rose by 2.3 percent. Employment in “manufacturing,” “transportation, warehousing, and utilities,” “information,” “educational services, health care, and social assistance,” “arts, entertainment, recreation, accommodation, and food services,” and “public administration” all had positive job growth between 2010 and 2016. “Information” industries had the highest growth rate (37 percent), but remained a smaller share of overall employment (0.75 percent in 2010; 1.1 percent in 2016). The “educational services, health care, and social assistance” created an additional 127 jobs, the most in any industrial sector between 2010 and 2016, and grew by 8 percent. “Arts, entertainment, recreation, accommodation, and food services” created the second most jobs for the County at 64.

The most significant job losses occurred in “finance, insurance, real estate, rental, and leasing,” “agricultural, forestry, fishing, hunting, and mining,” “professional, scientific, management, administrative and waste management services,” and the “construction” industries. Besides “professional, scientific, management, administrative and waste management services,” Harrison County follows state trends of industry decline for the sectors listed above.

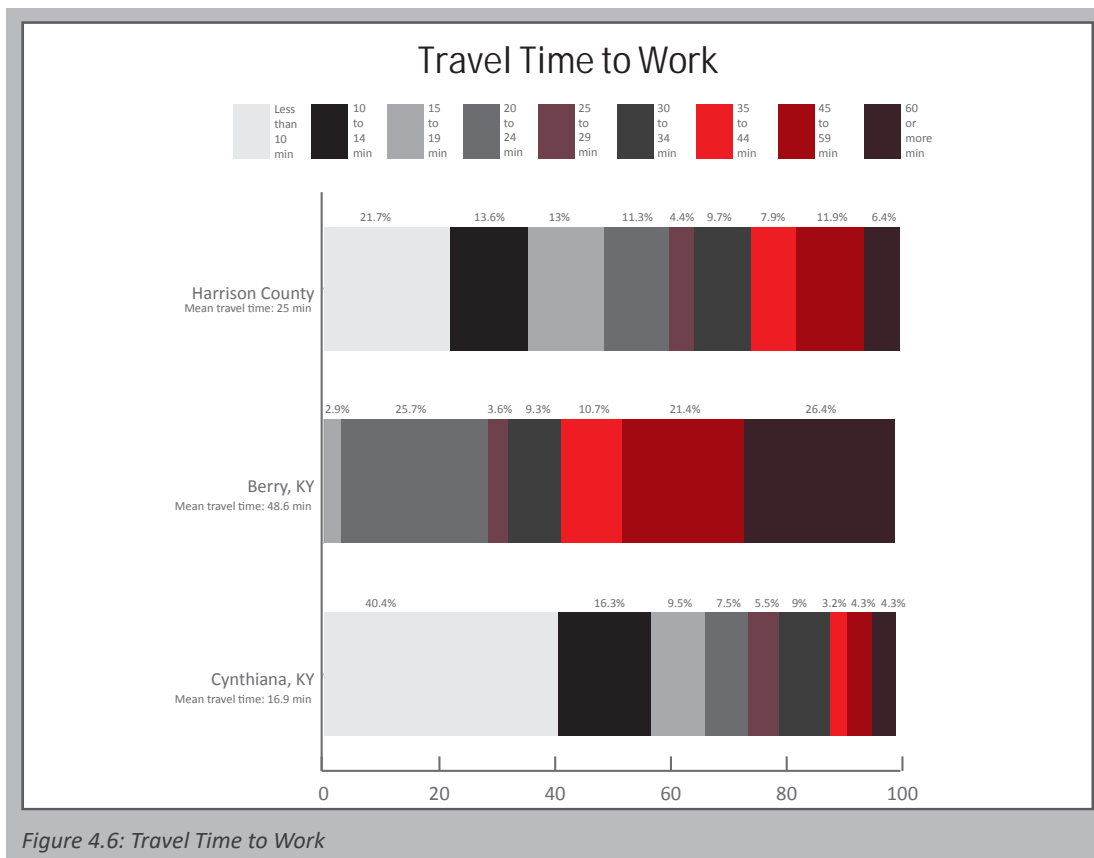
Two of Harrison County’s top industries – “manufacturing” and “retail trade” – remained relatively stable between 2000 and 2016. “Manufacturing” grew by 0.19 percent and increased by 4 jobs; “retail trade” declined by 2.35 percent and 23 positions were lost. As mentioned previously, Harrison County’s other top industry “educational services, health care, and social assistance” grew significantly (8 percent; 127 jobs).

Commuting Patterns

Most likely because of the rural character of the County, 93 percent of working adults drove to work, 82 percent driving alone. This pattern does not vary between the County and either Berry or Cynthiana, however there are two notable differences between the county and its cities. In the county, an estimated 3 percent of workers worked from home, while none reported working from home within city limits. And in Cynthiana, an estimated 5 percent of residents walked to their place of work – 0 percent in Berry and only 2 percent of the county did the same. This statistic is reflected in travel times.



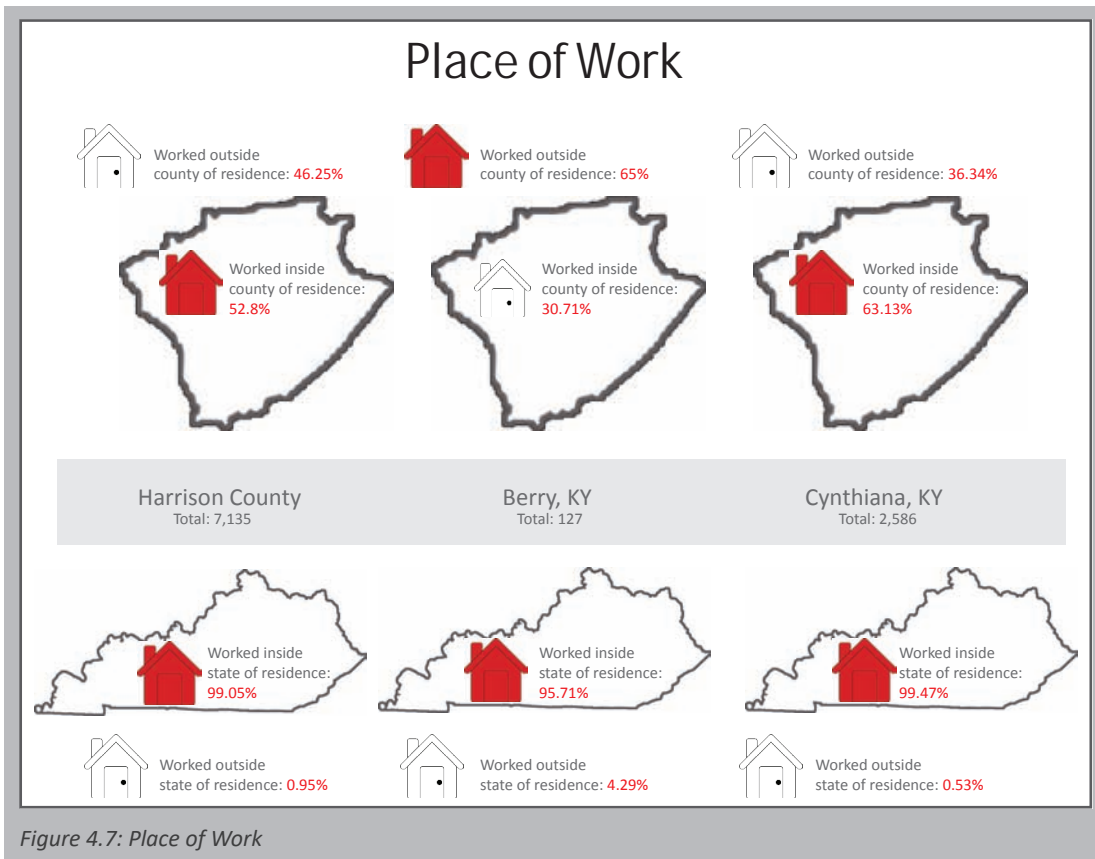
The average commute for a Cynthiana resident was 17 minutes. The average commute time for workers across Harrison County was 25 minutes. Berry residents had a significantly higher commute at an average of 49 minutes. Berry sits at about an hour drive from three large employment centers: Lexington, Kentucky, Frankfort, Kentucky, and Cincinnati, Ohio. Since Berry had a higher proportion of households earning more than \$75,000 a year – 31 percent compared to 14 percent in Cynthiana, and 26 percent in Harrison County – higher wage earners may be commuting longer to these larger cities. An estimated 65 percent of Berry residents worked outside of the county, with 4 percent working outside of the state, and 26 percent of Berry residents had commutes of longer than an hour, pulling the average commute time higher than Cynthiana or Harrison County.



As a whole, 52 percent of Harrison County residents worked within the county. Sixty-three percent of Cynthiana residents stayed within the County for their work. An estimated 40 percent of Cynthianians spent less than 10 minutes on their way to work.



Commuter Traffic Along US 62



The average Harrison County household spent \$12,940 annually on transportation costs alone, driving over 23,000 miles during the year. With 46 percent of Harrison County residents commuting outside of the county for work, paying for transportation is not an optional bill for many households. On average, transportation alone consumes 36 percent of Harrison County households' monthly income.



5 HOUSING

The housing market makes up a significant part of the economy of Harrison County. Home sales to out-of-county workers are the growth industry of Harrison County. In compiling data for this section of the plan, the planning commission office used data from building permits, subdivision plats, board of adjustment applications, and many other sources of information to reflect the conditions within the real estate market today.

PHYSICAL HOUSING CHARACTERISTICS

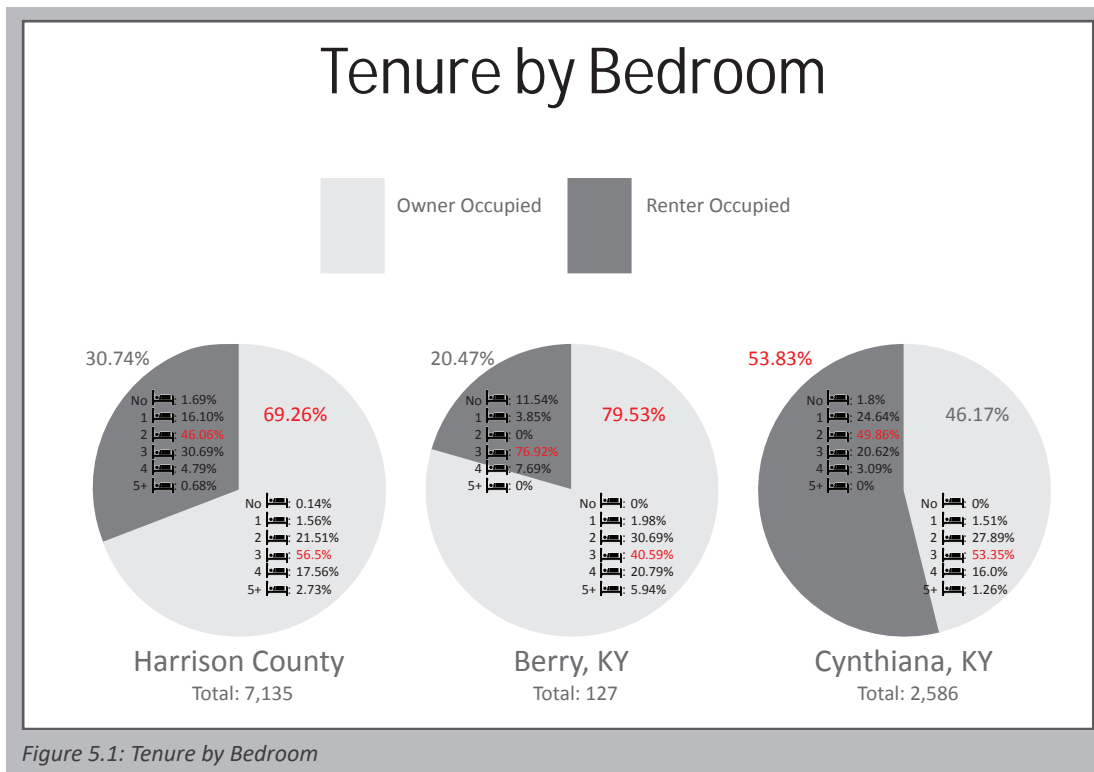
Physical Housing Characteristics

Harrison County has 8,208 housing units with 2,945 of those in Cynthiana and 153 in Berry. Thirteen percent of the County's available housing stock was vacant in 2016, similar to the state's 12 percent vacancy rate. The county's owner and renter occupied housing units are close to the state's as well. In Kentucky, one third of housing units were renter occupied (33.2 percent); in Harrison County 31 percent of all housing units were renter occupied. Owner occupancy rates are higher in Berry than in Cynthiana. Nearly 80 percent of Berry's housing stock was occupied by its owner, compared to 46 percent in Cynthiana.

HOUSING TENURE	HARRISON COUNTY	BERRY, KY	CYNTHIANA, KY
Total housing units	8,208	153	2,945
Occupied housing units	86.90%	83.00%	87.80%
Owner Occupied	69.26%	79.53%	46.17%
Renter Occupied	30.74%	20.47%	53.83%
Vacant housing units	13.10%	17.00%	12.20%
Homeowner vacancy rate	3.3	0	2.4
Rental vacancy rate	6.5	0	9.3

Table 5.1: Housing Occupation

Renter and owner occupied units do not tend to vary by number of bedrooms. Generally, regardless of renter or owner occupation, units are between 2 to 3 bedrooms. This is most likely because the county has a high proportion of detached single-family housing units (69 percent). Nearly all of Berry's housing stock is single-family housing (96 percent), while 39 percent of Cynthiana's units are in attached multi-family housing structures.



HOUSING TYPE	HARRISON COUNTY	BERRY, KY	CYNTHIANA, KY
Total housing units	8,208	153	2,945
1-unit, detached	68.90%	96.10%	58.00%
1-unit, attached	0.60%	0.00%	0.80%
2 units	6.40%	0.00%	16.40%
3 or 4 units	3.50%	0.00%	9.70%
5 to 9 units	2.90%	0.00%	8.20%
10 to 19 units	1.10%	0.00%	3.10%
20 or more units	0.70%	0.00%	1.90%
Mobile home	15.80%	3.90%	1.90%
Boat, RV, van, etc.	0.10%	0.00%	0.00%

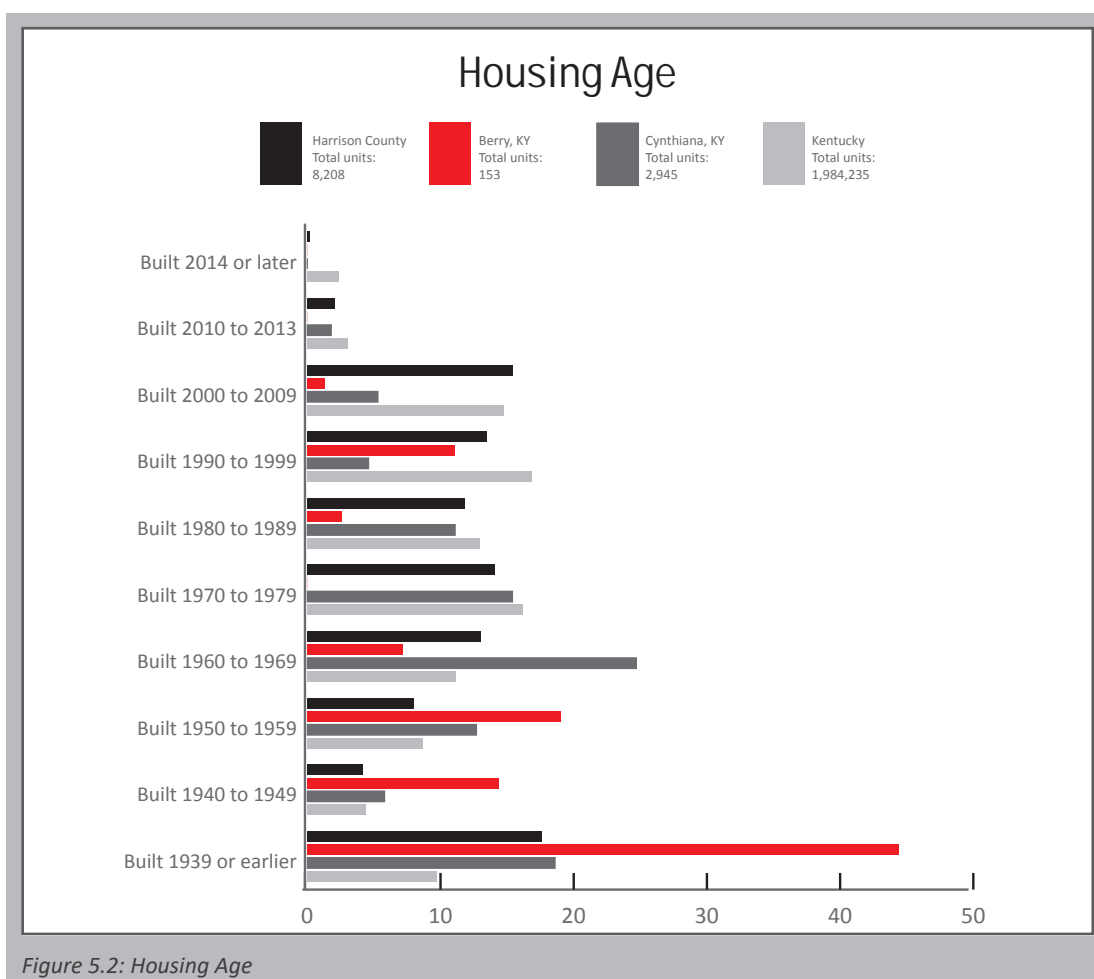
Table 5.2: Housing Type

The housing market makes up a significant part of the economy of Harrison County. Home sales to out-of-county workers are the growth industry of Harrison County. In compiling data for this section of the plan, the planning commission office used data from building permits, subdivision plats, board of adjustment applications, and many other sources of information to reflect the conditions within the real estate market today.

PHYSICAL HOUSING CHARACTERISTICS

Physical Housing Characteristics

Harrison County has 8,208 housing units with 2,945 of those in Cynthiana and 153 in Berry. Thirteen percent of the County's available housing stock was vacant in 2016, similar to the state's 12 percent vacancy rate. The county's owner and renter



occupied housing units are close to the state's as well. In Kentucky, one third of housing units were renter occupied (33.2 percent); in Harrison County 31 percent of all housing units were renter occupied. Owner occupancy rates are higher in Berry than in Cynthiana. Nearly 80 percent of Berry's housing stock was occupied by its owner, compared to 46 percent in Cynthiana.

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Harrison County's housing stock is substantially older than the state's. A majority of homes within the county were built before 1939 (17.6 percent). In Kentucky, about 10 percent of all homes were built before 1939. Over half of Harrison County homes were built between 1960 and 1999 (52 percent), and 15 percent were built between 2000 and 2009 alone. Since 2009, housing construction has sharply declined. This is most likely a reflection of the housing market crash in 2008. The county's housing production trends mirror the state's over time.

At the city level, Berry's housing is much older than Cynthiana's. Sixty-eight units, or 44 percent of Berry's housing stock, were built before 1939.

MEDIAN HOUSING VALUE	HARRISON COUNTY	BERRY, KY	CYNTHIANA, KY
2016	\$123,700	\$73,800	\$96,700
2010	\$112,800	\$87,500	\$99,900
2000	\$82,400	\$53,200	\$75,400

Table 5.3: Median Housing Value



Housing in Carl Stevens

6 INFRASTRUCTURE & COMMUNITY FACILITIES

Infrastructure is the hard, in the ground items that make a community work.

Planning processes are most effective when they are fully informed. Towards this end, an inventory of the planning jurisdiction is a necessary step for a comprehensive plan. The existence, location, and extent of the various community facilities can be critical to the manner in which the land in a city or county develops. Typically, as an area begins to grow, there is an increased demand for a number of services such as potable water, sewer, public schools, public parks, recreation, police and fire. The information related to these services, the demands upon them, and their capacity for expansion, when combined with population projection data can provide the community with a solid base for initiating discussions related to the type, location and intensity of future land-use patterns in the cities and county. This chapter provides an overview of the current status and capacity of each of the relevant community services, providing critical background information.

This plan will focus on facilities that impact future growth and development in Harrison County.

INFRASTRUCTURE

Utilities

Water, sewer, gas, and electricity are necessary public infrastructures. Natural gas is available to fewer than half the homes in the county. Availability is generally within the cities, and few homes in the countryside have access to natural gas. Where available, gas service is provided by Columbia Gas of Kentucky.

Electricity is available to every home in the county and has been for many years. Electricity is provided by Blue Grass Energy (BGE) and Kentucky Utilities (KU). BGE is a consumer-owned electric cooperative providing power to nearly 55,000 customers in Harrison and 22 other counties in the central Kentucky region. BGE maintains an office locally at 327 Sea Biscuit Way in Cynthiana. KU serves other areas of Harrison County and the region, maintaining its offices at 1445 Main Street in Paris, Kentucky.



Blue Grass Energy

City and county leaders are attempting to increase the coverage for high-speed broadband internet access. This coverage will increase livability for current residents while making the county more attractive for future residents and business owners. Leaders are working with the Bluegrass Area Development District (BGADD) on a feasibility study for wireless broadband access throughout the county.

Telephone and internet access is provided by telephone lines and / or wireless means. Berry used a grant to acquire high-speed dedicated subscriber lines (DSL) internet access with free workstations for users at its city offices. Cynthiana and other areas of the county are exploring similar options.

Community leaders commissioned *Connect Harrison County*, a report on technology-based economic development. Findings from the report include:

- In the category of networked places, Harrison County's higher education sector is currently at stage 4 (on a 0 to 5 scale), with many classrooms remodeled to include network connections.
- In the category of technology applications and services, the higher education sector is currently at stage 3 (on a 0 to 5 scale), with many undergraduate students taking distance education courses for specialized subjects and graduate-level research.
- In terms of technology leadership within the higher education community, Harrison County is currently at level 5 (on a scale of 0 to 5), with college and university partners working for economic development through partnerships with local businesses to provide skilled technology workers and innovative solutions.

Cell towers fit the objectives for infrastructure improvements for this comprehensive plan. Applications for development of cellular antenna towers for cellular telecommunications, as for other construction purposes, must follow the applications requirements in place through the Cynthiana - Harrison County - Berry Joint Planning Commission's zoning regulations. The application must include a statement demonstrating that the proposal is in agreement with the adopted comprehensive plan and is in conformity with the regulations.



Cell Tower

Currently, AT&T Telephone and South East telephone provide residential and business service for phones, and Spectrum Cable provides cable television services. These providers may in the future provide increased telephone, cable, and internet service capacity.

Water

Three facilities serve Harrison County: Cynthiana Municipal Water Works, the Harrison County Water Association, and the Kentucky-American Water Company. The Harrison County Water Association receives its water from the Cynthiana Municipal Water works water treatment plant located at 201 Waterworks Road, Cynthiana. This treatment plant was built in 1964 and sources its water from the South Fork of the Licking River and the Main Licking River at the Devils Backbone (Water Quality Report for 2017).

The treatment plant managed an average flow of 2.0 million gallons of water daily in 2018 with a capacity of 6.0 million gallons a day (gpd). Comparatively, the Kentucky-American Water Company averaged 9.8 million (gpd) with a plant capacity of 65.0 million in 2018 (Community Profile Statistics). Peak daily consumption for the treatment plant was 2.7 million (gpd) in 2018, and the Kentucky-American Water Company saw peak consumption of 63.9 million (gpd).

Treated water is stored in either within one of three storage towers or two wells. The storage tank along US 27 North holds 300,000 gallons. A storage tank located near the TI Group Automotive Plant can hold 500,000 gallons, and the storage tank near Harrison County Middle School can hold up to 1,000,000 gallons within its tower. Two wells within the system hold 300,000 and 500,000 gallons. In total, the Cynthiana Municipal Water Works has a storage capacity of 2.8 million gallons.

