

The background of the cover is an aerial photograph of a rural landscape. A light-colored road corridor runs diagonally from the top left towards the bottom right. The landscape includes green fields, patches of trees, and some small buildings. A large green triangle is positioned in the top right corner, and a large blue triangle is in the bottom right corner, meeting at a diagonal line that runs from the top right towards the bottom left. The title text is overlaid on the left side of the image, primarily within the green and blue triangular areas.

STATE ROAD 1 CORRIDOR PLAN

March 12, 2024

An SEI READI collaborative effort between Dearborn
County, Franklin County, and the Town of St. Leon

Acknowledgments

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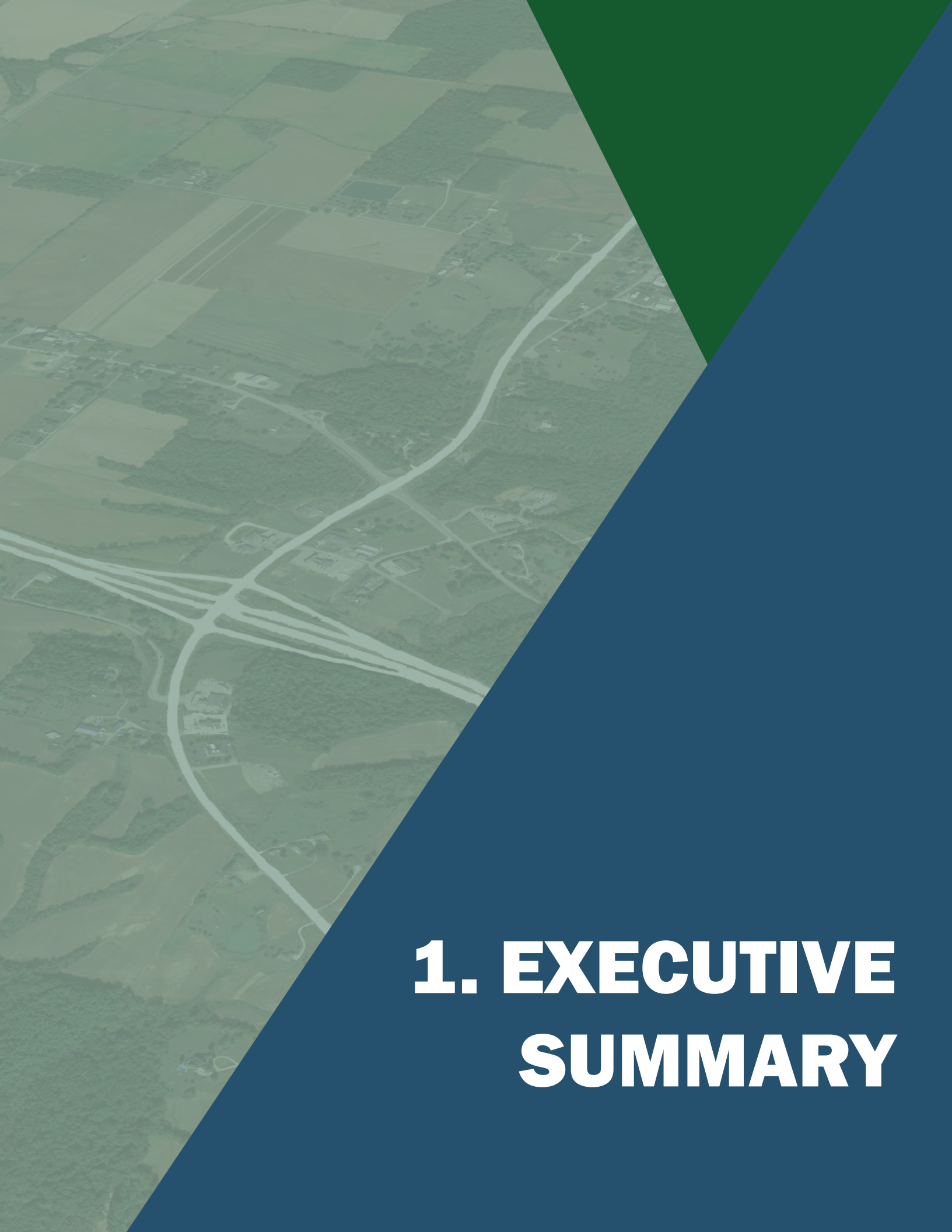
HWC
ENGINEERING

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View north along State Road 1. Source: HWC



1. EXECUTIVE SUMMARY

Purpose

The State Road 1 Corridor Plan is intended to help local leaders in Dearborn County, Franklin County, and the Town of St. Leon, make decisions regarding potential development around the Interstate 74 and State Road 1 (SR 1) interchange as well as further north and south along the SR 1 corridor. The plan uses a potential future land use framework, shown in Figure 1.1, to anticipate transportation and utility improvements that would be needed to serve new development. Corridor plan recommendations also describe potentially appropriate land use mixes, development intensities, and desired character should changes in ownership and subsequent development interest occur. Larger development will happen as market forces dictate. It is anticipated that many of the existing businesses and land uses will continue on for some time, and that changes to private property will be voluntary and market driven.

Rather than a sequential series of actions and projects, this plan should be looked at as a strategic plan of options to capture new investment, grow the local economy, improve infrastructure systems, and enhance quality of life, all while preserving the rural character that makes the area so desirable. Without a plan in place, existing zoning entitlements may result in new development that does not align with the corridor vision or interests of surrounding residents.

Study Area

The corridor plan's study area encompasses approximately 15 square miles of land in Dearborn and Franklin counties, surrounding the I-74 and SR 1 interchange. The study area primarily focuses on land adjacent to SR 1 and its north/south connection between these counties and the Town of St. Leon, containing all three jurisdictions.

Planning Process

The plan was prepared over 13 months, beginning in November 2022, and concluding in December 2023. The plan was funded by the Indiana Economic Development Corporation READI grant through SEI READI, Inc. with local matching funds provided by One Dearborn, Inc. and Franklin County Economic Development Commission through the Duke Energy Site Readiness Program.

The process was guided by a project steering committee comprised of local elected and appointed leaders, economic development professionals, and area business owners.

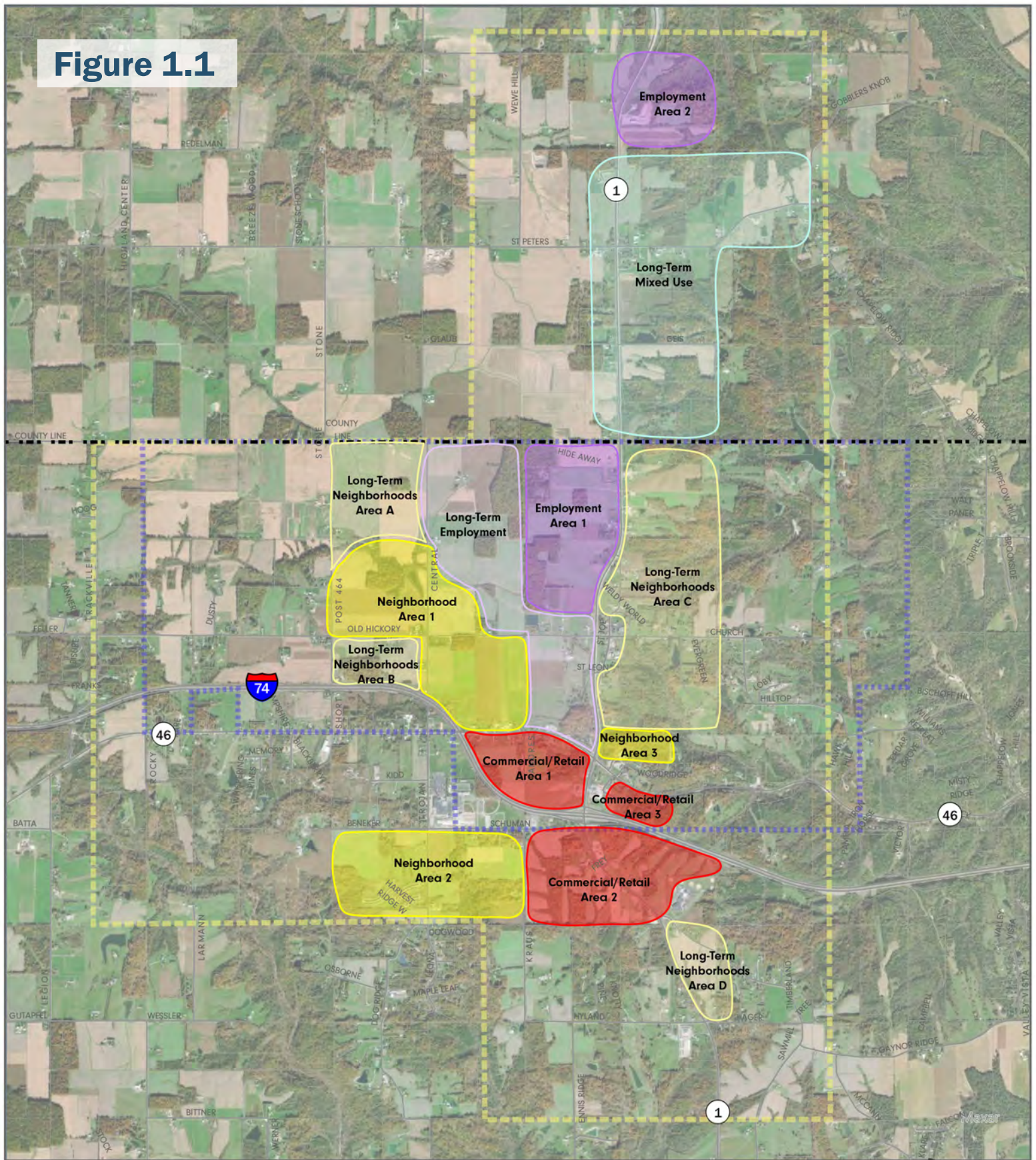
The process also included significant community outreach and engagement, including a community workshop and online survey early in the process, a public open house and online input to confirm plan recommendations, and creation and maintenance of a project website, www.sr1corridorplan.com, throughout.

The final corridor plan was presented to the SEI READI board on March 12, 2024.



Participants at the January 31st Community Workshop.
Source: HWC Engineering

Figure 1.1



Future Land Use Framework

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA



MAP LEGEND

	Study Area	Future Land Use	Primary Opportunity	Long-Term Potential
	St. Leon	Neighborhoods		
	Local Roads	Commercial & Retail		
	Parcels	Employment		
	County Line	Mixed-Use		

Future Land Use Framework

The Future Land Use Framework Map shown in Figure 1.1 was created to anticipate potential development demand and then inform water, wastewater, and transportation infrastructure enhancements. It was based on existing land use, current zoning classifications, previous future land use planning exercises, existing transportation and utility infrastructure, and the conditions of the natural environment.

It is just one scenario for how the area could potentially develop and will help local leaders, utility companies, and property owners make decisions regarding future development. As development occurs and infrastructure enhancements are constructed, the land use framework should be revisited as necessary to ensure it is still applicable and useful in the decision making process.

This plan is not intended to supersede existing comprehensive plans in place for the counties or town. However, it is the steering committee's hope that local planning and zoning officials and plan commission members will reference this document in future updates of their respective comprehensive plans and to help inform their decision making on projects and investments in the study area.

Implementation

The implementation chapter identifies the strategies and activities that are necessary to translate the plan themes into reality. Key stakeholders, including county commissioners, county and town councils, plan commissions, economic development leaders, and property owners all play a key role in implementing plan recommendations. The key strategies, infrastructure projects, and critical next steps listed below are described in greater detail in Chapter 8.

Key Strategies

- Infrastructure Development
- Property Owner Relationships
- Local Leader Collaboration
- Zoning and Land Use Controls
- Incentives
- Land Stewardship
- Skill Development and Education
- Community Engagement
- Marketing Campaign
- Regional, State, and Federal Opportunities
- Monitoring and Evaluation

Critical Next Steps

- Present the Plan to Elected and Appointed Community Leaders
- Gain Control of Key Parcels
- Create a St. Leon Tax Increment Financing (TIF) District

Key Infrastructure Projects

- Regional Lift Station Near Trojan Rd/Dogridge Rd and Beneker Rd/Schuman Rd Intersection
- Regional Lift Station Along SR 1, North of SR 46

Figure 1.2

The map displays the proposed alignment for Project C Treatment Plant Improvements. The alignment is shown as a red dashed line with a blue solid line, indicating the route through the project area. The map includes various roads, landmarks, and a color-coded alignment route. The alignment starts near the top center, runs north-south, and then turns east towards the bottom right. Key roads shown include Highland Center, Stone, Central, Short, and others. The alignment is marked with a red dashed line and a blue solid line. A yellow dashed line indicates the alignment near the bottom right. The map also shows the location of the Project C Treatment Plant Improvements.

STATE ROAD 1 CORRIDOR PLAN

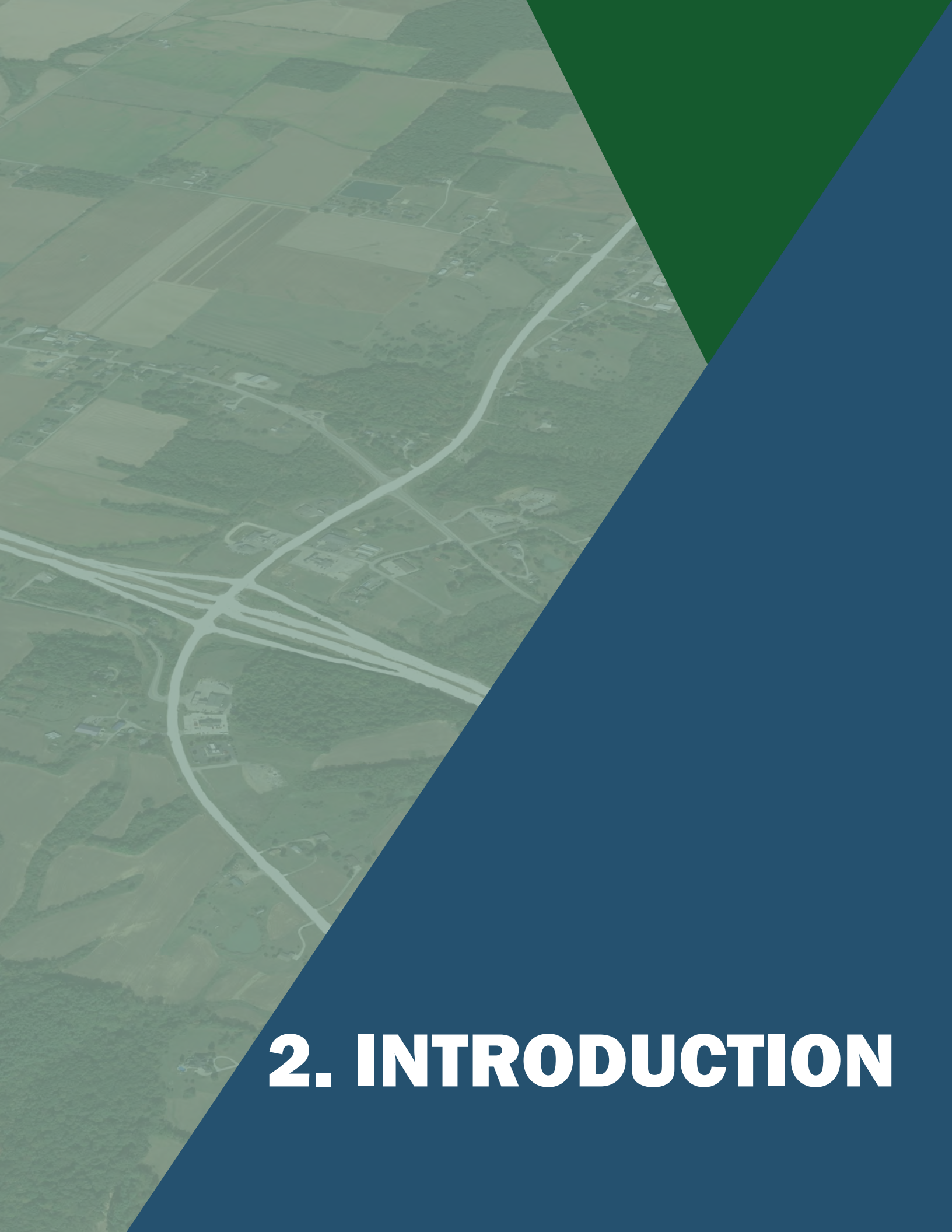
DEARBORN & FRANKLIN COUNTIES, INDIANA



NORTH

	Study Area		Project A		Project I
	St. Leon		Project B		Project J
	Local Roads		Project D		Proposed Force Main
	Parcels		Project E		Proposed Gravity Sewer
	County Line		Project F		Proposed Lift Station
			Project G		Existing Force Main/ Low Pressure Sewer
			Project H		Existing Lift Station

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2. INTRODUCTION

WHAT IS THE CORRIDOR PLAN?

Purpose

The purpose of the State Road 1 Corridor Plan is to identify potential employment and housing sites along and near the State Road 1 corridor in Dearborn and Franklin counties and develop a plan to serve them with necessary infrastructure, while also protecting the rural character that makes the area such a desirable place to live. The access provided by the Interstate 74 and State Road 1 interchange, and State Road 1 corridor as it travels north and south, creates a unique opportunity for talent and business attraction. Recommendations in the corridor plan are intended to help elected and appointed officials in Dearborn County, Franklin County, and the Town of St. Leon as they plan investments and make decisions regarding future development and preservation. Rather than a sequential series of actions and projects, this plan should be looked at as a strategic plan of options to capture new investment, grow the local economy, improve infrastructure systems, and enhance quality of life.

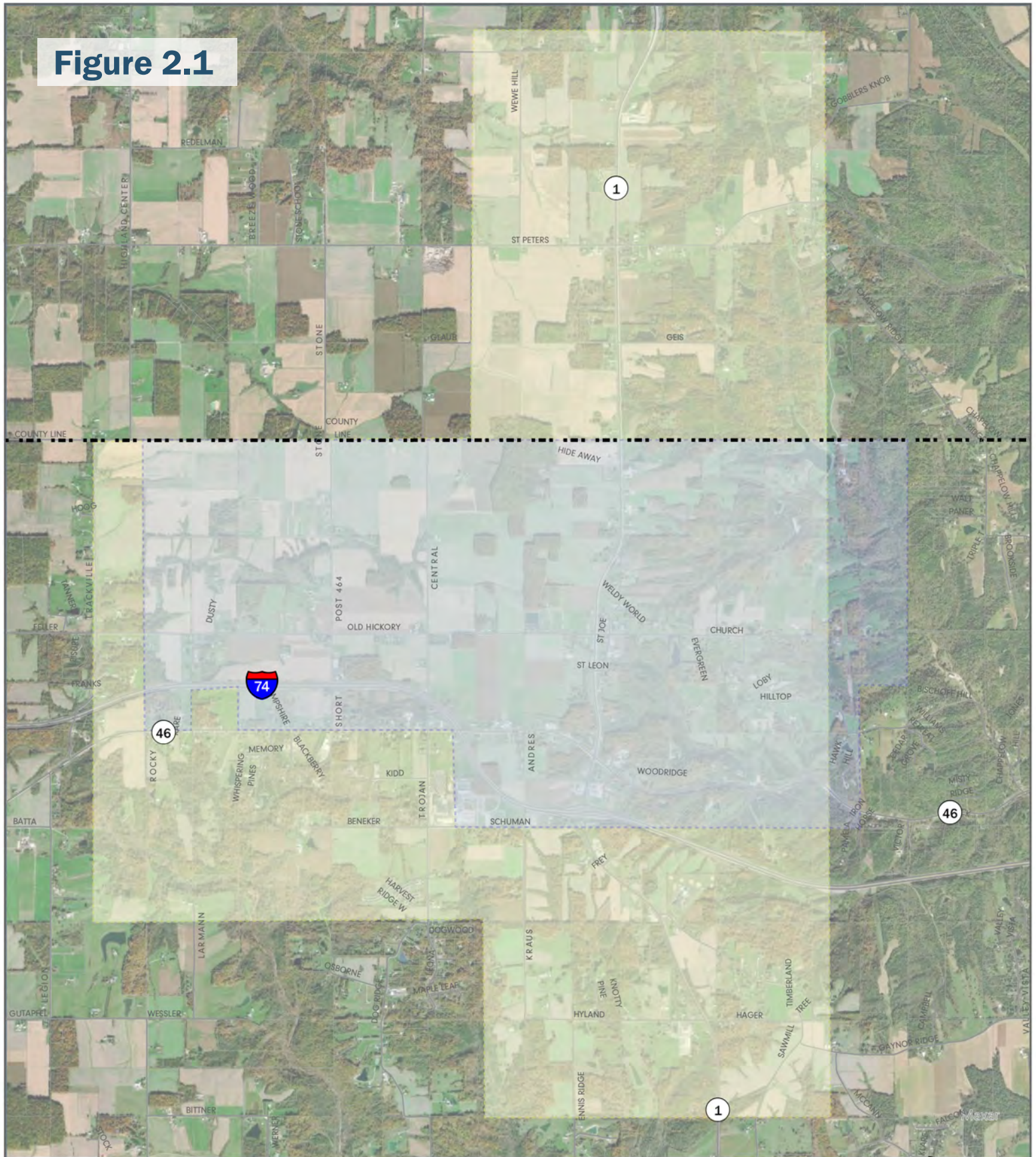
The corridor plan is a long-range guide to potential improvements that will be needed should various properties be developed. Larger development will occur as market forces dictate. It is anticipated that many of the existing businesses and land uses will continue on for some time, and that changes to private property will be voluntary and market driven.

Without a plan in place, existing zoning entitlements may result in new development that does not align with the corridor vision or interests of surrounding residents. Additionally, the plan will help facilitate strategic and proactive infrastructure improvements that can lead to more efficient investments that benefit the region, as opposed to individual sewer or water upgrades that are reactionary and only serve one site at a time.

Study Area

The State Road 1 Corridor Plan's study area encompasses approximately 15 square miles of land in Dearborn County and Franklin County, surrounding the I-74 and SR 1 interchange. The study area primarily focuses on land adjacent to SR 1 and its north/south connection between the counties and the Town of St. Leon, containing all three jurisdictions. The southern boundary of the study area is south of Hyland Road in Dearborn County, with the northern border ending just north of Old Indiana 1 in Franklin County. The eastern border of the study area begins near the end of Church Road in St. Leon and continues to Trackville Road. The study area can be seen in Figure 2.1 on page 13.

Figure 2.1



Study Area

STATE ROAD 1 CORRIDOR PLAN
ST. LEON, INDIANA

0' 1,000' 2,000'



MAP LEGEND

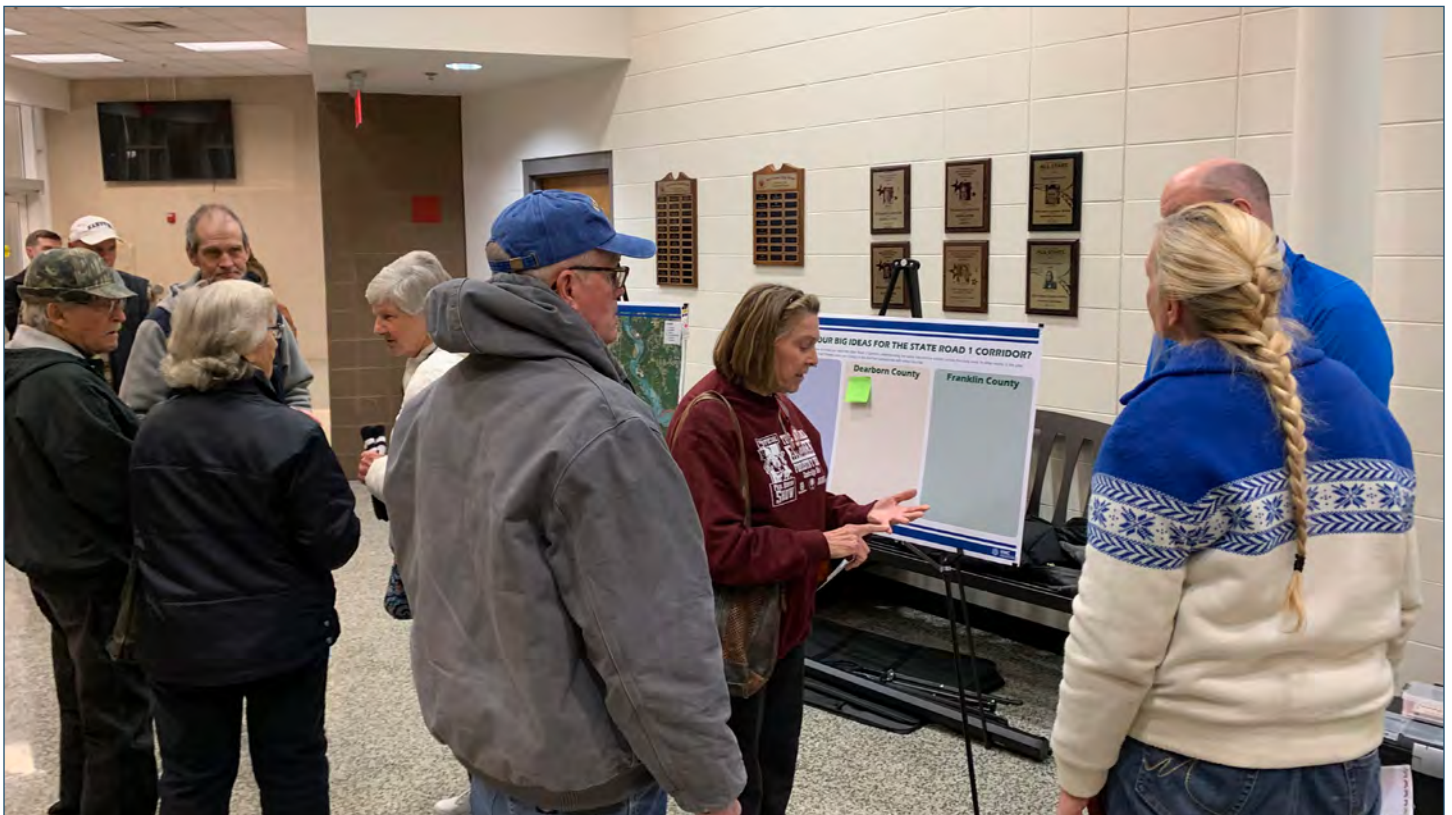
- Study Area
- St. Leon
- Local Roads
- Parcels
- County Line

PLANNING PROCESS

Community Engagement

A critical factor when developing future goals and recommendations for the State Road 1 corridor was understanding the interests and concerns of local residents and business owners, as well as those of elected officials and other community leaders. Aligning the varying visions along the corridor was accomplished through a series of engagement opportunities that gathered initial input, feedback, and big ideas from residents, community leaders, and those with vested interests along the corridor. Community engagement included multiple public meetings, online surveys, and conversations with key stakeholders, all held during different stages of the planning process and designed to gather specific information and feedback as it related to the plan's creation. Initial public engagement

efforts began in January 2023 and continued in some form through the entire planning process. The following gives brief summaries of community engagement opportunities and key information gathered that impacted the development of the plan, with more detailed engagement findings available in the Appendix.