Cynthiana subscribers receive their water from the Cynthiana Municipal Water Works, Berry subscribers receive their water from the Harrison County Water Association, and the Kentucky-American Water Company serves the Leesburg area within Harrison County. In 2010, 90 percent of Harrison County households were served by one of these three water facilities. Of those households not receiving public water utilities, 10 percent relied on private domestic wells, and 90 percent relied on other sources.

Water quality reports are produced yearly in accordance with the 1986 federal Emergency Planning and Community Right-to-Know Act (EPCRA). This act was created to increase industry accountability and build community resiliency in the face of chemical emergencies. EPCRA ensures that water quality reports are readily available to the public. As of this writing, the 2017 Annual Water Quality Report was available on the Cynthiana Municipal Water Works website and in their office at 141 East Pike Street, Cynthiana.

The following tables show current and pending water improvement projects, 2010 - 2030 specific proposed projects, and 2010 - 2030 generally proposed projects for Harrison County and the communities of Cynthiana and Berry.



Harrison County Water Association

PROJECT	COST	AREA
WX21097007 2005 Water Treatment Plant Improvements	\$1,180,800	0 0-2 Harrison BGADD
WX21097006 2005 Water Distribution System Improvements	\$2,373,550	100 0-2 Harrison BGADD
WX21097008 Harrison County Water Association-County Infirmary Road/Airport Road Water Management	\$152,000	4 0-2 Harrison BGADD
WX21097011 Harrison County Water Association - KY 1893 Pump Station	\$250,000	400 0-2 Harrison BGADD
WX21097012 Harrison County Water Association - Automated Meter Reader Upgrade	\$100,000	50 0-2 Harrison BGADD
WX21097002 Phase II Water System Improvements	\$750,000	2648 0-2 Harrison BGADD
WX21097003 Harrison, Bourbon, Nicholas, & Scott Telemetry Upgrade, Contract 27	\$200,000	0 0-2 Harrison BGADD

Table 6.1: Water Improvements



Water Main Pipes

PROJECT	ESTIMATED COST
New water line extension bypass	
New water storage tank – industrial park area	\$2,300,000
New water storage tank – east side	\$2,300,000
Water supply for US 27 bypass	\$200,000
Flood control wall for water treatment plant	\$1,500,000
Waste water discharge modifications	\$750,000
Water supply line to support regional water system	\$1,400,000
Upgrade basins	\$240,000
Upgrade SCADA system	\$100,000
Upgrade chemical storage building	\$200,000
UV system	\$400,000
TOTAL ESTIMATED COSTS	\$9,390,000

Table 6.2: Future Water Improvements

SYSTEM (NEW CUSTOMERS)		REHAB	TREATMENT	TANKS/ PUMPS	TOTAL
Cynthiana		\$2,000,000	\$800,000	\$340,000	\$3,140,000
Harrison Co. W/A (178)	\$2,208,000			\$160,000	\$2,368,000
TOTAL (178)	\$2,208,000	\$2,000,000	\$800,000	\$500,000	\$5,508,000

Table 6.3: Estimated Improvement Costs



Water Line Extension

The following tables present service and production information on the two public water systems operating in Harrison County, Cynthiana, and Berry.

CYNTHIANA WATER SERVICE

PWSID: KY 0490096

System Type: COMMUNITY

Owner Type: MUNICIPAL

Surface Source: MAIN FORK LICKING RIVER / SOUTH FORK LICKING RIVER

Purchase Source:

Well Source:

Sells Water to: HARRISON COUNTY WATER ASSOCIATION

Treatment Plant Capacity (million gallons a day - MGD):	6.0 MGD
Percent Daily Average Production:	33.00% (approximately 2.03 MGD)
Total Tank Storage Capacity (gallons):	1,800,000
Total Service Connections:	2,700
Number of Employees:	8
Treatment Operator Class:	4A
Distribution Operator Class:	2D

Customer Rate per 1,000 Gallons

Inside City

First 2000 gallons	\$9.05 minimum
2001 - 10,000 gallons	\$3.50 per 1000 gallons
10,001 to 50,000 gallons	\$2.42 per 1000 gallons
50,001 to 500,000 gallons	\$1.96 per 1000 gallons
Over 500,000 gallons	\$1.61 per 1000 gallons

Outside City

1.4 times above rates

O/M costs 2010:	Not available
O/M costs per Service Connection:	Not available
Net Revenue 2010:	Not available
Total Water Produced:	741,566,000 gallons
Water Sold 2010 (gallons):	577,800,000 gallons
Unaccounted-for Water 2010 (%):	Not available

Table 6.4: Cynthiana Water Service

HARRISON COUNTY WATER SERVICE

PWSID: 0490179

System Type: COMMUNITY

Owner Type: WATER ASSOCIATION

Surface Source:

Purchase Source: CITY OF CYNTHIANA WATER WORKS

Well Source:

Sells Water to: Berry, Harrison County, Bourbon County, Scott County, and Nicholas County

Treatment Plant Capacity (MGD):	0.00
Percent Daily Average Production:	0.00
Total Tank Storage Capacity (gallons):	106,000.00
Total Service Connections:	3,969
Number of Employees:	7
Treatment Operator Class:	
Distribution Operator Class:	2D
Customer Rate for 1,000 Gallons:	\$4.95
O/M costs 1997:	\$733,010.00
O/M costs per Service Connection:	\$186.52
Net Revenue 1997:	\$39,846.00
Total Water Produced 1997 (gallons):	0.00
Water Sold 1997 (gallons):	231,509,000
Unaccounted-for Water 1997 (%):	16.35

Table 6.5: Harrison County Water Service

Maps of the County water system are available at the offices of the Harrison County Water Association located at 2167 US Highway 27 South in Cynthiana.

Private Domestic Systems

About 1,700 people in Harrison County rely on private domestic water supplies: 200 on wells and 1,500 on other sources. In the valleys of the Licking River, South Fork of the Licking River, and Silas Creek, most drilled wells will produce enough water for a domestic supply at depths of less than 100 feet. Wells located in the larger creek valleys will produce enough water for a domestic supply except during dry weather. In the upland areas of Harrison County, which encompasses 65 percent of the county, most drilled wells will not produce enough water for a dependable domestic supply except along drainage lines that may produce enough water except during dry weather. Throughout the county, ground water is hard or very hard and may contain salt or hydrogen sulfide, especially at depths greater than 100 feet.

Sewers

- Estimated 2010 population of 18,846 -- 27 percent on public sewer.
- Proposed projects would add over 50 new households to public sewer service during 2010 - 2020.
- Estimated funding needs for public sewer 2020 - 2040 — \$4,400,000.

Public sewer is provided to the City of Cynthiana and City of Berry residents, or about 2,250 family residences. About 3,900 county households treat wastewater on site throughout the county. Over 50 customers could be added to public sewer service through new line extensions in 2010 - 2020.

City of Cynthiana Sanitary Sewer System

Cynthiana is like most Central Kentucky cities in that a large section of the older part of the city was originally sewered with combined storm and sanitary sewers. The area generally bounded by Church Street on the east and the South Fork Licking River on the west had, at one time, a combined sewer system. In some areas, an effort was made to construct new storm sewers and to allow the former combined sewers to serve as sanitary sewers only. That attempt has been at least partially successful. Recent smoke testing of the formerly combined sewers resulted in some smoke escaping through storm water inlets. This is indicative that there continues to be some cross connections between the sanitary sewers and the storm sewer network.

There are 22 sewage-pumping stations. Principal pumping stations are the Ball Field station and old Waste Water Treatment Plant station. The Ball Field pumping station handles much of the sewage generated on the river's west side. The old Waste Water Treatment Plant station pumps all sewage collected in the city's northeast corner.

Some sewer line capacity problems are reported. In the Robynwood area of the city's east side, some difficulty has been experienced in conveying collected sanitary sewage to the wastewater treatment plant without bypassing and without surcharges to the existing sewers. Infiltration and inflow are reported to be problems in Cynthiana as they are in most other Bluegrass Area municipal sewer systems. Large sections of the sanitary sewer system— primarily in the east, southeast, and southern sections of the city—are served by pipes that are no larger than 8-inches in diameter.

Sewer line mapping stopped about the time of the 1980 wastewater treatment plant upgrade. For some areas added to the sanitary sewer network, the city has individual subdivision sewer maps. For other areas served in recent years, the city is currently updating sewer line maps.

Public sewer is provided to households in the service area of the Cynthiana corporate limits. There are some small urbanized but unserved areas that remain outside of the Cynthiana corporate limits even though the city more or less surrounds them. These include Miley Avenue and Springdale Extension.

Cynthiana has 2,470 sewer customers. All but about 28 are located within the corporate limits. Public sewer is provided to households in the service area of the Cynthiana corporate limits.

The wastewater treatment plant was built in 2007 and is located in the northwest on State Highway 36 / Williamstown Road. The rated capacity of the treatment plant is 2.0 MGD. Hydraulically, the plant can accept up to about 6.0 MGD based on 1-hour capacity.

Wastewater is pumped through two new 3.0 MGD pump stations, one located at the Old Waste Water Treatment Plant on North Locust Street and the other located on KY 3016 / River Road. At the treatment plant, wastewater is measured before passing through two mechanical screens for removal of heavy course solids greater than 3/8 inch in diameter. The flow continues into two aerated biological treatment ditches of a design flow of 2.0 MGD. Following the biological treatment process, wastewater flows to two secondary clarifiers which provide gravity sedimentation and removal of solids. Three return / waste pumps are utilized for pumping return-activated sludge onto the biological treatment process and pumping the wasted sludge into holding tanks for conditioning before final dewatering and disposal at state-approved landfills. Disinfection is accomplished using Ultra Violet (UV) lights in lieu of chemicals. After disinfection, the wastewater effluent is discharged into the South Fork of the Licking River through a cascade aerator.

Cynthiana has an approved pretreatment program, and it requires pretreatment by 3M and the local hospital. Cynthiana has five certified wastewater treatment plant operators. Three are Class III operators and two are Class I operators.

Inflow and infiltration are twin problems to most area sewer systems, and Cynthiana is no exception. The current regulation relating to the prohibition of sanitary sewer overflows will likely only become tighter with time.

Extraneous waters (ground water and surface water) can either be kept out of the sanitary sewer or the excess flow must be conveyed by the sewer and treated with the sewage once it reaches the treatment works. Most cities who choose to attack the problem of extraneous flows in the sewer system do a little of both. Sewer rehabilitation can reduce (but not eliminate) inflow and infiltration. After the benefits of sewer rehabilitation are realized, sewers and treatment works must then be sized so as to convey and treat the remaining extraneous flow along with the sanitary sewerage.

Existing sewer use ordinances need to be strengthened and enforced to ensure compliance. This action alone has the potential to eliminate a significant portion of the flow received by the wastewater treatment plant during rainfall events.

PROPOSED PROJECTS 2011 - 2030

SX21097002:

- Application for funding has been submitted for a \$4 million project to upgrade the wastewater collections system. This project will be completed in years 2012 and 2013. The project will primarily address inflow and infiltration problem areas that have been prioritized as the primary contributors to the increased flow to the wastewater treatment plant during rain fall events.
- During the remaining planning period, an additional \$10 million is needed to address problems currently identified within the wastewater collection system.

City of Berry Sanitary Sewer System

The Berry municipal sanitary and sewage collection treatment system serving the approximately 105 households and is one of the newest in the Bluegrass Area Development District. The wastewater treatment facilities are located at the south part of the city of Berry, to the east of the South Fork Licking River. There is no discharge from the treatment plant into the river.

The treatment facilities consist of a 260,000 gallons per day aerated lagoon / land treatment system consisting of a two-stage aerated lagoon / storage lagoon, a five-acre spray field with permanent set sprinklers, a pump station and groundwater monitoring wells. The sewage collection system consists of pressure sewers with septic tank effluent pumping, mainly from clusters of two adjacent houses or businesses. There are 74 pumps and approximately 5,150 linear feet of 2-inch diameter pressure sewers and 6,000 linear feet of 3-inch diameter pressure sewers. Septage from the tanks is pumped and transported for local land application. The city contracts operation of the wastewater system with one individual who is a certified Class I operator.

The sewage collection and treatment system was constructed in 1987 utilizing grant support from the US Environmental Protection's alternative-innovative technology set-aside program for small communities. The financial contribution of the US Environmental Protection Agency (EPA) represented 85 percent of total costs. The Farmers Home Administration (FmHA) also provided grant and loan support to the Berry sewage system construction project. Grants provided by these two agencies approached 99 percent of the initial construction cost. The final cost of the project was approximately \$1.5 million.

PROPOSED PROJECTS THROUGH 2020

SX21097003:

- Modest sewer line extensions may well be needed during the long-term period. It is suggested that \$200,000 be assigned to Berry for sewer system extensions during the period of the long-term plan.

SI21097001:

- This area consists of rural Harrison County beyond the service areas of the sanitary sewer systems of the cities of Cynthiana and Berry. It is unlikely that public sewer line extensions will reach this area of Harrison County by 2020. It appears to be impractical to extend sewer service to this area because of the unusually high cost per potential customer that must be incurred to finance such expansive sewer system development. Reasons for the high cost are the number of households (3,900), a low customer per mile ratio, rugged terrain, and the long distance from these houses to treatment facilities and existing sewer systems. Suggested instead is that a Revolving Loan Fund Program be established or that the US Army Corps of Engineers 531 program be extended for the installation of a septic tank for each house that does not presently have sanitary sewer service, or could currently have a failing septic system. The generalized proposed cost of this option is \$19,500,000 or \$5,000 per household.

COMMUNITY FACILITIES

Schools

Cynthiana is home to the following schools:

- Harrison County High School
- Kentucky Tech Harrison ATC
- Harrison County Middle School
- Eastside Elementary
- Northside Elementary
- Southside Elementary
- Westside Elementary
- St. Edward Catholic School
- Upper Curry Methodist School
- United Preschool

TOTAL ENROLLMENT

Total 2019 enrollment count by facility level was as follows:

- Pre-school – 100
- Elementary – 1,265
- Middle School – 690
- High School – 905
- College – 600
- Private Schools – 65

Harrison County Adult Education and Family Literacy programs are available through the Harrison County Board of Education and Council for Post-Secondary Education.

In 2011, the High School completed construction of a new football and track facility and opened the old space for multi-purpose activities including band practice.

Headstart and pre-kindergarten programs, infant and toddler day-care as well as programs including housing assistance, emergency services, family development programs, and energy assistance are available through the Community Action Council at locations on Old Lair Road, the Community Center, and at Terrace Park.

The Kentucky Community and Technical College System's Maysville Community and Technical College / Licking Valley Campus enrolls approximately 600 students at its campus building directly across Webster Avenue from the Harrison County High School building.

The College offers associate degree programs in a variety of disciplines. A 6,000 square-foot expansion built as the Allied Health addition was completed in 2012.



Harrison County High School



Maysville Community & Technical College

The Area Technical School sits immediately adjacent to the college building and is currently undergoing construction of an extension. This branch campus serves approximately 1,000 students and sits on a six-acre plat overlooking the town.

Because of the leveling off in the number of elementary-age children in Harrison County, the board of education has determined there will not be a need for new school buildings. It has been determined by the board that the high school needs to be renovated and updated. This is to take place over a several year span.

RECOMMENDATIONS

The following standards, recommended by the Urban Land Institute, have been followed in Cynthiana as all existing schools meet both the recommended space standards and the design standards. Future schools should continue in this manner:

- Locate elementary schools on collector streets or where the school can be reached by open space areas.
- Continue school grounds with recreational sites whenever possible.
- Sidewalks should be constructed leading to the school.
- The school site should be laid out for pedestrian areas, although street frontage need be on one side of the site only.
- The grounds should provide space for school building, related service, and off-street parking.



Westside Elementary School

Library

The current building of the Cynthiana - Harrison County Public Library opened in June of 1990. The 9,600 square foot facility has a book display area, a community room, a children's area, a number of public computers, and the Christine Borgan Kentucky Room for public use has been expanded. The library is completely automated.

The entire facility is handicapped accessible. No-charge parking is available on Main Street and in the parking lot off Pleasant Street behind the library; part of this parking lot is city owned.

The Cynthiana-Harrison County Public Library provides opportunities for residents and taxpayers to pursue lifelong learning, cultural, and economic enrichment and enjoyment. The library provides materials and services of popular interest to the community; emphasizes and encourages reading; supplements the educational needs of the community; and provides timely and accurate information.



Cynthiana - Harrison County Public Library



Cynthiana - Harrison County Public Library

Many programs, both adult and children's, are available throughout the year. Other services that the library offers include: wireless, high-speed broadband internet access, inter-library loan, copying, faxing, notary public, reference, genealogy, movies (both VHS and DVD), audio books, etc. Many of these services are free. The cost is minimal on the services that have a charge.



The Charles W. Feix Community Room

The Charles W. Feix Community Room located in the library is where many of the library's programs are held. This Community Room in the Library and can be reserved / rented to the public. It includes projection televisions, cable and internet connections, a kitchen and restroom facilities and is available for free with reservations for use.

The Community Room is open to organizations engaged in educational, cultural, intellectual, or charitable activities on an equitable

basis, regardless of the beliefs or affiliations of individuals or groups requesting its use. Meetings held in the room will be open to all without restrictions based on race, sex, or religious creed.

The Bookmobile is an extension of the library and makes stops at nursing homes, subdivisions, mobile home parks, the hospital, day-care centers, home-schools, homebound students, schools, and shut-ins. Anyone wanting individual bookmobile service should be unable to come to the library to get their materials. The schedule of stops is listed in the calendar section of the newspaper each week as well as on the library website. The Bookmobile is made available in cooperation with the Kentucky Department for Libraries and Archives.



Bookmobile

The library is governed by a library board comprised of five members who live both within the city limits and in the county. Board members are appointed by the county judge executive and the fiscal court and approved by the Kentucky State Librarian. The library is an independent taxing district. Its collection has grown steadily from the 1,259 books to a collection of more than 52,000. Today, Internet access, online databases, DVDs, music CDs, computer software, eReader, eBooks, audio books, music, and video are available 24 / 7.

A branch library located in the Berry City Hall to serve the residents in that area closed in 2006. Berry is presently served by bookmobile service to meet the needs of the residents of that area.

Fire

Three fire departments service Harrison County: Cynthiana Fire Department, Berry Fire Department, and the Harrison County Volunteer Fire District. There were 11 different fire stations across these three departments in 2018.

To determine how well equipped fire departments are in suppressing fires in their community, the Insurance Services Office (ISO) provides a scaled rating. The scale runs from 1 to 10, with 1 being the most prepared and therefore potentially most responsive, and 10 being the least prepared. Insurance companies use these ratings to set homeowner insurance rates. The ratings are based on the following metrics:

- 50 percent - Quality of local station (staffing levels and training)
- 40 percent - Water supply (availability of water and water infrastructure)
- 10 percent - Quality of emergency response communications (911)

ISO ratings also take into consideration the community outreach and education efforts of local departments on fire prevention / safety, as well as the general location from your home to the nearest fire station. Structures that are more than 5 miles away from the nearest station are automatically rated a 10.

Harrison County's Insurance Services Office (ISO) rating was 8B. This rating is a reserved classification for communities that are superior to class 9, but lack the water supply requirements of class 8. Class 8B compensates for low-water supplies through staff training, station equipment, emergency communications, and management techniques. Since Cynthiana has more water infrastructure capacity than some of the rural reaches of the county, the city received a much more efficient ISO rating of 4.

Harrison County Volunteer Fire District

The Harrison County Volunteer Fire District has eight different stations throughout the county. There are approximately 64 trained volunteer firefighters that are dedicated to protecting resident property and providing emergency services. The district has stations in the following areas: Oddville, Berry, Leesburg, Bueana Vista, Renaker, Sunrise, Connersville, and Cynthiana. Possible future fire expansion would be in the vicinity of the North US 27 area of Harrison County within the next 3 to 5 years.



Leesburg Fire Station



Cynthiana Fire Station No. 1

Cynthiana Fire Department

The Cynthiana Fire Department is staffed with 23 professional, full-time firefighters. Of those on staff, there are three lieutenants, two assistant fire chiefs, and one fire chief that oversee two stations. The main fire station is near Cynthiana City Hall at 104 E. Pleasant Street. Cynthiana Fire Station #2 is located down the street at 424 E. Pleasant Street. Cynthiana Firefighters provide the city with fire suppression, first responder medical assistance, and locksmith services for residents unable to enter their homes or vehicles. In addition to these services, firefighters play an active roll in the community, partnering with local schools to educate Cynthiana youth on fire prevention.

Berry Fire Department

Located at 103 S. 2nd Street is the Berry Fire Department Station. This station is supported by approximately 32 volunteer firefighters.



Berry Fire Department

Police

Harrison County is served by three separate policing agencies – the Kentucky State Police, the Harrison County Sheriff’s Office, and the Cynthiana Police Department. The Harrison County Sheriff’s Office had 11 full-time law enforcement agents in 2019, and the Cynthiana Police Department had 12 according to the “Commonwealth of Kentucky 2017 Crime Report.” This annual report is compiled by the Kentucky State Police in accordance with Chapter 17 of the Kentucky Revised Statutes, and it can provide more detailed information on the type, frequency, and clearance rate of reported crimes.



City of Cynthiana Police Department

Kentucky State Police

Post 6 of the Kentucky State Police (KSP) serves Harrison County along with Boone, Bourbon, Bracken, Campbell, Grant, Kenton, Nicholas, Pendleton, and Robertson Counties. Post 6 is located in Dry Ridge, Kentucky – Northwest of Harrison County along Highway 25. KSP enforce state law along frequently traveled routes, administer concealed weapons permits, and maintain the sex offender registry, among many other duties. KSP also frequently publishes fatality and crash information with comparable statistics with both previous years and statewide totals.

Harrison County Sheriff’s Office

The Harrison County Sheriff’s Office is based in Cynthiana at 113 West Pike Street. This department provides 24-hour patrol protection for the county and Cynthiana. In addition to protection, the Sheriff’s Office is responsible for administrative and investigatory duties. The department conducts the collection of property taxes and administers the following programs: automotive inspections, concealed deadly weapon licenses, prisoner extraditions, the neighborhood watch program, and security for the Harrison County Justice Center.

Cynthiana Police Department

Less than a mile away from the County Sheriff’s Office is the Cynthiana Police Department at 420 E. Pike Street. The Cynthiana Police Department has 18 certified officers and two full-time school resource officers that provide a range of services for the community. Alongside general peacekeeping, Cynthiana Police enforce the City of Cynthiana’s Code of Ordinances; provide home, business, and wellness checks; escort funeral processions, bank runs for businesses, and medical personnel during inclement weather. Cynthiana officers are a visible and accessible presence in the community through their bicycle and Segway patrol program as well as programs that support youth education and involvement.

Disaster & Emergency Services

Harrison County Emergency Management Department is located in the County Clerk's office at 313 Oddville Avenue in Cynthiana. This department serves as the local chapter for the Kentucky Division of Emergency Management, who's vision is for: "A resilient commonwealth that is safe, secure, and prepared for emergencies and disasters, because of the programs and efforts of a superior emergency management team that is staffed and led by professional managers and administrators." Harrison County Emergency Management provides first responder support, and detects / monitors severe weather events that may affect the County.



Flooding in September 2018

E911

The Harrison County E911 Dispatch center is within Cynthiana City Hall at 104 E. Pleasant Street in Cynthiana. The repeater for the E911 communications system was installed in 2005 on top of the US 27 water tower. Replacement costs were estimated to be \$8,000 in 2012.

Harrison County Search and Rescue

Harrison County Search and Rescue is located at 313 Oddville Ave., Cynthiana, KY 41031. Its mission includes: searching for a missing or lost person(s), low angle rescue, water search, rescue and recovery of drowning victims.

Code Enforcement

The Planning Commission Office has one part-time code enforcement officer to enforce the city's and county's applicable code of ordinances, that includes building inspections and nuisance codes for the cities of Cynthiana and Berry and Harrison County. The office also enforces rental housing and licensing for the City of Cynthiana. A code enforcement board has also been established.