Residents discussing future needs of the corridor at the January 31st Community Workshop. Source: HWC Engineering



Steering Committee working through how to manage growth along the corridor. Source: HWC Engineering

Steering Committee

At the beginning of the planning process, a project steering committee was organized. It consisted of dedicated individuals representing residents, business owners, local elected officials, and members of county-wide government organizations. The steering committee was tasked with meeting multiple times over the course of the plan's creation, initially providing their thoughts on the region's future challenges and vision for growth and later providing feedback on the draft strategies and projects within the plan. The group also held duties outside the planned meetings, such as advertising other engagement events and being champions of the plan. The 9-person committee first met in November 2022. The second committee meeting was held after the community workshop, online survey, and stakeholder meetings; it took place in February 2023. The following points highlight the major themes and ideas shared during the first two steering committee meetings.

- North Dearborn Water Corp. is leveraging READI funds to expand the water system in the northern portion of the study area.
- The steering committee would like to use this process to identify potential sewer infrastructure projects that could be funded with future READI or similar programs.
- Dearborn County is in the process of updating their zoning ordinance and zoning map.
- St. Leon may need to update its zoning ordinance to be more in line with current needs and future land use proposals.
- There has been housing interest on State Road 1 south of North Dearborn Elementary.
- The committee recognized the potential for new development around the interchange but emphasized a need for clear communication to area residents who are concerned about future growth.
- The committee was happy with community workshop attendance and the number of online survey responses. Over 85% of survey responses were from unique IP addresses and many of the responses from the same IP address had different answers to the survey questions, reducing concerns that some respondents may have taken the survey several times.

Stakeholder Interviews

A series of seven focus group meetings were held over a three-day period to dive deeper into specific challenges and opportunities within the State Road 1 corridor study area. The meetings invited specific participants to share open discussions on both land preservation and development potential along the corridor. The participants included those involved with local utilities, transportation, economic development, and real estate, as well as business owners, local leadership, and property owners living in the study area. Each meeting was an attempt to gain further insight from each group into how much development potential surrounds the corridor and interchange, what is preventing new development in the area, needed improvements to infrastructure, and other physical and social barriers that need to be addressed. There were 28 participants in total who were present for the initial meetings, with various individuals who were unable to attend following up with the consulting team in the following weeks. The information below highlights the major discussion points identified from conversations with these groups.

- Gas and electric companies have capacity and can extend infrastructure in the area but have not done so due to lack of committed development projects.
- Duke Energy conducted a Site Readiness Light Program in both Dearborn and Franklin counties within the study area. Southeastern Indiana REMC and Hoosier Energy conducted an evaluation of potential development sites in Dearborn County in 2021.
- Expanding utility infrastructure needs to be planned well in advance as supply chain issues have made it difficult for companies to acquire required materials.
- State Road 1 needs several improvements near the interchange and throughout Dearborn and Franklin Counties including center turn lanes and truck climbing areas.
- There is an active project to add a traffic signal at the intersection of State Road 1 and Schuman Road across from the BP gas station. Construction is projected to begin in 2024.
- Sunman-Dearborn Community Schools supports residential development surrounding the campuses and attracting young families to the area to grow enrollment.
- Multiple groups brought up the lack of a clearly defined vision for what the interchange should become, which could help community leaders gain support from residents on future projects.
- Sewer is the largest infrastructure barrier for any type of dense or large-scale development coming to the area. While the treatment plant has some capacity, the conveyance network to the plant relies on a low-pressure system that requires major enhancements for almost all new development projects.
- There is a growing number of property owners along State Road 1 north of the interstate who are actively marketing their properties for sale for future industrial, commercial, or residential development.
- Light manufacturing and agribusiness may have greater success over logistics and warehousing as I-74 is not a major truck transportation corridor when compared to I-65, I-70, and I-75.
- A unified vision for the interchange is needed to help educate residents on the positive impact planning and responsible growth can bring, how it can help mitigate potential negative impacts of new development, and to gain their support on future planning and development efforts.

Community Workshop

In-person engagement opportunities allow participants to interact and create a dialog with community leaders, the project team, and other residents living in the region. The community workshop was held at East Central High School on the evening of January 31st from 5:00 to 7:00 pm and was the first major in-person outreach event. Residents, business owners, and other interested parties were asked for their thoughts on the strengths, potential challenges, and future development surrounding the interchange and along State Road 1. Approximately 60 people were present at the meeting. The meeting was held in an open house style, allowing for people to come and go at times convenient for them, and included display boards and activities for participants to complete. These activities ranged from identifying existing assets and challenges on large aerial maps to voting on what types of development should be encouraged along the corridor. The major themes from the workshop can be seen to the right; full responses for each meeting board can be found in the Appendix.

- The top priority for residents who attended the workshop is the preservation of farmland and the region's rural character.
- There were calls to discourage most types of residential, commercial, and industrial development. Development types that were supported include rural estates, senior housing, food and entertainment businesses, and agribusiness industries.
- Semi-truck traffic along State Road 1 was identified as a safety concern, as were the intersections on State Road 1 at Schuman Road and St. Peters Road.
- Workshop participants identified several placemaking improvements they would like to see in the future including roadway enhancements, traffic safety measures, broadband expansion, and new park spaces.



Participants at the Community Workshop. Source: HWC Engineering

Online Survey

An online survey provided the opportunity for community members to anonymously voice their concerns and desires for the future and allowed participation from individuals who may have been unable to attend in-person meetings. The initial online survey for the State Road 1 Corridor Plan was launched in early January 2023 and was open until the final days of February 2023. It acted as a supplement to the Community Workshop and allowed people living in the surrounding region to get involved in the planning process. There was a total of 373 responses to the survey with most received after the initial advertisement of the survey in January and in the middle of February during a second advertisement push after the second steering committee meeting. The bullets below identify the common trends and themes discovered through the survey.

- Preservation of farmland and rural character was the primary theme throughout the entire survey and was a comment to most open-ended questions.
- Traffic congestion and dangerous intersections were major concerns for survey respondents, with the intersection of State Road 1 and Schuman Road mentioned repeatedly.
- Limiting truck traffic on State Road 1, primarily trucks using the highway to access I-275 near Greendale and Lawrenceburg.
- While many responses to the survey were focused on limiting any growth along the State Road 1 corridor, there were calls for types of development that would be compatible with existing land uses and support rural lifestyles.
- The survey identified a divide between residents who do not want new development to disrupt their way of life and those who understand how growth could ultimately benefit the greater community.

Public Open House

A second in-person engagement opportunity, the public open house, was held July 19th from 5:00 to 7:00 pm at East Central High School's Performing Arts Center. Community members were able to provide feedback on several draft vision statements and potential growth scenario boards. Over 100 people were present over the course of the meeting, with many speaking with community officials and the consulting team. The meeting was held in an open house style, allowing for people to come and go at times convenient for them. The major themes and highlights of the public feedback from the open house can be seen below, full responses for each meeting board can be seen in the Appendix.

- Participants agreed with the vision for preserving rural character.
- There were calls to discourage many types of residential, commercial, and industrial development due to fears of increased pollution, traffic, and loss of agricultural land.
- Other participants expressed favorable opinions regarding new development when it could be focused to appropriate areas.
- Several participants were also concerned how Dearborn County's residential zoning update process, which was occurring at this same time, could impact their properties.

Website Survey

Immediately following the open house, the meeting boards were posted on the project website with a submission form asking participants to state if they agreed with the current vision statements for employment, commercial and retail, neighborhoods, and rural character. Almost 250 responses were received. In contrast to feedback received during the in-person meeting, more survey respondents stated they agreed with the vision statements and corresponding map.

State Road 1 Community Input Survey

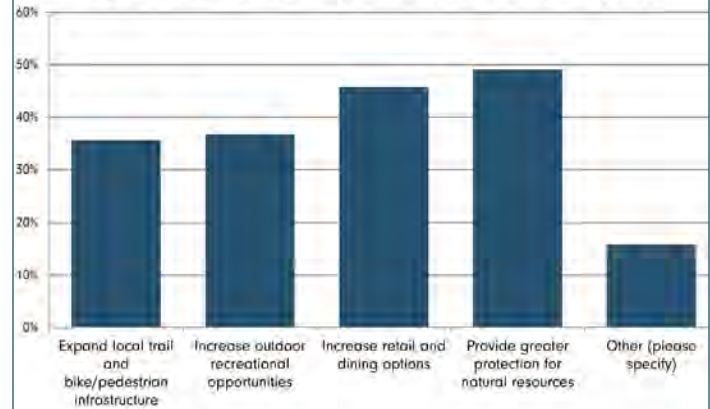
Thank you for participating in the State Road 1 Corridor Planning process. We need your help to identify current issues and opportunities for the area. Dearborn County and Franklin County are working together to identify future programming and policies that will strengthen development potential along the State Road 1 corridor. The final plan will also outline goals and strategies for the region that will address potential development challenges surrounding the interchange in the future, without impacting existing residents and businesses. These survey results will serve as the foundation for identifying the priorities important to the community.

1. How often do you drive on State Road 1?

- ☐ Daily
☐ Weekly
☐ Monthly
☐ Yearly
☐ Never

Project online survey. Source: HWC Engineering

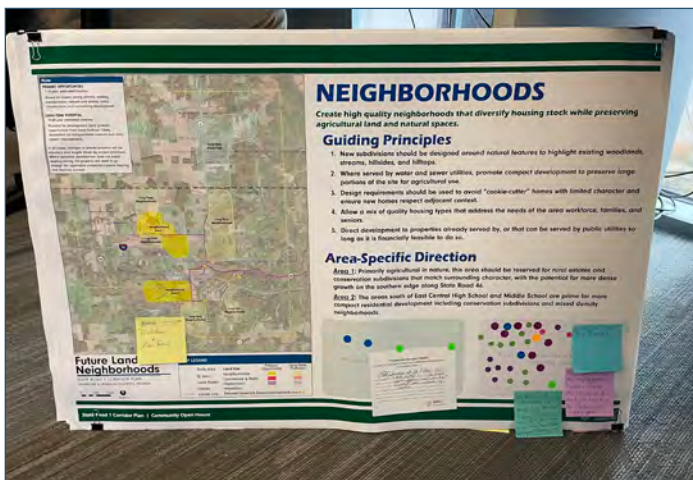
What quality of life investments would improve the State Road 1 Corridor area? (select all that apply)



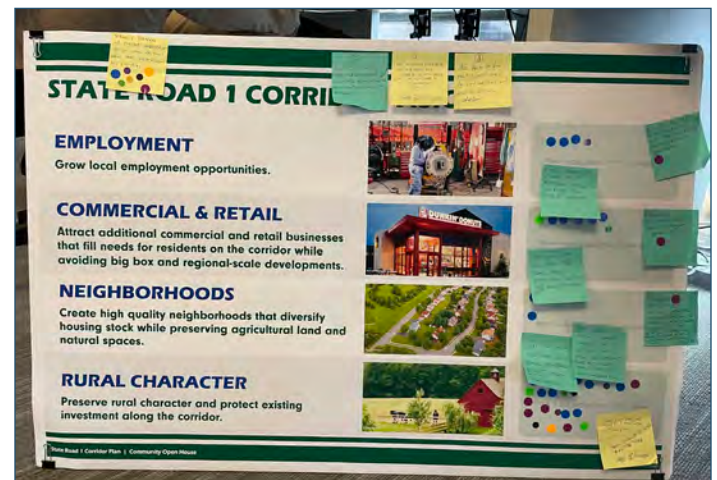
What do residents want to see?. Source: HWC Engineering



Participants at the Public Open House worked through a variety of activities that asked them to describe what type of growth would be suitable along the corridor. Source: HWC Engineering



Public Open House board. Source: HWC Engineering



Public Open House board. Source: HWC Engineering

COMMON THEMES

Opportunities

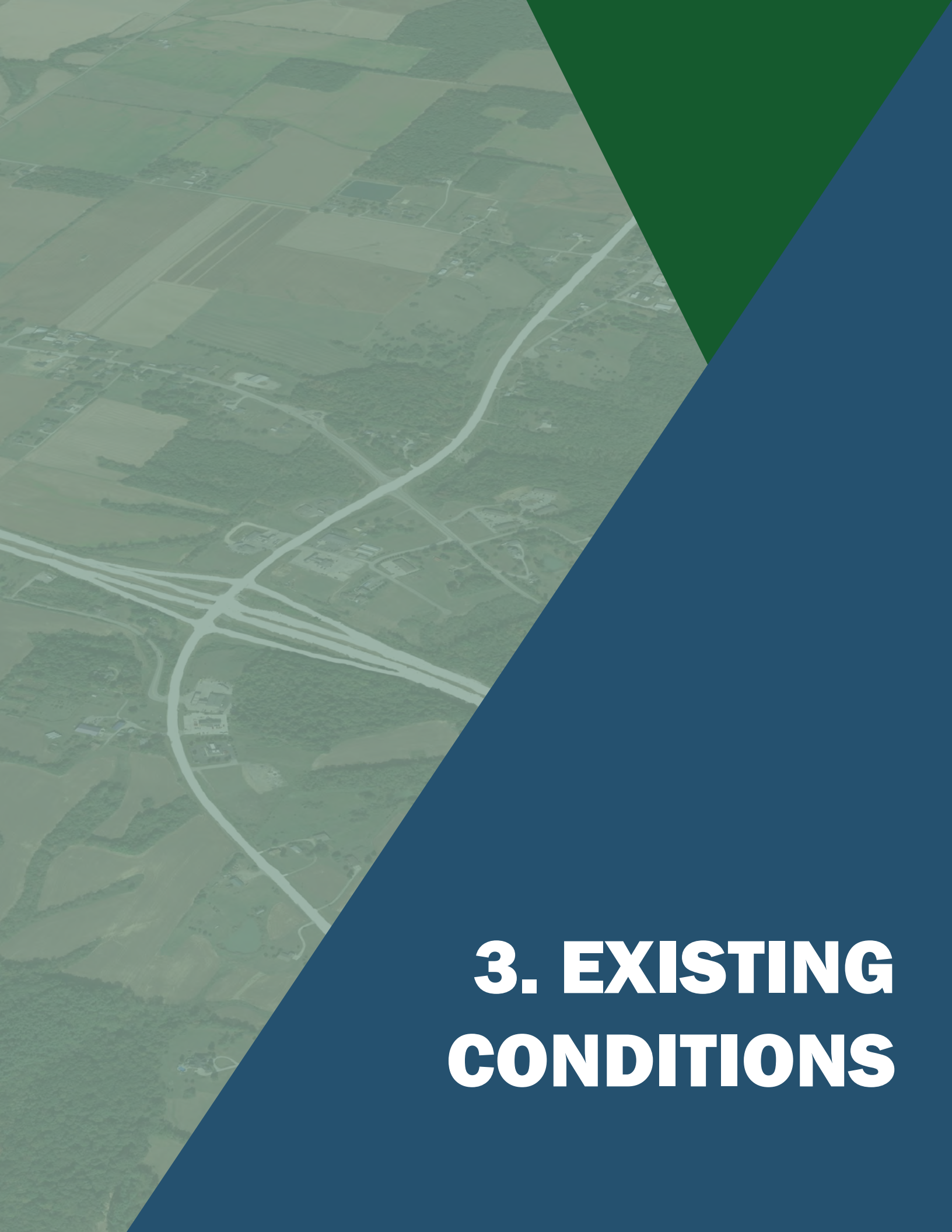
The State Road 1 Corridor has the potential to retain its rural atmosphere while leveraging the interchange and transportation access to influence moderate levels of growth. Throughout the initial demographic/socioeconomic analysis and public engagement activities, several key opportunities for the corridor were identified, including:

- Northern Dearborn County has seen the largest share of population growth within Dearborn and Franklin counties.
- In part due to its relatively flatter topography, the interchange area is one of the few locations within Dearborn County that can potentially support new employment sites.
- Current land entitlements (zoning) would allow for various levels of industrial, commercial, and neighborhood development.
- A number of property owners of large sites in the corridor area have taken steps to market their property for sale.
- North Dearborn Water has begun system enhancements and expansions in both Franklin County and Dearborn County, increasing the potential for development along the corridor while also providing safe and reliable public water to residences for the first time.
- Well built fiberoptic communications infrastructure is already in place throughout much of the study area to serve new businesses and residents.
- Funding resources such as READI, other grant or loan programs, and local tax increment finance could be leveraged for improvements to sewer infrastructure, linking additional areas of northern Dearborn County and southern Franklin County to St. Leon's wastewater system.

Challenges

Challenges related to future growth within a community do not necessarily need to directly relate to land-use conflicts or funding, but could include communication issues between leadership and residents or the lack of clear direction. Several challenges impacting future land use and character were brought up during the plan's engagement process, including:

- There has not been a coordinated vision for growth around the interchange and other suitable sites along the SR1 and SR 46 corridors, creating gaps in communication between leadership and residents.
- Opinions vary regarding potential growth versus limiting any new development to preserve farmland and rural character.
- Several larger tracts have been subdivided and sold as individual tracts, slowly reducing the ability for the corridor to capture larger scale development.
- Existing sewer infrastructure can only support very limited growth. New industrial development or residential subdivisions will necessitate major improvements.
- Trucks using SR 1 to circumnavigate Cincinnati cause dangerous traffic conditions and slow traffic along the highway.
- The intersection of SR 1 and Schuman Road is a major concern during the school year, due to increased student traffic and a lack of signalization.
- Existing zoning ordinances may not result in the development character desired by area residents or at density needed to foster adequate use of wastewater infrastructure.



3. EXISTING CONDITIONS

Local Context

Location

State Road 1 (SR 1) traverses the entire length of eastern Indiana. It travels from Greendale near the Ohio-Kentucky border, north through Connersville, passes east of Muncie, through Fort Wayne, and eventually ends near Angola, approximately 9 miles south of the Indiana-Michigan border. SR 1 intersects multiple highways and interstates, including the I-74 corridor less than 30 miles from downtown Cincinnati. The SR 1 and I-74 interchange is located within the town of St. Leon, a community of approximately 660 residents within Dearborn County; the town is bordered by Franklin County to the north. While St. Leon and the surrounding region are rural in nature, developable lands and proximity to major markets have made the interchange a prime location for development.

The study area mirrors the SR 1 corridor, stretching from near Hager Road south of I-74 in Dearborn County just past St Peters Road in Franklin County and including the entirety of St. Leon, Sunman-Dearborn Community Schools, and non-incorporated areas of both counties. The study area is identified on any existing or future mapping within the plan.



Multi-family housing construction at the corner of SR 1 and SR 46 near the interchange. Source: HWC Engineering

Demographics

The following demographic data was gathered using ESRI Community Analyst location-based mapping and is based on 2020 American Community Survey data. Due to the multiple jurisdictions present within the study area, data was pulled from one, three, and five-mile radius rings. While pulling data from defined geographies can be less accurate than individual jurisdictions, using the entirety of Dearborn County and Franklin County for reference would likely skew the data due to municipalities elsewhere in these counties. Any data not sourced from ESRI Community Analyst is cited accordingly.

Population & Housing

Although both Franklin County and Dearborn County have experienced little population change since 2010, there has been slow growth occurring surrounding the interchange. The one, three, and five-mile radius rings used to gather data all revealed an increase in population, growing an average of 5.1% since 2010. While these levels of growth may be less than other communities along the I-74 corridor, it points to the area surrounding the interchange holding more potential for residential growth than elsewhere in either county. This is likely driven by the accessibility for residents living near the interchange, as it is possible to have rural lifestyles while living less than 30 minutes from major employment and retail hubs. ESRI's population projections show the region experiencing limited growth by 2027, only expecting a 1% increase for all radius rings. These projections are based on longer historical trends, and infrastructure enhancements to potential development sites could create opportunities to capture larger resident and job gains.

Along similar lines, growth in housing units surrounding the interchange has outpaced the overall increase seen in either county or St. Leon. There was an estimated increase of 5.4% in overall housing units within a one-mile radius of the

interchange and a 9.5% increase within a five-mile radius, the higher rates of growth in the five-mile radius are likely due to residential development occurring to the southeast toward Logan, which saw new housing projects as recent as 2022. ESRI databases project housing trends will mimic population trends moving towards 2027, with limited increases expected.

Labor Force & Educational Attainment

One of the major strengths of the study area is its proximity to the interchange and the potential for larger-scale industrial and commercial development. While available land, utilities, and the region's transportation network are major factors developers look at when determining the potential of an area, they also analyze a community's labor force and employment base. Within a five-mile radius of the I-74 interchange, there are an estimated 4,122 people over the age of 16 who are active in the workforce. While many of these people may currently be commuting outside the community for work, local employment options may be desirable to many, especially to those employed in manufacturing (16.2%), retail (11.1%), and service-related (38.7%) industries.

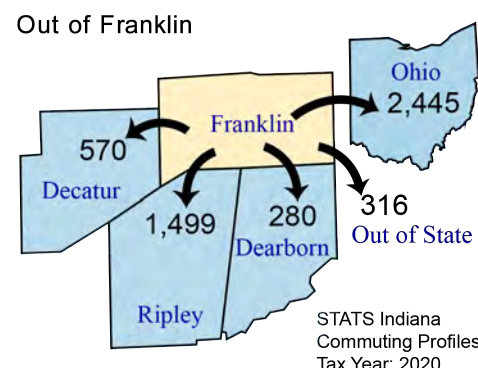
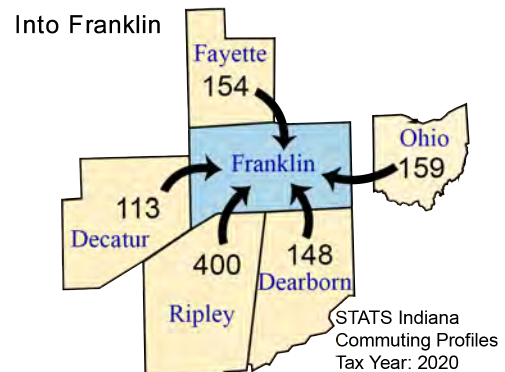
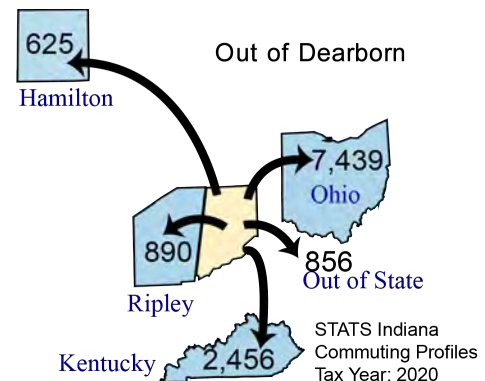
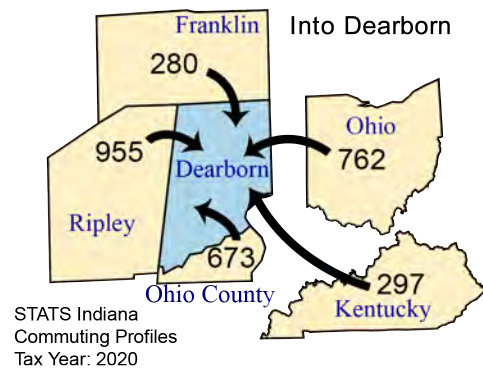
The people living within the five-mile radius are also well educated, with 93.2% of residents over the age of 16 having at least a high school diploma and 28.4% having a bachelor's degree or higher. Employers often look to educational attainment levels when determining where to locate new investments, as highly educated communities are more likely to hold workers with the skill sets required for various business operations. The educational statistics for the five-mile radius are supported by census data from St. Leon, where 93.2% of residents over the age of 16 have at least a high school diploma or equivalent. The detailed ESRI community profile can be found in the Appendix.

Commuting Patterns

According to data gathered through STATS Indiana 2020 Commuting Trend Profiles, both Dearborn County and Franklin County export more workers than they import. Dearborn County has 13,629 workers, close to 38% of the resident labor force, who leave the county daily for work, with the majority traveling to Ohio and Kentucky. Franklin County exports approximately 40% of its workforce with most commuters traveling to Ripley County or somewhere in Ohio.

Traffic patterns along major roadways surrounding the interchange have shifted over the last decade. Annual Average Daily Traffic (AADT) counts gathered by INDOT show that traffic along the SR 1 corridor north of the interchange in St. Leon increased from 2012 to 2022, while counts south of the interchange in Dearborn County and north along SR 1 in unincorporated Franklin County declined over the same period. These trends seem to oppose the public's view that residential development south of I-74 and semi-trucks have caused an increase in traffic and instead may suggest St. Leon residents are taking more daily trips on average or convenience businesses north of the interstate are attracting more customers.

SR 46 west of the East Central High School campus has also seen a slight decline in traffic (6.4%) since 2012, as well as traffic along I-74 (decrease of 10.5%). The location within the study area that has seen the highest increase in AADT counts is on St. Peters Road just east of SR 1. This location saw a jump from a count of 201 in 2018 to 533 in 2022, a 165% rise in daily trips. This growth could be due to residential development occurring east of South Gate along Chappelow Ridge Road or surrounding New Trenton.



Physical Development Considerations

Road Network

One of the greatest physical assets of the study area lies in the connectivity and accessibility to outside destinations. There are three major roadways within the study area including I-74, SR 1, and SR 46, with the US 52 highway running parallel with SR 1 to the east and merging north of Cedar Grove. These highway systems allow residents to access major employment and retail hubs across southern Indiana, Ohio, and northern Kentucky, and stands as a major asset for potential businesses and industries that rely on vehicular traffic and commuters to operate.

I-74 is the major connection between Indianapolis and Cincinnati, and while the route may be utilized less for truck and freight transportation when compared to I-70 and I-65, it allows thousands of Indiana residents to quickly travel throughout southeastern Indiana. SR 1 is the major north / south corridor within Dearborn County and Franklin County, connecting residents of either county to multiple communities in eastern Indiana. SR 46 follows a similar path to I-74 traveling from St. Leon to Batesville, and while it may experience less daily traffic due to the interstate, it is still a major commuting corridor for those living in rural areas and away from the interchange.

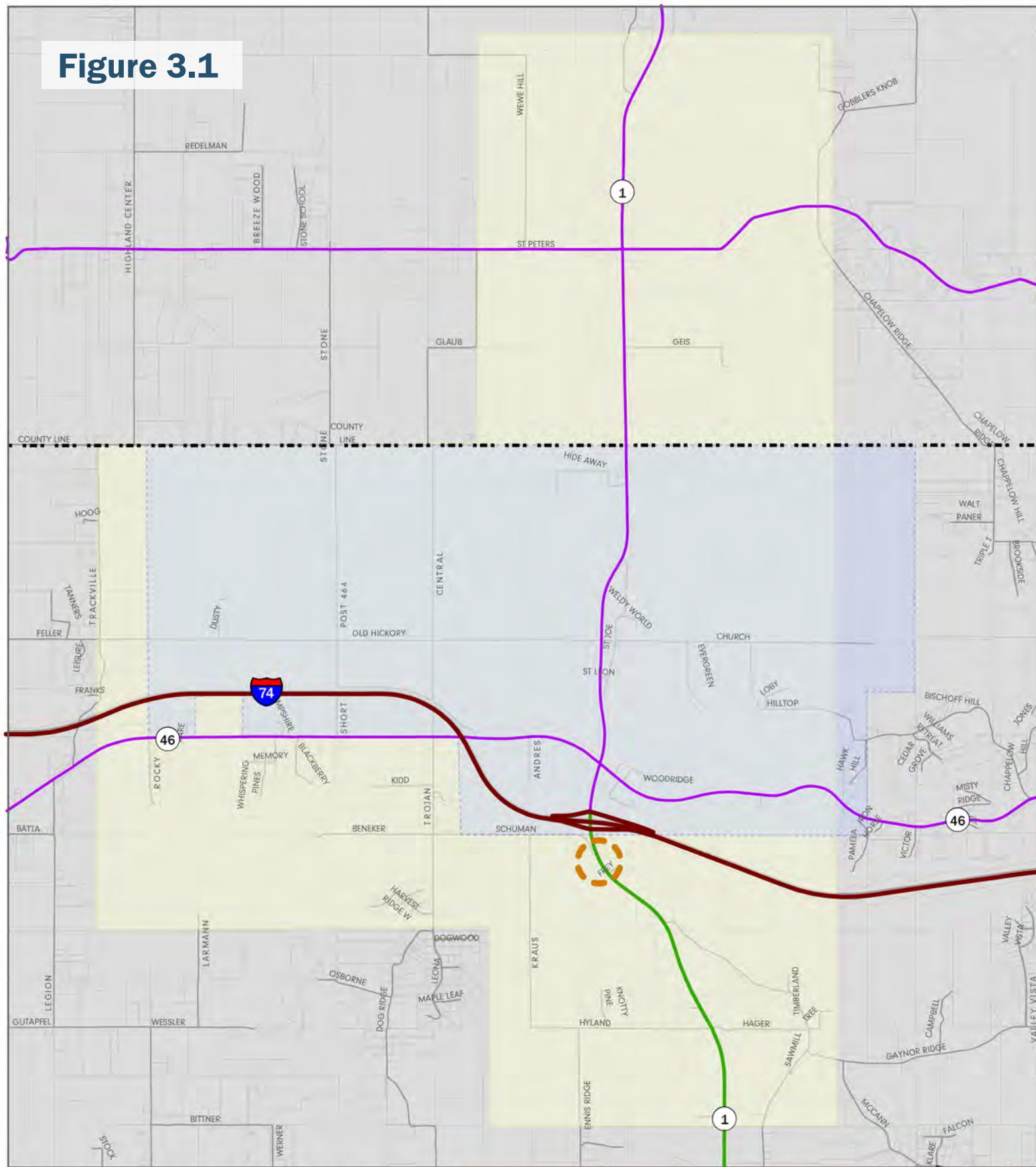
The county roads north of I-74 in the study area more closely resemble the typical grid pattern seen throughout rural Indiana. South of the interstate the county road network is more organic, constrained by the various elevation changes that prevent a more standard grid. County roads within the study area are primarily used for local traffic and agricultural transportation. While some could support increased use from new residential development, many would need upgrades if high levels of growth occur, especially around East Central High School and Middle School.

Hydrology

Figure 3.2 on page 27 identifies floodplains and wetlands impacting the study area, which have the potential to limit development. Although the Whitewater River is immediately east of SR 1, less than two miles in some cases, no identified floodplains around the study area would impact development. The Whitewater River provides a reliable and abundant water resource for the area. However, it also poses as a barrier to future development as it limits the ability of utility providers within Franklin County to extend services towards State Road 1, specifically natural gas.

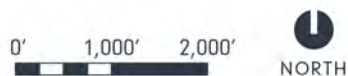
While there are no floodplains within the corridor study area, the region has a multitude of wetlands comprised of private ponds and within woodlands as well as creeks and ditches which have been mapped by ESGS/IDEM. Although these features provide numerous ecological benefits and contribute to the area's rural atmosphere, they can limit development as additional planning must be done for building foundations, floor elevations, transportation access, and more general site design. Many of the identified wetlands within the study are small bodies of water on residential properties, a non-factor for future large-scale development. However, a number of wetlands within wooded areas are present along SR 1 near the northern boundary of St. Leon and the South Gate area. These are surrounded by flat and easily accessible lands and could become barriers to construction if development were to occur.

Figure 3.1



Functional Class

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA



MAP LEGEND

- | | | | |
|--|-------------|--|-----------------------------|
| | Study Area | | Interstates |
| | St. Leon | | Minor Arterial |
| | Local Roads | | Major Collector |
| | Parcels | | Planned Intersection Update |
| | County Line | | |

Figure 3.2

The map displays the Stone County area, with the proposed 100-foot buffer around the Stone County Line highlighted in yellow. The buffer area is bounded by the Stone County Line to the north and the Stone County Line to the south. The map includes various townships and sections, with the buffer area highlighted in yellow. The Stone County Line is marked with a dashed line. The map also shows major roads like Highway 46 and Highway 74, and various landmarks like the Stone School and the Stone County Jail.

STATE ROAD 1 CORRIDOR PLAN
ST. LEON, INDIANA

NORTH

 Study Area
 Wetlands

 St. Leon

 Roads

 Parcels

 County Line

Existing Land Use

Figure 3.3 on the following page illustrates the existing land use pattern within the study area. This map does not denote zoning classifications, only how the properties are primarily being used in the present. While some properties within the study area may have multiple land uses, such as a house on a parcel comprised primarily of farmland, the land use map is primarily based on tax classifications.

Agriculture

Areas used primarily for farmland and pasture as well as open spaces such as wooded areas and wetlands. These uses are present throughout the study area and are aligned with prime agricultural soils and topography not suitable for development. Approximately 70% of the land area within the defined study area holds agricultural uses.

Residential

Residential land uses contain single-family, multi-family, and manufactured homes with parcel sizes ranging from 5+ acres to less than a quarter-acre. Residential uses are primarily found along SR 46 west of East Central High School and east through St. Leon, as well as pockets along SR 1 south of the interchange and north near the South Gate area. There are only two traditional subdivision neighborhoods in the study area, both in Dearborn County south of I-74. Most of the multi-family housing in the study area is within the North Dearborn Crossing apartments at the northeast corner of SR 1 and SR 46.

Commercial

There are several commercial land uses within the study area, primarily focused along SR 1 around the I-74 interchange. These uses primarily serve surrounding residents and interstate travelers, and include gas stations, restaurants, and small professional office spaces. There are also limited commercial land uses within the Town of St. Leon.

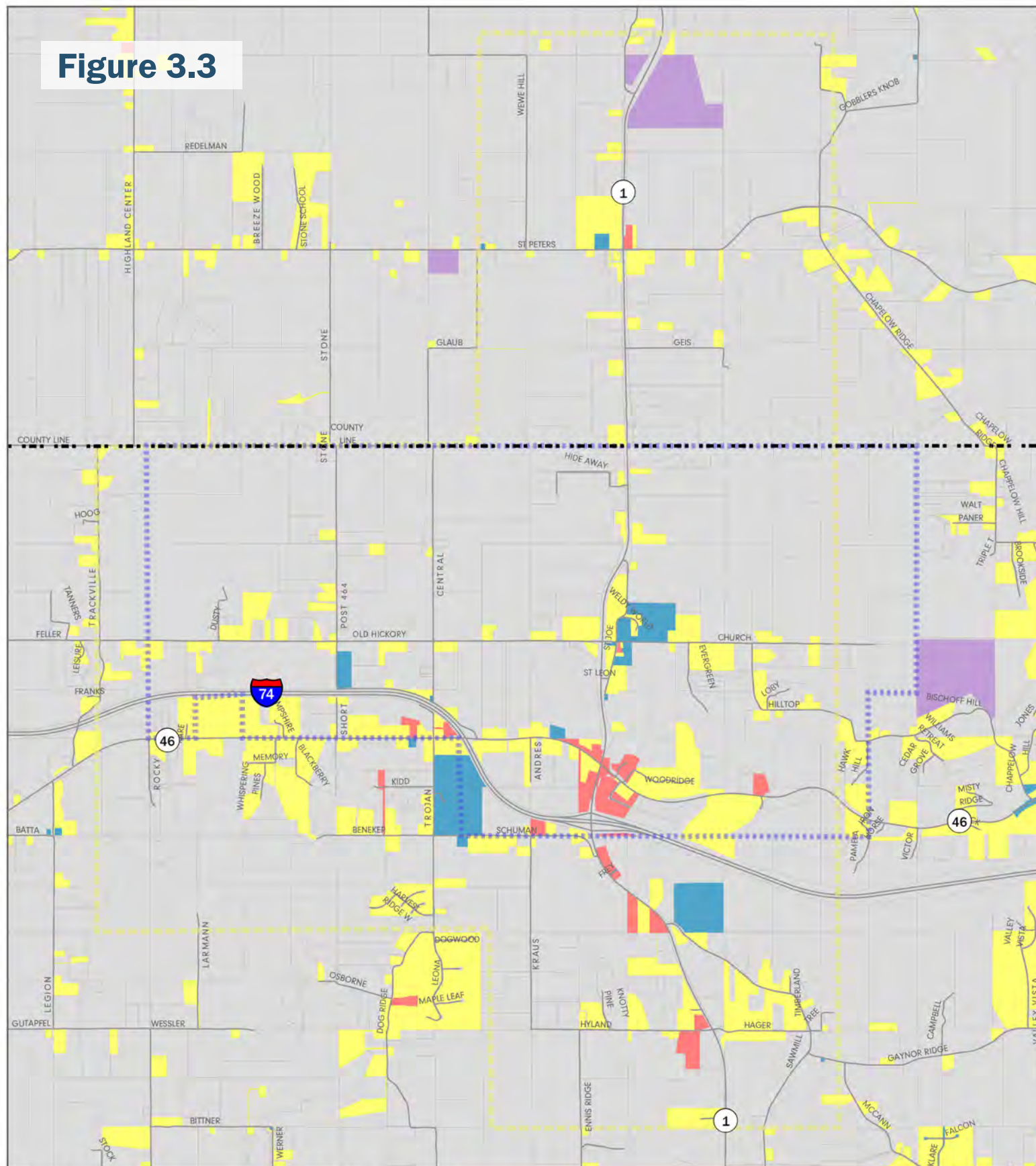
Industrial

There is limited existing industrial use within the study area. The largest industrial use is in Franklin County on the east side of SR 1, in the northern end of the study area. Although there are multiple parcels along SR 1 in St. Leon zoned for industrial uses, they are currently used for agricultural purposes.

Institutional

North Dearborn Elementary, East Central Middle School, and East Central High School are the major institutional land uses within the study area. All three schools are located just south of I-74. The middle school and high school campus is west of SR 1 and bisected by the St. Leon incorporated limits. North Dearborn Elementary is east of SR 1 on Sawmill Road in unincorporated Dearborn County. Other institutional uses in the study area are limited to government facilities and emergency services such as St. Leon Fire Department.

Figure 3.3



Existing Land Use

STATE ROAD 1 CORRIDOR PLAN
ST. LEON, INDIANA



MAP LEGEND

- | | |
|-------------|---------------------------|
| Study Area | Agricultural / Open Space |
| St. Leon | Residential |
| Roads | Commercial |
| Parcels | Industrial |
| County Line | Public / Institutional |

Existing Wastewater Network

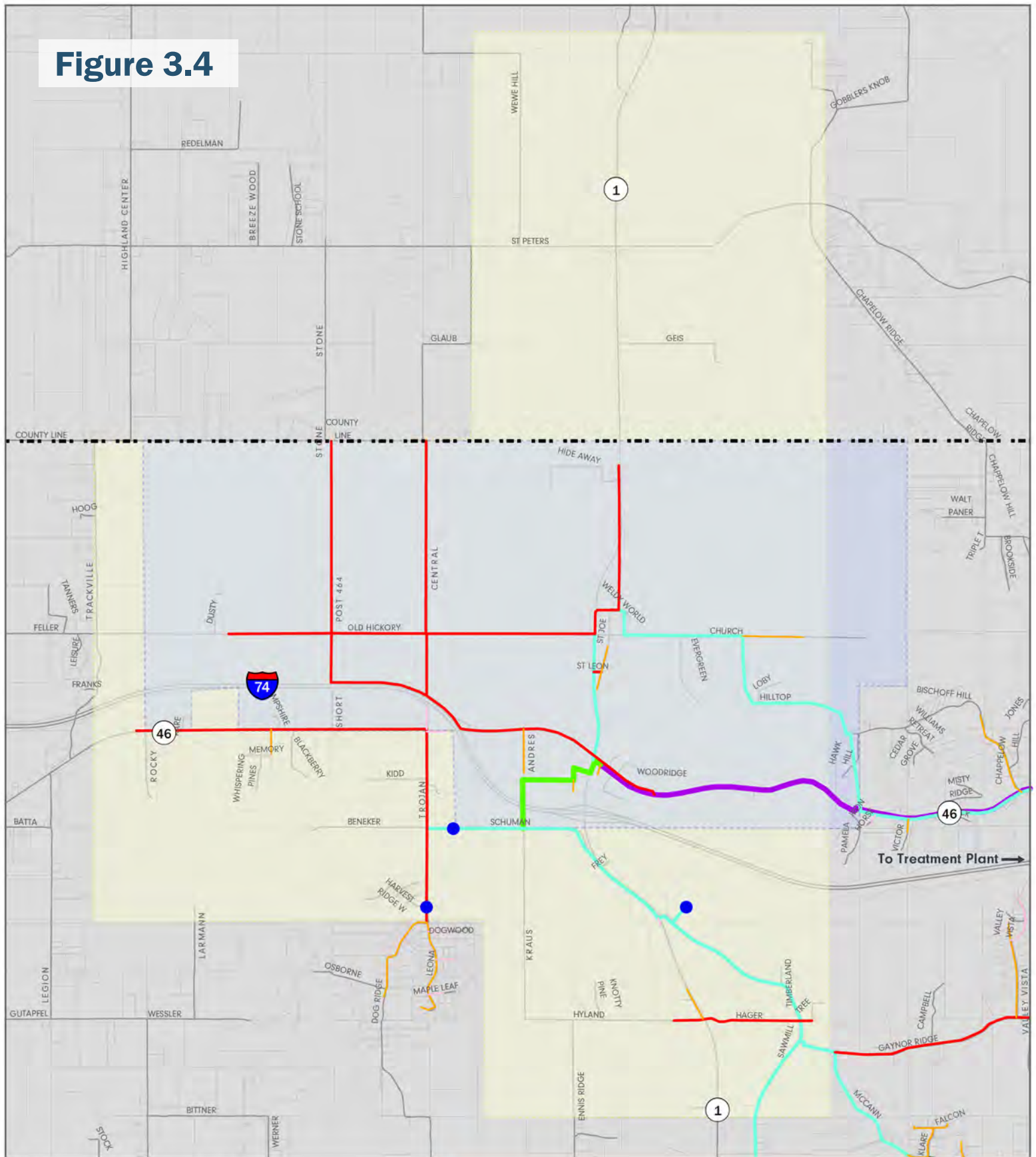
The Town of St. Leon owns and operates a sanitary sewer collection system and wastewater treatment plant (WWTP) that serves much of the study area. A map of the collection system is shown on the map on the following page. The collection system is a low-pressure sewer system with one development (Harvest Ridge) served by gravity sewers. A series of small lift stations exist in the collection system that ultimately pump the wastewater to the WWTP primarily through a 10" force main along SR 46. A parallel 6" force main along SR 46 that serves the northern portion of the system is also present, and a portion of the southern section is routed to the WWTP via an 8" force main on Whites Hill Road.

The Town's WWTP is a Class II, sequencing batch reactor (SBR) type treatment system with three SBR's, ultraviolet disinfection, post-aeration, and sludge handling facilities consisting of two aerobic digesters and sludge drying beds. The WWTP discharges to the Whitewater River. According to the Town's National Pollutant Discharge Elimination System (NPDES) Permit, the St. Leon WWTP is rated for an average daily flow (ADF) of 570,000 gallons per day (GPD). Based on the available Monthly Reports of Operation (MROs) for the last 2 years (January 2021 – January 2023), the average daily flow is approximately 217,000 GPD. Based on this information, the WWTP has available capacity for additional flows. Once average daily flows get to 90% of the rated ADF, the Indiana Department of Environmental Management (IDEM) can issue a sewer ban and may not allow any additional connections. Therefore, the WWTP could potentially receive up to 513,000 GPD, resulting in an approximate available capacity of 296,000 GPD (513,000 GPD – 217,000 GPD).

In addition to the WWTP, the other major system component to evaluate is the existing 10" force main along SR 46. The capacity of a 10" force main at an assumed velocity of 5 feet per second (fps) is 1,250 gallons per minute (1,800,000 GPD). Assuming the existing 10" force main is pumping approximately 600 gallons per minute (868,000 GPD), which is the current ADF of 217,000 GPD multiplied by a peaking factor of 4, then it still has a considerable amount of available capacity. Based on this information, the initial limiting factor for capacity would be the WWTP. It should also be noted that the existing parallel 6" force main along SR 46 is assumed to be at capacity based on discussions with the St. Leon wastewater operator.

The existing wastewater system has some limited capacity that could support new development; however, improvements to the system will be needed for any significant projects. The timing of the proposed improvements depends on the locations of developments and the rate of growth. Refer to the recommendations section for additional information.

Figure 3.4



Wastewater Network

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000'



MAP LEGEND

- | | | |
|-------------|---------------|-----------------------|
| Study Area | 2" Sewer Line | 8" Sewer Line |
| St. Leon | 3" Sewer Line | 10" Sewer Line |
| Local Roads | 4" Sewer Line | Existing Lift Station |
| Parcels | 6" Sewer Line | |
| County Line | | |

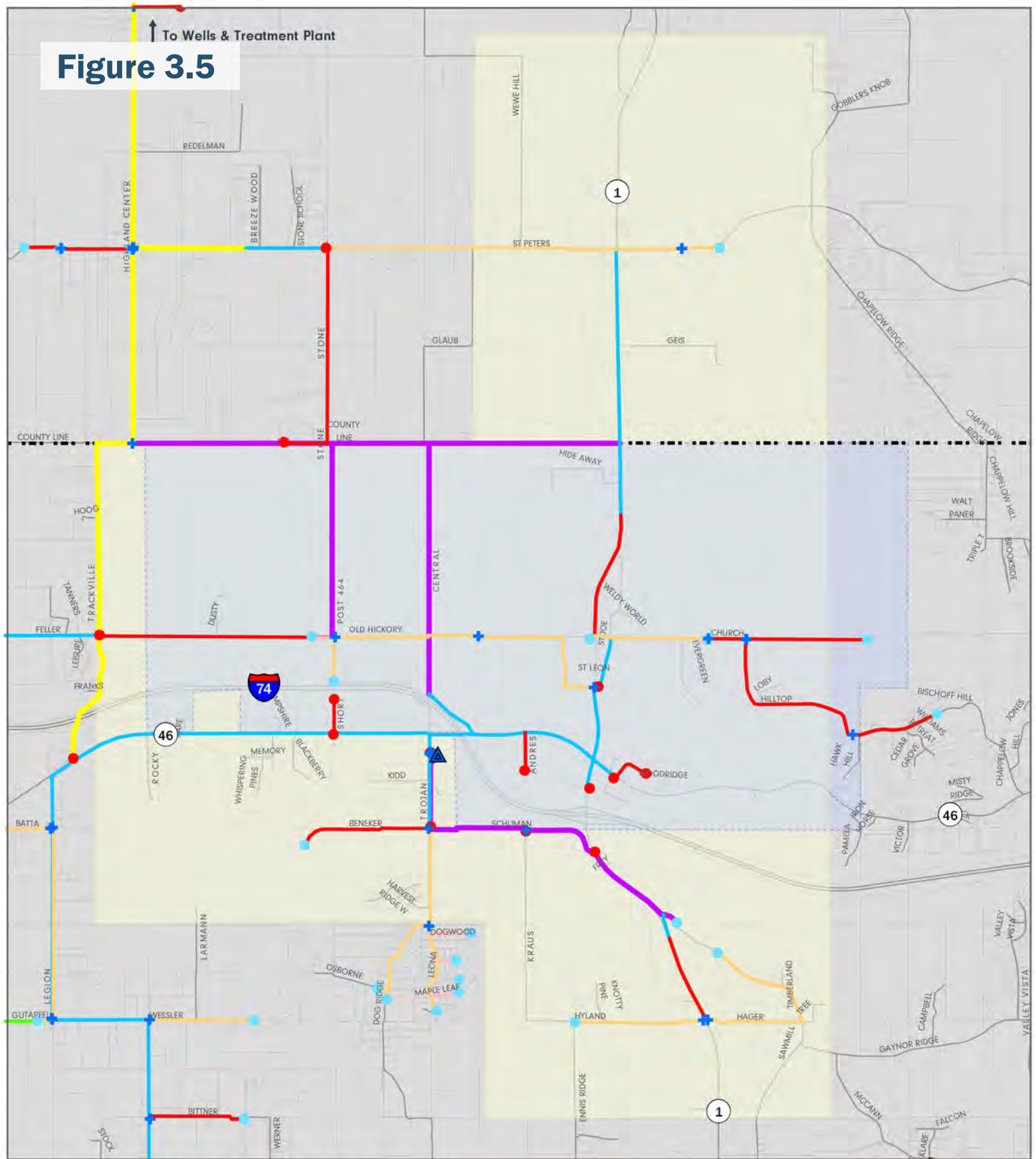
Existing Water Network

Water service is provided to the study area by North Dearborn Water Corporation (North Dearborn). North Dearborn's primary water supply is currently provided by two (2) 600 gallon per minute wells located along the Whitewater River south of Brookville. The wells pump to North Dearborn's water treatment plant (WTP) for treatment. The WTP is an iron removal plant constructed in 1995 with a capacity of 600 gallons per minute (864,000 GPD). The WTP recently underwent \$3.2 million in improvements funded by North Dearborn savings and an Indiana Finance Authority (IFA) State Revolving Fund (SRF) loan. North Dearborn also purchases approximately 20% of their water from three other utilities including Hoosier Hills Regional Water District, Tri-Township Water Corporation, and Greendale Utilities. In total, there are five locations (connections) with these other utilities where water is purchased including two (2) from Hoosier Hills, two (2) from Tri-Township, and one (1) from Greendale.

North Dearborn has two (2) 500,000 gallon elevated storage tanks for water storage. One is located just north of East Central High School along Trojan Road, approximately 570 feet south of SR 46 and approximately 750 feet southwest of I-74. The other one is located at the southwest corner of the intersection of North Dearborn Road and Ester Ridge Road, approximately 3.6 miles south of I-74. There is also a 75,000 gallon elevated storage tank along the north side of North Dearborn Road just over 1 mile east of the 500,000 gallon tank. The 75,000 gallon elevated tank is scheduled to be removed by North Dearborn.

The average daily treated water volume is approximately 315,000 GPD based on Monthly Reports of Operation (MROs) from January 2022 to June 2023. The average peak treated water volume is approximately 711,000 GPD with a maximum day of 785,000 GPD.