City Waste & Recycling Services

The change in the county from the dumpster system to door-to-door collection by a private contractor has proven to be an adequate and efficient system of waste collection. This has been in place since 1997 and is today being operated by Legacy Carting services.

The county also operates a central collection point on Highway 32, south of Cynthiana, at the road department garage site.

The City of Cynthiana landfill has been closed. There are two nearby landfills presently in Butler, Kentucky and Epperson Waste Disposal operates a landfill in Williamstown, Kentucky.



Cynthiana - Harrison County Airport



Cynthiana - Harrison County Airport

Cynthiana - Harrison County Airport

Cynthiana - Harrison County Airport is a public use airport located two nautical miles (3.7 km) south of downtown Cynthiana on 40 Airfield Lane, Cynthiana, KY 41031. It is owned by the Cynthiana - Harrison County Airport Board. The airport offers several amenities, such as a self-service credit card fueling system and a courtesy car.

The airport is a 3852-foot asphalt facility, and a new terminal and runway were constructed in 2007.



Cynthiana - Harrison County Airport Terminal

Cynthiana - Harrison County Airport

Cynthiana - Harrison County Airport is a public use airport located two nautical miles (3.7 km) south of downtown Cynthiana on Route 1132 / Engineer Road. It is owned by the Cynthiana - Harrison County Airport Board. The airport offers several amenities, such as a self-service credit card fueling system and a courtesy car.

The airport is a 3852-foot asphalt facility, and a new terminal and runway were



Parks & Recreation

The Cynthiana - Harrison County Recreation Department is funded by the City of Cynthiana and the Harrison County governmental bodies. Fees are also collected for sponsored activities and through sports league entrance fees. The department is supervised by a board of directors and employs a program director.



Parks Playground

Recreation Facilities

The Cynthiana - Harrison County Recreation Department operates public facilities and has several recreational programs that run mostly in the summer months.

Public parks include the River Road Park, a 15-acre park off of US 27 in Cynthiana, next to the Licking River. The park has six ball fields, three of which have lighting, several basketball courts, a new skate park, two soccer fields, a restroom / concession stand, picnic shelter and picnic area, and a playground. There is also a public boat ramp, allowing access to the South Fork of the Licking River. New playground equipment was installed at the park in 2006.

Heroes Park is located on Pleasant Street and offers a playground with equipment, basketball courts, and a picnic shelter. The Reverend Ross Park, located on Louis Stout Way, also offers a playground with equipment, basketball courts, and a picnic shelter, with a quarter-mile walking track.

City Hall, at 104 E. Pleasant Street, includes a gymnasium accommodating winter sport activities such as basketball and volleyball and includes a performance stage.

The newest park, Flat Run Veterans Park on US 62, contains 120 acres that is being developed as a family park with walking trails, picnic shelters, playing fields, basketball court, disc golf and volleyball courts. A shelter with restrooms was recently completed at the park. Future plans include aquatic and other recreation centers.

Harrison County is home to the Kentucky State Nature Preserves Commission's Quiet Trails Nature Preserve. The commission manages the 164-acre preserve for environmental education and passive recreation. The park is located on Pugh's Ferry Road and its ridges and ravines border the Main Fork of the Licking River.



Berry Park

Following is a list of recreational facilities, both public and private:

RECREATIONAL FACILITIES

PUBLIC:

- River Road Park
- Reverend Ross Park
- East Pleasant Street Park
- City Hall Gym
- Berry Park
- Flat Run Veteran's Park

PRIVATE:

- Cynthiana Country Club
- REA Picnic Grounds
- Harrison County 4-H Center
- Elks Lodge Grounds
- Little Switzerland Park
- Antioch Christian Church Auditorium & Playground
- Indian Creek Church

SCHOOL PLAYGROUNDS:

- Northside Elementary
- Eastside Elementary
- Southside Elementary
- Westside Elementary
- Harrison County Middle School
- Harrison County High School

Recreation Programs

Summer sports programs are available for boys and girls in baseball, basketball and soccer, for ages 5 - 18, and some for adults. There are plenty of leagues in baseball for kids of all ages. For boys there is T-ball for ages 3 - 5 years, coach pitch for ages 6 - 8 years, Cal Ripken (minor league) for ages 9 - 12 years, Babe Ruth for ages 13 - 16. For girls there is softball for ages 9 - 12 and 13 - 18. For adults there is the independent league or church league softball.

Soccer is a growing sport for school-age kids over the past 20 years, partly because it requires so little in the way of equipment and can be quickly learned. There are four age groups for boys and girls, not counting school teams; under 6, under 8, under 10, and under 14, with both girls and boys leagues.

Basketball, as well, has leagues for both boys and girls. There are three age groups; 6 - 7, 8 - 9 and 10-year old divisions. The middle school teams for basketball are available for kids over 10.

Adult basketball programs are mostly church league teams, and run throughout the year. Christian recreation programs include Upward Bound basketball programs.

RECREATION FACILITY & PROGRAM NEEDS

Recreation needs for the county were calculated for 1996 and projected for the years 2010 and 2020. Need was determined by a comparison of the existing supply of recreational facility with the demand for recreation space.

- A small passive recreational park, one that would contain picnic and limited camping should, where feasible, be considered at each of the boat ramps areas and at the Rural Development Centers that are located on both the South and Main Forks of the Licking River. Consideration should also be given to hiking and bicycle trails along the river. Recommendations have been forwarded for such a facility at Claysville.
- There is also a need for additional indoor facilities. At the present time, the only such facility is the gymnasium located at the rear of City Hall. This facility is used for basketball, volleyball and exercise. It is also used for inside play by the Catholic School. The intense use of this facility precludes its use for practice by teams that participate in the leagues therefore an additional facility is needed. The gymnasium was remodeled in 2011. Based on utilization factors, more gymnasium space is needed to better accommodate the demand.

Following is a table including development standards that guide planning and development for park facilities:

CLASSIFICATION	ACRES/1000 PEOPLE	SIZE RANGE	POPULATION SERVED	SERVICE AREA
Play lots		1500 SF to 1 acre	500 to 2500	Sub-neighborhood
Neighborhood parks	2.5	5 to 20 acres	2,000 to 10,000	1/4 - 1/2 mile
(District) Community parks	2.5	20 to 100 acres	10,000 to 50,000	1/2 - 3 miles
Large urban parks	5.0	100 + acres	One per 50,000	Within 1/2 hour driving time

Table 6.6: Suggested Park Standards

HISTORIC ELEMENTS

Harrison County has several buildings and sites that are of historical significance. Some of these sites date back to the Civil War, and include battlegrounds, as well as houses and other buildings.

Website www.nationalregisterofhistoricplaces.com/ky/Harrison/state.html lists 24 sites that have been designated as historic places on the National Register.

National Register of Historic Places City of Cynthiana Commercial District

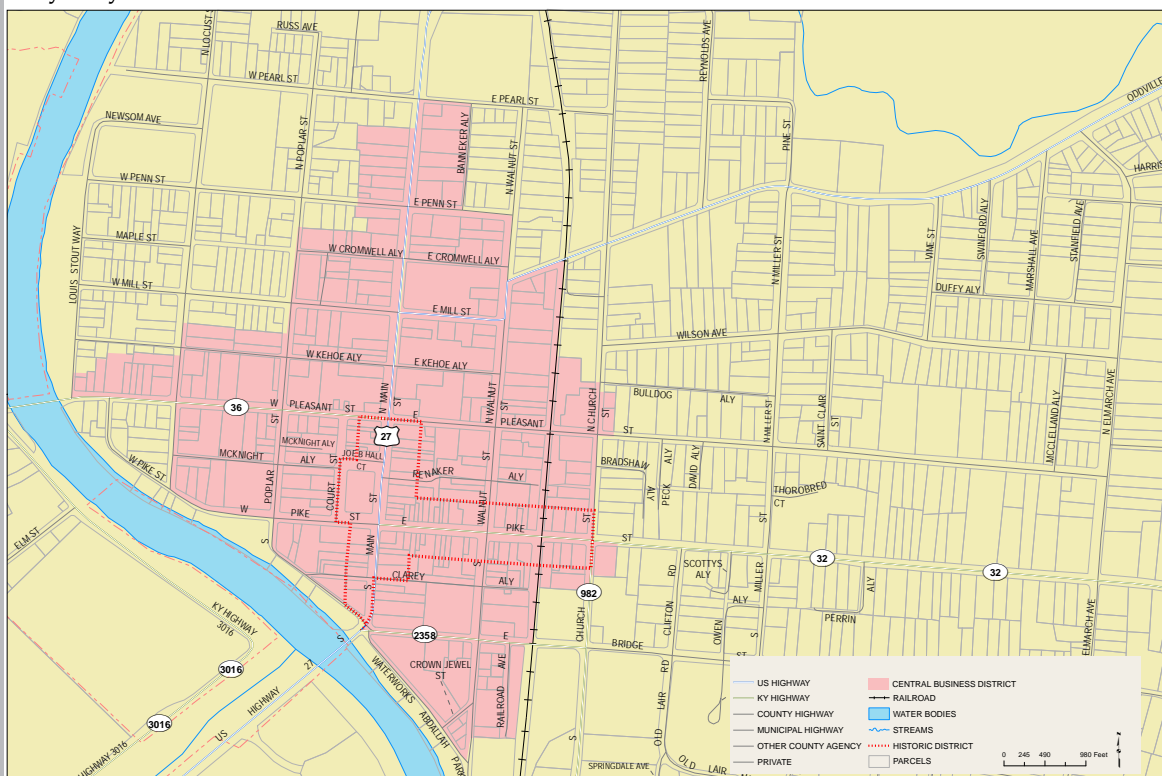


Figure 6.1: National Register of Historic Places



Historic Log Cabin



Historic Marker



Cynthiana Commercial District

THE NATIONAL REGISTER OF HISTORIC PLACES ELEMENTS

In the chronological order of their listing, the sites are:

- Harrison County Courthouse (100 Main Street, Cynthiana) ~ Listed Decembers, 1974
- Poplar Hill, aka John William Kimbrough House (901 Millersburg Pike (East of Cynthiana on KY 32) Cynthiana) ~ Listed November 7, 1976
- Stony Castle (West of Berry on Lafferty Pike, Berry) ~ Listed December 12, 1978
- Episcopal Church of the Advent (122 North Walnut Street, Cynthiana) ~ Listed December 22, 1978
- Kimbrough-Hehr House (US 62, Broadwell) ~ Listed April 20, 1979
- William T. Lafferty House (548 East Pike Street, Cynthiana) ~ Listed April 10, 1980
- Cynthiana Commercial District (Pike Street from Church to Main Streets, and Main Street from Bridge to Pleasant Streets, Cynthiana) ~ Listed October 19, 1982
- Wesley Roberts House (113-115 North Main Street, Cynthiana) ~ Listed November 10, 1982
- Joel Fraizer House (Off KY 982, Cynthiana) ~ Listed June 23, 1983
- Haviland House, aka Stone House on Haviland Lane (Off US 62, Cynthiana) ~ Listed June 23, 1983
- John Hinkson House (Off US 27, Shawhan) ~ Listed June 23, 1983
- John Lair House (Old Lair Road, Shawhan) ~ Listed June 23, 1983
- John McKee House (Cook Road, Shawhan) ~ Listed June 23, 1983
- Samuel McMillan House (Off US 62, Shawhan) ~ Listed June 23, 1983
- Joseph Shawhan House (Off US 27, Shawhan) ~ Listed June 23, 1983
- Smith House (Off Lair Road, Shawhan) ~ Listed June 23, 1983
- Stone House of Indian Creek (Off US 62, Cynthiana) ~ Listed June 23, 1983
- John Williams House (Off KY 32 / 36, Shawhan) ~ Listed June 23, 1983
- Archaeological Site No. 15HR4 (Address Restricted, Lair) ~ Listed February 20, 1986
- Spur Gasoline Station, aka Jay's Cars Office (201 E. Bridge Street, Cynthiana) ~ Listed April 27, 1987
- Colernan-Desha Plantation (1416 US 62 E (Oddville Pike), 1 mile northeast of Cynthiana) ~ Listed February 26, 1993
- Confederate Monument in Cynthiana (Located in Battle Grove Cemetery, 531 East Pike Street (0.75 miles east of junction of S. Elmarch Avenue & Pike Street), Cynthiana) ~ Listed July 17, 1997
- Second Battle of Cynthiana Battlefield (1 mile north of Cynthiana, east of KY 36) - September 6, 2002
- Handy Farm (US 62, Cynthiana) ~ Listed November 25, 2005

Additionally, the central Cynthiana business district includes the National Register of Historic Places - listed City of Cynthiana Commercial District. The district is comprised of 59 buildings centered around the Harrison County Courthouse and as shown in Figure 6.1.

PUBLIC BUILDINGS

Hospital

In 2019, Harrison Memorial Hospital celebrates 113 years of caring for the community they serve. The primary service area includes several contiguous counties that do not have a community hospital. The hospital has been a private, non-profit (501c3) institution that has remained independent throughout its existence. They have expanded their facility, acquired cutting-edge technology and partnered with numerous physician specialties. The newest addition was completed in 2017, added 45,000 square feet, and exclusively upgraded patient care space at a cost of \$15 million.

This regional medical center is licensed for 61 beds. The 40-acre campus boasts a new emergency department that has doubled from its previous size. Other facility amenities include: an urgent treatment center; state-of-the-art labor, delivery and recovery suites; a new newborn nursery; chemotherapy and infusion therapy suites; three operating suites; a comprehensive cardiac catheterization lab; a full array of diagnostic imaging and MRI; a full-service laboratory and pathology department; and physical, occupational, and speech therapy practices. The hospital has a new medical-surgical unit with private patient rooms. Other amenities include an on-site daycare facility and a state-licensed preschool.

The hospital is currently developing a 26-acre independent living community and community building. Up to 49 homes are planned between 2019 and 2029.

The Kentucky Transportation Cabinet designated \$6.9 million dollars of safety improvements for KY 32 at the entrance to Harrison Memorial Hospital. Improvements are planned for completion in 2019. Parking and access are scheduled to be upgraded, but the hospital is not anticipating relocating or further expansion within the next planning period.



Harrison Memorial Hospital



Harrison Memorial Hospital

Harrison County Courthouse

The Harrison County Courthouse occupies the square downtown bounded by Main Street, Joe B. Hall Court, Court Street, and Pike Street. The two-story Greek Revival style building was constructed in 1852 and has expanded over the years. The structure houses the offices of the Harrison County Judge-Executive and the Planning and Zoning office. The county courthouse was last extensively remodeled in 1997, however a spring flood that same year left damage to the offices within the courthouse annex. Since that time the Harrison County Justice Center was built to house the displaced offices and courtrooms. The offices of the county clerk and the property valuation administrator are located in a building at 313 Oddville Road. The 1997 renovations have left the courtroom, courthouse roof, and cupola in good condition. The existing courthouse, justice center, and offices on Oddville Road should be serviceable for the county through the planning period.



Harrison County Courthouse

Harrison County Justice Center

The 30,000 square-foot building was built in 2002 at a cost of \$6,075,000. Housed on the first floor are the circuit clerk's office, the district courtroom, the district judge's chambers and support staff offices. The circuit courtroom, circuit judge's office and additional support staff offices are located on the second floor. This building is relatively new without foreseeable needs for updates during the planning period.



Cynthiana City Building

Cynthiana City Building

The Cynthiana City Building is a two-story, block and brick structure with wood framing. The building was constructed in 1929 and underwent renovations in 2002. The city building includes the city gymnasium, the fire station, and E911 services.

The mayor's office, city clerk's offices, city administrative staff offices, and the chamber of commerce recently relocated in early 2018 to a new city office building at 141 E. Pike Street.

Berry City Building

Located on Main Street, the Berry City Building serves as the commissioner's room with the second floor serving as a community center. Some improvements have been made to the structure over the years, but a new facility is badly needed during the planning period. Any new building should be located very near the present site to adequately serve all residents.



Berry City Hall



Berry Post Office

Post Offices

The United States Post Offices located in Cynthiana and Berry were both constructed within the past 10 years and should provide adequate space for the foreseeable future.

Health Department

The Harrison County Health Center operates under WEDCO District Health Department. WEDCO is a private company categorized under County Government Public Health Programs. The facility opened in 2005 and does not require any updates at this time. The center is located at 364 Oddville Avenue / US 62 and provides personal and school health services, as well as a community room for Cynthiana and Harrison County.

The WEDCO District Health Department is also headquartered in Cynthiana at 302 Oddville Avenue / US 62.

County Jail

The jail received a grant in 2001 for restoration, and it now serves as a popular tourist attraction. Since its abandonment as a dedicated holding facility, Harrison County does not have a place to house inmates. Prisoners are presently being sent to nearby counties, creating a hardship for correction officials and local law enforcement. Thought should be given to creating a multi-county organization that could build, operate and maintain a structure to serve Harrison and surrounding counties.

SUMMARY

Little in the way of infrastructure is needed to spur further growth. There is adequate water production to serve the existing population and new industry. With the completion of the new wastewater treatment plant, there should also be adequate capacity to treat waste from future industrial expansion. Cynthiana, Berry, and the county as a whole have the community drive and capacity to continue growing services for their residents.

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7 TRANSPORTATION

Harrison County has the most miles of public roads per capita in the Commonwealth of Kentucky.

Transportation spending is always the largest budget item in any year for the county. For fiscal year 2018 - 2019, the road fund was \$2.867 million out of a total general fund of approximately \$8 million. More than one-third, or 36 percent of the Harrison County budget went to maintain the local road system alone.

Roads are important in all daily activities, and therefore much of planning is linked to the road system. Growth and development are constrained by the condition and availability of a well-maintained transportation system. Accessibility and road frontage can be more important than acreage, and the road quality is usually directly linked to location and frequency of use. Inventory and user-analysis of the local road network is key for decision makers to allocate and prioritize public funds.



East 36 in Carl Stevens

THE PUBLIC ROAD SYSTEM ROAD PLAN

Figure 7.1 is a map of the public roads in Harrison County. Kentucky State Department of Transportation maintains state roads and two federal roads within the county: US 27 and US 62. Over 300 miles of local roads are supported with county funds. Private roads are not maintained by any government entity.

ROADS	MILES
Federal	41.83
State	129.31
Local	300.02
Private	33.65
TOTAL	504.81

Table 7.1: Road Classification



Functional Highway Classification

HARRISON COUNTY, KENTUCKY

Figure 7.1: Map of Public Roads in Harrison County

ROAD CONDITIONS

Road conditions refer to both the structural condition of the road and its condition in relation to the frequency and type of traffic that travels them. The following criteria may be used to rate the structural condition of the roads in Harrison County:

- *Good Condition* — A hard surfaced road with adequate width and good drainage.
- *Fair Condition* — A hard surfaced road with narrow width, poor drainage, and / or minor surface defects.
- *Poor Condition* — A gravel or dirt road or a hard surfaced road with narrow width, poor drainage and / or major surface defects.

Assessing road conditions is a subjective exercise. Roads are evaluated by the Harrison County Roads Department. In general, the structural condition of the paved roads in Harrison County is good. However, the width and shoulder configuration of some roads is problematic in relation to traffic levels, posted speed limits, and the winding characteristic of the country roadways.

Road improvements can be problematic, especially in rural areas of the county. Widening a road means buying additional right-of-ways, and relocating driveways, culvert pipes, fences, roadside ditches, or utilities.

Unimproved gravel roads can also be a challenge for the county-maintained road system. Other county road system budget stressors are deteriorating bridges and / or one-lane bridges and several railroad crossings that are considered to be dangerous. The county has planned bridge improvements at the following locations:



Rural Road in Lair

COUNTY ROADS

LOCATION ID

Smitsenville Road	C00027N
Old Lair Road	C00035N
Finell Road	C00039N
Bobtown Road	C00107N
Dixon Road	C00068N

Table 7.2: Road Improvements

FUNCTIONAL CLASSIFICATION SYSTEM

Functional classifications express the frequency of public use. The function of individual roads range from exclusive traffic-carrying purposes of expressways to individual land access by local streets. The major road classifications are as follows:

Expressway — A high-volume, limited-access highway used for through traffic of high speeds and providing no access to abutting land uses. Harrison County has no expressways. Interstate 75 (I-75) is the nearest expressway.



US 62 in Leesburg

Arterial — A major road used for moderate- to fast-speed traffic with relatively high-traffic volumes. These roads are generally between towns of moderate size and nearby larger cities. Access to abutting properties should be limited.

The major arterials serving the county are US 27 and US 62. These roads are classified as rural major arterials, and they provide access to the north and south to Pendleton and Bourbon

Counties, and to the east and west to Scott and Robertson Counties. These roads are the major routes of commerce through the county and provide access to I-75 and the larger region. They have the highest traffic counts and the highest demand for access points. US 27 and US 62 serve a dual function of (1) linking communities and handling through traffic and (2) providing direct access to residences and businesses. As a result, traffic congestion occurs at multiple points along these roads, with high congestion around the intersection in Cynthiana. The US 27 Bypass was constructed to alleviate some of this traffic congestion for Cynthiana residents.

Major Collector — An intermediate road which serves between minor collectors and arterials, and provides for the major internal movements within a county. Access to abutting properties should be controlled to permit free movement of traffic within the county.

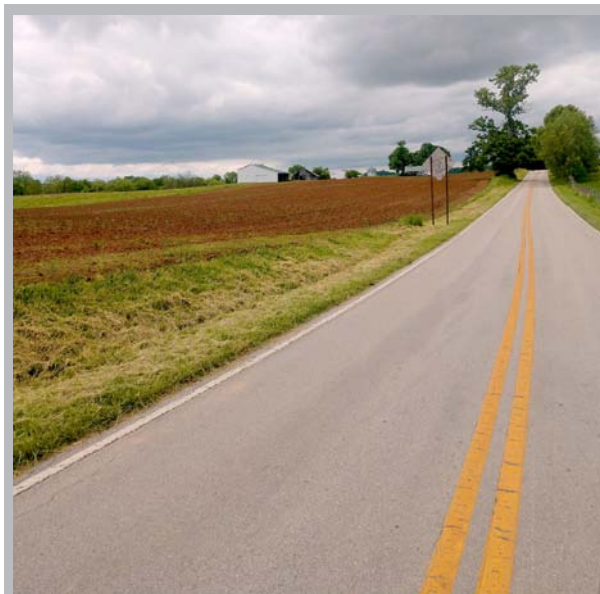
Major collectors in the county include KY 36, KY 1842 and KY 1032. These are all state-maintained roads classified as state secondary roads. These roads serve as primary routes through the county and links to communities in neighboring counties. The structural condition of these roads is good, but all are relatively narrow, winding and generally without adequate shoulders. The posted speed limit along these roads is 55 miles per hour. However, the speed posting may be excessive in view of the design limitations and traffic flow.



KY 1032 in Colemansville

Minor Collector — A minor road which is important for moving traffic between farm areas and small communities. Access to abutting properties and movement of traffic are equally important on these roadways.

Minor collectors include the remaining rural secondary roads, which are part of the state-maintained road system. These are: KY 356 and KY 392. Most of these roads carry average daily traffic of less than 1,000 vehicles per day and appear to be functioning adequately in their dual role of providing direct access and traffic movement within the county.



Rural Road

Local Access — The local street system comprises all facilities not in one of the higher systems. These roads are used for traffic of low speed and volume, and they are primarily designed to provide residential access.



Railroad Crossing in Berry

RAILROADS

CSX Railroad provides freight service through the county from north to south. There are sidings in the old industrial park for serving rail customers, although none of the current occupants of the industrial park use rail services.

At one time, the railroad provided passenger service between Cincinnati, Ohio, and Lexington, Kentucky. This service stopped in both Cynthiana and Berry at a time when Berry was as large as Cynthiana.

PEDESTRIAN & BICYCLE FACILITIES

There are very few pedestrian or bicycle facilities in the county, and virtually none outside of Cynthiana and Berry. There are some sidewalks in Cynthiana's downtown and residential areas. However, in a major commercial center along US 27 South there are no sidewalks or bike paths. There is a need for additional bicycle facilities and walking trails within city limits and Harrison County as a whole.