Figure 3.5



Water Network

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000'



MAP LEGEND

- | | | |
|-------------|---------------|-----------------|
| Study Area | 2" Water Line | 10" Water Line |
| St. Leon | 3" Water Line | 12" Water Line |
| Local Roads | 4" Water Line | Water Valves |
| Parcels | 6" Water Line | Fire Hydrants |
| County Line | 8" Water Line | Flush Hydrants |
| | | Elevated Towers |

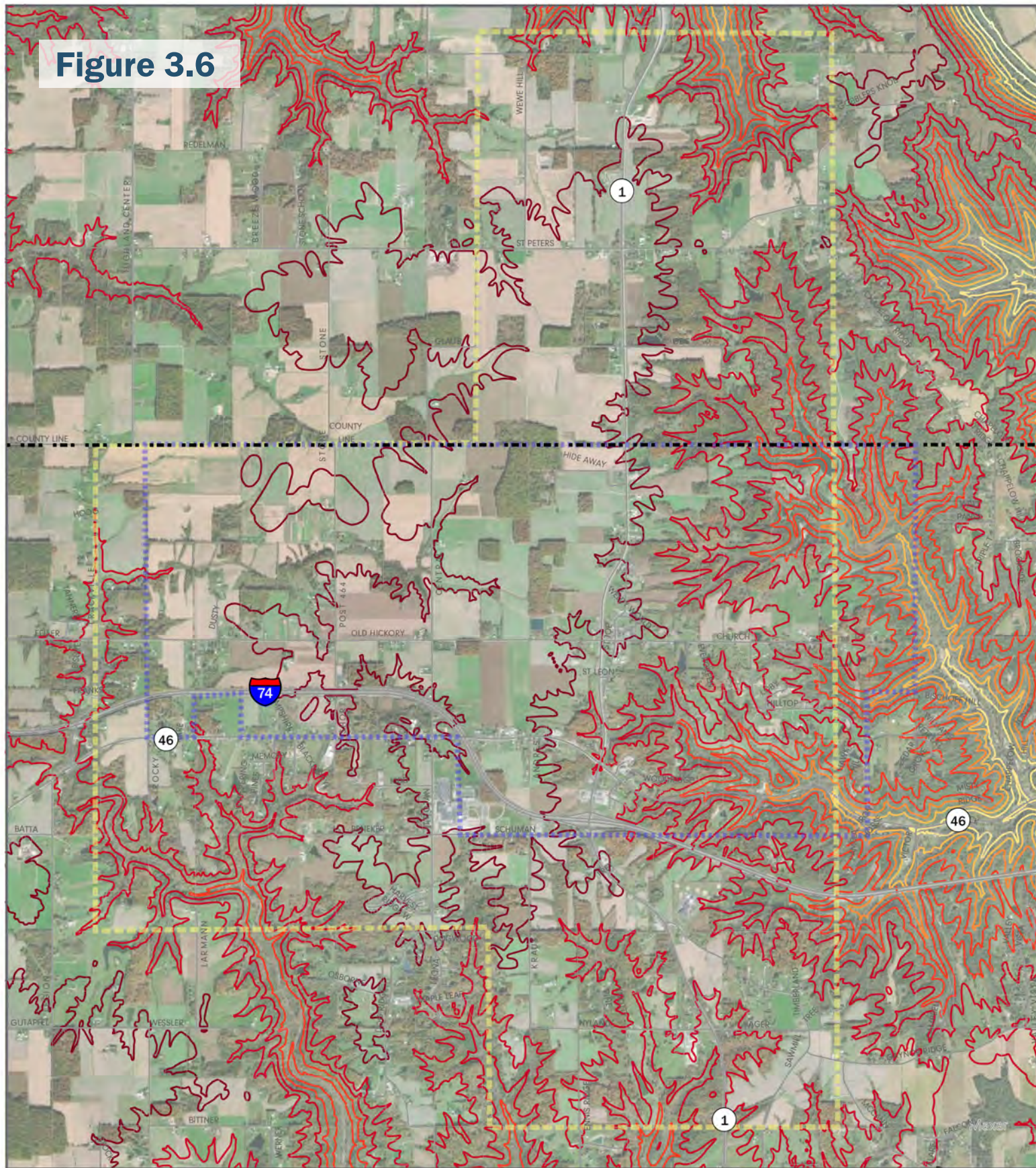
Topography

The rolling hills and valleys of southern Indiana pose a challenge for development, constraining growth to areas flat enough to build without needed major earth work. SR 1 experiences multiple elevation changes when winding through Dearborn County and Franklin County and encounters similar conditions within the study area. The map on page 35 shows the topography of the study area, with lines more closely drawn together showing areas with steep elevation change. Areas with steeper elevation in the study area are on the eastern border between SR 1 and the Whitewater River, directly west of East Central High School, and west of SR 1 in the southern reaches of the study area. The areas east of SR 1 and north of I-74 present a major challenge for development in St. Leon, specifically surrounding SR 46. The flattest land in the study area is directly west of SR 1 in St. Leon and southern Franklin County.



View from State Road 1 looking west in Dearborn County. Source: HWC Engineering

Figure 3.6



Topography

STATE ROAD 1 CORRIDOR PLAN
ST. LEON, INDIANA

0' 1,000' 2,000'



MAP LEGEND

	Study Area		551 - 650 FT		751 - 850 FT
	St. Leon		651 - 700 FT		851 - 950 FT
	Local Roads		701 - 750 FT		951 - 1050 FT
	Parcels				
	County Line				

Qualitative Analysis

In addition to the physical and socioeconomic conditions present along the State Road 1 corridor, there are a number of factors impacting development that can't be quantified with specific data. The following factors were identified during the engagement process and will be crucial points in future strategies and land use planning recommendations.

The corridor reflects the rural lifestyle many leave larger cities to find.

St. Leon and unincorporated areas within Franklin County and Dearborn County along the State Road 1 corridor embody the rural character that attract residents looking to escape more urbanized areas. Woodlands, waterways, rolling agricultural fields, and pristine natural landscapes contribute to the unique character of the area and have allowed many residents to build homes in tandem with nature or on large, open lots. This type of lifestyle is attractive to prospective residents and could lead to a higher demand for residential development along the corridor.

Access to I-74 and State Road 1 allows for easy commuting to nearby towns and cities.

The State Road 1 interchange is less than a 30-minute drive from multiple commercial and employment hubs throughout southern Indiana and Ohio, including Greensburg, Batesville, Lawrenceburg, Harrison, and Cincinnati. Those living along the State Road 1 corridor aren't bothered by the drive times for work, shopping, and entertainment needs, as they value the area's rural character over nearby amenities.

Opportunities exist for residential development that can support the employment and tax base.

There has been very limited residential growth over the last two decades with the last subdivision, Harvest Ridge, constructed over a decade ago. While development has been constrained due to infrastructure barriers and public opinion, there is support from elected officials, community organizations, and the school corporation for new residential development. Residential growth can help bring new families to the area, which can support the employment needs of local businesses, increase school enrollment, and grow the tax base for all three jurisdictions.

The corridor is likely better suited for light manufacturing uses as opposed to warehousing and logistics.

Interchanges along heavily trafficked interstate and highway corridors are often prime locations for industrial development including warehousing, logistics, and manufacturing. Even a rural interchange like St. Leon's has the potential to attract large-scale development due to accessibility and the proximity to major urban hubs in the Midwest. However, I-74 is not a major freight corridor compared to I-65, I-70, or I-75, so warehousing and logistics may not be as successful as other industry types. Light industrial and manufacturing businesses could see greater success, especially given the labor force currently leaving Dearborn and Franklin counties for work each day.

Current sewer capacity can handle limited new growth, but the low-pressure conveyance system needs updates for any large development.

St. Leon sewer has the capacity to handle new growth, although the pressurized system needs improvements for any larger development so wastewater flows can be conveyed and treated. The sewer district has historically been reactive to development projects and passed the costs of improving infrastructure onto the developer. This increases the development timeline and adds substantial cost, sometimes to the extent that projects are not financially feasible.

Sunman-Dearborn Community Schools are a major asset for the community, but rely on out-of-district students for continued growth.

The Sunman-Dearborn Community Schools corporation serves the northern regions of Dearborn County and eastern Ripley County, with some students traveling in from southern Franklin County as well. The schools serve as a draw for prospective families and as employment anchors surrounding the interchange. Although the schools have seen an increase in enrollment over the past years, it is primarily due to out-of-district students as in-district enrollment has seen a decrease. The school corporation maintains a 10-year enrollment projection, depicted in Table 3.1, and is prepared to accommodate new students as a result of potential residential development in the area.

The lack of a defined vision hinders support for new development and infrastructure expansion projects.

Although the St. Leon interchange and State Road 1 corridor have been discussed as targets for growth in the past, there has never been a solidified vision and plan for the region. This lack of vision can make it difficult to find a common ground between what county officials and elected leadership would like to see developed, what utility providers can then plan for and service, and what local residents think is appropriate. A defined vision not only aligns the community's goals for future growth but also helps provide assurance to utility providers and businesses seeking to make investments.

The State Road 1 corridor planning process has been used to identify property owner concerns regarding future development in the area. The vision and goals described in chapter 4, as well as more detailed recommendations for potential development sub-areas found in chapter 7, should be used to evaluate future development proposals to ensure new growth and investment happens in alignment with the broader community vision for the area.

Table 3.1: Sunman-Dearborn Community Schools Enrollment Projection

School Year	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	33-34
Student Enrollment	3,745	3,771	3,809	3,833	3,877	3,908	3,937	3,986	4,061	4,066	4,074

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4. VISION & GOALS

VISION FOR THE CORRIDOR

Development of the Vision

The vision for the State Road 1 Corridor was developed from stakeholder and community input, including those living and working within the region. Throughout various public engagement opportunities and one-on-one conversations with community leadership, the vision for the corridor was slowly developed, resulting in six themes of critical importance to the continued success and preservation of lifestyles along the corridor. These six themes were reviewed by the public and steering committee, ultimately laying the foundation for the more detailed recommendations within the study.



EMPLOYMENT

Grow local employment opportunities.

1. Attract quality jobs that raise household incomes.
2. Continue to support existing businesses with the infrastructure and services they need to succeed.
3. Increase municipal tax revenues to better serve residents and businesses.



RURAL CHARACTER

Preserve the established agricultural character and open spaces that make the area desirable.

1. Promote the State Road 1 corridor as an ideal location for agribusiness and value-added agriculture operations that protect rural character while creating new jobs.
2. Use thoughtful site design, increased setbacks, and buffer areas to preserve farmland and open space along key corridors.



UTILITIES

Invest in utility infrastructure improvements to manage growth and direct it to desired development areas.

1. Construct enhancements to the Town of St. Leon wastewater conveyance and treatment system.
2. Support North Dearborn Water Corporation in on-going and planned water system improvements.
3. Continue to communicate with gas, electric, and telecommunications providers regarding planned and potential development projects so they may expand their networks accordingly.



TRANSPORTATION

Ensure the roadway network is safe and efficient for residents, visitors, and the movement of goods and services.

1. Work with INDOT to promote local interests and advocate for desired improvements to State Road 1, State Road 46, and the Interstate 74 interchange.
2. Ensure improvements to local and county roads are constructed in conjunction with future development projects.



NEIGHBORHOODS

Create high quality neighborhoods that diversify housing options.

1. Promote residential development that creates a variety of housing types so that residents of all stages of life can live in the community.
2. Focus new residential development to areas served by water and sewer utilities to use land and infrastructure efficiently.



COMMERCIAL & RETAIL

Attract commercial and retail businesses that serve the needs of residents and visitors while discouraging larger, regional-scale retail developments.

1. Grow restaurant, convenience, and personal service businesses targeted to local residents and travelers along Interstate 74.
2. Concentrate commercial land uses to the interchange area and not all along the State Road 1 corridor.



Participants at the Public Open House held on July 19, 2023.
Source: HWC Engineering



Responses to a vision exercise from the Public Open House.
Source: HWC Engineering

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5. LAND USE & DEVELOPMENT TYPES

LAND USE FRAMEWORK

Primary Opportunities

Primary Opportunities identified on the Figure 5.1, the Future Land Use Framework map, show locations within the study area which could see short-term (1-10 years) neighborhood, commercial/retail, and employment development pressures. They are based on existing zoning classifications and transportation and utility infrastructure.

Employment opportunities exist along SR 1 in both Dearborn County and Franklin County. While only Franklin County’s employment area has existing industrial development, sites in Dearborn County are zoned as Light Industrial (St. Leon) and have seen some interest from developers both within the area as well as from outside.

Commercial and retail opportunities are limited to areas immediately surrounding the I-74 interchange in Dearborn County. These sites are zoned for business uses and could serve the needs of both residents and those traveling on the interstate.

Neighborhood opportunities exist north of I-74 in Dearborn County (St. Leon), immediately adjacent to East Central High School, and near the SR1/ SR 46 intersection adjacent to the only multi-family housing in the study area. Potential uses, development intensity, and character are discussed on the following pages.

Long-Term Potential

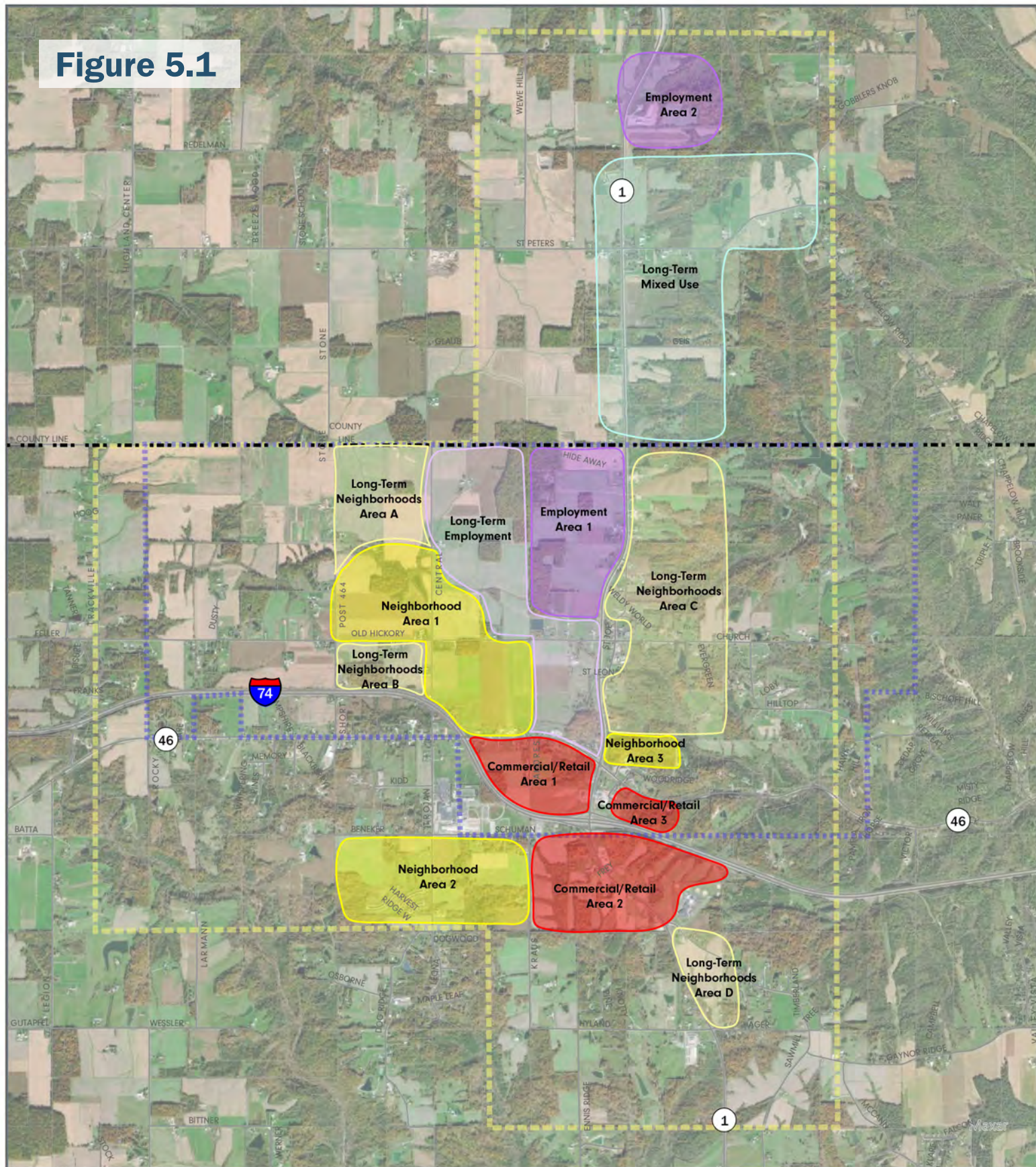
Long-Term Potential areas identified on the Future Land Use Framework map show locations that may experience growth after Primary Opportunity areas have been built out, within the next 10 to 40 years. While it could take well over a decade for this to occur, it is important for community elected officials and staff to understand how future growth patterns may impact the need for updated infrastructure or new amenities.

These areas may need more significant transportation and utility improvements, but include locations where growth could logically occur if adjacent land was developed and served by utilities. The area identified as potential Long-Term Mixed-Use, running along SR 1 and St. Peters Rd in Franklin County, could include a variety of neighborhood, commercial, or employment growth. Potential projects in this area will need to be evaluated on a case-by-case basis to ensure compatibility with surrounding uses.

In all cases, changes to private property will be voluntary and driven by market conditions. Where potential development does not match existing zoning, the property would need to go through the applicable jurisdiction’s public hearing and approval process.

Short-Term Opportunity Areas	Potential Development Types
Employment Area 1	Light Manufacturing, Agribusiness, High-Intensity Commercial
Employment Area 2	Light Manufacturing, High-Intensity Commercial
Commercial & Retail Area 1	Convenience Retail & Restaurant, Office, High-Intensity Commercial
Commercial & Retail Area 2	Convenience Retail & Restaurant, High-Intensity Commercial, Mixed Density Neighborhoods, Agribusiness
Commercial & Retail Area 3	Convenience Retail & Restaurant, Office, High-Intensity Commercial
Neighborhood Area 1	Rural Estates, Conservation Subdivisions
Neighborhood Area 2	Mixed Density Neighborhoods, Conservation Subdivisions
Neighborhood Area 3	Mixed Density Neighborhoods, Multi-Family Sites, Convenience Retail & Restaurants

Figure 5.1



Future Land Use Framework

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000' NORTH

MAP LEGEND

	Study Area	Future Land Use	Primary Opportunity	Long-Term Potential
	St. Leon	Neighborhoods		
	Local Roads	Commercial & Retail		
	Parcels	Employment		
	County Line	Mixed-Use		

Potential Development Types

Rural Estates

Rural Estate residential development is characterized by low-density, single-family homes on large lots. These areas provide an opportunity for housing development while also protecting rural character and the agriculture economy. It is encouraged that these areas be served by municipal water and sewer utilities. Where that is not possible, larger lot sizes may be required to support on-site septic systems.

Growth Characteristics:

- Most common residential type within the study area, both in Dearborn County and Franklin County.
- Existing rural housing in the study area range from manufactured homes to large estates to multi-building farms.
- This development type should largely exist in areas where sewer and water infrastructure are limited due to geography and cost.



Typical single-family, rural estate home. Source: Shutterstock



Farmsteads greatly contribute to a community's rural character and aesthetic. Source: Shutterstock

Development Intensity		<u>Gross Density</u> : Less than 1 dwelling unit per acre	
		<u>Lot Size</u> : Minimum of one acre	
Building Character		• New homes should be compatible with the established character along the road. • Detached garages and accessory buildings are customary on rural estate lots.	
Site Character		Existing natural features, such as hillsides, woodlands, and water courses enhance the area and should be preserved.	
Policy or Infrastructure Requirements		N/A	

Conservation Subdivisions

This is a residential development that devotes at least half of its gross area to permanently protected open space. Protected areas may include farmland, woodlands, or environmentally sensitive areas such as floodplains. In exchange for permanent protection, home sites on the remaining area may be clustered and lot sizes reduced from what would otherwise be required.

Growth Characteristics:

- These residential subdivisions are used in areas where prime farmland preservation is a goal of the community.
- Smaller lot sizes are required to successfully implement these types of neighborhoods, which can lead to less infrastructure costs and more affordable housing.



A conservation subdivision which preserved natural space for use by residents. Source: Siepmann Realty Corp



Clustering residential growth can help preserve farmland and limit driveways on major roads . Source: CFRM

Development Intensity	<u>Gross Density</u>: Less than 1 dwelling unit per acre <u>Lot Size</u>: Typically less than ½ acre, maybe down to 7,500 square feet
Building Character	Dwellings should use a variety of quality building materials and design features that complement each other yet not be overly repetitive.
Site Character	• Should respect natural features and have clustered structures to preserve a minimum of 50 percent of natural space or farmland. • Site grading that dramatically alters vegetation or topography should be prohibited.
Policy or Infrastructure Requirements	• Local zoning updates for minimum lot sizes and density requirements. • Water and sewer infrastructure required.

Mixed-Density Neighborhoods

Mixed Density Neighborhoods should contain a combination of single-family dwellings and duplexes when integrated into a neighborhood design. Housing products designed specifically for seniors are also appropriate in mixed-density areas. Character in these neighborhoods may vary, but new development should transition from existing development patterns in adjacent areas.

Growth Characteristics:

- These neighborhoods can hold a variety of housing products missing within the study area, such low-maintenance housing for seniors or rental units for recent graduates and young families.
- These neighborhoods can consist of varying lot sizes, but do require water and sewer services for proper implementation.
- The Harvest Ridge subdivision has densities similar to this type of development, although lacks the housing unity type diversity.



Varying home design and materials can help prevent “box” housing developments Source: Shutterstock



Mixed-density also means mixing the allowable housing types, such as duplexes or patio homes. Source: American Family Insurance

Development Intensity	<u>Gross Density:</u> 1.5 – 2.75 dwelling units per acre <u>Lot Size:</u> 7,000 – 12,000 square feet
Building Character	• A diverse mix of housing types and sizes are encouraged. • Dwellings should use a variety of materials and design features that complement each other yet not be overly repetitive.
Site Character	• Emphasis should be placed on high-quality, shared, usable open space as part of new developments. • Perimeter landscape areas should be used to buffer these neighborhoods from adjacent agriculture and commercial use.
Policy or Infrastructure Requirements	• Local zoning updates for minimum lot sizes, density requirements, and permitted uses in residential zones. • Water and sewer infrastructure required.

Multi-Family Dwellings

Multi-Family developments should hold a variety of structure types that compliment adjacent land uses. Housing products should cater to those looking for low-maintenance housing options close to retail amenities and transportation thoroughfares. These sites should be located in areas with infrastructure that can support dense development, and should transition from single-family dwelling through natural buffers and landscaping.

Growth Characteristics:

- With only a single development of multi-family housing within the study area, this neighborhood type would fill the largest gap in the region in terms of state-wide housing demand.
- Multi-family developments do not require multi-story complexes, and could instead hold townhomes, quadplexes, or duplexes.
- Close proximity to accessible transportation networks, employment and retail amenities, and parks and trails are often desired for these development types.



Townhomes introduce multi-family units while respecting surrounding community character. Source: Home Advisor



North Dearborn Crossing's newest structure began development in early 2023. Source: HWC Engineering

Development Intensity	<u>Gross Density</u> : 10 - 12 dwelling units per acre
	<u>Lot Size</u> : Minimum of one acre
Building Character	• New homes should be compatible with the established character of surrounding residential dwellings. • Dwellings should use a variety of materials and design features that complement each other yet not be overly repetitive.
Site Character	• Emphasis should be placed on high-quality, shared, usable open space as part of new developments. • Perimeter landscape areas should be used to buffer these neighborhoods from adjacent agriculture , commercial, and single-family use.
Policy or Infrastructure Requirements	• Local zoning updates for minimum lot sizes, density requirements, and permitted uses in residential zones. • Water and sewer infrastructure required.

Convenience Retail & Restaurants

Convenience Retail & Restaurant areas may contain a range of businesses that serve the needs of residents, businesses, and travelers along I-74 and SR 1. These businesses are generally located in stand-alone buildings or small commercial centers. Examples include gas stations, sit-down and fast-food restaurants, drug stores, banks, or other specialty shops.

Growth Characteristics:

- Existing Convenience Retail & Restaurants within the study area are primarily located along SR 1 near the interchange, in St. Leon, or South Gate.
- This development type does not include large big-box stores and other multi-county draws that attract high volumes of traffic.
- This growth should occur along the study areas major transportation corridors where visibility and vehicular accessibility is high.



New retail and restaurant development should serve nearby residents. Source: Sam Jones BBQ



There is a desire to see more local retail and restaurant businesses along the corridor. Source: Ripley County Chamber of Commerce

Development Intensity	<u>Building Size:</u> 2,000 – 10,000 square feet <u>Lot Size:</u> Typically one or more acres
Building Character	• Buildings should use high quality materials. • The street facing side of the building should feature a high level of transparency through doors and windows.
Site Character	• Buildings may be located closer to the street with parking behind or buildings may be set back behind limited amounts of parking. • Loading/trash areas should be screened. • Parking lots on adjacent properties should be connected to enhance access and reduce the need for individual driveways along SR 1.
Policy or Infrastructure Requirements	• Water and sewer infrastructure required.

Offices

Offices are used primarily to conduct business or to provide services. No goods or merchandise are sold on-site. Example uses include law offices, daycare centers, doctors offices, office suite for individual businesses, realtors, and other professional services.

Growth Characteristics:

- These uses should be limited to areas with high visibility and vehicular access along major thoroughfares.
- Buildings used as general office space should match surrounding building heights, unless part of an industrial/manufacturing related structure.
- Office uses should primarily benefit local residents and be limited in terms of daily customers.



An example of a small, freestanding office building that would be appropriate for the SR 1 area. Source: Pacific Mobile Structures, Inc



Doctors offices and small clinics could also be included in office areas. Source: LECOM Health

Development Intensity	<u>Building Size:</u> 4,000 – 20,000 square feet <u>Lot Size:</u> Typically one or more acres
Building Character	Buildings should use high quality materials which match existing character.
Site Character	• Buildings may be located closer to the street with parking behind or buildings may be set back behind limited amounts of parking. • Landscaping should be used along the front building foundation, within the parking lot, and as a buffer when next to residential or agriculture uses.
Policy or Infrastructure Requirements	• Water and sewer infrastructure required.

High-Intensity Commercial

Higher intensity commercial areas are characterized by outdoor storage or display of materials or equipment, outdoor parking, and/or truck traffic when compared to other commercial uses. Many of these uses generally are not visited by regular customers, but rather involve service operations or wholesale sales.

Growth Characteristics:

- These development types should primarily occur adjacent to the interchange in areas accessible to customers and freight.
- Agriculture-related industries such as equipment dealerships, supply stores, and other businesses that support existing operations along the corridor are preferred.



Farm equipment dealerships are often crucial for a region which focuses on agriculture. Source: AGCO



Commercial buildings could include larger structures meant to hold produce and ship directly to consumers. Source: Shutterstock

Development Intensity	Building and site area may vary widely across businesses.
Building Character	New buildings should avoid long, monotonous facades. All sides of a building viewable from the adjacent road should display a similar level of architectural quality.
Site Character	• Higher-intensity uses should be located closer to major thoroughfares, with less-intensive uses near existing residential areas. • Wider turn aprons or acceleration/deceleration lanes may be needed along busy thoroughfares, especially SR 1. • Material and equipment storage areas should be setback and screened from SR 1.
Policy or Infrastructure Requirements	• Local zoning updates for setback and buffering standards. • Water and sewer infrastructure required.

Wholesale & Service Businesses

Wholesale and service industrial uses may vary in size and character. They typically include motor vehicle parking areas for employees and patrons as well as truck parking for fleet or delivery vehicles. It is common that the owner purchase a larger site than initially needed to allow for future expansion. As such, these sites may include large open space or even accessory agriculture use in the short-term.

Growth Characteristics:

- These developments can hold a variety of logistic uses and should be located along major roadways to avoid traffic congestion on county roads.
- Large set backs from major roadways and existing residential neighborhoods are preferred, filled with barrier vegetation or used for row crop production.
- These development types currently exist in the study are along SR 46, west of the high school, and north of South Gate along SR 1.



Employment sites should have setbacks and landscaping that match adjacent development. Source: Shutterstock



Buildings should be constructed of varying materials and have unique structure design. Source: Shutterstock

Development Intensity	<u>Building Size</u>: 25,000 – 75,000 square feet <u>Lot Size</u>: 3-4x the building footprint
Building Character	New buildings should avoid long, monotonous facades. All sides of a building viewable from the adjacent road should display a similar level of architectural quality.
Site Character	• Wider turn aprons or acceleration/deceleration lanes may be needed along busy thoroughfares, especially SR 1. • Material and equipment storage areas should be setback and screened from SR 1.
Policy or Infrastructure Requirements	• Local zoning updates for setback and buffering standards. • Water and sewer infrastructure required.

Light Manufacturing

May include assembly, fabrication, processing, research and development, or small-scale warehousing of goods and materials using processes that do not create fumes, glare, noise, odors, smoke, or health or safety hazards outside of the structure in which the process takes place. Employee, truck parking, and loading dock areas tend to increase significantly as buildings get larger than 100,000 square feet.

Growth Characteristics:

- Large set backs from major roadways and existing residential neighborhoods are preferred, filled with barrier vegetation or used for row crop production.
- The study area has multiple sites for sale which could see employment based growth, which could build off existing businesses in the surrounding area.



Freight should be located behind the main building and buffered from adjacent properties. Source: Shutterstock



Rural manufacturing building. Source: Shutterstock

Development Intensity	<u>Building Size</u>: 75,000 – 250,000+ square feet <u>Lot Size</u>: 3-4x the building footprint
Building Character	New buildings should avoid long, monotonous facades. All sides of a building viewable from the adjacent road should display a similar level of architectural quality.
Site Character	• Buildings may be located closer to the street with parking behind or buildings may be set back behind limited amounts of parking. • Loading/trash areas should be screened. • Parking lots on adjacent properties should be connected to enhance access and reduce the need for individual driveways along SR 1.
Policy or Infrastructure Requirements	• Local zoning updates for setback and buffering standards. • Water and sewer infrastructure required.

Agribusiness

Agribusinesses are commercial enterprises involving the production, raising, processing, distribution, or sale of agricultural and value-added agricultural products. Agribusiness areas may also include agritourism businesses involving public visitation of agribusiness operations for purposes of education and entertainment.

Growth Characteristics:

- These are low-impact businesses which may sell directly to the consumer on site.
- Agritourism businesses may have a need for small event spaces which can be built on-site and host a variety of local and regional offerings.
- This development type can be integrated anywhere within the study area where an existing agricultural purpose could be supplemented by an additional business use.



Greenhouses are businesses which support existing agricultural uses in a region. Source: Shutterstock



Apple orchard and supporting businesses. Source: City of Holland, MI

Development Intensity	Building and site area may vary widely across businesses, but 10 - 20 acre sites are the most common.
Building Character	Detached accessory structures are customary.
Site Character	• Perimeter landscape areas should be used to buffer these uses from adjacent residential development. They do not need to be buffered from adjacent agriculture or industrial use. • Specific site impacts, especially for agritourism businesses, may necessitate additional parking and access requirements.
Policy or Infrastructure Requirements	• Local zoning updates for permitted uses in agricultural zones.

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6.

INFRASTRUCTURE

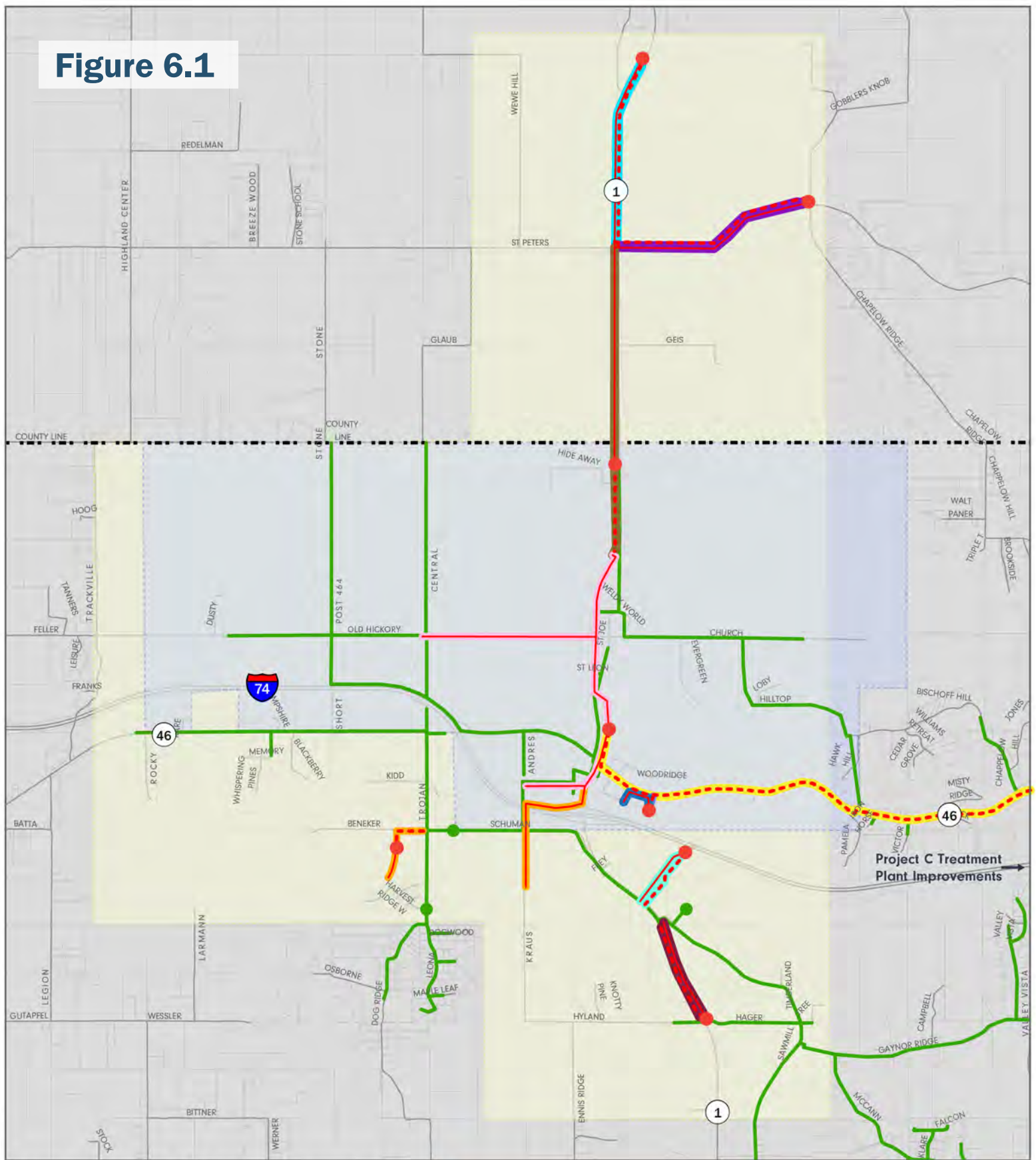
Wastewater Network

Recommendations

The wastewater infrastructure system will require improvements to adequately serve any new potential development areas. These recommended improvements to serve potential development areas are organized into several project groups given the large overall service area considered in this study. It's also noted that even though the majority of the existing system is comprised of low pressure sewers, a St. Leon town ordinance now requires gravity sewers for larger developments according to discussions with the wastewater operator. This has been taken into consideration with the development of the proposed improvements, where possible. Figure 6.1 (page 59) depicts the recommended wastewater network. The following pages describe each project in more detail and include a cost estimate for the proposed work.

These projects should not be viewed as a linear sequence of improvements. Projects should be implemented depending on planned or proposed development in that area. In some instances, one project may be prerequisite before another, but in other instances, projects may happen independent of one another. Additionally, expansion of the wastewater treatment plant will be dependent on development phasing and end user wastewater flows. The amount of wastewater generated by residential development is fairly consistent and predictable, but wastewater flows generated by industrial users can vary widely by business type.

Figure 6.1



Future Wastewater Network

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA



MAP LEGEND

	Study Area		Project A		Project I
	St. Leon		Project B		Project J
	Local Roads		Project D		Proposed Force Main
	Parcels		Project E		Proposed Gravity Sewer
	County Line		Project F		Proposed Lift Station
			Project G		Existing Force Main/ Low Pressure Sewer
			Project H		Existing Lift Station

Project A

The area served by Project A is generally around the north side of the I-74 and SR 1 interchange. Other projects could potentially develop prior to Project A, but the area in Project A around the interchange and north along SR-1 have been identified as prime areas for potential development. If other areas develop prior to Project A, they will have to connect to existing infrastructure until the potential regional lift station included in Project A is constructed. A cost estimate for Project A is included in Table 6.1. Project A could also be separated into multiple, smaller projects as development occurs to reduce the costs for each development, but it is recommended to construct the proposed regional lift station as early as possible in Project A.

**Table 6.1: Project A - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Regional Lift Station (including wet well, valve vault, D.I piping, pumps & valves, electrical & controls, generator, and site work)	LS	1	\$1,300,000.00	\$1,300,000.00
2	10" Force Main, Open Cut	LF	970	\$200.00	\$194,000.00
3	10" Force Main, Directional Drill (Creek Crossing)	LF	120	\$250.00	\$30,000.00
4	8" Sanitary Sewer, Native Backfill, 8'-12' dp	LF	895	\$110.00	\$98,450.00
5	8" Sanitary Sewer, Native Backfill, 12'-16' dp	LF	770	\$150.00	\$115,500.00
6	8" Sanitary Sewer, Native Backfill, 16'-20' dp	LF	390	\$210.00	\$81,900.00
7	8" Sanitary Sewer, Native Backfill, 20'-24' dp	LF	1,110	\$260.00	\$288,600.00
8	8" Sanitary Sewer, Native Backfill, 24'-28' dp	LF	380	\$310.00	\$117,800.00
9	10" Sanitary Sewer, Granular Backfill, 8'-12' dp	LF	1,740	\$205.00	\$356,700.00
10	10" Sanitary Sewer, Granular Backfill, 12'-16' dp	LF	1,890	\$220.00	\$415,800.00
11	10" Sanitary Sewer, Granular Backfill, 16'-20' dp	LF	1,110	\$230.00	\$255,300.00
12	10" Sanitary Sewer, Granular Backfill, 20'-24' dp	LF	2,000	\$300.00	\$600,000.00
13	15" Sanitary Sewer, Native Backfill, 8'-12' dp	LF	650	\$250.00	\$162,500.00
14	15" Sanitary Sewer, Native Backfill, 12'-16' dp	LF	420	\$315.00	\$132,300.00
15	15" Sanitary Sewer, Native Backfill, 16'-20' dp	LF	360	\$340.00	\$122,400.00
16	15" Sanitary Sewer, Native Backfill, 24'-28' dp	LF	400	\$380.00	\$152,000.00
17	15" Sanitary Sewer, Native Backfill, 28'-32' dp	LF	370	\$440.00	\$162,800.00
18	15" Sanitary Sewer, Native Backfill, 32'+ dp	LF	100	\$480.00	\$48,000.00
19	SR-1 Jack & Bore 15" Sanitary Sewer w/30" Casing	LF	300	\$2,000.00	\$600,000.00
20	SR-1 Jack & Bore 10" Sanitary Sewer w/24" Casing	LF	200	\$1,500.00	\$300,000.00
21	SR-46 Jack & Bore 10" Sanitary Sewer w/24" Casing	LF	150	\$1,500.00	\$225,000.00
22	SR-46 Jack & Bore 10" Force Main w/24" Casing	LF	150	\$1,200.00	\$180,000.00
23	48" Standard Precast Manhole, 8'-12' dp	EA	11	\$7,000.00	\$77,000.00

Item	Description	Unit	Quantity	Unit Cost	Amount
24	48" Standard Precast Manhole, 12'-16' dp	EA	10	\$9,000.00	\$90,000.00
25	48" Standard Precast Manhole, 16'-20' dp	EA	6	\$12,000.00	\$72,000.00
26	48" Standard Precast Manhole, 20'-24' dp	EA	11	\$16,000.00	\$176,000.00
27	48" Standard Precast Manhole, 24'-28' dp	EA	3	\$20,000.00	\$60,000.00
28	48" Standard Precast Manhole, 28'-32' dp	EA	1	\$25,000.00	\$25,000.00
29	Air Release Valve & Vault	EA	2	\$25,000.00	\$50,000.00
30	Connection to Existing 10" Force Main	EA	1	\$5,000.00	\$5,000.00
31	Asphalt Pavement Replacement	LF	4,760	\$120.00	\$571,200.00
32	Asphalt Driveway Replacement	LF	70	\$100.00	\$7,000.00
33	Gravel Driveway Replacement	LF	20	\$50.00	\$1,000.00
34	Concrete Driveway Replacement (Undistributed)	LF	25	\$150.00	\$3,750.00
35	Seeding and Restoration	LS	1	\$150,000.00	\$150,000.00
36	Erosion Control	LS	1	\$100,000.00	\$100,000.00
37	Maintenance of Traffic	LS	1	\$50,000.00	\$50,000.00
38	Rock Excavation (Undistributed)	LS	1	\$1,475,000.00	\$1,475,000.00
39	Construction Engineering	LS	1	\$178,000.00	\$178,000.00
40	Mobilization/Demobilization (5%)	LS	1	\$460,000.00	\$460,000.00
Subtotal Construction Costs (Rounded)					\$9,490,000.00
Construction Contingency (20%)					\$1,898,000.00
Total Construction Cost					\$11,388,000.00
Non-Construction Cost (25%)					\$2,847,000.00
Total Capital Cost					\$14,235,000.00

* This cost estimate assumes that all proposed sewers along SR-1 are within easements outside of the State ROW.

**Pavement replacement is assumed for the proposed sewer along Old Hickory Road.

*** Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 37.

Project B.1

Project B.1 includes an 8" gravity sanitary sewer extension from the north end of the existing Harvest Ridge Subdivision to a proposed regional lift station approximately 400 feet south of Beneker Road (Beneker Road turns into Schuman Road east of Dog Ridge Road). The proposed gravity sewer would allow for the temporary lift station that currently serves Harvest Ridge to be decommissioned and connected to the gravity sewer. In addition, this phase would allow for service to potential developments north of the Harvest Ridge Subdivision and along the east and west sides of Dog Ridge Road in this area, totaling approximately 130 acres. Using a gross density of 2.5 homes/acre (comparable to Harvest Ridge) and 310 gpd/home (EDU), the estimated peak flow is approximately 472,000 gpd (328 gpm). An 8" sewer at minimum slope has capacity to handle this estimated peak flow.

The proposed lift station in this phase is critical to provide a means of connecting potential developments in this area to the wastewater system. The proposed lift station is planned to have a new 6" force main that would pump to the existing 6" force main at the Dog Ridge Road/Schuman Road intersection, which then continues along Schuman Road to existing Lift Stations #5 and #6. A second parallel 10" force main is also included for use in the future with the 6" force main as necessitated by future growth. A cost estimate for Project B.1 is provided in Table 6.3. As noted in other phases, additional improvements required for each development are assumed to be constructed and paid for by the developers. Additionally, there are other future improvements related to this phase that could be implemented later as needed to accommodate additional development. These improvements are generally listed below:

1. Extend the parallel 10" force main in Project B.1 along Schuman Road from Dog Ridge Road to Kraus Road. Connect this new force main to both the existing 8" force main (that goes north under I-74) and to the existing 6" force main (that runs south/southeast along SR 1). Alternatively, if Project B.2 of this study is constructed, the new force main could be connected to the proposed gravity sewer along Kraus Road included in Project B.2.
2. Combine the Town's existing Lift Stations #5 and #6 into a single lift station. (Note: Lift Station #5 receives flow from East Central High School and Lift Station #6 receives all other upstream pressure sewer flow). The combined lift station could be connected to both the existing 6" force main and the proposed 10" force main on Schuman Road as discussed in Item 1.

Ultimately, once full build-out of the Project B.1 area occurs and other potential sewer projects included in this study develop, a parallel force main will be needed along SR-46 as discussed in Project D.

**Table 6.3: Project B.1 - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Phase B.1 Lift Station (including wet well, valve vault, D.I. piping, pumps, valves, electrical/controls, and site work)	LS	1	\$750,000.00	\$750,000.00
2	Harvest Ridge Lift Station Decommissioning/Conversion to Gravity Sewer	LS	1	\$25,000.00	\$25,000.00
3	Access Road to Lift Station	LS	1	\$40,000.00	\$40,000.00
4	6"/10" Parallel Force Mains in Common Trench, Open Cut	LF	1,300	\$125.00	\$162,500.00
5	Air Release Valve and Vault	EA	1	\$25,000.00	\$25,000.00
6	Connection to Existing Force Main	EA	1	\$5,000.00	\$5,000.00
7	8" Sanitary Sewer, Native Backfill, 12'-16' dp	LF	550	\$150.00	\$82,500.00
8	8" Sanitary Sewer, Native Backfill, 16'-20' dp	LF	400	\$210.00	\$84,000.00
9	48" Standard Precast Manhole, 8'-12' dp	EA	1	\$7,000.00	\$7,000.00
10	48" Standard Precast Manhole, 12'-16' dp	EA	1	\$9,000.00	\$9,000.00
11	48" Standard Precast Manhole, 20'-24' dp	EA	1	\$16,000.00	\$16,000.00
12	Asphalt Pavement Replacement (Undistributed)	LF	100	\$120.00	\$12,000.00
13	Granular Backfill (Undistributed)	LF	100	\$50.00	\$5,000.00
14	Seeding and Restoration	LS	1	\$15,000.00	\$15,000.00
15	Erosion Control	LS	1	\$15,000.00	\$15,000.00
16	Maintenance of Traffic	LS	1	\$5,000.00	\$5,000.00
17	Rock Excavation (Undistributed)	LS	1	\$252,000.00	\$252,000.00
18	Construction Engineering	LS	1	\$31,000.00	\$31,000.00
19	Mobilization/Demobilization (5%)	LS	1	\$80,000.00	\$80,000.00
Subtotal Construction Costs (Rounded)					\$1,621,000.00
Construction Contingency (20%)					\$324,000.00
Total Construction Cost					\$1,945,000.00
Non-Construction Cost (25%)					\$486,000.00
Total Capital Cost					\$2,431,000.00

* Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 16.

Project B.2

Project B.2 includes a sanitary sewer extension south of I-74 along Kraus Road which will flow to the proposed regional lift station in Project A. This phase allows for service of new developments south of I-74, particularly Neighborhood Area 2 and Commercial/Retail Area 2 as identified on the Future Land Use Framework. The crossing of I-74 included in this project is critical for development south of the interchange. As typical with all phases, the proposed improvements are to provide developers with a means of connecting to the wastewater system. The improvements required for each development, which could include gravity sewers, low pressure sewers and individual grinder pumps, and additional lift stations, are assumed to be solely constructed and paid for by the developers. A cost estimate for Project B.2 is provided in Table 6.3.

**Table 6.3: Project B.2 - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	10" Sanitary Sewer, Native Backfill, 8'-12' dp	LF	1,100	\$165.00	\$181,500.00
2	10" Sanitary Sewer, Native Backfill, 16'-20' dp	LF	580	\$190.00	\$110,200.00
3	10" Sanitary Sewer, Native Backfill, 20'-24' dp	LF	400	\$260.00	\$104,000.00
4	10" Sanitary Sewer, Granular Backfill, 8'-12' dp	LF	1,100	\$205.00	\$225,500.00
5	10" Sanitary Sewer, Granular Backfill, 12'-16' dp	LF	400	\$220.00	\$88,000.00
6	I-74 Jack & Bore 10" Sanitary Sewer w/24" Casing	LF	270	\$1,500.00	\$405,000.00
7	48" Standard Precast Manhole, 8'-12' dp	EA	4	\$7,000.00	\$28,000.00
8	48" Standard Precast Manhole, 12'-16' dp	EA	3	\$9,000.00	\$27,000.00
9	48" Standard Precast Manhole, 16'-20' dp	EA	3	\$12,000.00	\$36,000.00
10	48" Standard Precast Manhole, 20'-24' dp	EA	2	\$16,000.00	\$32,000.00
11	48" Standard Precast Manhole, 24'-28' dp	EA	1	\$20,000.00	\$20,000.00
12	Asphalt Pavement Replacement	LF	1,500	\$120.00	\$180,000.00
13	Gravel Driveway Replacement	LF	50	\$50.00	\$2,500.00
14	Concrete Driveway Replacement (Undistributed)	LF	25	\$150.00	\$3,750.00
15	Seeding and Restoration	LS	1	\$30,000.00	\$30,000.00
16	Erosion Control	LS	1	\$20,000.00	\$20,000.00
17	Maintenance of Traffic	LS	1	\$20,000.00	\$20,000.00
18	Rock Excavation (Undistributed)	LS	1	\$303,000.00	\$303,000.00
19	Construction Engineering	LS	1	\$37,000.00	\$37,000.00
20	Mobilization/Demobilization (5%)	LS	1	\$100,000.00	\$100,000.00
Subtotal Construction Costs (Rounded)					\$1,953,000.00
Construction Contingency (20%)					\$391,000.00
Total Construction Cost					\$2,344,000.00
Non-Construction Cost (25%)					\$586,000.00
Total Capital Cost					\$2,930,000.00

* Asphalt pavement replacement is assumed along Kraus Road and at the Schuman Road crossing.

** Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 17.

Project C

Project C consists of improvements at the Town of St. Leon wastewater treatment plant (WWTP). Depending on how potential development actually occurs in the study area, this project will likely be needed prior to the majority of Project A being implemented and/or prior to Project B. As noted previously, the WWTP has some capacity, but once flows reach 90% of the rated capacity of the WWTP, improvements will be required. If a significant water/wastewater user develops in the area, this phase may be needed very early in the development process. However, for the purposes of this study, WWTP improvements are identified as Project C. The WWTP improvements are assumed to include additional sequencing batch reactor (SBR) tanks and UV disinfection facilities to match the existing WWTP. SBR type treatment systems are modular in design and can generally be expanded by adding additional SBR tanks and upgrading the other existing treatment processes. A cost estimate for Project C is provided in Table 6.4. This cost estimate assumes an expansion of the WWTP on the existing Town property to a rated average design flow of 1,000,000 gallons per day. However, if significant growth occurs and flows exceed 1,000,000 gallons per day, additional improvements would be required, including obtaining additional property for further expansion. There is some open area around the WWTP, and based on Dearborn County GIS data, one property owner owns the majority of this property. In addition, WWTPs with rated design flows above 1.0 MGD typically have a phosphorus limit, which the current WWTP does not have. If a phosphorus limit is added to the Town's permit, additional improvements to the WWTP would be required.

**Table 6.4: Project C - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	WWTP Improvements (Assume Increase Plant Capacity to 1 MGD) ¹	LS	1	\$5,200,000.00	\$5,200,000.00
2	Yard Piping & Site Work	LS	1	\$520,000.00	\$520,000.00
3	Electrical & Controls Upgrades	LS	1	\$780,000.00	\$780,000.00
4	Construction Engineering	LS	1	\$130,000.00	\$130,000.00
5	General Conditions, Mobilization/Demobilization, Bonds, & Insurance	LS	1	\$500,000.00	\$500,000.00
Subtotal Construction Costs (Rounded)					\$7,130,000.00
Construction Contingency (20%)					\$1,426,000.00
Total Construction Cost					\$8,556,000.00
Non-Construction Cost (25%)					\$2,139,000.00
Total Capital Cost					\$10,695,000.00

¹ The WWTP Improvements cost estimate assumes \$12/gallon for 430,000 gallons, which is based on an increase of the rated ADF of 570,000 GPD to 1,000,000 GPD

Project D

Project D consists of installation of a proposed 10" force main along SR 46 parallel to the Town's existing 10" force main. As noted previously, the existing 10" force main has additional capacity for development, but once the force main reaches its maximum allowed capacity, a parallel force main to convey the additional flows to the WWTP will be needed. The proposed force main is assumed to be installed adjacent to the existing force main, thus requiring multiple crossings of SR 46. The proposed regional lift station included in Project A would pump into the existing 10" force main until it's at capacity. Once the existing force main is at capacity, the proposed regional lift station could utilize both the existing force main and the proposed force main included in this project. A cost estimate for Project D is provided in Table 6.5.

**Table 6.5: Project D - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	10" Force Main, Open Cut	LF	12,500	\$200.00	\$2,500,000.00
2	10" Force Main, Directional Drill	LF	12,000	\$230.00	\$2,760,000.00
3	10" Force Main, Directional Drill (Whitewater River & McCann Creek Crossings)	LF	1,500	\$250.00	\$375,000.00
4	SR-46 Jack & Bore 10" Force Main w/24" Casing	LF	300	\$1,200.00	\$360,000.00
5	Force Main Cleanout Structure	EA	10	\$20,000.00	\$200,000.00
6	Air Release Valve & Vault	EA	20	\$25,000.00	\$500,000.00
7	Connection at WWTP	EA	1	\$10,000.00	\$10,000.00
8	Asphalt Driveway Replacement	LF	160	\$100.00	\$16,000.00
9	Gravel Driveway Replacement	LF	240	\$50.00	\$12,000.00
10	Concrete Driveway Replacement (Undistributed)	LF	25	\$150.00	\$3,750.00
11	Seeding and Restoration	LS	1	\$100,000.00	\$100,000.00
12	Erosion Control	LS	1	\$75,000.00	\$75,000.00
13	Maintenance of Traffic	LS	1	\$80,000.00	\$80,000.00
14	Rock Excavation (Undistributed)	LS	1	\$1,398,000.00	\$1,398,000.00
15	Construction Engineering	LS	1	\$168,000.00	\$168,000.00
16	Mobilization/Demobilization (5%)	LS	1	\$430,000.00	\$430,000.00
Subtotal Construction Costs (Rounded)					\$8,988,000.00
Construction Contingency (20%)					\$1,798,000.00
Total Construction Cost					\$10,786,000.00
Non-Construction Cost (25%)					\$2,697,000.00
Total Capital Cost					\$13,483,000.00

*Assumes 50% of the force main is installed via horizontal directional drilling due to the topography.

** Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 13.

Project E

Project E is located southeast of the I-74 and SR 1 interchange and includes an 8" gravity sewer, lift station, and force main to serve the eastern portion of the Commercial/Retail Area 2 as shown on the Future Land Use Framework Map (Figure 5.1). This project is proposed to connect to an existing 6" force main. The existing 6" force main increases to an 8" force main where it connects with the force main from existing Lift Stations #5 and #6. It then crosses I-74 before increasing to a 10" force main (i.e. the primary force main along SR 46). A cost estimate for Project E is provided in Table 6.6.