Berry has sidewalks in some areas of its commercial district. Residential areas in Berry do not have sidewalks, but pedestrians typically use the calm streets for walking. The low amount of traffic allows this without undue risk.

Planned Unit Developments (PUDs) in the county are required to provide 40 percent greenspace and trail connections from every lot in the development to the dedicated greenspace.



Sidewalks in Downtown Cynthiana

Walk & Bike Transportation Development Opportunities

Walking and biking are alternative transportation modes available for fun and function in the city and county. These activities invite residents and visitors to see and experience more of the area.

A self-guided walking tour could be developed to highlight city sites such as the courthouse, the theater / museum, the library, Civil War battle locations and markers, and staple restaurants. These are all within easy walking distances for those interested. Information about other sites could be made available, such as Flat Run Veterans' Park and Quite Trails State Nature Preserve.

Bicycling affords accessibility to the same sites as well as the broader area. Trails could showcase stops along the scenic Licking River in the city. "Share-the-Road" signs and bike racks are welcoming signals that invite cyclists to ride and enjoy attractions.

The city and county should also look to increase participation in the Licking Valley Adventures group that includes eight other Counties in the course of the Licking Valley. The group seeks to support adventure tourism based on paddle sports, fishing, hiking, biking, and other activities to develop economic benefits from the area's attractions and activities. Providing a paddle boat launch on the south side of town and exit access on the north side would enable canoeists and kayakers a leisurely and scenic trip through the heart of the city.

THE SIX-YEAR ROAD PLAN

The six-year road plan is the transportation improvement program that schedules road projects. The six-year plan prioritizes projects that receive state and / or federal funding. These are projects like roadway improvements, bridge replacements, road widening and realignments.

Inclusion of a project on the six-year list is not a guarantee that the project will be funded or finished in six years. It is a priority list of transportation projects that need to be addressed in the shortest reasonable time period. Six years may seem like a long time build a road, but each road must be carefully planned, designed, engineered, right-of-ways acquired, bids let out, contractors hired and construction supervised until the road opens. One factor that determines the rate at which projects are funded is the availability of those funds. Often in a tight budget year, many projects will be delayed due to budget constraints.

The process of the six-year road plan helps prioritize both short- and long-range projects. Safety, congestion, and economic development are all factors of consideration for these prioritizations.

2018 - 2024 Six-Year Plan

The Kentucky Transportation Cabinet's Six-Year Highway Plan for FY 2018 to 2024 is shown in Figure 7.2. These projects are recognized for implementation during the first two-year phase. The six-year plan lists four projects recognized for fund phasing:

- Improve US 62 from Salem Pike (CR-1005) to approximately mile-point 12.3 from mile-point 11.9. For the purpose and need of reliability and reconstruction. Expected project completion date in 2019.
- Reconstruct US 27 from mile-point 11.9 to mile-point 12.4. For the purpose and need of reliability and reconstruction. Expected project completion date in 2019.
- Improve safety on KY 32 at the entrance to the Harrison Memorial Hospital in Cynthiana – from mile-points .051 to .091. With the purpose and need of safety. Expected project completion date in 2019.
- Replace Bridge on Old Lair Road over South Fork Licking River from mile-points .051 to .091. With the purpose and need of reliability. This is a county project with state highway support. This project has not been started nor is it in the planning stage at this time.

The process for state-funded road projects requires that all projects be reviewed and approved at the regional and state level. The funding is then appropriated by the legislature and each project moves forward.

**Harrison County
2018 Highway
Plan Projects**

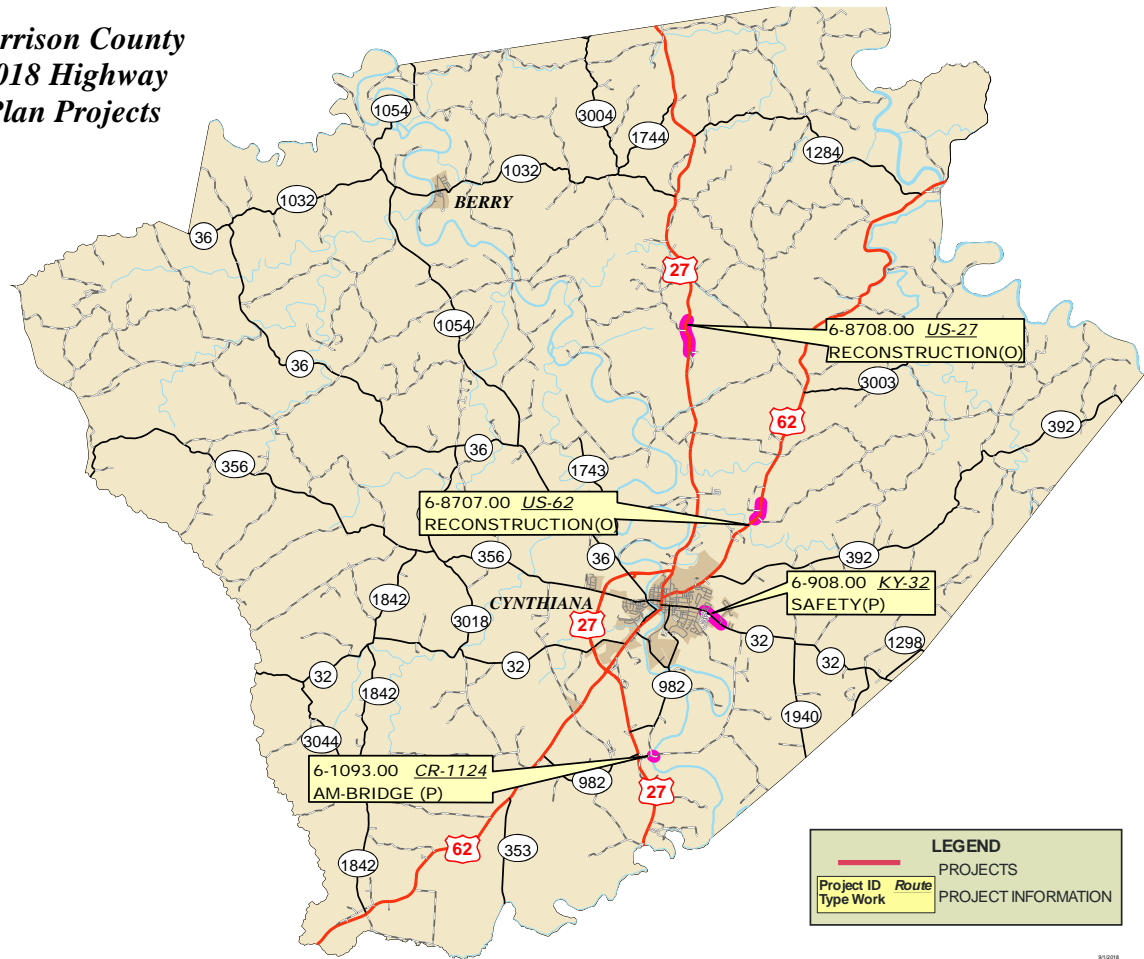


Figure 7.2: Harrison County 2018 Highway Plan Projects

Past Infrastructure Improvements

Two major road construction projects have improved transportation infrastructure in Harrison County in recent years. A bridge replacement project on US 27 over the CSX Railroad in Cynthiana was opened in 2010 and the new \$24.3 million Cynthiana Bypass is now completed.

The northern section of the bypass begins at US 27, just north of the new US 27 Bridge and extends south to KY 356 (White Oak Pike). This phase included the construction of a new five span bridge over the CSX Railroad and Licking River. A smaller three span bridge was constructed over KY 36. The second phase of the bypass was at US 27, south of US 62, continuing north to KY 356 (White Oak Pike). Another three span bridge crosses over Gray's Run Creek. KY 356 improvements were constructed in phase two.

At the intersection of US 27 and US 62, a single-lane roundabout was built. This roundabout eliminates the need for a traffic signal. Traffic moves continuously and more smoothly by entering right into the roundabout and exiting right.

The construction of the new \$8.9 million US 27 bridge – the Viaduct – also complements the infrastructure in Harrison County. This project began construction in July 2009. The new bridge and its approaches replaced a substandard and load-restricted bridge while providing safer passage. Motorists have been using the new bridge since December 2010.

Work on the north end of Church Street was completed in the summer of 2011. The acute intersection of Church Street with US 27 was re-aligned to be perpendicular with US 27, thereby significantly improving the sight distance for the intersection.

Future Planned Infrastructure Improvements

Other planned transportation improvements include the following roadway slip repair projects:

- The Boyd Community – KY 1054
- KY 356 near the Scott County line
- US 27 South before KY 982
- Comspan culvert on KY 32 West near Mt. Vernon Road

TRAFFIC ANALYSIS

Rural road safety is a particular concern because a majority of vehicular fatalities take place on rural roads. In 2018, approximately 19 percent of the US population lived in rural areas but rural road fatalities accounted for over 50 percent of all fatalities. The fatality rate of rural areas is 2.4 times higher than the fatality rates of urban areas.

Improving safety along rural roads is challenging. Safety issues are often random on local and rural roads, and strategies to address these issues need to be diverse and draw from several different areas of concern. Lastly, local road agencies often do not have the resources needed to adequately address the concerns on the roads they own and operate.

The Local and Rural Safety Program provides national leadership in identifying, developing, and delivering safety programs and products to agencies, elected officials, governments and other stakeholders to improve safety on local and rural roads.

Within Cynthiana, traffic counts can be used to direct safety improvements. Traffic congestion increases the likelihood of car, pedestrian and bicycle interactions. Increased travel mixing has the potential to increase accidents. The 2018 KYTC Traffic Count Map can be used as a tool for public officials to direct funds for safety improvements.



Traffic in Rural Harrison County



Traffic in Downtown Cynthiana

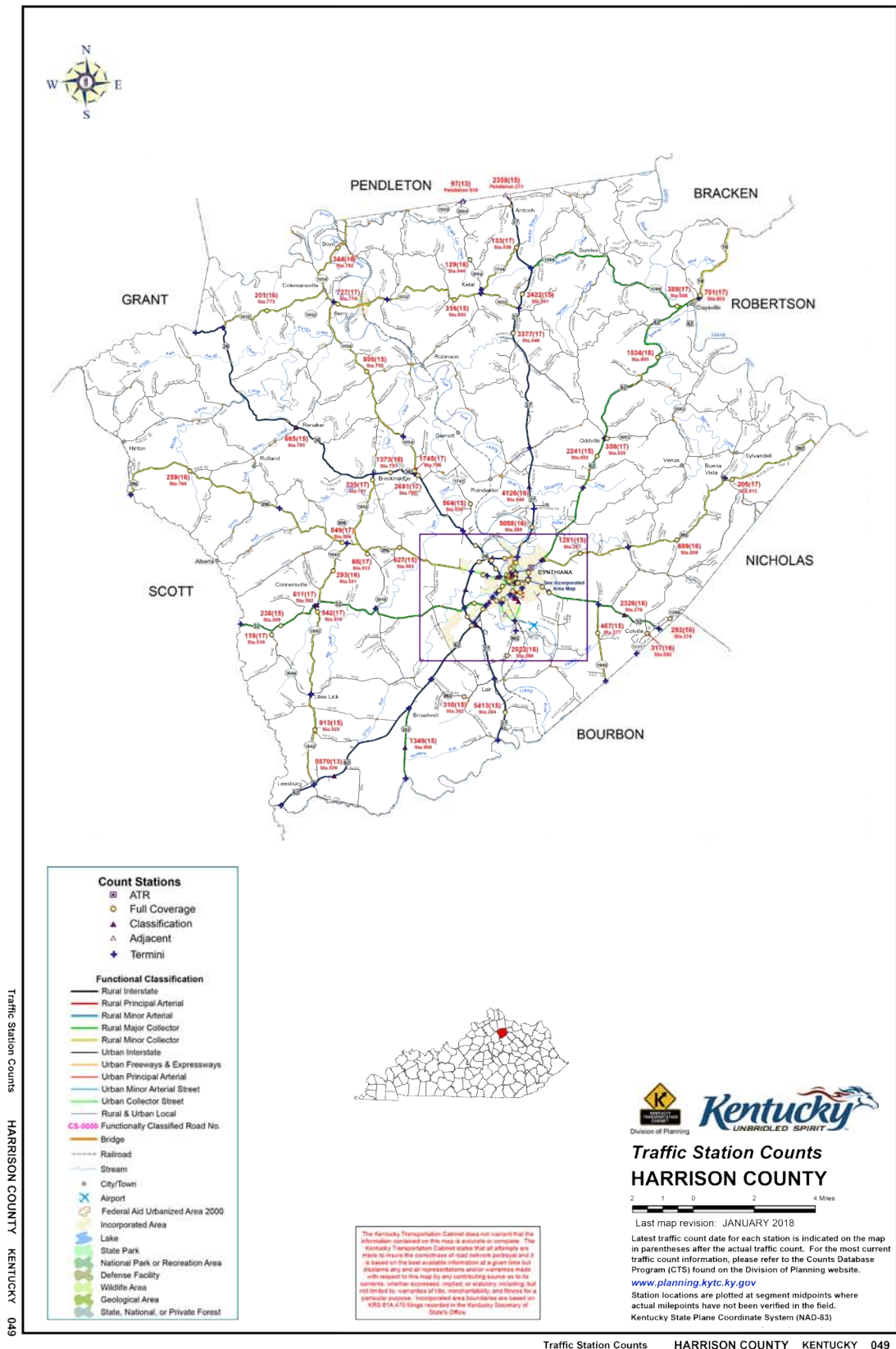


Figure 7.3: Harrison County Traffic Counts

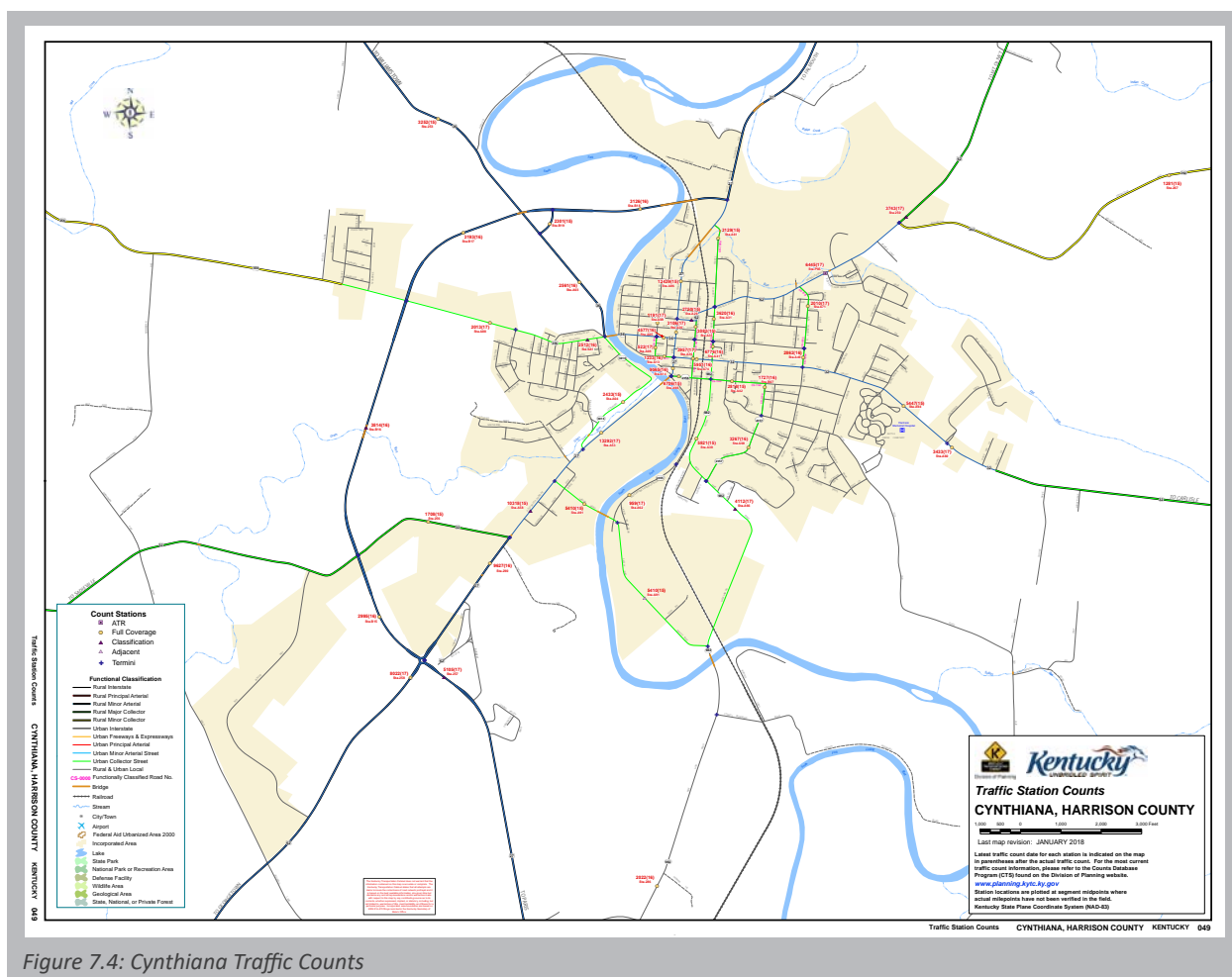


Figure 7.4: Cynthiana Traffic Counts

SUMMARY

The three most common trip generators are: work, school and shopping. People will make at least one to three trips on a daily basis. Almost 10 trips are generated per day for each single-family household. Access management to the system is an important tool to address safety and congestion.

The southwest portion of the county is under development pressure and already has a high number of driveways or access points. Each access point creates a potential conflict to the flow of traffic. Reducing these points of access in future development will reduce the potential rates of accidents per capita, and increase traffic efficiency by reducing traffic congestion along routes of frequent travel.

Continuing to improve local and regional connections will create a more open network of roads that will further address rural safety and city congestion.

8 EXISTING LAND USE

Recent trends in land use indicate continued transition for the county.

An accurate depiction of Harrison County's current land-use pattern is an important step in planning a desirable future land-use pattern. To illustrate the distribution of land uses throughout the unincorporated area of the county, a land-use inventory was conducted using Geographic Information System (GIS), PVA and building permit information. To manage growth and guide land-use decision-making in Harrison County over the next 20 years, this chapter contains background information on existing land-use patterns and development trends.

While efforts continue to spur growth of the employment sector in Harrison County, land prices continue to rise. The cost of building lots, rural building sites and agricultural acreage have all shown a steady increase for the past twenty years. Lot creation and real estate speculation exceed the actual construction of houses by a wide margin.

With the rate of homebuilding exceeding the rate of job creation, Harrison County has become a bedroom community for Scott County and Fayette County job markets. In fact, the rate of lot creation exceeds even the rate of homebuilding, which indicates that the Harrison County real estate market is fueled by speculators. Based on Harrison County's household and population trends and projections, there exists an adequate amount of land currently designated for residential use. However, providing a choice of locations and options for development is essential for equitable and balanced planning and development patterns.



Home Building Image

HISTORY

The type of growth a community chooses for itself defines the nature and character of the area. The history of a place is recorded in the buildings and traditional land uses.

In order to adequately plan for the future growth in Harrison County, understanding its historical development patterns is required. This step is the culmination of the previous sections of the plan, it brings together the wide range of information that make up the community and its built environment. This information is then conveyed in text and mapping to produce a clear picture of development within the county.

Settlement Patterns

Traditional development patterns in rural farming communities include clusters of homes around crossroads that would develop into hamlets with a market, a church and a few other amenities. These hamlets served the rural communities and kept the residents from having to come into town every day. As the automobile became more prevalent, roads much more accessible and population dispersed, these hamlets began to decline over the years.

Contemporary development patterns lead to a more dispersed residential population, which has little relationship to the land or to the history of the area. While the rural areas of the county have more population than ever before, towns like Berry and several Harrison County rural hamlets are losing the identity they once were historically known for.

Most commercial and industrial development now occurs in the City of Cynthiana, or very nearby. Commercial centers are well established in the city, but officials are working to support a diverse and balanced commercial growth in all areas.

Using rough estimations based upon national studies and figures for similar sized towns in Kentucky, a community of just under 20,000 could support about 75 to 90 acres of retail land use. Cynthiana has a little over 385 acres designated for commercial use. This is a valuable redevelopment resource available to meet trends of residents wishing to move back closer to the urban core as downtown Cynthiana reimages itself to offer more retail, living, health care and entertainment services. Businesses see advantages in time and cost savings relocating back to areas available for redevelopment.



Downtown Cynthiana



Industrial Park

Figure 8.1 shows the generalized locations and development patterns of land subdivisions as listed in Table 8.1 for residential growth from 2012 through 2018. The patterns are densest closer to Cynthiana and more dispersed the farther away from the city and its services. A trend for subdivision development is in the areas to the northwest of the city that will be served by major roads like KY 356, US 27 and the US 27 Bypass.

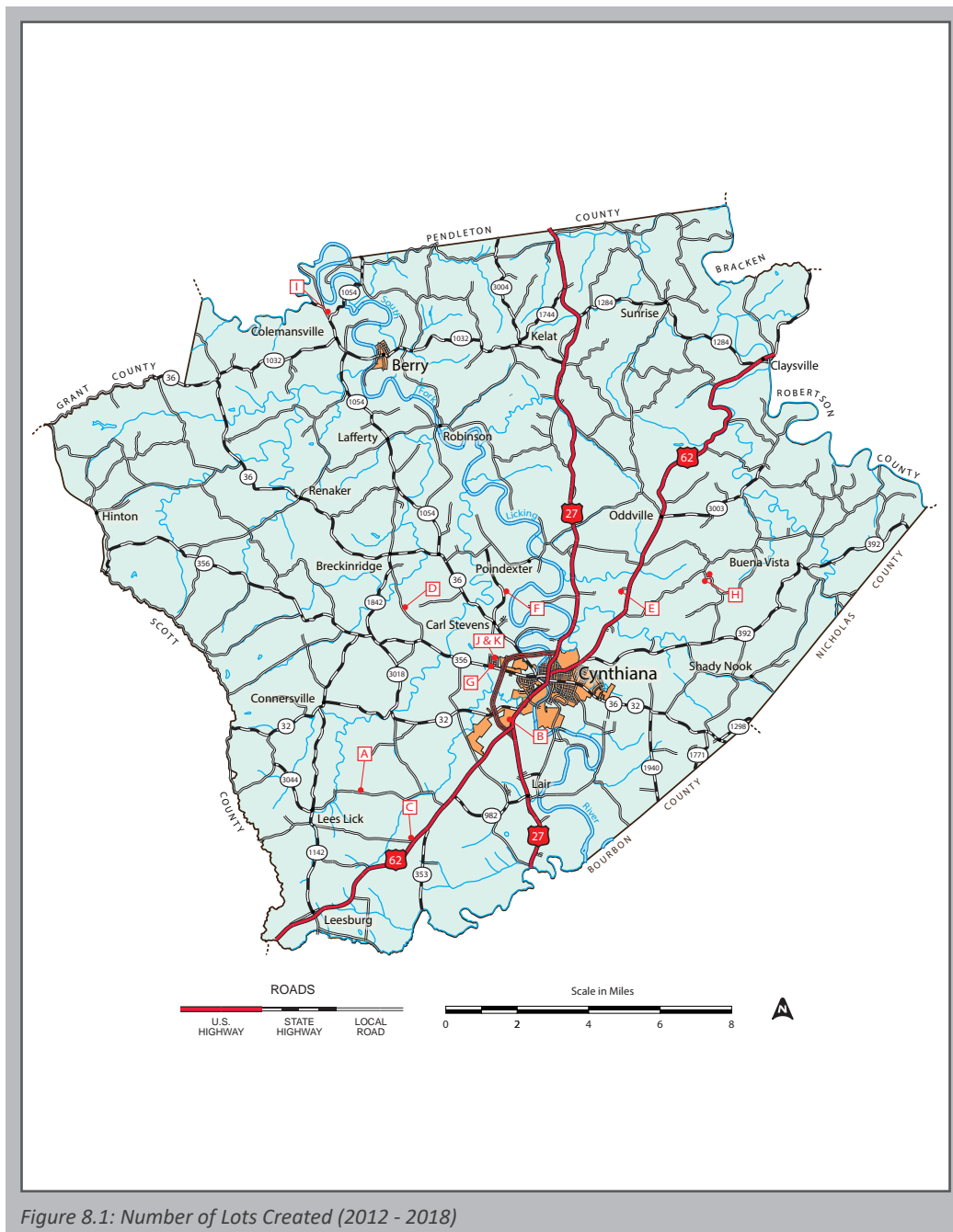


Table 8.1 shows the number of lots and locations created by parcel subdivisions between 2012 and 2018:

YEAR		# LOTS	LOCATION
2011		2011 total 3	
A	George Kingkade	3	Grays Run Rd.
2012		2012 total 12	
B	H.A. Jones	3	US 27 South
C	Charles Arnold	9	US 62 W. & Hicks Pk.
2013		2013 total 7	
D	Blue Morning Farms	2	Rocky Springs Rd.
E	James & Cathy Muntz	2	East Haviland Lane
F	William McNeets	3	KY Hwy. 1743
2014		2014 total 0	
2015		2015 total 3	
G	Mike Sosbe	3	Whiter Oak & Raintree Dr.
2016		2016 total 3	
H	Schell Pedro Pike Land Div.	3	Pedro Pike
2017		2017 total 9	
I	Schell Durbintown Rd. Land Div.	5	Durbintown Rd.
J	Mike Sosbe	4	Spruce Dr.
2018		2018 total 4	
K	Mike Sosbe	4	Spruce, Peachtree & Sycamore Dr.
TOTAL ALL LOTS:		41	

Table 8.1: Number of Lots Created by Parcel Subdivision (2012 - 2018)

IMPLEMENTING A PLAN & INFLUENCING DEVELOPMENT

The land-use pattern in the unincorporated areas of the county is primarily agricultural or undeveloped. As a whole, 55 percent of the county is pastureland and has an agricultural designation. The majority of the larger farm holdings are located to the north and west of Cynthiana in the fertile valley along the South Fork of the Licking River.