**Table 6.6: Project E - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Project E Lift Station (including wet well, valve vault, D.I. piping, pumps, valves, electrical/controls, and site work)	LS	1	\$750,000.00	\$750,000.00
2	Access Road to Lift Station	LS	1	\$165,000.00	\$165,000.00
3	6" Force Main, Open Cut	LF	1,620	\$90.00	\$145,800.00
4	6" Force Main Jack & Bore w/12" Casing (SR-1)	LF	200	\$500.00	\$100,000.00
5	Air Release Valve and Vault	EA	1	\$25,000.00	\$25,000.00
6	Connection to Existing Force Main	EA	1	\$5,000.00	\$5,000.00
7	8" Sanitary Sewer, Native Backfill, 8'-12' dp	LF	1,620	\$110.00	\$178,200.00
8	48" Standard Precast Manhole, 8'-12' dp	EA	6	\$7,000.00	\$42,000.00
9	Seeding and Restoration	LS	1	\$15,000.00	\$15,000.00
10	Erosion Control	LS	1	\$10,000.00	\$10,000.00
11	Rock Excavation (Undistributed)	LS	1	\$287,000.00	\$287,000.00
12	Construction Engineering	LS	1	\$35,000.00	\$35,000.00
13	Mobilization/Demobilization (5%)	LS	1	\$90,000.00	\$90,000.00
Subtotal Construction Costs (Rounded)					\$1,848,000.00
Construction Contingency (20%)					\$370,000.00
Total Construction Cost					\$2,218,000.00
Non-Construction Cost (25%)					\$555,000.00
Total Capital Cost					\$2,773,000.00

* Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 10.

Project F

Project F is located northeast of the I-74 and SR 1 interchange along the south side of SR 46 as shown in Figure 6.1. Given the topography in this area, this phase includes a lift station and force main to serve Commercial/Retail Area 3 shown on the Future Land Use Framework. The proposed force main would connect to the existing 10" force main along SR 46. The Town or other governing authority could require this phase to be completed entirely by a developer. It's included in this report to show how the Commercial/Retail Area 3 is anticipated to be served. A cost estimate for Project F is provided in Table 6.7.

**Table 6.7: Project F - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Project F Lift Station (including wet well, valve vault, D.I. piping, pumps, valves, electrical/controls, and site work)	LS	1	\$750,000.00	\$750,000.00
2	6" Force Main, Open Cut	LF	100	\$90.00	\$9,000.00
3	Connection to Existing Force Main	EA	1	\$5,000.00	\$5,000.00
4	8" Sanitary Sewer, Native Backfill, 16'-20' dp	LF	1,010	\$210.00	\$212,100.00
5	48" Standard Precast Manhole, 16'-20' dp	EA	4	\$12,000.00	\$48,000.00
6	Seeding and Restoration	LS	1	\$15,000.00	\$15,000.00
7	Erosion Control	LS	1	\$10,000.00	\$10,000.00
8	Maintenance of Traffic	LS	1	\$10,000.00	\$10,000.00
9	Rock Excavation (Undistributed)	LS	1	\$212,000.00	\$212,000.00
10	Construction Engineering	LS	1	\$22,000.00	\$22,000.00
11	Mobilization/Demobilization (5%)	LS	1	\$70,000.00	\$70,000.00
Subtotal Construction Costs (Rounded)					\$1,363,000.00
Construction Contingency (20%)					\$273,000.00
Total Construction Cost					\$1,636,000.00
Non-Construction Cost (25%)					\$409,000.00
Total Capital Cost					\$2,045,000.00

* Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 8.

Project G

Project G is located along SR 1 north of the Dearborn/Franklin boundary in Franklin County and would serve a portion of the Long-Term Mixed Use development area shown on the Future Land Use Framework. Given the significant elevation changes in this area, another phase (Project I) is anticipated to serve the northeastern portion of the proposed development area. Project G includes a gravity sewer from St. Peters Road south to a proposed lift station just south of the Dearborn/Franklin boundary. The lift station is proposed to pump into the sanitary sewer infrastructure included in Project A. A cost estimate for Project G is provided in Table 6.8.

**Table 6.8: Project G - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Project G Lift Station (including wet well, valve vault, D.I. piping, pumps, valves, electrical/controls, and site work)	LS	1	\$750,000.00	\$750,000.00
2	6" Force Main, Open Cut	LF	4,800	\$90.00	\$432,000.00
3	Air Release Valve and Vault	EA	4	\$25,000.00	\$100,000.00
4	Connection to Existing Force Main	EA	1	\$5,000.00	\$5,000.00
5	8" Sanitary Sewer, Granular Backfill, 8'-12' dp	LF	540	\$150.00	\$81,000.00
6	8" Sanitary Sewer, Native Backfill, 8'-12' dp	LF	3,560	\$110.00	\$391,600.00
7	48" Standard Precast Manhole, 8'-12' dp	EA	15	\$7,000.00	\$105,000.00
8	Asphalt Pavement Replacement	LF	60	\$120.00	\$7,200.00
9	Asphalt Driveway Replacement	LF	175	\$100.00	\$17,500.00
10	Gravel Driveway Replacement	LF	200	\$50.00	\$10,000.00
11	Concrete Driveway Replacement	LF	100	\$150.00	\$15,000.00
12	Seeding and Restoration	LS	1	\$50,000.00	\$50,000.00
13	Erosion Control	LS	1	\$35,000.00	\$35,000.00
14	Maintenance of Traffic	LS	1	\$50,000.00	\$50,000.00
15	Rock Excavation (Undistributed)	LS	1	\$410,000.00	\$410,000.00
16	Construction Engineering	LS	1	\$49,200.00	\$49,200.00
17	Mobilization/Demobilization (5%)	LS	1	\$125,400.00	\$125,400.00
Subtotal Construction Costs (Rounded)					\$2,633,900.00
Construction Contingency (20%)					\$526,800.00
Total Construction Cost					\$3,160,700.00
Non-Construction Cost (25%)					\$790,000.00
Total Capital Cost					\$3,950,700.00

* This cost estimate assumes that the crossing of St. Peters Road is installed via open cut. If jack & bore installation is required, the cost will increase accordingly.

** Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 14.

Project H

Project H is located along SR 1 north of St. Peters Road and is proposed to serve Employment Area 2 identified on the Future Land Use Framework. Given the topography in this area, St. Peters Road acts as a separation point between Projects G and H with a sanitary sewer in Project G flowing south along SR 1 and a sanitary sewer in Project H flowing north. Project H includes a lift station at the north end of the development area with a force main proposed to pump to the sanitary sewer in Project G. A cost estimate for Project H is provided in Table 6.9.

**Table 6.9: Project H - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Project H Lift Station (including wet well, valve vault, D.I. piping, pumps, valves, electrical/controls, and site work)	LS	1	\$750,000.00	\$750,000.00
2	6" Force Main, Open Cut	LF	5,000	\$90.00	\$450,000.00
3	6" Force Main, Directional Drill (Old Indiana 1)	LF	250	\$200.00	\$50,000.00
4	Air Release Valve and Vault	EA	3	\$25,000.00	\$75,000.00
5	8" Sanitary Sewer, Granular Backfill, 8'-12' dp	LF	150	\$150.00	\$22,500.00
6	8" Sanitary Sewer, Native Backfill, 8'-12' dp	LF	5,150	\$110.00	\$566,500.00
7	48" Standard Precast Manhole, 8'-12' dp	EA	21	\$7,000.00	\$147,000.00
8	Asphalt Pavement Replacement	LF	70	\$120.00	\$8,400.00
9	Asphalt Driveway Replacement	LF	25	\$100.00	\$2,500.00
10	Gravel Driveway Replacement	LF	25	\$50.00	\$1,250.00
11	Concrete Driveway Replacement (Undistributed)	LF	25	\$150.00	\$3,750.00
12	Seeding and Restoration	LS	1	\$50,000.00	\$50,000.00
13	Erosion Control	LS	1	\$35,000.00	\$35,000.00
14	Maintenance of Traffic	LS	1	\$30,000.00	\$30,000.00
15	Rock Excavation (Undistributed)	LS	1	\$438,000.00	\$438,000.00
16	Construction Engineering	LS	1	\$52,600.00	\$52,600.00
17	Mobilization/Demobilization (5%)	LS	1	\$134,100.00	\$134,100.00
Subtotal Construction Costs (Rounded)					\$2,816,600.00
Construction Contingency (20%)					\$563,000.00
Total Construction Cost					\$3,379,600.00
Non-Construction Cost (25%)					\$845,000.00
Total Capital Cost					\$4,224,600.00

* This cost estimate assumes that the crossing of Old Indiana 1 is installed via open cut. If jack & bore installation is required, the cost will increase accordingly.

** Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 14.

Project I

Project I starts where Projects G and H connect and is located along St. Peters Road east of SR-1. Project I is proposed to serve the northeastern portion of the Long-Term Mixed Use area shown in the Future Land Use Framework. Project I includes a gravity sewer along St. Peters Road to the east to a proposed lift station near Chappelow Ridge Road. The lift station is proposed to pump into the sanitary sewer infrastructure included in Project G. A cost estimate for Project I is provided in Table 6.10.

**Table 6.10: Project I - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Project I Lift Station (including wet well, valve vault, D.I. piping, pumps, valves, electrical/controls, and site work)	LS	1	\$1,000,000.00	\$1,000,000.00
2	6" Force Main, Open Cut	LF	5,600	\$90.00	\$504,000.00
3	6" Force Main, Jack & Bore w/12" Casing (State Road 1)	LF	250	\$500.00	\$125,000.00
4	Air Release Valve and Vault	EA	4	\$25,000.00	\$100,000.00
5	8" Sanitary Sewer, Granular Backfill, 8'-12' dp	LF	2,795	\$110.00	\$307,450.00
6	8" Sanitary Sewer, Granular Backfill, 16'-20' dp	LF	225	\$210.00	\$47,250.00
7	8" Sanitary Sewer, Granular Backfill, 20'-24' dp	LF	1,210	\$260.00	\$314,600.00
8	8" Sanitary Sewer, Granular Backfill, 24'-28' dp	LF	1,300	\$310.00	\$403,000.00
9	State Road 1 Jack & Bore 8" Sanitary Sewer w/24" Casing	LF	250	\$1,100.00	\$275,000.00
10	48" Standard Precast Manhole, 8'-12' dp	EA	8	\$7,000.00	\$56,000.00
11	48" Standard Precast Manhole, 16'-20' dp	EA	2	\$12,000.00	\$24,000.00
12	48" Standard Precast Manhole, 20'-24' dp	EA	5	\$16,000.00	\$80,000.00
13	48" Standard Precast Manhole, 24'-28' dp	EA	5	\$20,000.00	\$100,000.00
14	Asphalt Pavement Replacement	LF	25	\$120.00	\$3,000.00
15	Asphalt Driveway Replacement	LF	25	\$100.00	\$2,500.00
16	Gravel Driveway Replacement	LF	150	\$50.00	\$7,500.00
17	Concrete Driveway Replacement (Undistributed)	LF	25	\$150.00	\$3,750.00
18	Seeding and Restoration	LS	1	\$60,000.00	\$60,000.00
19	Erosion Control	LS	1	\$45,000.00	\$45,000.00
20	Maintenance of Traffic	LS	1	\$30,000.00	\$30,000.00
21	Rock Excavation (Undistributed)	LS	1	\$698,000.00	\$698,000.00
22	Construction Engineering	LS	1	\$83,700.00	\$83,700.00
23	Mobilization/Demobilization (5%)	LS	1	\$213,500.00	\$213,500.00
Subtotal Construction Costs (Rounded)					\$4,483,250.00
Construction Contingency (20%)					\$897,000.00
Total Construction Cost					\$5,380,250.00
Non-Construction Cost (25%)					\$1,345,000.00
Total Capital Cost					\$6,725,250.00

* Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 20.

Project J

Project J is located between SR 1 and Old State Road 1 and is bounded by Hager Road to the south. Project J includes an 8" gravity sewer, lift station, and force main to serve proposed Long-Term Neighborhood Area D as shown in the Future Land Use Framework. This phase is proposed to connect to the same existing 6" force main as Project E, which crosses I-74 and ultimately turns into the primary 10" force main along SR 46 to the WWTP. A cost estimate for Project J is provided in Table 6.11.

**Table 6.11: Project J - Proposed Wastewater Improvements
Estimated Project Costs**

Item	Description	Unit	Quantity	Unit Cost	Amount
1	Project J Lift Station (including wet well, valve vault, D.I. piping, pumps, valves, electrical/controls, and site work)	LS	1	\$750,000.00	\$750,000.00
2	6" Force Main, Open Cut	LF	3,100	\$90.00	\$279,000.00
3	Air Release Valve and Vault	EA	2	\$25,000.00	\$50,000.00
4	Connection to Existing Force Main	EA	1	\$5,000.00	\$5,000.00
5	8" Sanitary Sewer, Native Backfill, 12'-16' dp	LF	3,100	\$150.00	\$465,000.00
6	48" Standard Precast Manhole, 12'-16' dp	EA	12	\$9,000.00	\$108,000.00
7	Asphalt Pavement Replacement (Undistributed)	LF	25	\$120.00	\$3,000.00
8	Seeding and Restoration	LS	1	\$40,000.00	\$40,000.00
9	Erosion Control	LS	1	\$30,000.00	\$30,000.00
10	Maintenance of Traffic	LS	1	\$25,000.00	\$25,000.00
11	Rock Excavation (Undistributed)	LS	1	\$351,000.00	\$351,000.00
12	Construction Engineering	LS	1	\$42,120.00	\$42,120.00
13	Mobilization/Demobilization (5%)	LS	1	\$107,400.00	\$107,400.00
Subtotal Construction Costs (Rounded)					\$2,255,520.00
Construction Contingency (20%)					\$451,000.00
Total Construction Cost					\$2,706,520.00
Non-Construction Cost (25%)					\$677,000.00
Total Capital Cost					\$3,383,520.00

* Rock excavation is an undistributed line item and is estimated at 20% of the total cost of line items 1 thru 10.

Summary

Multiple phases are considered in the recommendations with Project A being the largest group of improvements. However, as noted, Project A could be further divided into multiple smaller projects to reduce the costs depending on how development in the area ultimately occurs. Additionally, while the existing wastewater infrastructure could support some modest growth, improvements would be needed (particularly at the WWTP) to support larger growth as documented in Project C. As noted in Project D, a second force main parallel to the existing 10" force main along SR 46 would be required if wastewater flows from future developments increase significantly.

The flow rates used to determine pipe sizing are estimates only and could vary significantly depending on the type of development. This could change how the phases are constructed. For instance, if a large wastewater contributor develops initially in Project A, the WWTP may need to be upgraded simultaneously. On the contrary, if only low wastewater contributors develop, the WWTP and force main improvements may not be required until later in the future.

It should be noted that all costs presented in this report are based upon 2023 dollars and have not been assumed for any construction year. In addition, the cost estimates include a 20% contingency and an assumed 25% non-construction cost. Each phase or project would need to be further evaluated as they occur to refine the estimated costs. The improvements recommended in this plan are intended to be primary interceptors and infrastructure to be able to provide connections/service for the projected development areas. Additional improvements such as branch sewers, lift stations, low pressure sewers, and other improvements will need to be installed by the developers at each development site to transport the wastewater flows to the regional infrastructure.

Furthermore, it's anticipated that the Town of St. Leon, Dearborn County, or Franklin County may require the potential developers to be responsible for portions of some of the proposed improvements discussed herein, particularly for projects or phases that don't require regional type infrastructure.

As projects are built out, they will impact the recommendations within this report. Therefore, this document should be re-evaluated as the area develops and there is a better understanding of the flow rates within the service area.

Water Network

Planned Improvements

North Dearborn's water system is currently adequate for the existing service area and some modest growth. In addition, they are in the process of completing system improvements that will allow the water system to handle the majority of the proposed development area. North Dearborn staff indicated that the improvements are planned in four phases as generally shown in Figure 6.2. Following is a brief description of the four phases:

Phase 1 – Water Treatment Plant Improvements (north and outside of the study area)

This includes a new 1,000 gallons per minute (1.44 MGD) packaged water treatment unit, three new high service pumps, a new building addition, improvements to the electrical/controls system, additions to the disinfection system and other improvements. A permit for this work was approved on May 6, 2022 and the work was completed in 2023. This project will allow the system to handle significant growth in the study area.

Phase 2 – New 8" and 12" water mains along County Line Road, Post 464 Road, and Central Drive.

These new water mains will increase flows and pressure northwest of the I-74 and SR 1 interchange. A permit for this project was approved with Phase 1 on May 6, 2022 and construction started in 2023.

Phase 3 (future) – Proposed 12" main east of the Phase 2 area along State Road 1 to extend into Franklin County.

It also includes a 12" stub to the south to parallel the existing 6" main for future service to the I-74 and SR 1 interchange. Phase 3 was partially funded by READI in 2023 with Franklin County actively searching for additional funding options to address the funding gap.

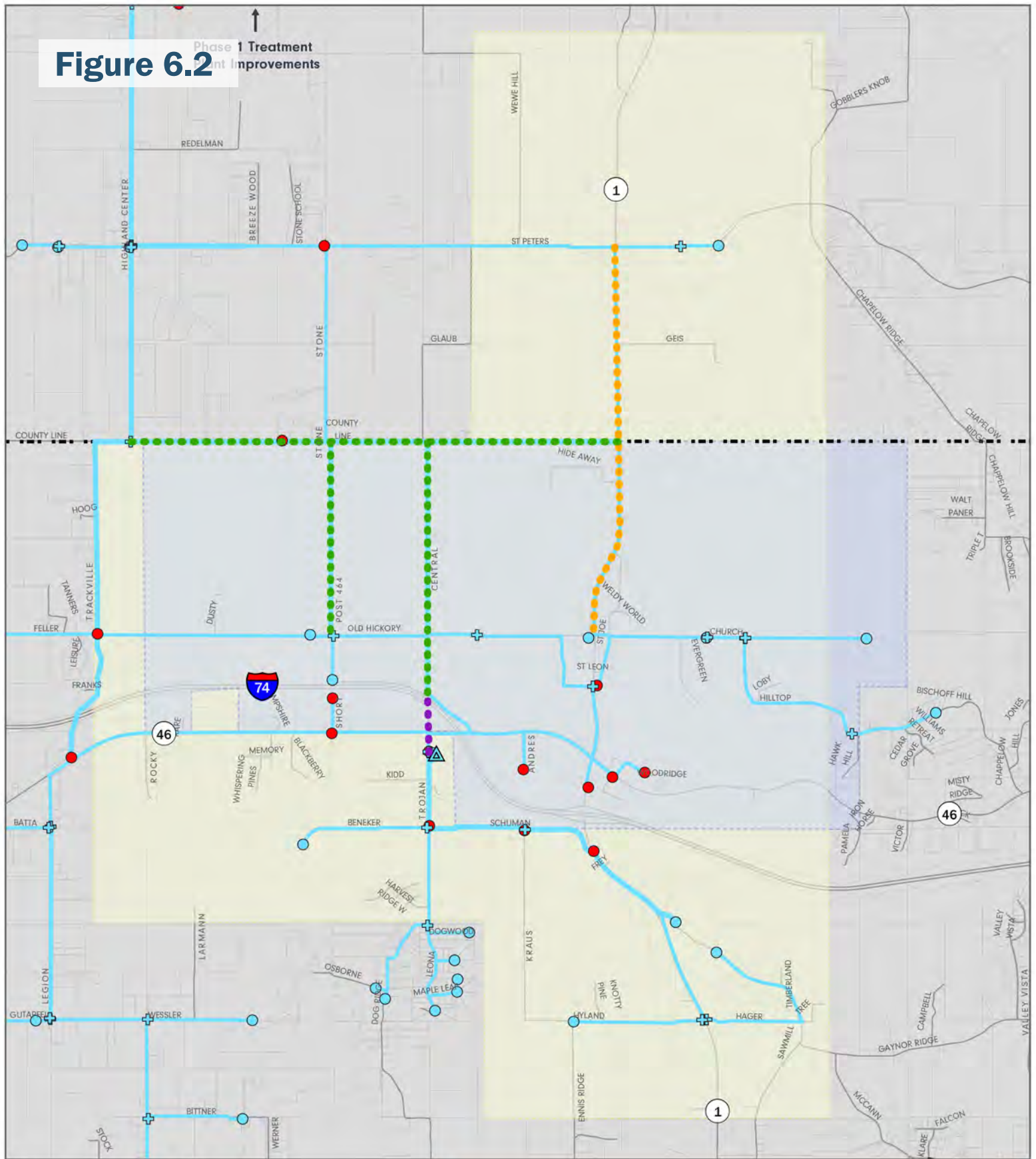
Phase 4 (future) – Proposed 12" main under I-74 to connect to the existing 500,000 gallon elevated storage tank on Trojan Road.

This would provide an additional supply line on the south side of the interstate for future growth.

With the proposed improvements discussed above, North Dearborn Water Corporation should be well positioned to accommodate future growth and development in the project area. Depending on the rate of growth, additional well capacity may eventually be needed. North Dearborn indicated that they also plan to consider a future project to add a third well to the system with a capacity of 1,000 gallons per minute and upgrade the two existing wells to 1,000 gallons per minute each.

Given the current and future improvements planned by North Dearborn Water Corporation, no additional improvements are recommended as part of this study. Water main extensions may be needed depending on the actual locations of proposed development, but that would be determined on a case-by-case basis, with costs likely paid by the developer.

Figure 6.2



Future Water Network

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000'
NORTH

MAP LEGEND

- | | | |
|-------------|--------------------|-------------------------|
| Study Area | Phase 2 (complete) | Existing Water Line |
| St. Leon | Phase 3 (pending) | Existing Water Valve |
| Local Roads | Phase 4 | Existing Fire Hydrant |
| Parcels | | Existing Flush Hydrant |
| County Line | | Existing Elevated Tower |

Private Utilities

Electric

Southeastern Indiana REMC (Rural Electric Membership Cooperative) and Duke Energy serve different portions of the planning area with electric power, as shown in Figure 6.3. Representatives from both organizations indicated sufficient electric power capacity is available to serve potential development within the study area. A 345 kV transmission line runs north-south approximately 1.25 miles east of the State Road 1 alignment. Duke owns an additional 138 kV transmission line further west, outside of the study area. Distribution lines (12 kV) are present along SR 1, SR 46, Schuman Road, Church Land/Old Hickory Road, St. Peters Road, and others.

Where possible, new distribution lines should be installed underground. Normally new underground lines and equipment will be installed by the provider at no cost to the developer, providing the estimated revenue meets the utilities payback schedule. If the estimated cost of the installation exceeds the estimated revenue, the developer may pay the difference of such costs in advance of construction. Providers may not make any underground installation, if in their judgment it is not technically or economically justified as specified by the Indiana Utility Regulatory Commission (IURC).

In the event a future business is a large electric power user and requires an additional substation, a 2- to 5-acre land area would be required. Ideally, this land area would be provided by the site developer or end-user. On-going supply chain issues have significantly increased the length of time required to get a new substation online. As of the time of the planning process, what had historically been a two-year process is now likely to take up to four years. While electric power capacity should not be an impediment to potential development, if a project requires a new substation, that wait time may cause some end users to explore more shovel-ready sites.

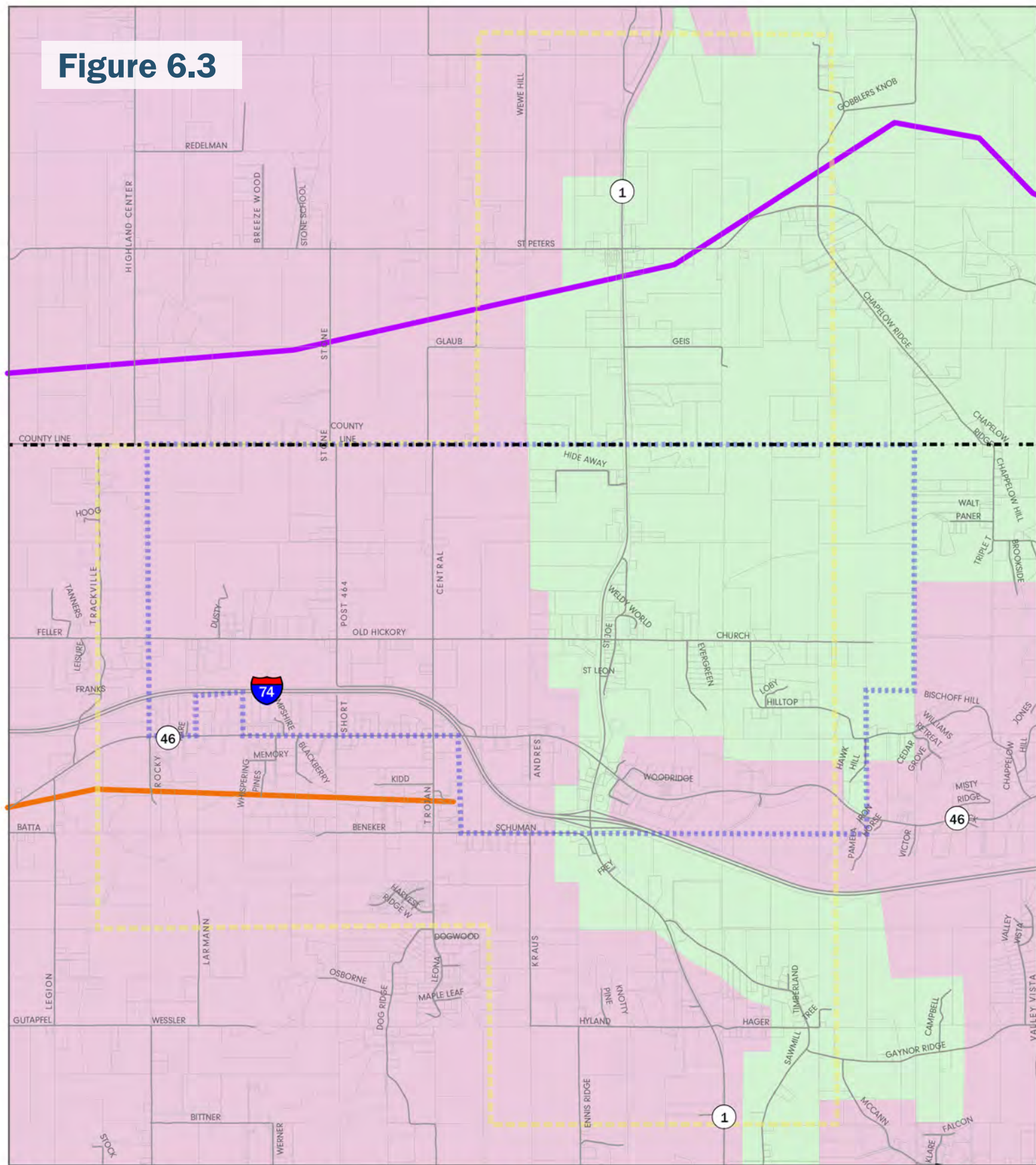
Natural Gas

Sycamore Gas Company and Ohio Valley Gas serve different portions of the study area with natural gas. Representatives from Sycamore Gas Company indicated available capacity to serve new development within their territory as part of early stakeholder discussions. They serve the northern portion of the study area, including a recent extension to the Brackney, Inc. property on State Road 1. Supply beyond their existing allocation is ultimately determined by the transmission company, Texas Eastern Transmission Corporation, that operates a 24-inch gas pipeline that generally runs east-west within Franklin County just north of the county line.