Much of the residential land uses in the unincorporated portions of the county are located within the rural crossroad communities like Lair, Leesburg, Connersville, Carl Stevens, Oddville and others within close proximity to the City of Cynthiana. Single-family uses make up approximately 25 percent of the county's unincorporated land area, with most of the development in the 0 to 2-acre lot size range. There are also very few areas with multi-family residential units in the unincorporated areas, while mobile homes are located throughout the county.

The commercial and industrial land uses are mainly concentrated along US 27 and US 62 into Cynthiana and along KY 982 and KY 356. The uses in these particular areas make less than 1 percent of the unincorporated land base. Commercial and industrial areas include uses such as offices, retail sales and trade professions, personal services, warehousing, contractor shops, manufacturing, and other similar highway-oriented businesses.

When growth occurs within the services area of Cynthiana, expansion of services can be done without excessive expense. When agricultural land in remote parts of the county is divided, the incremental increase in property tax cannot cover the cost of extending or providing additional services. This has been true since before planning and zoning regulations were adopted in the county. The focus of previous plans was to redirect growth in and to areas that were adequate for growth, had the necessary infrastructure, and that would not be a burden to the community. Even today, this plan makes the same statements with regard to designating rural growth to a limited number of six Rural Development Centers (RDCs).

No plans at present are proposed for annexation of areas where the bypass is located. However, given the nature of development and land-use changes that accompany such transportation projects, annexation of the areas close to existing city limits would be an expected step for city leaders to consider and should be consistent with the comprehensive plan land-use criteria.

There is rarely a strong consensus for regulating land use until a crisis type situation comes up. For Harrison County, there has not yet been a failing of any one thing, but a culmination of circumstances which have led to the current situation. Loss of farmland, loss of economic viability of farmland, increases in non-farm traffic, septic systems, abandoned and dilapidated buildings, kids, dogs, blowing trash, and the daily intrusions which make farming activities more and more difficult along with losses from tobacco buyouts and farmers retiring and moving into the city are the biggest reasons.

Building Permits

Figure 8.2 shows the number of building permits issued (332) for new residential construction between 2012 and 2018. This number included; residential houses, duplexes, apartment units and manufactured housing.

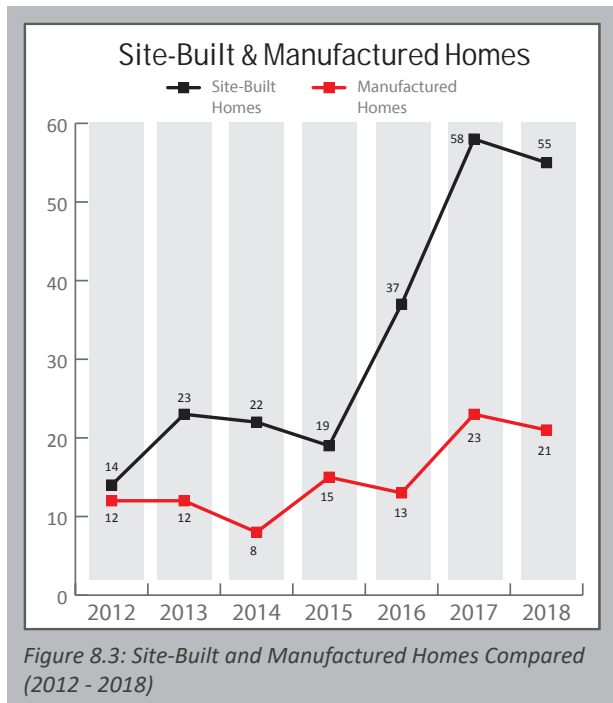
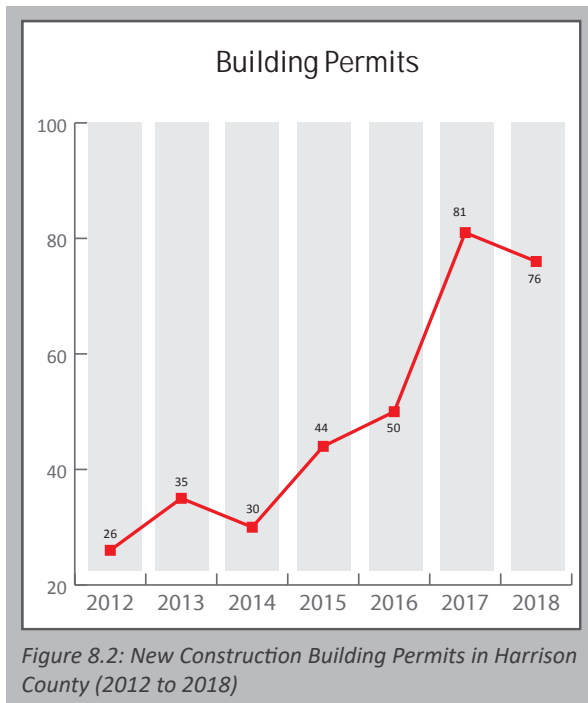


Figure 8.3 shows a comparison of the number of site-built homes compared to manufactured housing permitted in the County from 2012 - 2018. Of the 332 permits issued, 228 or 69 percent were for site built homes while 104 (31 percent) were for manufactured homes.

A new policy was put into the subdivision regulations in 2005 which required “adequate public facilities” for land being divided. This policy required the existing public road to be at least 16 feet wide, and that public water be available sufficient to meet fire protection requirements. Based on this policy, a type of notice was given that there were some areas of the county which were premature for development. This has had an impact on lot creation and does seem to be putting development in better locations. However, there are an estimated 1,000 - 1,500 building lots available in the unincorporated county which have been recorded over the past twenty years. The existing surplus would last the county over 10 years even if no further lots were approved.

RESIDENTIAL GROWTH

Harrison County has recorded incremental growth over the past several decades owing to the rural and remote nature of the county. The rate of growth for the census period from 2000 to 2010 was 0.48 percent, compared to the rate for the state of Kentucky, which was 0.67 percent.

The anticipated spillover growth from the Toyota manufacturing plant in Georgetown has had some impact, primarily along the Scott - Harrison County line in Scott County. This event was to have been the beginning of a growth boom that would create jobs, population growth and demand for housing. So far, there has been minimal increase of manufacturing jobs, and little demand for new housing for Toyota related workers. Very little growth or development has occurred within the US 62 west corridor of Harrison County.

According to the 2010 Census, the population of Harrison County, which includes the incorporated and unincorporated areas of the county is 25,512. The total number of housing units in Harrison County is 11,306 which includes 2,945 housing units in Cynthiana and 153 housing units in Berry, according to a 2016 Census based estimate. Housing units in the unincorporated area of Harrison County numbered 8,208 in 2016.

Figure 8.2 provides the totals for new residential building permits since 2012 - 2018. While some residential construction has occurred within the incorporated areas of the county, over 90 lots were approved for housing development in the unincorporated area, in various parts of the county primarily in the northern and western part of the county and around Cynthiana. Cynthiana had the greatest amount residential construction.

Given the present population of 18,846, and a growth rate of less than 0.5 percent, the total county population is not projected to top 20,000 until after 2020 (Figure 4.1). This would translate into about 1,000 new homes over 15 years, or 67 homes per year. With manufactured housing being approximately about 31 percent of the market, this would be about 21 manufactured houses being built per year. The total numbers of homes being built are rising with manufactured homes declining relative to site-built homes as shown in Figure 8.3.

At one time, the residential growth in the City of Cynthiana exceeded that of the unincorporated county. However, that trend has not proven itself true in the past ten years. Creation of lots for residential development in the unincorporated county has been the larger part of the real estate market for some time now. These lots are created by platting new tracts of land under the existing A-1U zone or under a PUD designation. Table 8.2 indicates that growth from 2012 - 2018 created an average of about 47 residential lots per year, many of those recorded were for individual parcels. An estimated half of the new lots recorded occur as single lot conveyances, or agricultural lots, which are considered to be "outside" of subdivisions. The other half are in subdivisions, but even those overwhelmingly consists of existing road frontage divisions outside of the cities of Cynthiana or Berry.

Rural Development Centers

This is a policy which gave incentives to dividing land within ½ mile of designated rural crossroads communities. The incentive was to allow one-acre lots without the five-acre density provision of the agriculture zone. See the list of the Rural Development Centers (RDCs) in Harrison County.

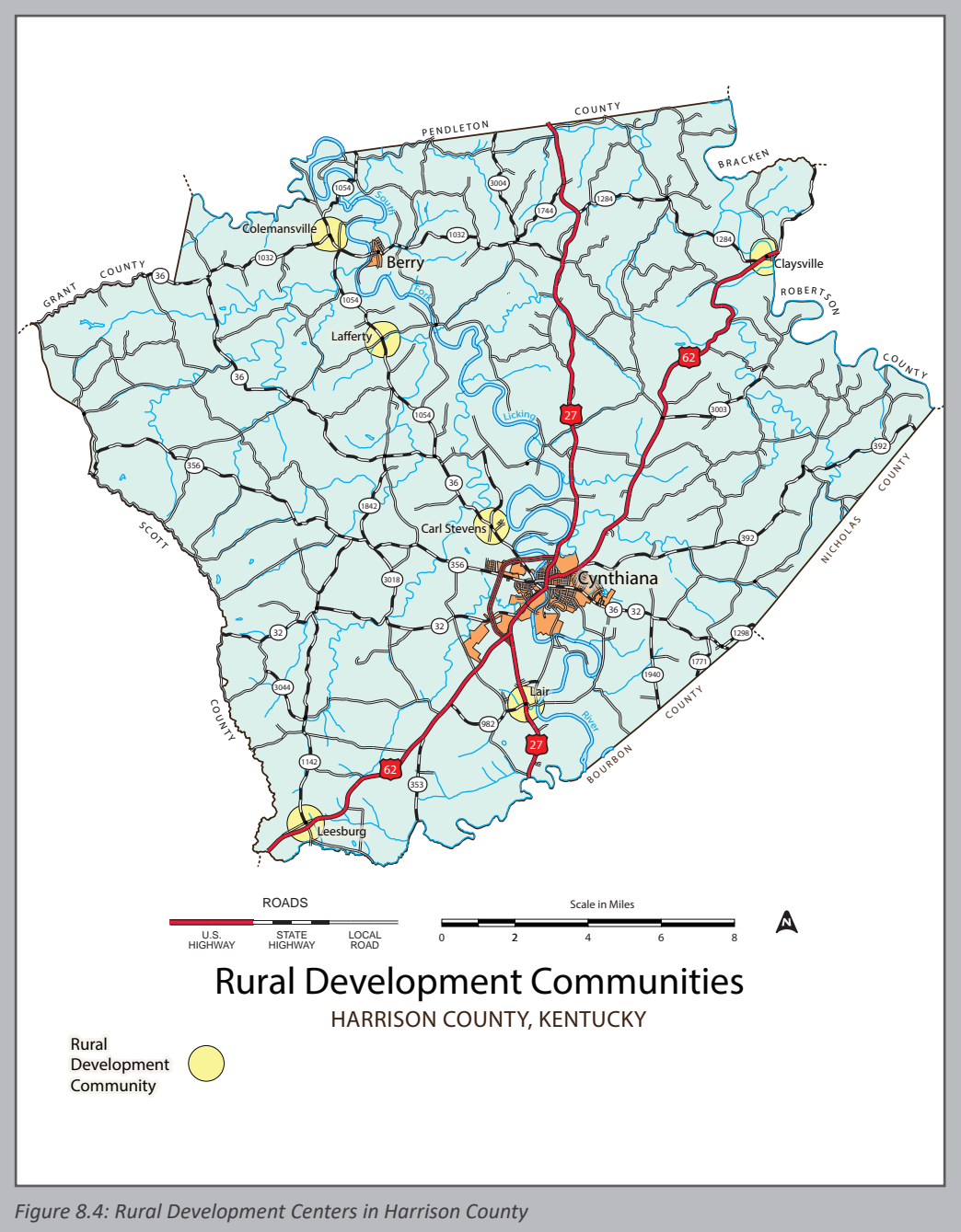
This policy was seen as a way to centralize growth into these areas through lesser restrictions rather than tighter regulations. The response from land speculators was to totally ignore the incentives. In cases where land being divided did happen to fall within one of the RDC sites, the limitation of road frontage was still the determining factor rather than the acreage, and the incentives were not used.

Rural hamlets, or crossroads communities, exist all over the county and are an important part of farm life. These hamlets – termed RDCs for planning and policy implementation purposes – have existed since the formation of the county itself and are an integral part of country life. They typically consist of a cluster of houses, a church or two, and perhaps a general store. Defining a rural development center is always difficult, however based on assessment criteria and growth potential, six rural hamlets qualified for designation within this comprehensive plan.

The six RDCs are:

- | | |
|-----------------|------------|
| • Carl Stevens | • Lafferty |
| • Claysville | • Lair |
| • Colemansville | • Leesburg |

The RDCs are shown in Figure 8.4. In the past, the RDCs have existed as a mapped feature simply by indicating a half-mile radius around a traditional crossroads hamlet. In this update of the land-use mapping, the planning commission has created more detailed maps illustrating property lines and defining the limits of the designated RDC by individual property.



AGRICULTURAL DEVELOPMENT TRENDS

Agriculture is by far the largest land-use category in the county and is a vital part of the regional economy. The industry has experienced significant changes over the past few decades, resulting in the consolidation of agricultural land into larger farming enterprises, and the increase in hobby farms and local food production on small parcels of land.

The character and identity of the rural area has been altered due to an increase of non-farm uses. Agricultural land in close proximity to the Cynthiana municipal area has experienced pressure to convert to residential, commercial, industrial and recreational uses. Recent trends suggest that non-farm development is pushing even further into traditional rural areas because of the expanding regional population and the willingness of workers to work from home or commute from greater distances. Another contributing factor is that people are searching for more rural settings where scattered non-farm development has not occurred.

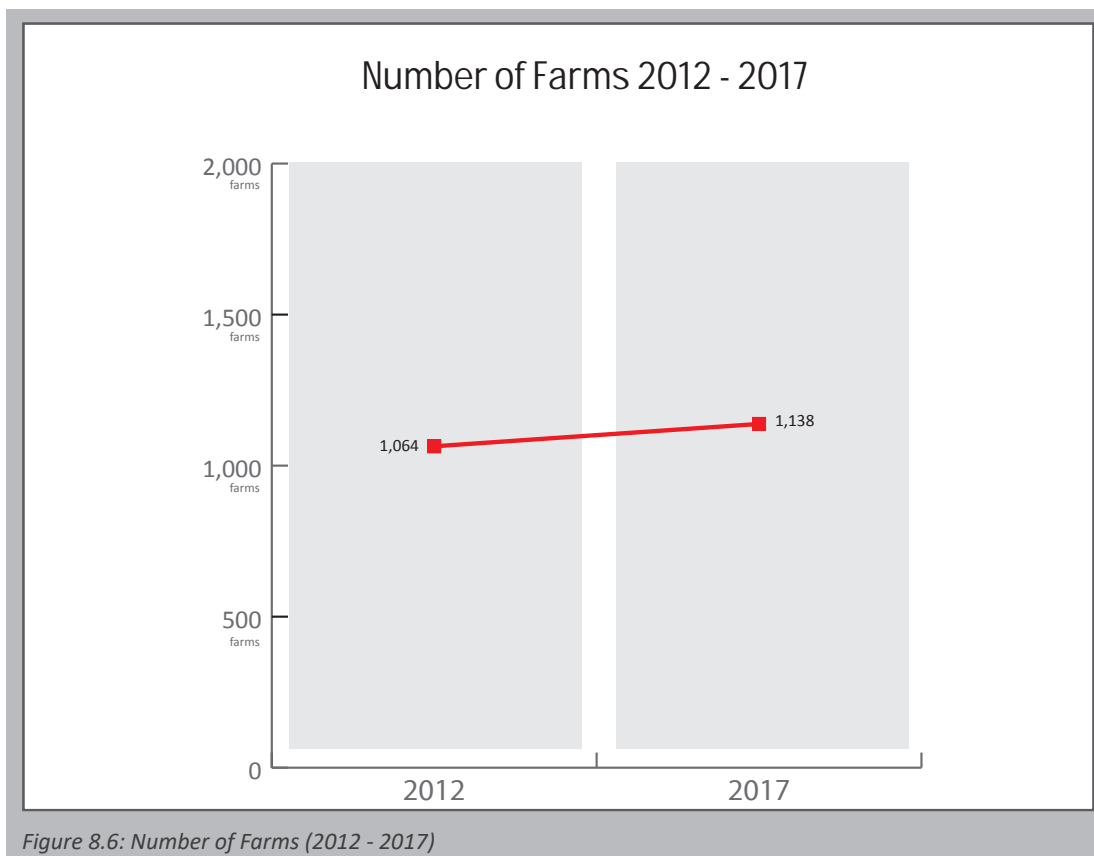
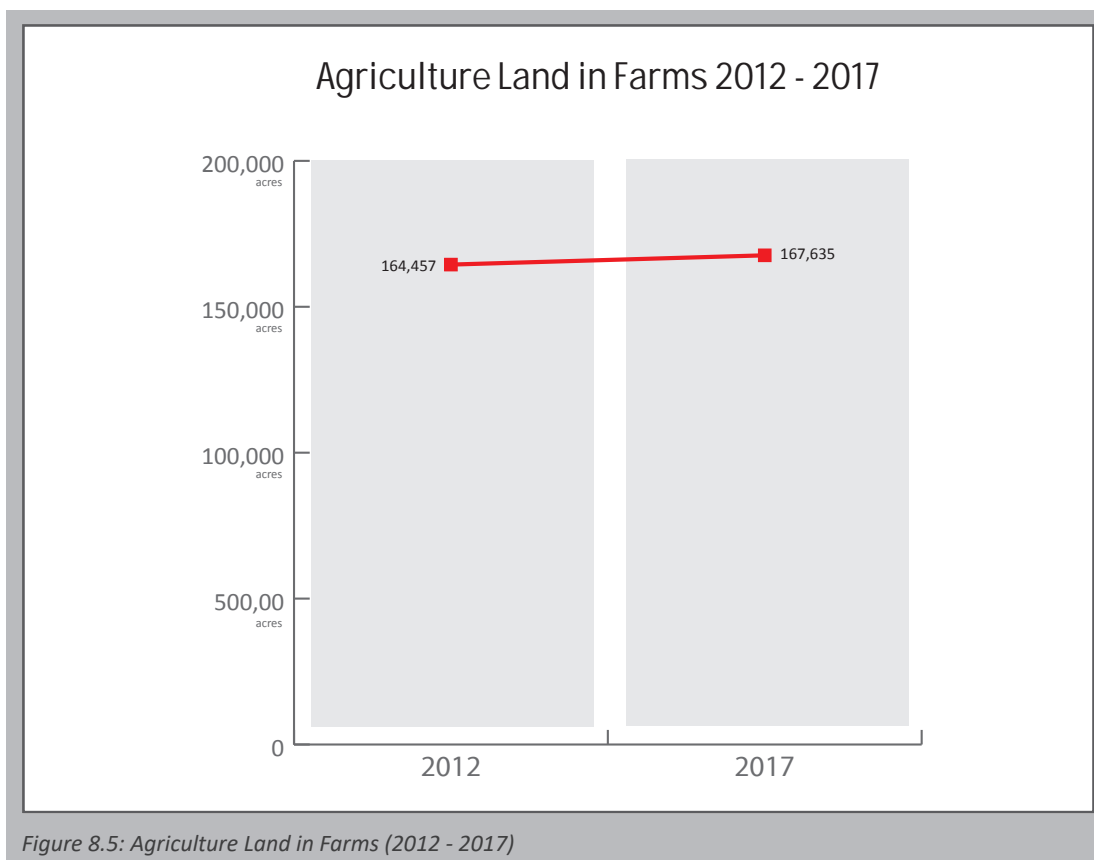
Farming

Farming activities have been flat since the early 1990s. The agricultural economy as a whole, and tobacco in particular, has seen a steady decline in returns for the farmer. Alternative crops such as hemp is now being pursued as a viable agricultural crop that could benefit farming and farming related production activities.

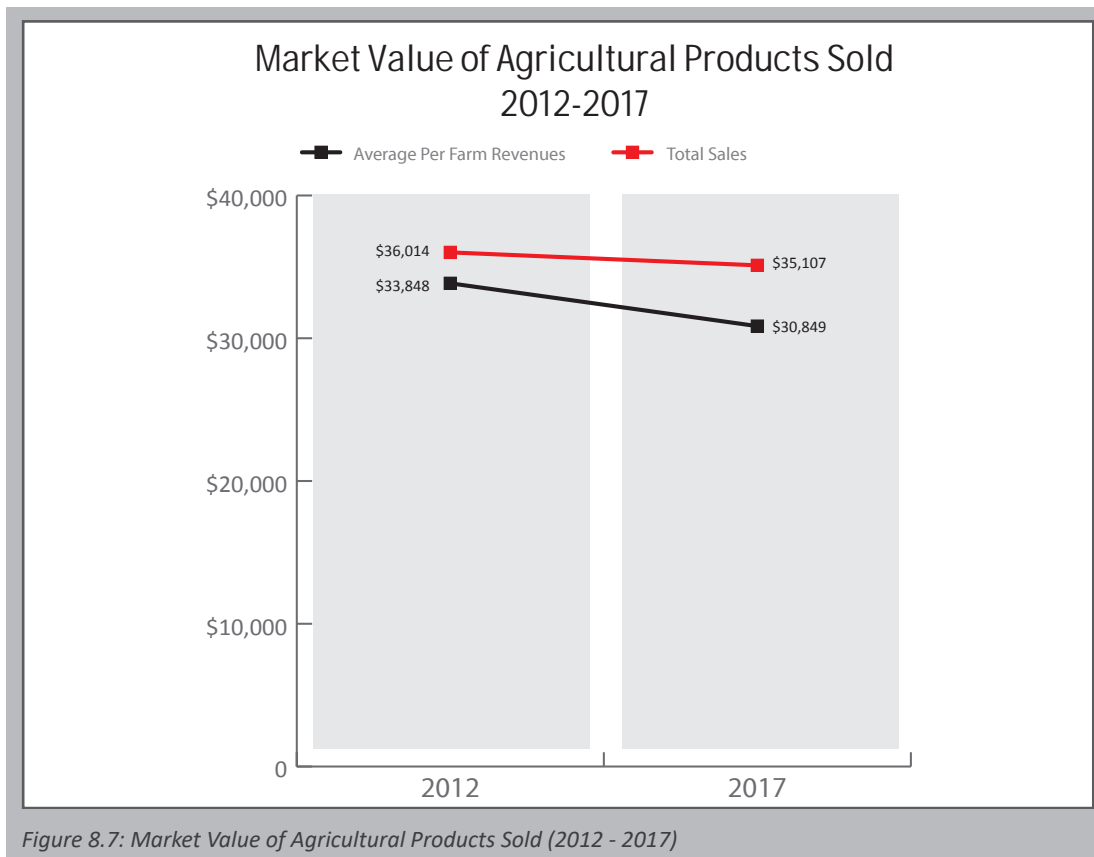
Farming and farms have produced a shift in the perception of agricultural land being valued more for road frontage than for improvements or acres in pasture. However, interest in agricultural activity has shown slight gains in recent years from 2012 through 2017 (164,457 to 167,635 respectively) as shown in Figure 8.5, this indicates the number of acres or land in farms. Figure 8.6 depicts the average size of farms and the number of all farms in Harrison County, this figure indicates a slight decrease in the average size of farms but an increase in the number of farms.