Ohio Valley Gas serves portions of the study area just north and south of Interstate 74. A 3-inch pipeline extends to the East Central High School/East Central Middle School campus. Distance from existing gas infrastructure was identified as a key impediment by a potential end user of the Stenger Farm site, actively marketed for development during the planning process. A 2022 cost estimate calculated the expense of extending a steel main from the transmission line to the site to be \$3.64 million.

Development of industrial, commercial, and residential uses would all increase the demand for natural gas within the corridor plan area. Natural gas consumption among industrial users can vary significantly. It may be used for heating, cooling, and cooking, similar to commercial and residential uses; it may also be a base ingredient for products such as fertilizers, plastics, and other chemicals. Since overall consumption, hourly loads, and delivery pressures can vary widely, it is difficult to forecast necessary supplies and corresponding infrastructure needs. Similarly, the costs of natural gas infrastructure can vary widely based on pipe diameter and delivery pressure. Typically, end users/developers do not install gas mains and are only responsible for on-site connections. The

Figure 6.3



Electric Service Area & Gas Pipelines

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000'



MAP LEGEND

- Study Area
- St. Leon
- Local Roads
- Parcels
- County Line
- Texas Eastern Transmission Corp.
- Ohio Valley Gas Corp.
- Southeastern Indiana REMC
- Duke Energy

cost to install or extend mains are borne by the utility provider. The end user/developer will have to offset installation costs should the planned development not be projected to meet a 5-year payback period, as approved by the Indiana Utility Regulatory Commission (IURC).

As existing roadways are improved and adjacent development occurs, additional right-of-way or easements should be secured for new gas infrastructure. A standard 20-foot easement is recommended for typical distribution gas mains while high pressure mains will require a 40 to 50-foot easement. One Dearborn and the Franklin County Economic Development Commission should continue to communicate hourly loads, geographic locations, and delivery pressures of potential projects to natural gas providers so they may adequately respond to requests for information.

Telecommunications

Industrial and business tenants have a wide range of potential telecommunications infrastructure needs; telecommunications utilities include those that supply telephone, cable, TV or digital broadband internet. Fast, reliable connectivity has become increasingly important as advances in technology have occurred, and broadband is an expected piece of infrastructure just like water or electrical service. All new telecommunications installations will typically utilize fiber optic cable, as copper cable is generally no longer used.

Great Plains Communications provides broadband service in the study area. Almost the entire study area meets the FCC definition for broadband internet, with minimum speeds of 25 Mbps for downloads and 3 Mbps for uploads, through wire-based service. The area just northeast of the SR 1 and St. Peters Road intersection is not served by either wire-based or wireless broadband internet (indianabroadbandmap.com).

Stormwater

As development occurs, buildings, roads, parking lots, and other impervious surfaces will lead to increases in stormwater runoff. These impervious surfaces do not allow stormwater to infiltrate and recharge groundwater supplies. Instead, stormwater travels over the land and runs off at a rate higher than would occur on the site before development. This stormwater runoff can carry pollutants and sediment to receiving lakes, streams, and rivers thus impacting water quality. Additionally, increased stormwater volumes can contribute to greater downstream flooding during heavy storm events.

Given the lack of existing stormwater infrastructure and geographic dispersion of potential development sites, it is anticipated that stormwater management will occur at the site level.

Traditionally, this involves using pipes, curbs, and detention basins to direct and temporarily store the stormwater before it is discharged to a receiving waterway.

Green infrastructure best management practices should be incorporated during site design, construction, and operation to minimize runoff by:

- Decreasing site disturbance during construction
- Preserving existing natural features on a site
- Reducing the amount of impervious coverage
- Disconnecting drainage flows
- Increasing opportunities for infiltration

Potential improvements could include:

- Dry detention basins
- Retention ponds
- Rain gardens / stormwater planters
- Bioswales
- Permeable pavements



Future development should include stormwater management infrastructure to slow runoff volumes and increase infiltration.
Source: Bryan Malloch

Transportation

The transportation network plays a central role in supporting and maintaining economic success and quality of life. If goods, services, and people cannot safely and efficiently access and move through an area, it will be more difficult to grow and sustain businesses and support resident needs. Concerns regarding the existing transportation network were a common theme throughout the engagement process, and the transportation network is viewed as a key component to the success of the SR 1 corridor.

The transportation network and land use framework analyzed through this process are highly interconnected. The land use scenario and potential development areas presented in the previous chapter were organized around both existing zoning entitlements and the current transportation system. Despite organizing the land use framework around existing transportation infrastructure, existing county and local roads may not be adequate in handling potential traffic volume increases. It is anticipated that enhancements to several existing roadways and intersections will be needed should development occur.

The recommendations discussed in this section will likely be needed to facilitate desired development while maintaining safety, connectivity and mobility throughout the planning area. The key thoroughfares, SR 1 and SR 46, as well as the interchange itself are under the jurisdiction of the Indiana Department of Transportation (INDOT) and as such, any modifications or improvements to these facilities will be led by INDOT. Improvements to county and local roads will be led by Dearborn County, Franklin County, or the Town of St. Leon. Where roads cross jurisdictional boundaries, community partnerships may be necessary to ensure a consistent roadway design and efficient

use of resources through construction. Dearborn and Franklin counties and the Town of St. Leon should leverage local funds to pursue grants through state opportunities, especially INDOT's Community Crossings Matching Grant (CCMG) program.

Intersection Improvements

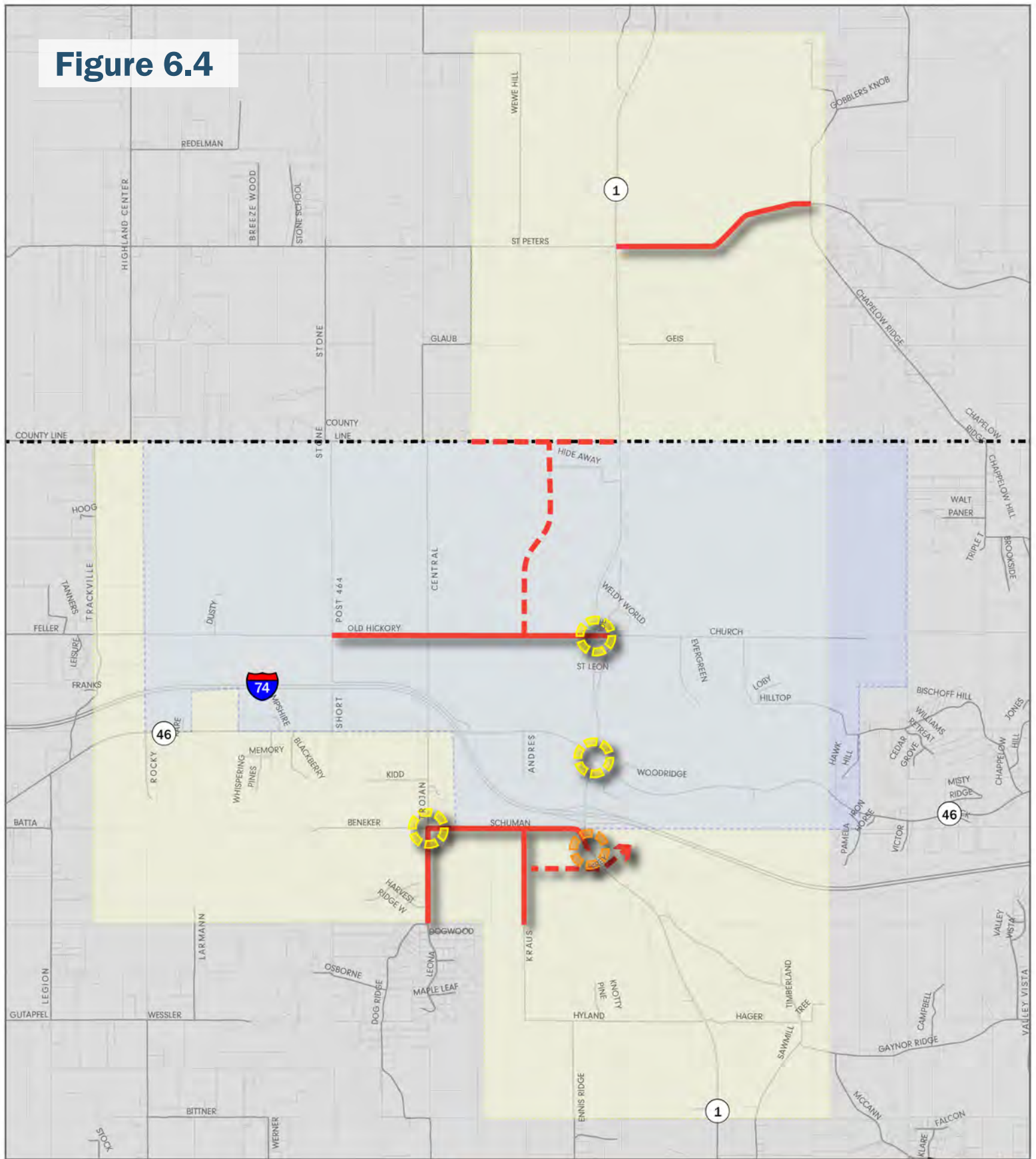
Several key intersections will likely need modification if development occurs within the study area. The exact timing of these improvements, and design details, will need to be determined based on existing and forecasted traffic counts at the time of design. Modifications may include converting four-way stop intersections to traffic signal-controlled intersections, converting two-way stops to four-way stops, widening lanes and curve radii, adding turn lanes, and improving lighting and signage.

At the time of the corridor planning process, INDOT was designing improvements to the SR 1 and Schuman Road intersection, with construction planned for 2024. This project will replace the existing flashing stop/yield signal with a full traffic signal (red, yellow, and green phases), add dedicated left-turn lanes on southbound SR 1 and eastbound Schuman Road, and a dedicated right-turn lane on northbound SR 1. Other marking and signage improvements are also included in the project.

Future intersections to monitor, and that may warrant modifications, include:

- SR 1 and SR 46
- SR 1 and Old Hickory Road / Church Lane
- Schuman Road / Beneker Road and Trojan Road / Dogridge Road

Figure 6.4



Transportation Improvements

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000'



MAP LEGEND

- | | | | |
|--|-------------|--|----------------------------------|
| | Study Area | | Enhancement to Existing Roadway |
| | St. Leon | | Potential Future Roadway |
| | Local Roads | | Planned Intersection Improvement |
| | Parcels | | Future Intersection Improvement |
| | County Line | | |

Roadway Improvements

Major changes to SR 1, SR 46, or the interchange, will be determined by INDOT and will need to be programmed and funded through the State Transportation Improvement Program (STIP). It includes all expected state and local transportation projects funded with federal highway funding or 100% state funding for the next five years. The current STIP covers fiscal years 2024-2028. The SR 1 and Schuman Road intersection improvement, referenced above, is included in the current STIP. The other STIP project within the study area will improve SR 46 from SR 1, west to SR 101, with preventative maintenance and reconstruction enhancements. It is scheduled for 2025.

Many of the county and local roads within the study area are narrow, two-lane roads that currently experience relatively low traffic volumes. Most are not marked with a center line. As development occurs, several of these roads will need improvements, which may include wider lanes, center line markings, improved shoulders, adjacent drainage improvements, and other markings, lighting, and signage. Road improvements are costly, and it will be necessary for developers to work with local governments in making transportation improvements that serve their projects. At a minimum, Dearborn and Franklin counties and St. Leon should require adequate right-of-way dedication as properties are developed, to allocate space for potential future roadway enhancements.

Local road improvements that will likely be needed if adjacent properties are developed include:

- Schuman Road from SR 1 to Trojan Road / Dogridge Road
- Old Hickory Road / Church Lane from St. Joe Drive to Post 464 Road
- St. Peters Road from SR 1 to Chappelow Ridge Road
- Dogridge Road from Schuman Road / Beneker Road to Leona Drive
- Kraus Road from Schuman Road south approximately one-half mile

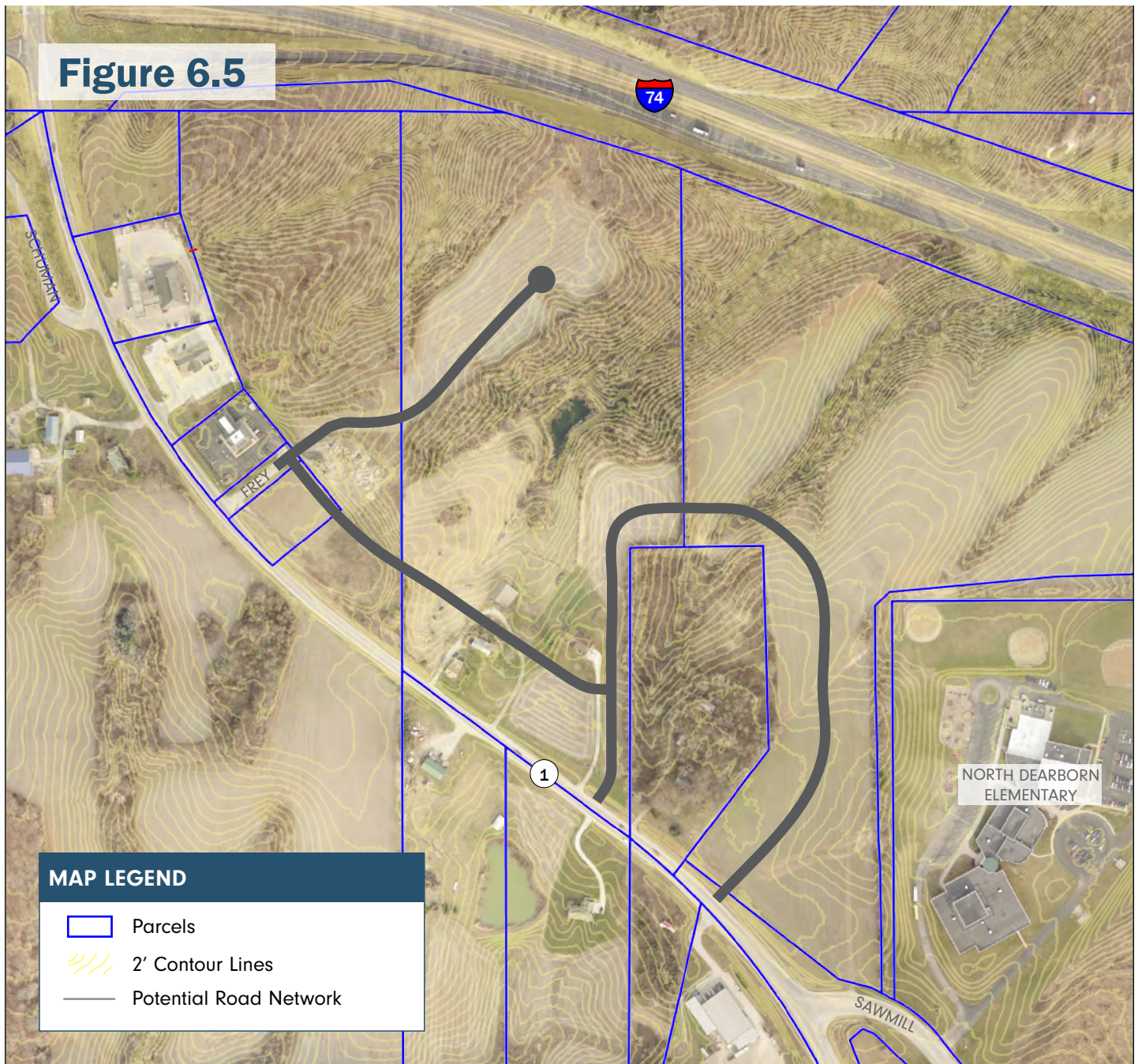
New Road Connections

In addition to improving existing roadways and intersections, limited new roadways may be needed to serve development and organize larger tracts into smaller parcels. It is anticipated that these projects be designed as part of a subdivision and platting process and be paid for and constructed by the developer. If the area between SR 1 and Kraus Road, south of Schuman Road, is developed, it should be organized around a new east-west street that aligns with the existing SR 1 and Frey Road intersection. Additionally, if development occurs behind Civista Bank, Skyline Chili, and the BP station, Frey Road should be extended into this area.

Potential new roads to be constructed to access future development sites include:

- East-west street from Kraus Road to where Frey Road intersects SR 1
- Frey Road extension into undeveloped area behind Civista Bank, Skyline Chili, and BP
- County Line Road extension from current terminus east to connect with SR 1
- North-south street connecting Old Hickory Road to a new County Line Road extension, as included in the Town of St. Leon Comprehensive Plan.

Additional new roads internal to business parks and subdivisions should be designed and built by the developer based on the specific needs of the project.

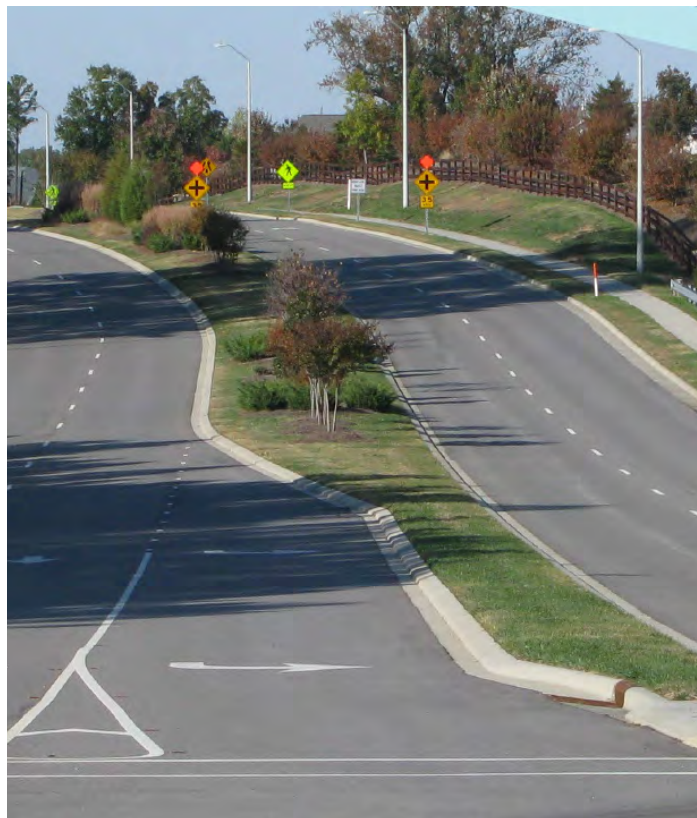


As the southeast quadrant of the I-74 and SR 1 interchange continues to develop, Frey Road should be continued to the northeast. An additional frontage road and loop drive would provide access to additional development sites. End uses may necessitate a different road network, but additional earthwork and bridges or culverts will add cost. Source: HWC Engineering

Access Management

Beyond improving existing roadways and intersections, managing access along roads as development occurs, is key to maintaining motorist safety and smooth traffic flow. Access management is the organized control of location, spacing, design and operation of driveways, medians, intersections and other connections to a roadway. Access management seeks to limit and consolidate access along major roadways, while promoting a supporting circulation system for development. As roads are improved or reconstructed, they should include access management solutions in order to create a safe, efficient transportation system. This may include:

Signal Spacing: Signalized intersections often determine the level of service and quality of overall roadway operations. New and proposed traffic signals should be placed and timed accordingly so that traffic can move through each signal at an appropriate speed.



Dedicated left-turn lanes and medians can help ensure safe and efficient movement of vehicles. Source: FHWA

Driveway / Curb Cut Spacing: The spacing of driveways or curb cuts along a road greatly affects the safety and efficiency of a roadway. Separating these connections gives drivers a break between potential conflict points and helps reduce the risk of collisions. As development occurs in the planning area, opportunities for shared access and consolidated driveways should be explored.

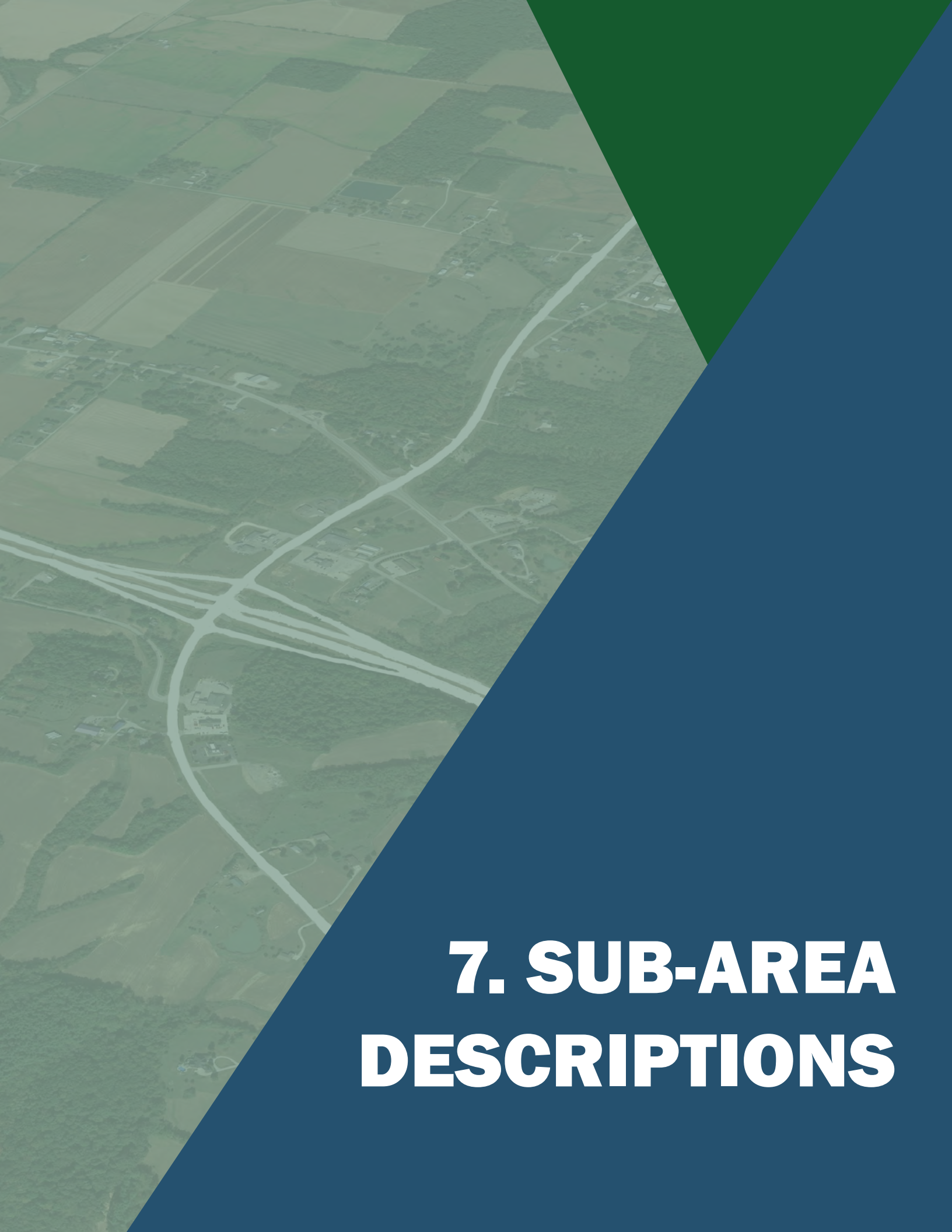
Left Turn Lanes: Left turn lanes are an important access management measure because they allow left turning vehicles to be separated from the through traffic. This helps to reduce delays and traffic backups that cause lane changing and rear end collisions. In areas of new development, left turn lanes could be incorporated along county and local roads so that traffic entering development sites does not impede the general circulation pattern.

Acceleration and Deceleration Lanes:

Acceleration and deceleration lanes are added space along the roadway on either side of a driveway or access point that provide drivers with an opportunity to speed up or slow down in a space not used by through traffic already traveling at speed.

Passing Blisters: A passing blister is constructed as short segment of additional lane, opposite of the driveway for which it serves. It allows through traffic to maneuver around a vehicle turning left onto an adjacent site.

Frontage and Rear Access Roads: Frontage and rear access roads help to relieve congestion on corridors in two ways. They allow for the consolidation of driveways, thereby removing conflicts on the main road and they reduce traffic volumes on the main road for short trips between nearby uses.



7. SUB-AREA DESCRIPTIONS

Organizing The Corridor

Introduction

The State Road 1 Corridor Plan identifies strategic opportunities for potential growth and building character around the I-74 and State Road 1 interchange, including areas along the highway in unincorporated parts of Dearborn County and Franklin County. It does this through areas identified for potential employment-based growth, commercial and retail growth, and neighborhoods, seen on the Future Land Use Framework Map (page 85). This map was developed through analysis of current utilities and potential expansions as well as how land is current zoned.

This map does not signify that development will occur within each area or imply that zoning will be changed. It is a graphic representation of how growth could occur should property owners wish to sell or develop their property.

This chapter further breaks down how each Primary Opportunity Area should be considered from a land use, building character, and preservation perspective if growth were to occur along the corridor. More detailed explanations of each potential development type can be found in Chapter 5: Land Use & Development Types.

Priorities for the Corridor

During public engagement and demographic/ socioeconomic analysis of the region, several guiding principles for future growth were identified, and subsequently built into the plan's recommendations. Many of these revolve around protecting the rural character along the corridor, while understanding an interstate interchange is bound to attract development interest. While these guiding principles are targeted towards Primary Opportunity areas, they can also be applied to Long-Term Potential areas along the corridor as well.

Employment Priorities

- Encourage small-scale manufacturing, light industrial development, and agribusiness over warehouses and logistic centers that require larger footprints.
- Employment Opportunity Areas should prioritize development that expands job opportunities for local residents and jobs paying good wages.