Rural Farm



While recent trends have produced an increase in the number of farms and the number of acres in farms, other data shows in Figure 8.7 that increases in the market value of farm products and average farm revenues grew after declines from 1997. Market value of farm products and per farm revenues both rose from 2002 to 2012, with a slight leveling or decrease from 2012 to 2017.



COMMERCIAL & INDUSTRIAL DEVELOPMENT TRENDS

The majority of commercial and industrial development in Harrison County is found within the incorporated areas of Cynthiana. The commercial and industrial development in the unincorporated area accounts for an extremely small amount of the total acres of the county. The existing commercial land uses are predominantly highway commercial and the Cynthiana central business district. The existing industrial land uses are predominantly manufacturing.

Harrison County has two US Highways – 62 and 27, both that traverse north and south and through Cynthiana moving traffic north, south and easterly across the commercial and industrial developments that have been developed.

New Lair Road is the site of one of the two existing industrial designated uses and the other industrial site is located on South US 62 near the US 27 roundabout.

The county's unincorporated areas near Cynthiana will continue to experience pressure to provide locations for both highway type commercial and smaller types of manufacturing or light industrial uses.

SUMMARY

The basic policy for growth in the county allows for residential lot creation either inside or outside the designated Rural Development Centers (RDCs). The "incentive" of developing within the RDCs is to allow for smaller lot sizes. The one common factor in new lot creation is that it occurs where land is the cheapest, which is typically the land least well-suited for development, or for the delivery of services.

The net effect of this trend in the market is that agricultural activities are slowly regaining some viability. As residential development drives up demand for services, land assessments increase to meet revenue needs for the county. The increased burden of providing services in the county must be addressed by the residential, commercial and industrial development and not paid for by the farming community.

Growth oftentimes is so gradual that it is not always perceived as a concern. However, in the planning and development process, local residents will express and have expressed concerns about growth and increased development pressures, thereby prompting the need for carefully planned strategies, policies and development guidelines. Without a clear set of principles, policies, guidelines and standards, planning decisions will become more contested and decisions will be challenged. The overall effect of the present policy demands that the city and county continue to work on these land-use issues to seek fair balances.

SOURCES

http://www.agcensus.usda.gov/Publications/2017/Full_Report

http://www.agcensus.usda.gov/Publications/2017/Full_Report

9 FUTURE LAND USE

The policy for implementing the goals and objectives through applications.

The future land-use element is the centerpiece of the comprehensive plan because it coordinates the central themes and information found in all of the plan's elements. Also, the future land-use data and analysis outlines the citizens' vision for the county's future and how we intend to get there. The goals, objectives, and policies of all of the elements are meant to support the vision.

The purpose of the future land-use element is to define areas within Harrison County that are suitable for various land-use activities up to the year 2040. The future land-use element decrees where, when, and at what intensity development will occur, thereby indicating where infrastructure and services are needed.

The chapter establishes all the types and locations of land uses allowed in the county and the policies to guide those land uses. "Future land use" is different from "zoning." Future land-use designations establish general ranges of uses that are permitted in each district, while zoning districts include a specific list of permitted uses. Future land-use designations also establish a range of densities (amount of residential development per acre) and intensities (amount of non-residential development per acre) for each land-use category, but do not guarantee that the maximum amount of development allowed within the district will be permitted on a specific site.

This chapter lays out the expectations of the community. It serves to give property owners a sense of just what is reasonable to expect in terms of development. In reviewing the development application, the first step is to compare the application to the future land-use element to see if the application conforms to the provisions laid out here. That step, along with the public hearing, constitutes the basis of the fact-finding for rendering a decision.

While planning allows for the implementation of policies, the public hearing process allows the public to participate in the development of their community. It can be said that the comprehensive plan is the manifestation of the community's vision for itself.

MAPS & TEXT OF THE PLAN

The future land-use element is the culmination of planning that a community does for itself. The maps and text of this section reflects the infrastructure in place, the ability of the community to sustain different types of growth in different locations, and the ideals expressed by the leaders and populace of the community.

The maps, for example, depict the extent of infrastructure like water and sewer lines, boundaries such as city limits, and areas, such as the US 62 road corridor that may need special attention. The text voices the interests and concerns of the community, such as density of residential development, locations of commercial centers, and the general character and nature of the built environment. These recommendations provide the consensus for action that guides the growth and development of the community.

METHODOLOGY

The future land-use element is one of the final chapters of the comprehensive plan because it utilizes the baseline data collected in the preceding chapters. It is not intended as a precise blueprint for future development, it is meant to be a “guidebook” to keep the decisions focused on the vision as expressed in the plan as a whole.

In some cases, the plan will attempt to project or propose exact locations and acreage needed for specific land uses. This is necessary due to the excessive supply of land for all land-use types. When over 20 years supply of land is in place, adding to that supply distorts market forces and will result in reduced investments in land and development. A carefully considered future land-use plan serves as the best way to organize development in conjunction with large infrastructure projects such as the new bypass.

The following are land-use categories which designate future land-use recommendations:

- Residential
- Commercial
- Mixed-Use
- Industrial
- Public / Semi-Public
- Rural Development Centers
- Agricultural



Single-Family Detached Housing in Lafferty



Manufactured Home in Claysville



Farm in Carl Stevens

RESIDENTIAL

Land used exclusively for residential purposes and containing a single dwelling unit. Population density is low and public water and sewer should be in place. Residential land uses include the following categories:

- **Single-Family Detached** — Land meeting the general definition of single-family residential and detached from any other residential dwelling unit (for example, with open space on all four sides). Includes detached townhomes.
- **Manufactured Housing** — Land meeting the general definition of single-family, detached dwelling and designated for the placement of manufactured housing structures.
- **Farmstead** — Land that encompasses the single-family residential dwelling and associated buildings of a farm. Associated buildings of a farm may include buildings used for animal husbandry (including barns, chicken coops, and grain solos) along with accessory uses.
- **Multi-Family** — Land used exclusively for residential multiple-family dwellings containing a building or multiple buildings. Land meeting the general definition of residential containing two or more attached dwelling units, one or more of which does not have primary ground floor access to the outside.

COMMERCIAL

Land used for the provision of goods or services. This category is for general sales and services that comprise the vast majority of establishments typically associated with commercial land use. This category is used as the default for commercial / retail land uses. Commercial sites are characterized by good access, intensive adjoining land uses and suitable roads for intensive traffic generators. All public services are in place, including water, sewer, police and fire protection.



Commercial Business in Lafferty

MIXED-USE

Land containing a building with mixed uses.
Includes the following two categories:

- **Mixed-Use Residential** — Land containing a building with multiple uses in combination with residential unit(s).
- **Mixed-Use Commercial and Other** — Land containing a building with multiple uses but with NO residential units or industrial uses. An example would be a building containing commercial shops, childcare facility, offices, and / or restaurants. Downtown areas usually have buildings where the first and / or second floor is commercial and the rest is office, these types of buildings would be included under this category.



Commercial Businesses in Lair



Mixed-Use in Cynthia



Industrial Park Entrance

INDUSTRIAL

Land containing manufacturing, transportation, construction companies, communications, utilities or wholesale trade. This land designation is for high-intensity development, suitable for industrial development. These sites are characterized by good access, intensive adjoining land uses, and suitable roads for intensive traffic generators. All public services are in place, including water sewer, police and fire protection.



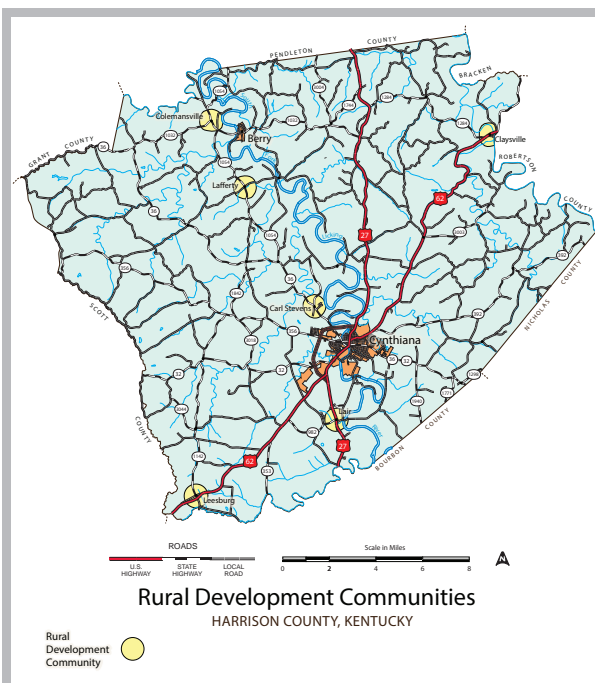
Berry Park

PUBLIC / SEMI-PUBLIC

Land used for park and recreational sport assembly or passive open space. This may occur at community level fields, regional parks, public parks, private parks, campgrounds, small urban parks, playgrounds, rest areas, and other venues used for indoor and outdoor sporting events or like purposes. This category includes passive recreational activities or areas, such as park preserves, wildlife refuges, habitat areas, public plazas, river walks, Department of Natural Resources or US Fish and Wildlife owned land, greenways and residential common areas with distinguishable walk or bike paths.

RURAL DEVELOPMENT CENTERS

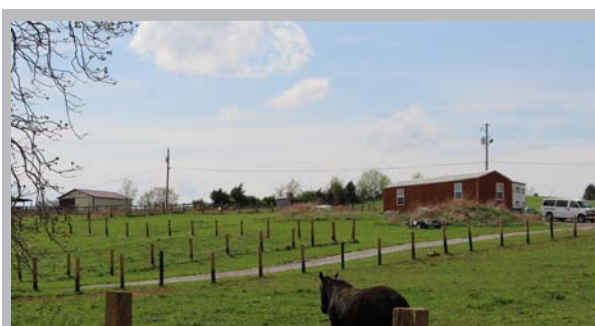
Harrison County has several crossroad communities in the rural areas of the county. These areas once were thriving communities or hamlets that provided services and amenities to those living within the vicinity. Time and a diminution of services, facilities and residents have reduced the number of viable rural development centers. The viable functioning centers have now been identified to preserve and enhance the unique and historic character of rural residential development in the county. These areas are defined by a boundary drawn along property lines and a designated radius for potential expansion.



Rural Development Communities

AGRICULTURAL

Land used for agricultural purposes. Includes discernible cultivation (ground tillage or crop rows) horticulture, farming, pasture, and a broad range of other agricultural activities such as horse boarding and training, kennels, sod farms, tree farms, storage areas or buildings. These areas are characterized by very low density of population, agricultural production, public water, but no public sewer. The road system is suitable for sustaining farming activities and lot creation for family farming operations, but not for residential development in the form of subdivisions.



Agricultural Land in Lafferty

These specific future land-use designations are in response to the fact that there is an ample supply of every type of development land currently, and the only growth management effective at this point relates to access management and public infrastructure. The plan recognizes that a variety of land-use choices should be made available to address market conditions, siting concerns and timing of development for residential, commercial and industrial zoned land over this planning period. That does not mean that there will be no applications over the next five years. It means that any development approved over the next five years will have to have adequate infrastructure in place before it can be approved. Five years of the current growth rate could not consume the developments which have already been approved. It is under these circumstances that this method of future land-use designations came to be.

Specific application of the guidelines to new development in the county will occur through amended zoning and subdivision provisions and through the day-to-day development decisions of the planning commission and legislative bodies.

METHODOLOGY **for LAND-USE FORECASTS – 2040**

Land-use forecasting involves estimating the amount of land that would be necessary to accommodate demand for a specific type of land use over a given timeframe. Such forecasts are essential to determining public service requirements and estimating future traffic demands, as well as evaluating the size and composition of needed services / growth areas and zoning districts. For example, an industrial land-use forecast could reveal that there exists an adequate amount of land for industrial purposes or too little land is zoned for industrial purposes to satisfy projected demand.

The 2019 comprehensive plan update has been prepared utilizing 2030 and 2040 as planning horizons, particularly for forecasting and plan implementation purposes. The methodology used to estimate future land uses is based on data presented in the population and housing chapters of this plan. These estimates are derived from a variety of sources including the Kentucky State Data Center, US Census, American Community Survey, Local GIS and past comprehensive plans.

There are several types of methodologies available that would produce land-use forecasts, and the one chosen for Harrison County is best suited to its growth rate, size of population, and location within the Bluegrass Region. This methodology has been used in prior plan updates and involves forecasting based on projecting forward the current relationships between population, housing, employment and land use.

For example, industrial land-use forecasts are based on the amount of existing acreage devoted to the use divided by the current population. This yields a land-use factor of acres per thousand residents that is applied to future population forecasts to determine the future number of acres of industrial use. This methodology works best for communities with populations of less than 100,000 that are located on the periphery of regions with a large central city and whose population growth rates are relatively steady but less than two percent per year.

Residential Land-Use Projection Factors

The residential land-use projection factor (dwelling units per acre) addresses lands devoted to residential dwelling units, which includes detached, attached and multi-family dwelling units and mobile homes occupied by a single family. The residential land-use projection factor is calculated by dividing the total number of existing dwelling units by the number of acres used to accommodate those units. The number of housing units is based on local GIS and building permit data. The factor for Cynthiana is 2.70 based on the existing housing units in 2016 (2,945) divided by the existing residential acreage (1,090.06). The factor for Berry is 1.41 based on the number of housing units existing in 2016 (153) divided by the existing residential acreage (108.59). Although recent subdivisions approved and constructed have generally been below these units per acre density factor on a gross basis, it is expected that future subdivisions will be planned with a more efficient use of site area resulting in higher gross density. This factor is used to determine future land-use acreage required to accommodate the number of dwelling units projected for the future.

Commercial Land-Use Projection Factors

The commercial land-use category encompasses “commercial, office and institutional” land uses with traditional retail shopping, specialty retail, restaurants, banks and financial institutions, professional and general office. Land-use factors for this type of use can be generally related to the size and type of market that is subject to forecasts.

Cynthiana is a more mature commercial market with a larger population and has historically provided most commercial shopping opportunities for Harrison County residents.

A ratio of land being used for commercial, office and institutional relative to the existing population will be used for forecasting. For Cynthiana, a ratio of 0.06 exists and is based on 385.42 acres of land divided by 6,376 people. For Berry a ratio of 0.016 will be used and is based on 4.67 acres being used by 295 people. These figures can now be used to generate acres demanded for such uses based on projected population growth over the time period in question.

A commercial land-use factor for the rural areas of Harrison County has not been considered because such uses would generally not be permitted under current land-use-policy and zoning regulations. There are some small, scattered commercially used and /or zoned sites throughout or near the RDCs that could be developed in the future, particularly in and nearby the RDCs of Leesburg and Lair. However, this potential would be fairly small compared to the potential of the cities and would not substantially impact overall supply / demand figures.

Industrial Land-Use Projection Factors

Industrial land-use factors are more difficult to determine without the aid of specific market analyses. Demand for these land uses is more often associated with regional economic factors and is less prone to local influence – at the scale of the market represented in Harrison County. Also, it is more likely that the local industrial / office market will be affected by individual corporate decisions involving relocation of operations or expansions of operations to serve a specific market. In this plan, forecasts for industrial land uses are calculated with the same methodology as commercial, office and institutional: a ratio of the amount of land currently being used for industry divided by the current population. For Cynthiana, a ratio of 0.099 will be used, based on the fact that 632.99 acres are being used by 6,376 people. For Berry, there are no acres currently being used for industrial purposes, therefore, no calculation was used. A land-use factor for industrial uses was also not considered for Harrison County since land-use policy and zoning regulations do not permit such development outside of the City of Cynthiana.

CYNTHIANA & BERRY FUTURE GROWTH RECOMMENDATIONS

The purpose of this section is to provide information concerning the capability of the current Cynthiana and Berry communities to accommodate projected population growth and land uses through the year 2040. Essentially, projected demand is compared to the supply of available acres. This task of the plan update is critical to maintaining an effective growth policy for the community. In prior sections of this plan, population projections have been provided for the community. In this section land-use projection factors (acres per person) have been calculated for the various land-use categories. Now these various figures can be used in conjunction with one another to project acreage demanded by each category. That demand can be compared to the supply of land available (using in part the susceptibility of change analysis) to determine if supply will accommodate the demand times the “market factor” discussed herein. This analysis is performed for the cities of Cynthiana and Berry, the areas where growth is encouraged and desired as a matter of policy. The population and household projections utilized for this exercise were taken from this plan.

The population trends and economic analysis of this plan update, and the land-use factors were derived from the previous analysis of existing land use for Cynthiana and Berry. An alternative series of projections for 2030 and 2040 have been developed for each of the cities and the results are depicted on the following pages.

CYNTHIANA

Tables 9.1 through 9.3 depict a series of projections of land needed to provide the residential, commercial and industrial land uses necessary to support population growth within the City of Cynthiana for 2040. The following points should be considered when reviewing this data.

- The formulas used in calculating future needs for land use are shown in the left column of the table.
- “High Series” population projections as prepared by the Kentucky State Data Center and the highest population forecast for Harrison County was used for this land-use forecast planning purpose.
- The current proportion of residential housing within Cynthiana is 41 percent and Berry is 66 percent.
- The 1.25 market factor projections for 2040 describe the amount of land needed assuming population forecasts from Kentucky State Data Center and a market rate factor of 1.25 or 125 percent. A market factor is the term used to describe a condition of providing additional housing opportunities to ensure that all people have a range of choices in housing types, locations, and density within Cynthiana and Berry. A high-vacancy rate is also possible when a high-market factor is used.
- The 2.0 market factor projections for 2040 describe the amount of land needed if a market factor of 2.0 is used. This market factor means that the forecast needs for additional acreage, based on population growth, is doubled. A market factor is the term used to describe a condition of providing additional housing opportunities to ensure that all people have a range of choices in housing types, locations, and density within the cities of Cynthiana and Berry. A high-vacancy rate is also possible when a high-market factor is used.
- A high-vacancy rate will have implications for the provision of infrastructure. For example, water and sewer systems will be sized for the amount of residential development, much of which may be vacant until additional growth occurs. The systems would be larger than necessary for some period of time.
- The two spreadsheets represent the implications of land-use projections and alternative market rate factors for each forecast period, 2030 and 2040. All forecasts show that by 2040 land is still available within both cities.
- The long-term projection for 2040 assumes that land designated as existing agricultural use will become available for urban development.
- All projections are based on a continuation of existing proportions of single- and multi-family housing, and on a continuation of existing densities. If future development is at higher densities, the surplus will be greater.
- There are potentially an unlimited number of variations on this analysis. However, all logical and reasonable projections show a surplus of land within both communities.
- To use all land within the cities for development would result in a significant increase in current population, far in excess of the forecasts for growth that have been developed for this plan.

CALCULATIONS OF RESIDENTIAL LAND NEEDED

CYNTHIANA BERRY

Population Forecast for the year 2040 (High Series)	6,451	302
<i>Subtract</i>		
Current Population	6,376	295
<i>Equals</i>		
Change in Population	75	7
<i>Divided By</i>		
People Per Household	2.2	1.9
<i>Equals</i>		
Number of Dwelling Units to plan for	165	13
<i>Divided By</i>		
Existing Density of Dwellings	2.70	1.41
<i>Equals</i>		
Additional acreage needed for Residential	61	9
<i>Multiplied By</i>		
Market Factor	1.25 / 2.0	
<i>Equals</i>		
Total Additional Acres of Residential Land Needed	76 / 122	11 / 18

Table 9.1: Market Factor Projections 2040 - Residential Land

CALCULATIONS OF COMMERCIAL, OFFICE, INSTITUTIONAL LAND NEEDED

CYNTHIANA BERRY

Current acres of land used	386	5
<i>Divided by</i>		
Current Population	6,376	295
<i>Equals</i>		
Ratio of Commercial, Institutional & Office	.06	.016
<i>Times</i>		
Forecast population	6,451	302
<i>Equals</i>		
Total Number of Acres Needed	377	5
<i>Minus</i>		
Current # Acres in Commercial, Inst. & Office	386	5
<i>Equals</i>		
Total Additional Acres of Commercial Needed	-9	0

Table 9.2: Market Factor Projections 2040 - Commercial Land

CALCULATIONS OF INDUSTRIAL LAND NEEDED

	CYNTHIANA	BERRY
Current acres of land used	633	0
<i>Divided by</i>		
Current Population	6,376	295
<i>Equals</i>		
Ratio of Industrial Land to Population	.099	0
<i>Times</i>		
Forecast population	6,451	302
<i>Equals</i>		
Total Number of Acres Needed	639	0
<i>Minus</i>		
Current # Acres in Industrial Needed	633	0
<i>Equals</i>		
Total Additional Acres of Industrial Needed	6	0

Table 9.3: Market Factor Projections 2040 - Industrial Land

FUTURE LAND-USE ELEMENT – CYNTHIANA

Several major changes are in the future for Cynthiana. The city has developed a new recreation park — Veterans Park — located on the northeast side of town and proposes design of a water park. A great deal of existing development is just outside of the current city limits, and there are many opportunities to annex existing development. The new bypass connecting US 27 and US 62 looping around the west side of Cynthiana allows heavy truck traffic to bypass the downtown and alleviate truck congestion.

The city has a policy now in effect that it will not provide water or sewer services to anyone outside the city limits. At present, the city is using existing funds and in some cases grant funding to improve the existing infrastructure. Any water or sewer expansion at this time would require near 100 percent grant funds from either state or federal sources. Any non-contiguous expansion of the city services will have to be funded by the developer.

Requirements for new public service of sewer and water makes it more expensive for the city to expand the city limits. The state requires that new pump stations have either a bypass port to allow use of a portable bypass pump or a generator as an alternative power source in times of power failure. Pump stations also require three-phase electricity. Due to the increased requirements for sewer systems, the costs of developing and maintaining sewage treatment has gone up. Therefore, larger residential projects are needed to cover the costs of sewer expansion.

Pump stations are over designed to allow for growth; however, for Cynthiana, growth has already occurred around some of the outer most pump stations. Adding additional pump stations outside the present perimeter will require up-sizing lines and possibly some of the existing pump stations closer to the waste water treatment plant.

The plan recommends a continuation of the bypass connecting North US 27 and US 62 on the east side of Cynthiana, which will have the biggest impact on the town for the next 20 years. This proposed road will improve the traffic patterns and provide greater accessibility and connectivity to the eastern side of Cynthiana.

No plans at present are proposed for annexation of areas where the bypass is located. Future annexations should be consistent with this comprehensive plan that identifies future potential areas of development adjacent to the city. However, given that development proposals typically follow these new transportation access opportunities, annexation to regulate the land-use changes associated with the development would be an expected step for city leaders to consider. These steps would include land-use planning and zoning regulations to facilitate the desired land uses within the annexed properties within the bypass limits. Future land-use maps will show these areas around the bypass proposed for, and undergoing, land-use changes. Access to the bypass should continued to be limited and designed in accordance with KYTC access standards.

Commercial

The most pronounced allocation of the land-use pattern in Cynthiana is the oversupply of commercial land. Based on the Cynthiana market factor projections, there currently exists an adequate supply of commercial land to meet the projected population trends in Cynthiana. Harrison County, with a population of just under 20,000, would typically be expected to support no more than 100 acres of commercial land use. One could also factor in the drive-through traffic of people who live in counties to the north and west as bringing in more business, however, a great deal of business is lost to Georgetown and Lexington. Control of the amount of commercial land is important to the community as it develops and grows.

Residential

Inside the city, approximately 48 percent of the single-family, detached homes are rental properties, with several of these units considered to be low- to very low-income rentals, in various stages of substandard deteriorating condition. Every neighborhood has been affected by this trend, in which houses are not maintained, and as a consequence, they go down market.

Recent measures implemented by the city are in response to this; the city has adopted a rental property maintenance code, which sets standards for the upkeep of rental property.

The city of Cynthiana has not kept up with the pace of growth to outlying areas and new development lies just outside the city limits. The bypass now offers another area of the community that is suitable for development and annexation and those areas are identified on the Cynthiana future land-use map. While the areas around the bypass are destined to be residential, some small amount of neighborhood commercial should be integrated in areas that will serve the immediate population, and not become commercial stops oriented towards the bypass.

There exist opportunities for growth both in and around Cynthiana. New areas on the south and west sides of town are suitable along with adequate infrastructure services, such as the new waste water treatment plant. There should be opportunities for senior citizen housing, if the market stays strong over the next 10 years.

Industrial

There are two areas of industrial development within Cynthiana, the old industrial area, on the south side of the city, and the new industrial park which is southwest on US 62. There is limited space left in the old industrial park; the new industrial park has approximately 120 acres remaining available.

There could exist a need for limited new industrial land within the next 20-year planning period should the present parks reach capacity. See Figure 9.1: Future Land-Use Map - Cynthiana.

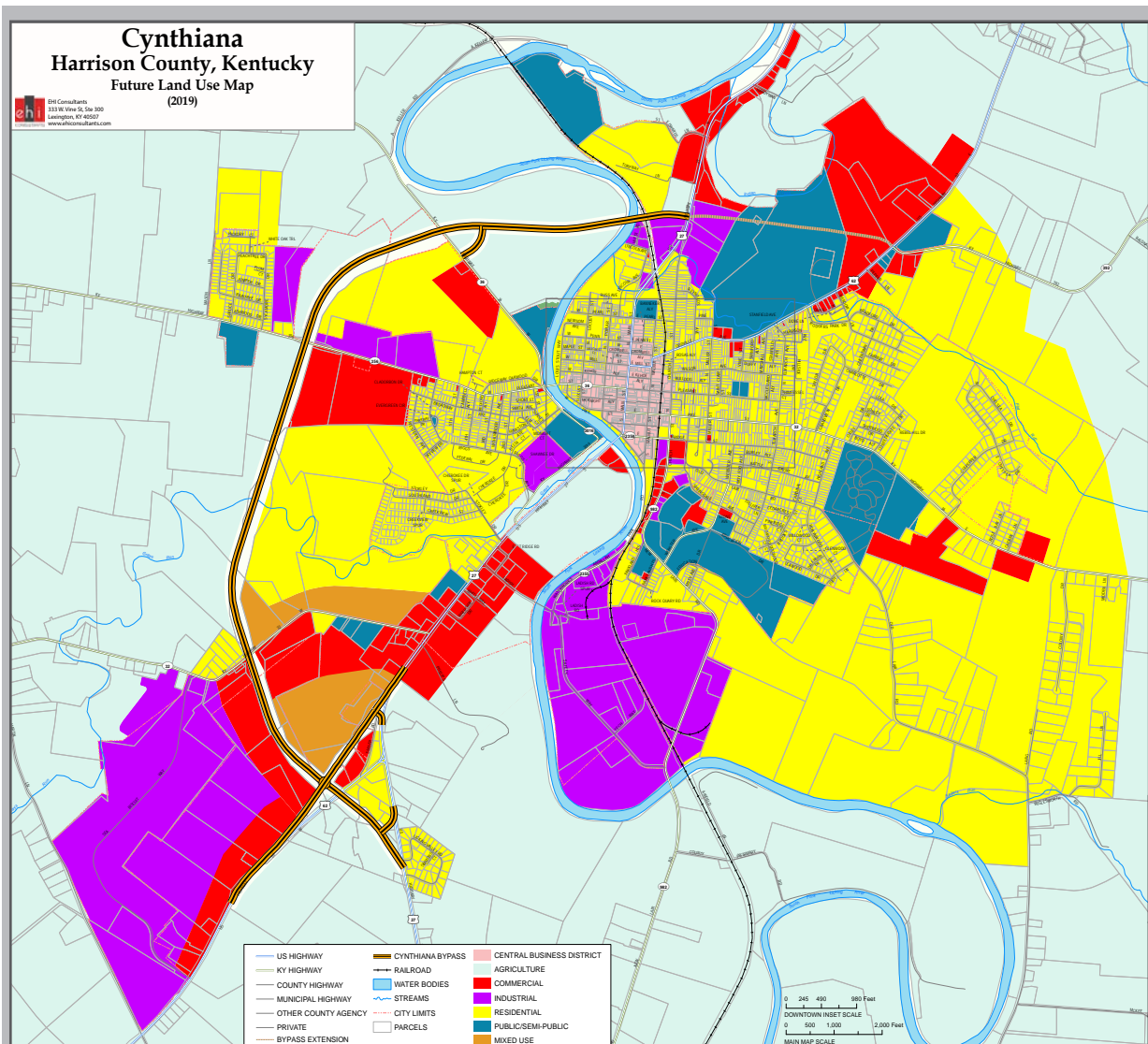


Figure 9.1: Future Land-Use Map - Cynthiana

Located on State Highway 1032, the city of Berry has an adequate supply of land to grow and develop. The decline experienced in recent years has limited the commercial uses in the town, but residential lots and land are available to build on within the town. The roads / water / waste treatment infrastructure is in place for many more homes than currently exist.

There are currently no commercial or retail uses located in Berry. There does exist a need for some limited commercial retail development in Berry to support its limited population. Adequate land is available to accommodate any future recommended growth for Berry. See Figure 9.2: Future Land-Use Map - Berry.



RURAL PLANNING PRINCIPLES

Cynthiana and Berry are the only incorporated cities in Harrison County. There are several “hamlets” or crossroads communities that have been identified throughout the county. These hamlets are traditional communities that have endured over many years and have been an important part of the agricultural community.

Defining these communities and setting rural planning principles that should be implemented to achieve a healthy agricultural sector as well as the protection and enhancement of these areas should be one of the basic purposes of this plan.

These principles are:

- Recognize the importance of agriculture to a sustainable regional economy and urban communities by including references to agriculture in the vision and objectives of planning documents.
 - » Avoid **land-use conflict** and provide for compatible rural uses by defining areas for compatible agricultural production, particularly **intensive animal industry** and **intensive horticulture**, preventing the location of incompatible uses in and adjacent to agricultural production areas, and, where necessary, requiring buffer areas between incompatible uses.
 - » Manage existing land-use conflict by giving preference to pre-existing lawful and lawfully operating agricultural land uses when dealing with complaints. Encourage sustainable land and water use and practices by promoting agricultural production on suitable land and promoting sustainable land- and water-use practices.
- Encourage value-adding and diversification in agriculture by recognizing the complexity and diversity of modern agricultural enterprises and providing for efficient development approval processes for small-scale tourism activities and on-farm handling, processing and sale of agricultural produce.
- Provide and maintain needed and efficient transport, energy and water infrastructure to support agriculture by identifying and planning for critical and strategic rural infrastructure that supports primary production and access to processing or supply chain services.
- Provide economic, employment and social support services for agriculture in compact, self-contained rural development centers by providing for the growth of these settlements within clearly defined development boundaries.
- Protect the multiple values of agricultural land by recognizing the ecosystem services provided by and attractiveness of agricultural production areas for tourism and avoid land-use elements that would reduce these values.

FUTURE LAND-USE ELEMENT - RURAL HARRISON COUNTY

Rural Development Centers

The following segments include further analysis of the six designated community - type Rural Development Centers. These rural centers served the farms with goods and services at a time when transportation was far more limited than today. In the previous comprehensive plan, these communities or hamlets were designated as “Rural Development Communities.” They were mapped with a one-half-mile radius and given a list of permitted uses. With this update, these rural population centers will be defined by parcel boundaries and given all the land-use options within the zoning ordinance. Six communities are designated in this plan as “Rural Development Centers” based on their size, population, number of households, commercial and other historic, cultural and social activities amenities as depicted in Figure 9.3: Future Land-Use Map - Harrison County.

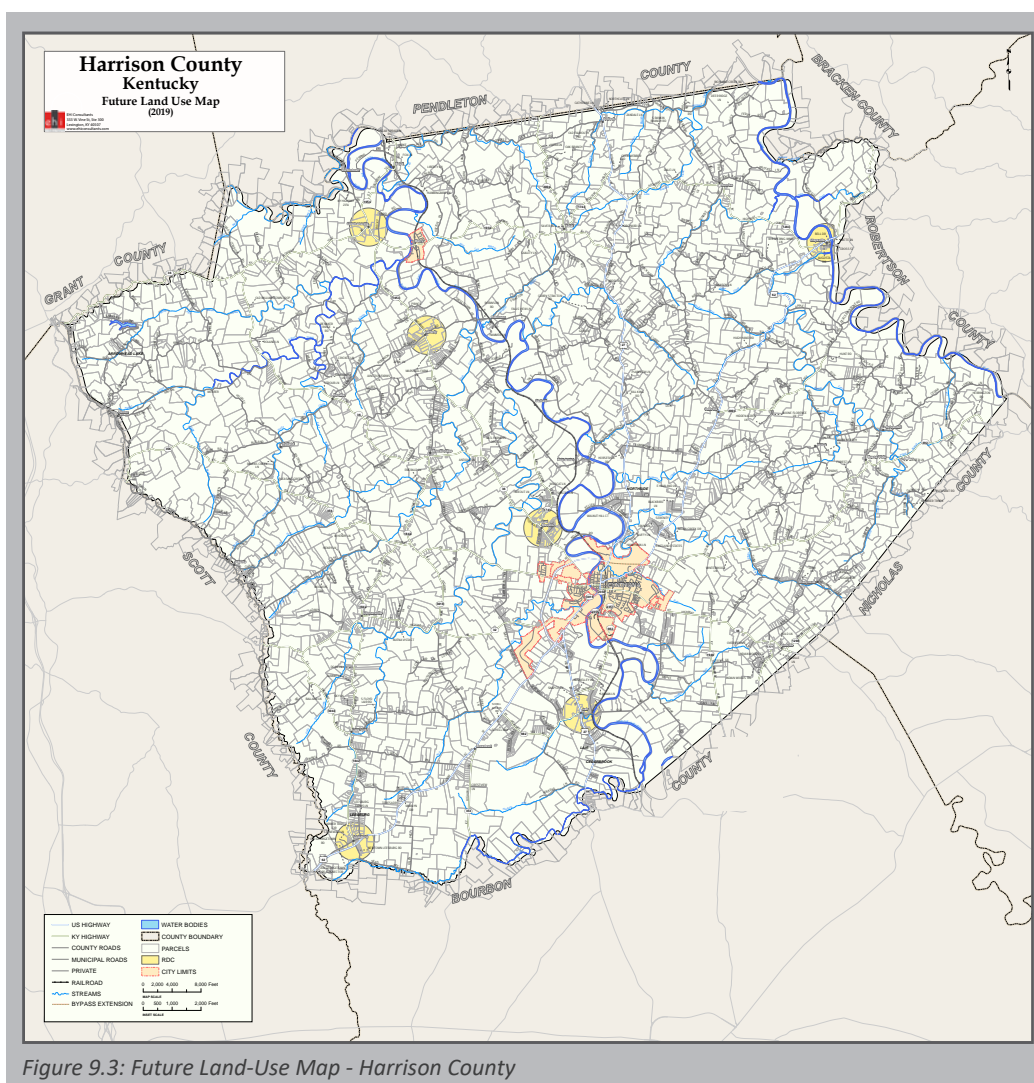


Figure 9.3: Future Land-Use Map - Harrison County

The six RDC communities are:

- Carl Stevens
- Claysville
- Colemansville
- Lafferty
- Lair
- Leesburg

Typical Uses

- Agricultural support businesses
- Limited industrial
- Limited convenience commercial businesses
- Single-family, detached dwellings in agreement with density zoning
- Rural residential developments where sanitary sewer and utilities are available
- Institutional / governmental uses
- Recreational and park type uses
- Small-parcel farms for local food production and ag-tourism
- Greenhouse and nursery type production

One important distinction is that these RDCs are not just land-use designations in the plan but are also zones which are in place. The fiscal court will take steps to implement the zones upon adoption of this plan.

Little is expected in the way of development and little can be accommodated. The most intensive land uses are limited to home occupations and small workshops that may rise to the level of conditional uses. Employment centers, such as a bingo hall in Berry, or a woodworking business in Claysville should be encouraged, but also approved only upon the finding that the proposal meets with the two criteria used to evaluate conditional uses:

- That the proposed use at the particular location is necessary or desirable to provide a service or facility which will contribute to the general well-being of the neighborhood or the community; and
- That such use will not be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity.

Rural Locational Criteria & Standards

A clear set of standards developed through the broad community process and incorporated into the comprehensive plan provides a framework for determining whether proposed developments fit with the desired community character and help achieve the community's economic, environmental, and social goals.

These standards are intended to be guidelines to be used when making appropriate land-use designations for rural service centers, rural residential subdivisions and rural lands. They link the policies of the comprehensive plan to the designations on the future land-use maps. When utilizing these standards any individual criterion or combination of criteria may justify a particular land-use designation. However, the presence of one or more criteria does not necessarily make that designation mandatory, nor the most appropriate because other, more important land-use objectives may call for another designation. The order of the locational criteria does not indicate a priority ranking.

Careful planning and close cooperation between the planning commission and county fiscal court can help ensure that commercial development in rural areas strengthens the local economy while protecting the environment and the rural quality of life. The comprehensive plan and codes could should require that:

- Assess road, safety, infrastructure, and other impact fees on rural commercial development to reflect the full cost of services and facilities needed for development.
- Parking areas shall be located to the side or behind buildings. The perimeter of the parking lot shall provide for a lawn area in which trees (planted at a maximum spacing of 20 feet) and shrubs will be planted so as to allow ample snow storage capacity yet avoid damage to plantings from same. Parking shall meet all the requirements of the zoning ordinance.
- Landscaping shall be designed to complement the built and natural environment of the subject project and adjacent sites. Existing tree lines should be preserved. If removal of existing tree lines is required due to its undesirable nature, new planting that results in no less of a screening effect shall be required when adjacent to residential uses. Landscaping and buffering shall meet the requirements and recommendations of the planning commission.
- Signage shall be designed in unity with the building design through the use of the same or similar materials and colors. Ground, monument signs, or wall mounted signs made of wood, hanging from a wooden or wrought iron mount are acceptable. Signs that suit the architectural features of the building are acceptable. Neon tubed exterior accent light, external neon tubed signs and internally illuminated signs are not permitted. Signage shall meet the requirements of the sign ordinance.
- Lighting shall be down cast, zero-degree tilt, cutoff, high-pressure sodium fixtures not exceeding 15 feet in height (including the light pole base and / or pedestal). Lighting shall be positioned so as not to cause glare on adjacent properties and streets. At a minimum, site lighting marking the entrance to businesses shall match or complement that which may be chosen by the planning commission as standard decorative street lighting.
- Cross access to and between neighboring properties shall be implemented wherever possible. The goal in this requirement is to remove as much incidental site-to-site traffic thus reducing the possibility of traffic conflicts and accidents. Cross access drives may be either the interconnection of parking lots or the construction of a separate drive. In either case, the minimum drive aisle width should be no less than 24 feet.

Commercial Location Criteria

Any proposed commercial use within rural Harrison County will complement and serve the surrounding area and can be adequately buffered from or blend with the surrounding environment. They are:

- The proposed commercial use will not adversely impact surrounding resource lands.
- Located, immediately adjacent to major transportation corridors where there is convenient automobile, transit, bicycle or pedestrian access.
- Septic systems can be accommodated or other sewage disposal technologies that meet local and regional public health requirements can be provided.
- Water and other public services can feasibly be provided.
- Adequate parking can be made available.
- On-site hazards are mitigable.
- There is a defined market for general commercial services.

Any type of development which requires more intensive infrastructure than exists in the rural area, should be located in the cities of Berry or Cynthiana.

Northern Harrison County

The city of Berry is the heart of Northern Harrison County, with a population of around 295; it sits on the east bank of the South Fork of the Licking River. The villages in the north are, Colemansville, Kelat, Sunrise and Claysville. The northern end of the County has some of the most severe landforms in the county. Most types of development are subject to limitations resulting from the topography of steep slopes and ridgelines.

Rural Harrison County consists of rolling to hilly land which limits its ability for agricultural production. Some areas are in grazing and some in forest, few areas are suitable for row crops.

Roads are sufficient for very low-density population and agriculture. Water lines are typically two inches in size for drinking water, a few flush hydrants have been placed on the larger lines and are available to the volunteer fire crews.

Colemansville (RDC) – located at the intersection of 1032 West and 1054 North, Colemansville is just one mile west of Berry. Made up of about 20 households, with a diner / food store, this rural center has a couple potential sites for non-residential development at the intersection, and just a few potential homesites. Limited potential exists for growth in Colemansville other than real estate speculation. There are no growth centers nearby, and no improvements planned for the area.



Colemansville

Claysville (RDC) – is one of six RDCs that is located on a federal highway. Located at the eastern edge of Harrison County, adjoining Robertson County, it is a prime example of the farming service community. It includes a small general store with gas pumps, about 20 homes and a couple conditional uses. The conditional uses tend to be small shops that either make or repair items related to farming activities.



Claysville

Boyd – The community of Boyd is located in Northern Harrison County along KY Highway 1054 near the Pendleton County line along the South Fork of the Licking River.

This community is home to Boyd Station, a growing artist community that provides “PLACE and SPACE” artist studios and ZERO-COST housing for creative residencies from one to 12 months in the village of Boyd, Kentucky.



Boyd

The program is designed for student and professional visual and literary artists who seek to create self-sustaining careers in the arts. The growth of Boyd can be seen as a potential catalyst for future development in Northern Harrison County and Berry.



Boyd

Eastern Harrison County

Oddville – Oddville is at the intersection of US 62, Beaver Baptist Road and Oddville-Sunrise Road. The land is rolling to steep and allows for grazing in most areas. The center of Oddville has had commercial- and service-type uses in the past. Several old buildings still stand that are testament to the history of general stores and car repair shops that used to occupy the most visible and accessible spots in the crossroads community. The old school building still stands.

Western Harrison County

Hinton – Hinton is located on the western edge of the county, against the line with Scott County. The roads are Hinton-Sadieville and KY Highway 356. Southern Railroad also runs through the area. There are approximately seven houses and no commercial businesses. Given current development projections and trends, very limited growth is expected in the years to come.

Renaker – is located at the intersection of US 36 and Renaker-Berry, or Rutland Road. The area is hilly, and is mostly pasture land. Currently, there are approximately 25 homes and no commercial businesses. Given its past and current development trends very, limited activity is expected to occur in the years to come.

Central Harrison County

Lafferty (RDC) – is a crossroad of KY 1054 and Robinson-Renaker Road. It is just two miles from Rennaker and one mile from Robinson. The site has not been a traditional hamlet, and there are none of the features associated with rural centers. Some rural land divisions have created building lots, most of which have not been built on.



Lafferty

Carl Stevens (RDC) – Carl Stevens is a small community that grew around the Webber Sausage Plant, which has been out of business since 1995. The facilities included an office building, and a production building, which is now used for storage. The site is now used for several different businesses, currently, truck repair, fence posts, and an irrigation contractor. With over 120 residences, Carl Stevens is the most populous of the Rural Development Centers. It is also the closest to Cynthiana, just a mile north on US 36. An extension of Mason Lane to connect with Gasser Lane would give access to the new bypass, and could induce further residential growth.



Carl Stevens

Southern Harrison County

Connersville – located at the intersection of KY 1842 and US 32, Connersville is a rural community that once included a school. The area is gently rolling with wooded areas, farms for mostly cattle, and many land divisions. Connersville is located on KY Highway 1842, an area popular for homebuyers looking for a rural setting, with close access to US 62. There are some 80 lots in Connersville, with perhaps another 50 within a quarter mile along KY 1842 and US 32. Many of these are rental properties, many are homes to retired people, while some commute to jobs outside the county. An old schoolhouse, partially demolished, sits in the center of the hamlet, with no current commercial businesses. A church and new firehouse are located in Connersville.

Lair (RDC) – is the RDC with the most non-residential land uses which includes employment and a general store. Lucas Equine Equipment, and Cockrell's Auto Body and self-storage are both thriving businesses, as is the Sosbe Construction, and Judy Construction sites. There is also a general store, a chiropractic office, the county Farm Bureau, an auction house, Snapco equipment, Snapco, and a church, all spread along US 27. There are some 50 to 60 dwellings in the area, many more which fall outside the RDC radius of one half mile.



Lair

Lee's Lick – Lee's Lick is three miles north of Leesburg on KY 1842. The area is level to gently sloping with well-drained soils, ideal for many forms of agricultural production. Little farming activity remains, as nearly all the road frontage between Leesburg and Lee's Lick has been divided into lots of approximately five acres. Over 60 lots currently exist in Lee's Lick, with hundreds more lining each road in the area. Being within proximity to the US 62 entrance into Scott County, pressure to develop here is the highest in Harrison County. Leesburg recently had a specific plan drawn up due to concerns of the encroaching growth emanating from the Toyota job market.

LEESBURG SMALL AREA PLAN

Leesburg – History

Leesburg (RDC) – was first founded over 200 years ago by William Boswell. At that time, it was known as Boswells Crossing. The area was bustling with activity; a church, a school, a distillery, and several manufacturers dotted the area.

A Leesburg Small Area Plan was completed in 2005 and incorporated into the 2012 Comprehensive Plan. This 2019 Comprehensive Plan Update has reviewed and reaffirmed the validity of the 2005 Leesburg Small Area Plan with some revisions and is to be incorporated into this plan.

Existing Development

Leesburg is located in the far southwestern portion of the county, at the intersection of US 62 and KY 1842. Leesburg is poised to become the fastest growing part of Harrison County, with the growth factors of Scott County pushing into the area around Leesburg. Division of lots on existing rural road frontage is prevalent along KY 1842 north up to Lee's Lick and Connersville.



Leesburg

The land is gently rolling with most buildings located on ridgelines or high land. Drainage channels and low areas are typically too steep and wet for most construction. This limits the density and lot size for some areas, septic tank requirements limit lot sizes as well.

Since the majority of the job market is in Georgetown, the daily commute traffic through Leesburg will become an issue in the near future. A traffic study conducted in 2009 indicated that traffic will continue to fill the roads of rural Harrison County, which have some of the highest accident rates, per capita, in the state. That assessment still holds true today and any development proposed in the Leesburg community should address the issue of traffic and safety considerations.

There are two different patterns for residential development which reflect the different periods in which they were built. “Old Leesburg” is seen in the older section on Georgetown Road. Characterized by lots of under an acre, with houses built up close to the road. The newer residential style is seen in the Leesburg Farms subdivision. The Leesburg Farms subdivision (Sycamore Lane) is the more recent development in the Leesburg area, which was developed in the 1970s, and includes five acre lots with the house located far back from the road.

Future Development

In the spring of 2005, a series of meetings were held so that the residents of Leesburg could discuss the future development of their community. Several issues were bandied about, such as defining the limits of the Leesburg RDC, waste management, access management, retail / residential development patterns, and historic preservation.

A consensus was formed on the issue of future growth, and that was that it be in the forms which presently exist. The example most often cited was the Leesburg Farms residential subdivision. This development is a large lot residential subdivision with a new street constructed by the developer. Since nearly all existing road frontage within Leesburg has been subdivided, all future residential development is expected to be built with new streets to be dedicated to the county for maintenance as a public street.

Access and street connectivity are a central issue to any future development. With the increasing traffic through the area, smooth traffic flow and commute times are important to the attractiveness of the area to homebuyers. Therefore, new development should have connected streets and consolidated driveways and limited access points along major highways and new road construction. During the public hearing, interest was expressed about the need for a traffic light at the intersection KY 1842 and US 62.

Non-residential development is considered not a high priority for the residents; they feel services are sufficient at present levels. Aside from adapting historic structures to new low-intensity uses, commercial growth is seen as home occupations, or services to Leesburg residents, rather than serving traffic from US 62.

Any non-residential development should access from KY 1842, or Old Georgetown Road, and not directly from US 62. Any residential access to US 62 should be carefully planned new streets, and not individual driveways. Future development should be along these same lines, with new streets built that are connected with access to houses rather than individual driveways on existing road frontage.

The following are policy statements, which the residents of Leesburg have chosen to guide the future development of their community:

Development Policy

- Leesburg shall be defined by the limits as set out on the map of the Leesburg RDC, and shall follow property lines, or physical features.
- Owners of property that is partially in or adjacent to the Leesburg boundary may apply to the Commission to have the boundary amended. Boundary amendments must be heard in a public hearing.
- Development should be low intensity, low impact types of land use.
- The existing historical character of Leesburg should be continued in patterns and design of new development.
- Future development may be served by septic systems, a publicly owned and operated waste treatment facility may be located south of Leesburg on the Silas Creek.
- Lot sizes for residential development should be sufficient for a septic system to operate.
- Strip commercial development is not appropriate within Leesburg.
- Any access to US 62 must be strictly controlled, and access must be spaced with very large intervals.
- Any future proposed commercial development within the vicinity of US 62 and KY 1842 should adhere to Planning Commission approved Design Guidelines relating to signage, access, infrastructure, landscaping, parking and parking lot design.

Specific Land-Use Policy

- Historic or architecturally significant buildings may be converted to uses such as a café, antiques store, or professional office.
- Businesses may be permitted which are limited in scale and are non-polluting, and serve the residents of Leesburg.
- New residential development should be built with a new road, and not on existing road frontage.
- New residential development should include green space or passive recreation space.
- Uses to be discouraged include, but are not limited to items such as;
 - » Moto cross track
 - » Bars and taverns
 - » Golf course
 - » Cell tower
 - » Fast food restaurants

- Non-residential development must be oriented towards serving the community of Leesburg rather than being focused on the traffic which passes through Leesburg. Gas stations, restaurants, and retail shops must be appropriately scaled and designed so that they are focused inward to the community, rather than outward as a large traffic generator might be.
- A convenience store located at the southeast or northeast corner of US 62 and KY 1842 may be permitted with the following provisions;
 - » No direct access to US 62
 - » No more than 2 gas pumps and one diesel pump
 - » Must be served by septic system, not package treatment
 - » Signs not to exceed 12' in height and a total 50 square feet in size
 - » May not sell liquor, may sell package beer
 - » Must close by 10:00 PM
 - » Must have screening and landscaping

Development Design Policy

- New development should reflect the history of Leesburg in form and architecture, making use of materials and architectural styles which are traditional to rural areas.
 - » The use of brick, stone or masonry exteriors and two-story buildings is encouraged
 - » Outdoor storage or utility areas should be screened with landscaping
 - » Properties should be accessible by bicycling or walking as well as by automobile
 - » Areas should be set aside for green space preservation and storm water management areas
 - » Lot sizes and density of development should be within existing patterns and densities found within Leesburg
 - » Signage
 - » Lighting
 - » Landscaping and screening

SUMMARY

The future of Harrison County will be shaped with the policies and recommendations developed in this 2019 Comprehensive Plan. Based upon this plan, decisions will be made that will influence many aspects of the community's built and social environments. The current physical layout of the cities and county is a product of previous efforts put forth by many diverse individuals and groups. Each new development that takes place, whether it is a subdivision that is platted, a home that is built, or a new school, church or shopping center that is constructed represents an addition to the physical form.

The comprehensive plan promotes land-use compatibility by encouraging the location of new residential or commercial development immediately adjacent to existing developed areas, where services and site conditions permit, cluster new residential or commercial development so that large parcels can be retained for the protection and use of vegetative, visual, agricultural, rural and other resources

The city, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, should always refer to the basic proposals outlined within the comprehensive plan.

The comprehensive plan recognizes that an adequate amount of the various land uses exists to accommodate growth into this planning period. Therefore, only a limited amount of additional land uses is recommended for future growth and development. Agriculture will continue to play an important role in the growth and development of Harrison County. The rural areas and the designation of six Rural Development Centers (RDCs) should be protected and enhanced.

The North US 27 Bypass is recommended for connection to US 62 East to better facilitate traffic mobility around Harrison County, with development and access limitations.

The composite of all such efforts and facilities creates areas as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each and every individual development decision.

10 IMPLEMENTATION

The key to successful planning is to be able to implement the policies of the plan.

While prior sections focused on the tools the commission needs to help it make the day to day decisions associated with subdivision, site plan and rezoning applications, these implementation actions would result in the development of plans, programs, or resources (financial and otherwise) that help to strengthen the community's long-term planning program.

The existence of this plan, however, does not preclude a thorough examination of each recommended project or regulatory approach as it is developed to consider whether it continues to be in accordance with the planning program. Nor does the existence of the plan preclude changes to the goals, objectives, or standards in the plan document itself, through the public review process set out in KRS Chapter 100, where changed conditions warrant. A number of means are available to assist in the implementation of the plan.

LOCAL LEADERSHIP

The public officials of Harrison County and the cities bear the primary responsibility for the implementation of this plan. It is important that the public officials understand, accept, and adopt the development policies and that public and private agencies understand and support the plan. As the decision makers, the Harrison County Fiscal Court, and the City Commissions of Cynthiana and Berry have the power that is necessary to adopt policies and fulfill the goals of the county.

These bodies should maintain a close relationship with the Cynthiana - Harrison County - Berry Joint Planning Commission so that the planning process is properly coordinated. Because of their statutory role in planning and development review, the planning commission and its staff possess special expertise as well as an overview of development forces and needs within the county. If properly utilized by local elected officials, the planning commission is very well positioned to act both as policy advisor and enforcer of local development policy. In addition, the public should be kept informed of community development plans to solicit input and support for the program.

SUBDIVISION REGULATIONS

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are administrative regulations which serve to govern the conversion of large tracts of land into building sites. The quality of the subdivisions and the standards that are built into them determine the form and character of a community. Once land has been divided into blocks and lots, streets built, and utilities installed, a development pattern is permanently established and unlikely to be changed. For generations the entire community and the individuals who live in the subdivision will be influenced by the quality and character of subdivision design. Therefore, subdivision regulations applied in advance of development provide a community with its only opportunity to ensure that its new neighborhoods are properly designed.

Subdivision regulations play a crucial role in establishing development standards for new development. Good standards help assure effective traffic patterns, adequate streets, adequate water pressure for domestic use and firefighting capacity, adequate provision for sewerage, storm water drainage, appropriate spacing between buildings and between streets and buildings, adequate recreational facilities, and an aesthetically pleasing environment.

ZONING

The zoning ordinance is considered one of the principal tools for implementing the land-use plan. Zoning generally divides the community into exclusive use districts — agricultural, residential, commercial, and industrial — specifying the particular uses that will be allowed in each district. Standards are then set for each district. For example, these standards regulate uses permitted, density of population and structures, lot sizes, percent coverage of lots by buildings, building setbacks, off-street parking, and the like. The theory behind separation of uses through zoning is manifold. Primarily that of protecting property values by preventing incompatible uses from locating next to one another, but to also allow for the implementation of policy relating to access, complementary uses and screening and buffering. Zoning implements the land-use plan because the use districts are based upon the land development policies established in this plan.

Alternate approaches to strict use separation are also available. Performance standards may be developed to regulate permissible impacts of each land use on neighboring uses and on community services. In theory, this would allow any mix of land uses within an area as long as negative impacts on neighboring uses could be controlled. Some of the methods that could be required to control potentially negative impacts could include buffering along property boundaries, special sound proofing of structures, altering traffic patterns on site, and the like.

A combination of the above approaches is also possible. Such an approach could include a separation of uses into broad categories, such as residential, commercial, industrial, and agricultural. Within these broad categories, standards could be provided to determine the appropriate type or density of development based on site factors (for example, soils, slope, and drainage characteristics), compatibility with neighboring uses, and availability of needed services (for example, road capacity, availability of central water or sewer, and school capacity).

Starting with the future land-use maps in Chapter 9, recommendations for future development are based upon a type of performance standard, or means testing, to judge the viability of a particular property for development. The maps in the future land-use chapter, which shows the recommendations for future land use, are not based upon property lines, but rather are radiuses of services areas around the “growth centers,” reaching out to the extent of the existing developed areas, and most importantly encompassing the services such as roads, sewers, and water lines. Two urban land-use categories are used, residential, and intensive. Intensive land uses are commercial, and industrial, or everything that is more intensive than residential. Additionally, a set of written criteria are used to test the level of adequacy for urban services such as: road access, water, sewer, police and fire protection, and compatibility with adjoining land uses.

Also, in judging development proposals, the criteria for development policies listed in Chapter 9 could be used as a “point system.” This should enable the staff and planning commission to evaluate each request for acceptability and possible mitigation of development plans to accommodate the proposed land-use change. Under this type of system, the planning office staff can review and report to the commission the compliance of the request in light of the recommendations of the comprehensive plan. In cases where the proposal is not in direct conflict with the plan, measures may be taken to best accommodate the use for each proposed site. Such an evaluation system should be crafted by the planning office staff and approved for use by the planning commission.

SITE PLAN REVIEW

An important element of any zoning or development regulation ordinance is site plan review. While zoning specifies permitted uses of land, site plan review is the means by which the quality of new development is protected through evaluation of the proposed layout and design of a new development. It is also the means by which potentially negative impacts on neighboring uses are controlled. Where more intense uses abut less intense uses, for example a neighborhood shopping center next to a residential area, site plan review is where noise, buffering, signage and traffic impacts will be regulated. The importance of a professional review of site plans should therefore not be underestimated, with strict adherence to quality site selection standards for design, aesthetics, infrastructure needs, and public health and safety.

CODE ENFORCEMENT

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working in unsound, unhealthy, or otherwise dangerous structures or conditions. Building, plumbing, electrical and fire codes provide minimum standards for the construction of both new buildings and the alteration of existing structures. The housing code provides that existing dwellings must be maintained in a safe and sanitary manner. There are a significant number of vacant and occupied structures that are considered unfit and unsafe for human habitation, creating fire, health and safety hazards for the community. Housing code enforcement should be strictly enforced to have these unsafe structures condemned and removed. Other regulations, such as health department regulations, provide minimum standards for onsite septic installations.

These codes apply to the community as a whole and are uniform in nature. In some cases, the local governing jurisdictions may establish its own standards, or the state may dictate a uniform or minimum set of standards for the whole state. In order for these codes to be useful, an inspection system must be maintained with qualified inspectors enforcing the regulations in the code. Inspectors may be employed by the state to staff district offices throughout the state or may be locally hired to enforce local codes.

The planning and zoning commission will provide code enforcement for the City of Cynthiana and Harrison County.

ROAD MANAGEMENT PLAN

The development of many of the recommended highway improvements in Harrison County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, responsibility rests on the local units of government. Local agencies must work among themselves and with the Department of Highways to resolve differences with respect to location and features of particular road improvements. Local groups must actively support highway improvements in their areas. They must also be prepared, when required, to provide rights-of-way, for example. Local groups also have the responsibility of helping to maintain the traffic-carrying capacity of major streets and roads by developing good local land-use planning practices, good subdivision regulation, and good zoning ordinances.

Roads not maintained by the State Department of Highways are maintained by the fiscal court or the cities. The responsibility for making improvements to these roads also rests with local agencies. It is important that a systematic method of inventorying conditions on these roads and scheduling needed maintenance and improvements be established in the form of county and city road management plans. Scheduling should be based on established criteria, such as volume of traffic, severity of need, and the like. In addition, the plan should be integrated into a multi-year capital improvements program for the county and cities. At the present time, no systematic road management plan is in effect in Harrison County.

PUBLIC IMPROVEMENTS PROGRAM & CAPITAL BUDGET

The capital improvements budget is a method used by governmental units for scheduling the financing of a part of the public improvements program, which can be realized during a definite period of time, normally six years, on a systematic basis. This budget contains detailed improvement proposals including cost estimates. It should also be carefully coordinated with the financial resources and debt service structures of the community.

The first year of a capital budget should be adopted by the governing body as a part of its annual budget. The capital budget should be reviewed annually and extended for one year with the nearest year being adopted as the current annual budget.

PUBLIC PARTICIPATION

Community acceptance and cooperation is essential to the success of a comprehensive plan. The ideas and support of local civic clubs, neighborhoods groups and community clubs, private citizens, business and industrial leaders are needed to implement a successful community improvement project. A large part of achieving successful citizen participation is through a public education program designed to permit a two-way flow of information between the citizens and the planning commission, and county, and city officials. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms usually result.

LAND ACQUISITION

One means of implementing a comprehensive plan is the acquisition of rights in land. This may involve advance acquisition or options on land for use in the future, or acquisition of easements for use of certain features of land. Advance acquisition and options are presently most commonly used for industrial sites, but may also be used for future roads, school sites, and parklands. Easements are commonly used for utilities and roads, but can also be used to preserve scenic features such as trails and greenways, as a potential use of floodways, and other purposes.

REGIONAL, STATE & FEDERAL ASSISTANCE

State and federal grants and loans can be important sources of financing for public improvements projects, which can be difficult for a small town or county to undertake financially. A number of funding sources exists through the utilization of regional coordination with the Bluegrass Area Development District and other state and federal agencies. Although the trend is toward assembly a financing package from multiple sources, including evidence of a substantial local commitment is always an incentive for funding commitment. It is important to be aware of possible funding sources and conditions of funding.

IMPLEMENTATION ACTIONS

Recommended implementation actions are linked to supporting plan goals and objectives and include information about potential public and private partnerships that might be helpful in achieving them. A timeline to complete that action has also been suggested; however, a comprehensive plan should be periodically reviewed to ensure that the plan is still on target with the approved goals and objectives. Time frame choices include the following: Immediate; Short (Years 1 – 2); Medium (Years 2 – 4); Long (Years 4 – 5+); and Ongoing (Years 1 – 5).

PEOPLE, JOBS & HOUSING

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
Employment Opportunities	<i>Legislative bodies in Harrison County should focus on providing diverse employment opportunities. Manufacturing is suffering across the nation, and Harrison County and its cities should adapt to accommodate employers in the service sector as well as high-tech firms.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Harrison Co. EDA • KY Cabinet for Economic Development 	<i>Ongoing</i>
Retail / Dining	<i>The legislative bodies and appointed agencies of Harrison County should take heed of public demand for more shopping and dining options and accommodate such projects. Increasing the amount of time and money that Harrison residents spend within the county will have a positive rippling effect on existing shops and dining establishments. This would also provide needed jobs for a variety of age groups.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Chamber of Commerce 	<i>Ongoing</i>
Economic Development Policies	<i>The legislative bodies and other appointed agencies of Harrison County should have a cohesive economic development strategy that utilizes the expertise and credibility of the Economic Development Authority and Chamber of Commerce.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Chamber of Commerce • Harrison Co. EDA 	<i>Short</i>

Table 10.1: People, Jobs & Housing

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
<i>Housing Needs</i>	<i>A need for additional housing at all levels of affordability, size and range of choices is recognized and should be a goal worth planning for.</i>	<ul style="list-style-type: none"> • <i>Cynthiana Housing Authority</i> • <i>United Way</i> • <i>Local Builders and Developers</i> 	<i>Ongoing</i>
<i>Tourism</i>	<i>Harrison County should take advantage of regional opportunities to promote tourism within our borders. The first step in this would be to attract a small-sized hotel to accommodate overnight travelers</i>	<ul style="list-style-type: none"> • <i>Harrison Co. EDA</i> • <i>Chamber of Commerce</i> • <i>Local Tourism Commission</i> • <i>KY Tourism Commission</i> 	<i>Ongoing</i>

Table 10.1: People, Jobs & Housing (continued)

TRANSPORTATION

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
Funding Needs	<i>Local leaders should lobby to members of the General Assembly and Transportation Cabinet for funding for high-priority local transportation projects.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court 	Ongoing
Air	<i>Harrison County should continue to enhance efforts to support the Cynthiana Airport as a economic development tool for businesses.</i>	<ul style="list-style-type: none"> • Kentucky Transportation Cabinet • BGADD 	
Importance to Economic Development	<i>An adequate transportation system is essential to recruit business and industry to the county. Manufacturers must move their products to the next-stage users and depend on quality roads with minimal traffic delays.</i>	<ul style="list-style-type: none"> • KY Transportation Cabinet • KY Cabinet for Economic Development • BGADD • Harrison County Road Department 	Ongoing
Connectivity	<i>New developments should be undertaken with the goal of promoting connectivity among secondary roads. Many ‘thru’ streets that were not intended as such have suffered over the years due to poor connectivity.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Harrison County Road Department • Planning Commission 	Ongoing

Table 10.2: Transportation

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
<i>Safety Concerns</i>	<i>Local leaders and transportation officials should give primary concern to traffic and pedestrian safety when designing or altering roadways including the location of trees, fences, mailboxes, etc., within their right-of-ways.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Harrison County Road Department • KY Transportation Cabinet 	<i>Ongoing</i>
<i>Regional Impact</i>	<i>Commuting patterns and exploding job growth in neighboring counties have increased Harrison County's burden of being a pass through or starting point for travelers. While many question the wisdom of constructing roads with an eye towards better traffic movement through the county, it goes without argument that 'passers-through' should not be the traffic problem of Harrison residents. The US 27 Bypass is an example of better traffic movement.</i>	<ul style="list-style-type: none"> • KY Transportation Cabinet • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • BGADD 	<i>Ongoing</i>

Table 10.2: Transportation (continued)

NATURAL ENVIRONMENT

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
Environmental Friendly Ordinances and Regulations	Currently, the land development regulations address some environmental elements. These existing regulations and ordinances should be examined for requirements that may inadvertently be creating obstacles to environmentally friendly growth.	<ul style="list-style-type: none"> • Planning Commission • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court 	Immediate
Non-Point Source Pollution	Explore alternative, environmentally sustainable treatment alternatives of wastewater flows, such as drip irrigation systems, in areas where public sewers are not available.	<ul style="list-style-type: none"> • Harrison County Health Department • Planning Commission • Harrison County Fiscal Court 	Ongoing
Floodplain Protection Policies	Continue to enforce the Flood Damage Prevention Ordinance and the recently updated Flood Insurance Rate Maps (August 2, 2011) in order for local property owners to continue to receive federally backed flood insurance through the National Flood Insurance Program.	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Local Floodplain Manager • KY Division of Water/Floodplain Management • FEMA 	Ongoing

Table 10.3: Natural Environment

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
Floodplain Protection Policies	<i>To help educate the public and further reduce flood insurance rates apply for the National Flood Insurance Program's Community Rating System (CRS).</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Local Floodplain Manager • KY Division of Water/Floodplain Management • FEMA 	Short
Geographic Information System (GIS)	<i>Continue to develop accurate Geographic Information System (GIS) data layers with regard to the environment to be considered in making decisions regarding land use as noted in the natural resource conservation objective.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • KY OGI 	Ongoing
Regional Ecotourism	<i>Explore possibilities of utilizing the Licking River corridor and its tributaries for regional ecotourism opportunities, including low-impact access for kayaks and canoes, hiking, trail riding, etc.</i>	<ul style="list-style-type: none"> • KY River Authority • KY Division of Water • Local Floodplain Coordinators • BGADD • Harrison County Fiscal Court 	Ongoing

Table 10.3: Natural Environment (continued)

COMMUNITY FACILITIES & SERVICES

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
Public Water	<i>Public Water is essential for all citizens of Harrison County. Strive to extend public water lines throughout the county.</i>	<ul style="list-style-type: none"> • Harrison County Fiscal Court • Harrison County Water Districts • BGADD 	Long
Public Sanitary Sewers	<i>Local government should explore alternative funding sources to extend public sanitary sewers to areas of existing concentrated residences and businesses to eliminate failing on-site sewage disposal systems that are potential sources of pollution.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Harrison County Fiscal Court • BGADD 	Long
Storm Water Management	<i>Storm water runoff is inevitable. A local plan needs to be implemented to address storm water quantity and quality.</i>	<ul style="list-style-type: none"> • Cynthiana Public Works • Local GIS • Harrison County Engineer 	Short
Geographic Information System (GIS)	<i>Continue to develop accurate Geographic Information System (GIS) data layers with regard to all public infrastructures to be considered in making decisions regarding future land uses and future development.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Planning Commission • KY OGI 	Ongoing

Table 10.4: Community Facilities & Services

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
<i>Cultural and Tourist Infrastructure</i>	<i>Harrison County has many unique cultural resources and tourist attractions. The participants and visitors need to be accommodated with facilities such as local restaurants, hotels, and service establishments, instead of having to go out of town.</i>	<ul style="list-style-type: none"> • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court • Harrison County Tourism Commission • Chamber of Commerce • Harrison County EDA 	<i>Ongoing</i>
<i>Educational Facilities</i>	<i>Harrison County Board of Education has improved several of its facilities and is currently in the process of preparing its facilities plan for submission to the KY Department of Education.</i>	<ul style="list-style-type: none"> • Harrison County Board of Education • KY Department of Education • Cynthiana City Council • Harrison County Fiscal Court 	<i>Long</i>
<i>Public Health</i>	<i>Harrison Memorial Hospital has served the needs of Harrison Countians for many years and has undergone several major facility improvements.</i>	<ul style="list-style-type: none"> • Harrison Memorial Hospital • Harrison County EDA • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court 	<i>Long</i>

Table 10.4: Community Facilities & Services (continued)

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
Higher Education	<i>Maysville Community and Technical College (MCTC) / Licking Valley Campus in Cynthiana provides career and technical education degrees as part of the KCTCS system. Offering educational opportunities for technical / vocational education. Utilizing local resources such as KCTCS, a local program should be pursued and implemented to retain local residents for workforce.</i>	<ul style="list-style-type: none"> • MCTC/ Licking Valley • Harrison County Board of Education • Harrison County EDA • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court 	<i>Long</i>

Table 10.4: Community Facilities & Services (continued)

FUTURE LAND USE

PROJECT TITLE	PROJECT DESCRIPTION	PROJECT PARTNERS	TIME FRAME
User-Friendly Ordinances and Regulations	Currently, the zoning ordinance and subdivision regulations address content and procedural processes for development. These existing regulations and ordinances should be examined for requirements that may inadvertently be creating obstacles to future land-use development.	<ul style="list-style-type: none"> • Planning Commission • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court 	Immediate
Zoning District vs. Land-Use Districts	Evaluate all existing zoning district ordinances to be sure there are no conflicts with / or zoning classifications. Also review to be sure zoning ordinance uses conform with land-use district guidelines and policies.	<ul style="list-style-type: none"> • Planning Commission • Cynthiana City Council • Berry City Council • Harrison County Fiscal Court 	Immediate

Table 10.5: Future Land Use