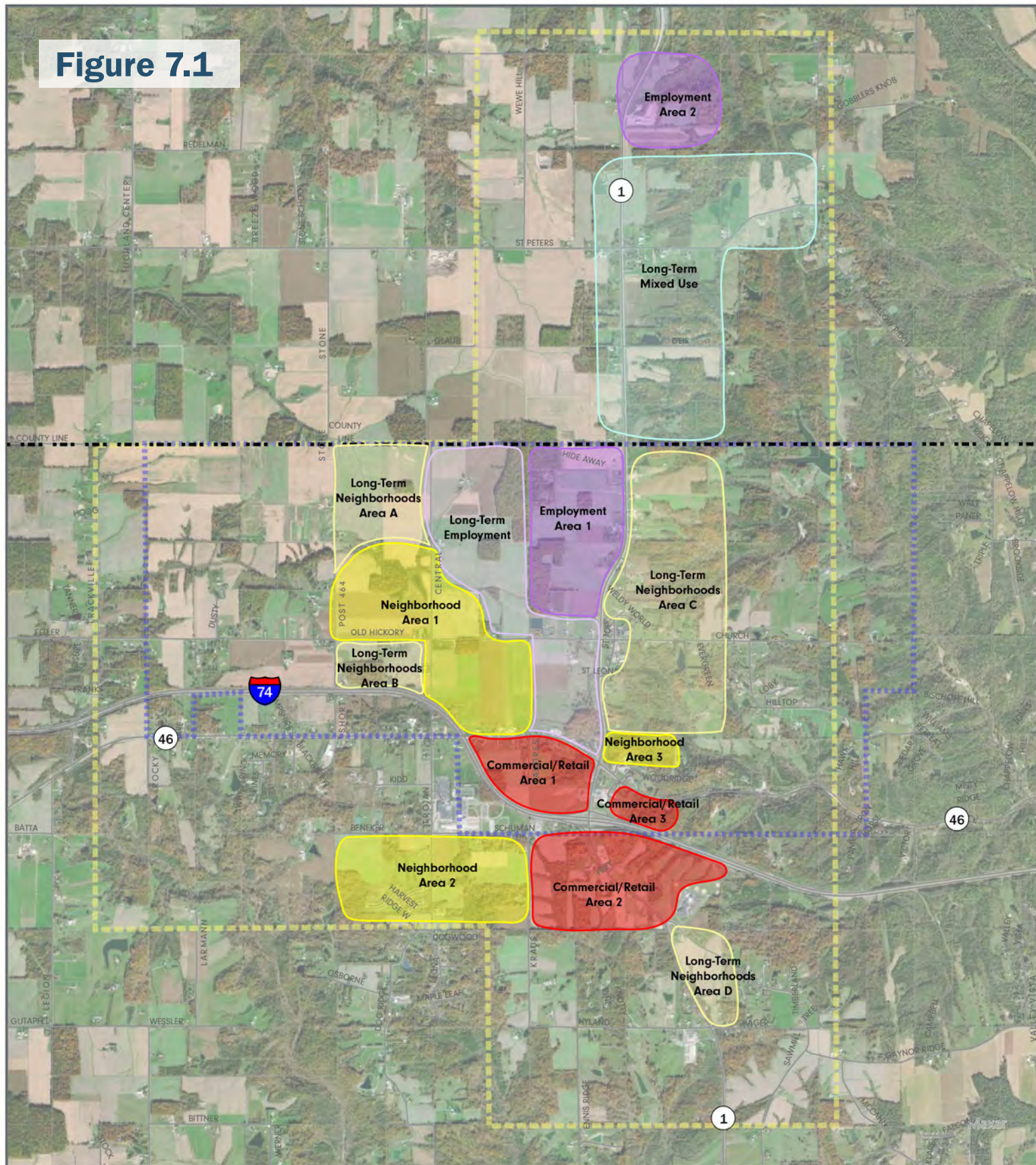
Commercial & Retail Priorities

- Uses with a specific purpose of serving interstate traffic should be located immediately adjacent to the interchange and I-74.
- With the exception of agriculture-related services, commercial uses should be limited to roadways which can presently handle high levels of traffic.

Neighborhoods Priorities

- Preservation of open space and natural landscapes should be integrated into all future residential subdivisions.
- Residential growth consisting of small-lot subdivisions should primarily occur south of I-74 near the schools and in areas where geography and utility infrastructure allow.

Figure 7.1



Future Land Use Framework

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA



MAP LEGEND

	Study Area	Future Land Use	Primary Opportunity	Long-Term Potential
	St. Leon	Neighborhoods		
	Local Roads	Commercial & Retail		
	Parcels	Employment		
	County Line	Mixed-Use		

Figure 7.2

This aerial map illustrates the proposed transit network for the Rock Hill area. Key features include:

- Employment Areas:** Two purple-shaded regions are identified: "Long-Term Employment" and "Employment Area 1".
- Transit Routes:**
 - A red dashed line represents a proposed transit route, with a red dot labeled "1" near the intersection of I-74 and US-46.
 - A green solid line represents another proposed transit route, with a green dot labeled "1" near the intersection of I-74 and US-46.
- Geographic Context:** The map shows major roads (I-74, US-46), county boundaries (yellow dashed line), and city boundaries (blue dashed line). Various neighborhoods and landmarks are labeled, including "Rock Hill", "Hickory", "Hilltop", and "Bischoff Hill".

STATE ROAD 1 CORRIDOR PLAN

DEARBORN & FRANKLIN COUNTIES, INDIANA

NORTH

Study Area
St. Leon
Local Road
Parcels
County Line

 Proposed Force Main
 Proposed Gravity Sewer
 Proposed Lift Station

— Existing Force Main/
Low Pressure Sewer
● Existing Lift Station

Employment Area 1

Area Description

Employment Area 1 is approximately 193 acres located directly adjacent to SR 1 in Dearborn County, north of St. Leon and ending at the county border. The area is primary farmland and woodlands with a few single-family residential properties sitting along the highway and set back into a woods on the northern edge of the site. The majority of the site is zoned as Light Industrial with parcels zoned as Agriculture on the southern end. The largest parcels within Employment Area 1 have been for sale and were being actively marketed to prospective developers during the planning process. While there have been interested parties, a deal had not yet been negotiated at the time of this plan's creation.

Guiding Principles

- Development should focus on small-scale light manufacturing and locally focused employers.
- Large warehouses and logistics buildings should be avoided.
- Encourage the attraction of agricultural-related industries.
- Utilize access management best practices to mitigate potential transportation impacts to the corridor
- Larger buildings should be set back further from SR 1 to preserve corridor character. Setback and buffer areas may be used for crop production.

Recommendations

This area should hold the majority of employment based growth within the study so long as vehicular access and buffers between new buildings and existing development are utilized. Development types may include wholesale businesses, light manufacturing, and/or agribusiness operations.

Appropriate Development Types

Light Manufacturing (page 54), Agribusiness (page 55), and High-Intensity Commercial (page 52) uses that aesthetically match surrounding land uses should be considered in Employment Area 1.

Phasing & Infrastructure Improvements

Development within Employment Area 1 is contingent on the expansion of gravity-fed sewer infrastructure along SR1 north of SR 46, including a regional lift station which would transport waste along SR 46 to the treatment plant east of St. Leon. This area is not presently served by a natural gas provider. Extension of a gas line to the area would greatly benefit development prospects. Local tax increment financing (TIF) revenues or grant funds could help address needed sewer and natural gas improvements and extensions.



Small-scale manufacturing developments with setbacks could provide employment opportunities for locals. Source: Freepik



Land for sale along the west side of SR 1 currently zoned as Light Industrial. Source: HWC Engineering

Employment Area 2

Area Description

Employment Area 2 is approximately 110 acres located directly east of SR 1 in Franklin County, approximately 1.6 miles north of the county line. There is a mix of farmland, woods, and existing industrial development on the site, with available land on either side of the highway. The area is zoned as Open Industrial with the southern parcel zoned as Prime Agriculture. At the time of this plan the existing owner, Brackney, Inc., had expressed interest in expanding operations further into the site as well as connecting the site to St. Leon's sewer system.

Guiding Principles

- Development should focus on small-scale light manufacturing and locally focused employers.
- Large warehouses and logistics buildings should be avoided.
- Encourage expansion of existing businesses and the attraction of supporting industries.
- Limited, related retail business uses may be included with manufacturing operations.
- Utilize access management best practices to mitigate potential transportation impacts to the corridor
- Larger buildings should be set back further from SR 1 to preserve corridor character. Setback and buffer areas may be used for crop production or open space.

Recommendations

This site is dedicated for future facility expansions and new businesses adjacent to existing light industrial development. Utility upgrades in this area may be needed to serve more intensive uses. The site should continue to hold light manufacturing and service-based industries in the future.

Appropriate Development Types

Light Manufacturing (page 54) and High-Intensity Commercial (page 52) uses that match existing land uses should be considered in Employment Area 2.

Phasing & Infrastructure Improvements

Employment Area 2 is connected to municipal water but not municipal sewer, although the existing business has expressed interest in expanding sewer from Dearborn County to the site through a combination of local funding, READI grants, and private matches. Although current sewage facilities are equipped to hand everyday business activities an expansion would be needed if more intensive uses are developed.



Brackney, Inc. is an industrial-focused business with the potential to expand facilities. Source: HWC Engineering



Industrial-focused buildings should remain small-scale and maintain aesthetics that fit the corridor. Source: Shutterstock

Commercial/Retail Area 1

Area Description

Commercial/Retail Area 1 is 92 acres on the northwest corner of the SR 1/I-75 interchange wedged between the interstate and SR 46. Farmland and single-family housing are the primary uses in the area, with higher traffic levels due to adjacent state highways and the interchange. The site is primarily zoned as Community Business with the parcels bordering SR1 zoned as Highway Interchange which allows more intensive commercial uses.

Guiding Principles

- Development should serve the convenience needs of surrounding residents and travelers along I-74.
- Local businesses and restaurants should be prioritized over national chains, where possible.
- Encourage expansion of existing businesses and the attraction of supporting industries.
- Regional shopping centers that draw in high volumes of traffic, such as big box retailers, should be discouraged.
- Utilize access management best practices to mitigate potential transportation impacts to the corridor.
- Service business and office uses should provide a transition from retail and restaurant uses around the interchange.

Recommendations

Target commercial uses which rely on high levels of visibility from the interstate for their operation as well as those that generate large volumes of traffic such as restaurants, high-intensity commercial operations or office spaces.

Appropriate Development Types

Convenience Retail & Restaurant (page 50), Office (page 51), and High-Intensity Commercial (page 52) uses that match existing land uses should be considered in Commercial/Retail Area 1.

Phasing & Infrastructure Improvements

Commercial/Retail Area 1 has both water and sewer infrastructure that can support moderate levels of new growth without the need for enhancement, depending on development intensity. Short-term sewer improvements on the site should include a regional lift station which would serve areas north of I-75.

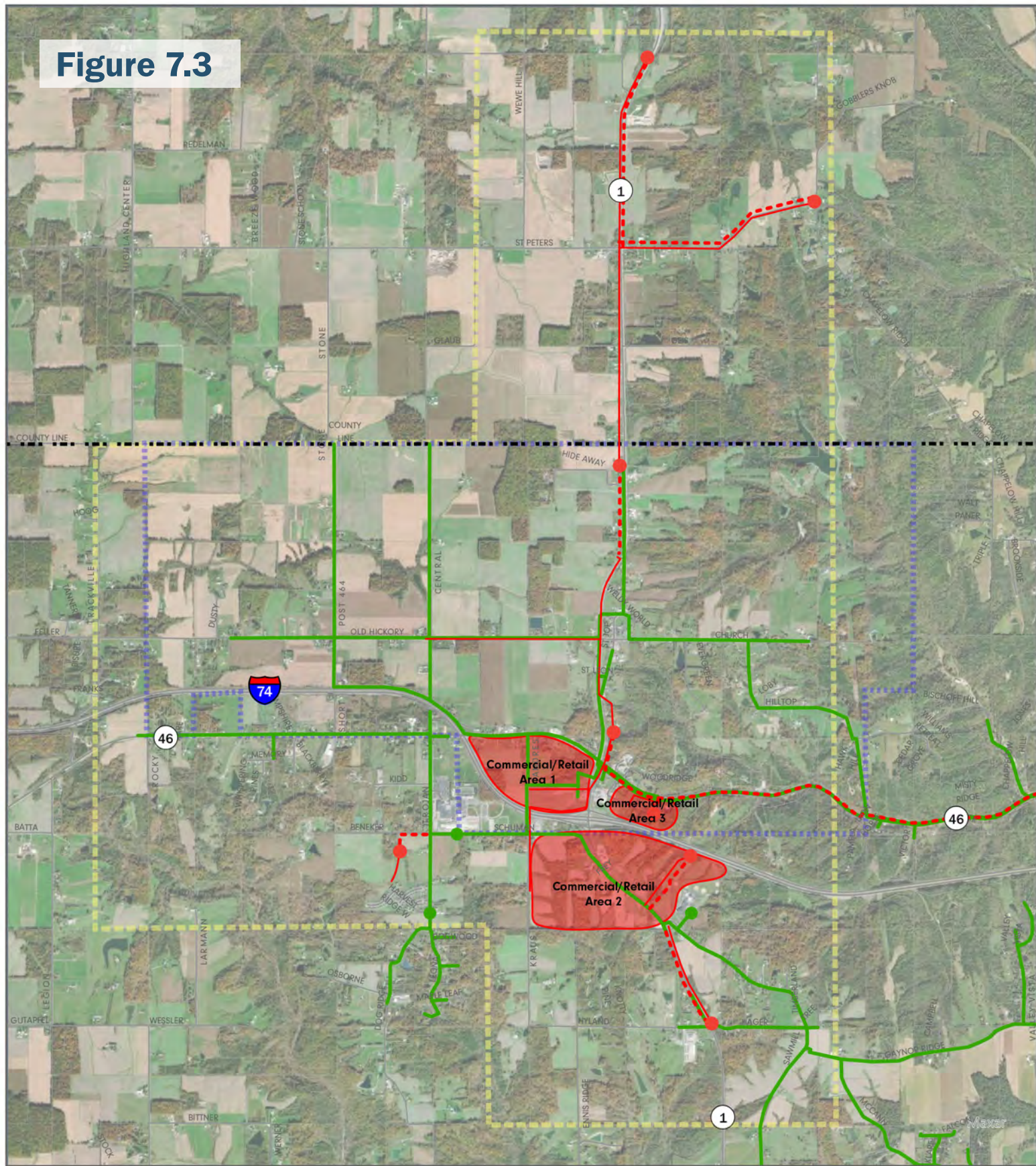


A variety of businesses serving residents and travelers north of the I-75 interchange. Source: HWC Engineering



New development should have design standards to ensure high-quality structures. Source: Pacific Mobile Structures, INC

Figure 7.3



Future Land Use Commercial/Retail

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000'



MAP LEGEND

- Study Area
- St. Leon
- Local Roads
- Parcels
- County Line

Future Land Use Commercial & Retail

- Proposed Force Main
- Proposed Gravity Sewer
- Proposed Lift Station

Primary Opportunity



Long-Term Potential



- Existing Force Main/
Low Pressure Sewer
- Existing Lift Station

Commercial/Retail Area 2

Area Description

Commercial/Retail Area 2 consists of a large portion of land south of I-74 and straddling either side of the State Road 1 corridor from the interchange to Sawmill Road. The 221 acre site has a mix of uses including commercial, residential, and institutional, and holds large woodlands and changing topography that could limit development. The area is currently zoned as Community Business, although the only commercial uses exist along SR 1.

Guiding Principles

- Development should serve the convenience needs of surrounding residents and travelers along I-74.
- Local businesses and restaurants should be prioritized over national chains, where possible.
- Encourage expansion of existing businesses and the attraction of supporting industries.
- Regional shopping centers that draw in high volumes of traffic, such as big box retailers, should be discouraged.
- Utilize access management best practices to mitigate potential transportation impacts to the corridor.
- Service business and office uses should provide a transition from retail and restaurant uses around the interchange.

Recommendations

Convenience retail, high-intensity commercial and other uses which benefit from state highway access and serve residents along the corridor should locate in this area. It is feasible that this area could also include agribusiness, mixed-use, or residential development towards the west, as absorbing over 200 acres of land for commercial uses may not be supported by the market.

Appropriate Development Types

Convenience Retail & Restaurant (page 50), High-Intensity Commercial (page 52), Mixed Density Neighborhoods (page 48), and Agribusiness (page 55) uses should be considered in Commercial/Retail Area 2.

Phasing & Infrastructure Improvements

Commercial/Retail Area 2 has both water and sewer infrastructure that can support moderate levels of new growth on the eastern edge of the site without the need for enhancement, depending on development intensity. Growth adjacent to Kraus Road, other than single-family residential, would likely need wastewater improvements.



New agriculture related businesses could support existing operations in the region and along SR 1. Source: AGCO



There has been recent investment and new development interest south of the interchange. Source: HWC Engineering

Commercial/Retail Area 3

Area Description

Commercial/Retail Area 3 is 23 acres adjacent to Christina Drive and south of SR 46. The site is zoned as Highway Interchange and was subdivided in the past for continued development, currently, most of the site is vacant or wooded. The area is one of the few shovel ready sites for non-residential uses along the corridor due to existing infrastructure and access.

Guiding Principles

- Development should serve the convenience needs of surrounding residents and travelers along I-74.
- Local businesses and restaurants should be prioritized over national chains, where possible.
- Encourage expansion of existing businesses and the attraction of supporting industries.
- Service business and office uses should provide a transition from retail and restaurant uses around the interchange.

Recommendations

Adjacent to existing small-footprint commercial buildings, this area should also be used for office and other commercial businesses that don't require interstate visibility and access to State Road 1.

Appropriate Development Types

Convenience Retail & Restaurant (page 50), High-Intensity Commercial (page 52), and Office (page 51) uses should be the primary uses within Commercial/Retail Area 3.

Phasing & Infrastructure Improvements

Commercial/Retail Area 3 has both water and sewer infrastructure that can support moderate levels of new growth without the need for enhancement, specifically due to the site laying directly uphill from the treatment plant. More intensive developments on the site could necessitate the need for a pump station at a later date.



Restaurants can serve the region while benefiting from interstate travelers. Source: Sam Jones BBQ



New medical facilities can greatly improve access to healthcare in rural communities. Source: LECOM Health

Neighborhood Area 1

Area Description

Neighborhood Area 1 is 135 acres located west of SR1 and north of I-74 consisting largely of agricultural land uses and rural estates. The combination of limited infrastructure and suitable soils types for farming have limited development in the area in the past, even with the majority of the site zoned as single-family residential. During the planning process, a large parcel adjacent to Central Drive was subdivided and sold at auction to multiple buyers. Some of the new owners have indicated plans to build homes while other parcels are likely to continuing being used for crop production.

Guiding Principles

- New subdivisions should be designed around natural features to highlight existing woodlands, streams, hillsides, and hilltops.
- Design requirements should be used to avoid “cookie-cutter” homes with limited character and ensure new homes respect adjacent context.
- Allow a mix of quality housing types that address the needs of the area workforce, families, and seniors.
- Direct development to properties already served by, or that can be served by public utilities so long as it is financially feasible to do so.

Recommendations

Primarily agricultural in nature, this area should be reserved for rural estates and conservation subdivisions that match surrounding character, with the potential for more dense growth on the southern edge along State Road 46.

Appropriate Development Types

Rural Estates (page 46) and Conservation Subdivisions (page 47) uses should be the primary uses, outside of agriculture, within Neighborhood Area 1.

Phasing & Infrastructure Improvements

Neighborhood Area 1 has water infrastructure that can support moderate levels of new growth but lacks the necessary sewer infrastructure to support large or dense development. A new line running around Old Hickory Road would allow agricultural land to be preserved through small-lot conservation subdivisions.

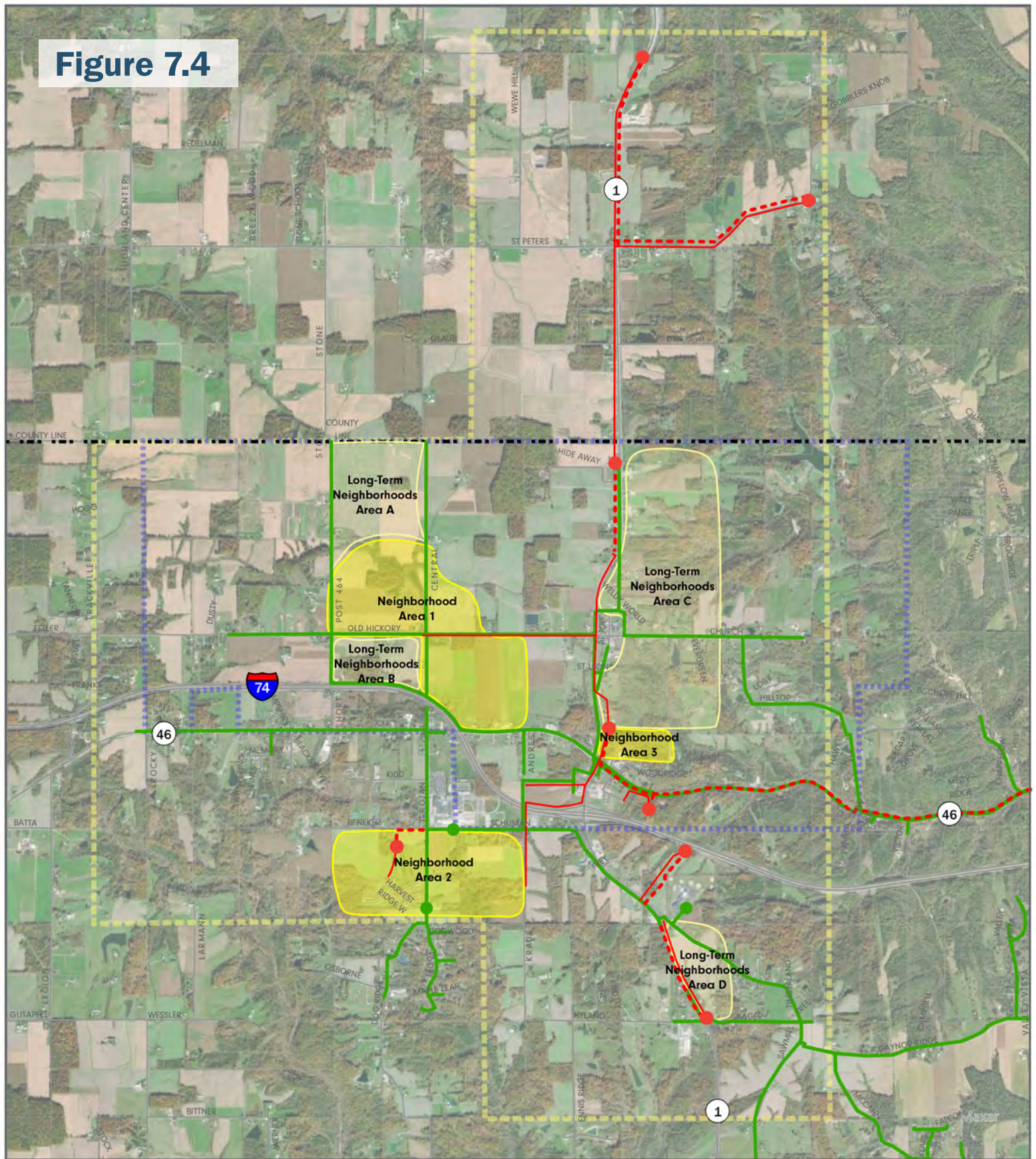


Conservation subdivisions can preserve farmland by shrinking lot sizes and preserving land. Source: Siepmann Realty Corp.



Rural estates are the primary residential type in the study area, often tied to family farms. Source: Shutterstock

Figure 7.4



Future Land Use Neighborhoods

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA

0' 1,000' 2,000'
NORTH

MAP LEGEND

- Study Area
- St. Leon
- Local Roads
- Parcels
- County Line

Future Land Use Neighborhoods

- Proposed Force Main
- Proposed Gravity Sewer
- Proposed Lift Station

Primary Opportunity



Long-Term Potential



- Existing Force Main/ Low Pressure Sewer
- Existing Lift Station

Neighborhood Area 2

Area Description

Neighborhood Area 2 is located south of East Central High School and encompasses approximately 188 acres of woodlands, farmland, and residential land uses. The only major residential subdivision within the study area is also located in Neighborhood Area 2. The site is currently a combination of both Agricultural and Residential zoning, but is projected to be rezoned as Low-Density Residential and Medium-Density Residential as Dearborn County completes its zoning ordinance update.

Guiding Principles

- Where served by water and sewer utilities, promote compact development to preserve large portions of the site for agricultural use.
- Design requirements should be used to avoid “cookie-cutter” homes with limited character and ensure new homes respect adjacent context.
- Allow a mix of quality housing types that address the needs of the area workforce, families, and seniors.
- Direct development to properties already served by, or that can be served by public utilities so long as it is financially feasible to do so.

Recommendations

The areas south of East Central High School and Middle School are prime for more compact residential development including conservation subdivisions and mixed density neighborhoods.

Appropriate Development Types

Mixed Density Neighborhoods (page 48) and Conservation Subdivisions (page 47) uses should be the primary uses, outside of agriculture, within Neighborhood Area 1.

Phasing & Infrastructure Improvements

Neighborhood Area 2 has water infrastructure that can support moderate levels of new residential growth without the need for enhancement. While there is sewer infrastructure along Trojan Road it would need enhancements in order to support dense development. New pump stations and sewer lines along the eastern edge of Neighborhood Area 2 would help alleviate those deficiencies.



The Harvest Ridge subdivision is the most recent large-lot subdivision built in the study area. Source: HWC Engineering



Quality home designs and materials can help avoid “box home” developments. Source: Shutterstock

Neighborhood Area 3

Area Description

Neighborhood Area 3 is a 28-acre area adjacent to the North Dearborn Crossing apartment complex, the only multi-family residential development in the study area. The land is currently split zoned between Neighborhood Business and Agriculture, due to parcels lying adjacent to State Road 1. There have been discussions to rezone or sell the property for new development, although nothing formal was finalized during the creation of this study.

Guiding Principles

- Where served by water and sewer utilities, promote compact development that is consistent with adjacent land uses while preserving natural landscapes and geographies.
- Design requirements should be used to avoid “cookie-cutter” homes with limited character and ensure new homes respect adjacent context.
- Allow a mix of quality housing types that address the needs of the area workforce, families, and seniors.
- Direct development to properties already served by, or that can be served by public utilities so long as it is financially feasible to do so.

Recommendations

With existing multi-family residential land uses to the south, this area is prime for compact residential development including mixed density neighborhoods and multi-family housing. Commercial uses that serve the immediate area should also be considered.

Appropriate Development Types

Mixed Density Neighborhoods (page 48) and Multi-Family Sites (page 49) uses should be the primary uses within Neighborhood Area 3, with the potential for limited Convenience Retail & Restaurants (page 50).

Phasing & Infrastructure Improvements

There is existing water and sewer infrastructure adjacent to Neighborhood Area 3 that could support moderate levels of new residential growth without the need for major enhancement, although a centralized lift station may be required for larger developments.

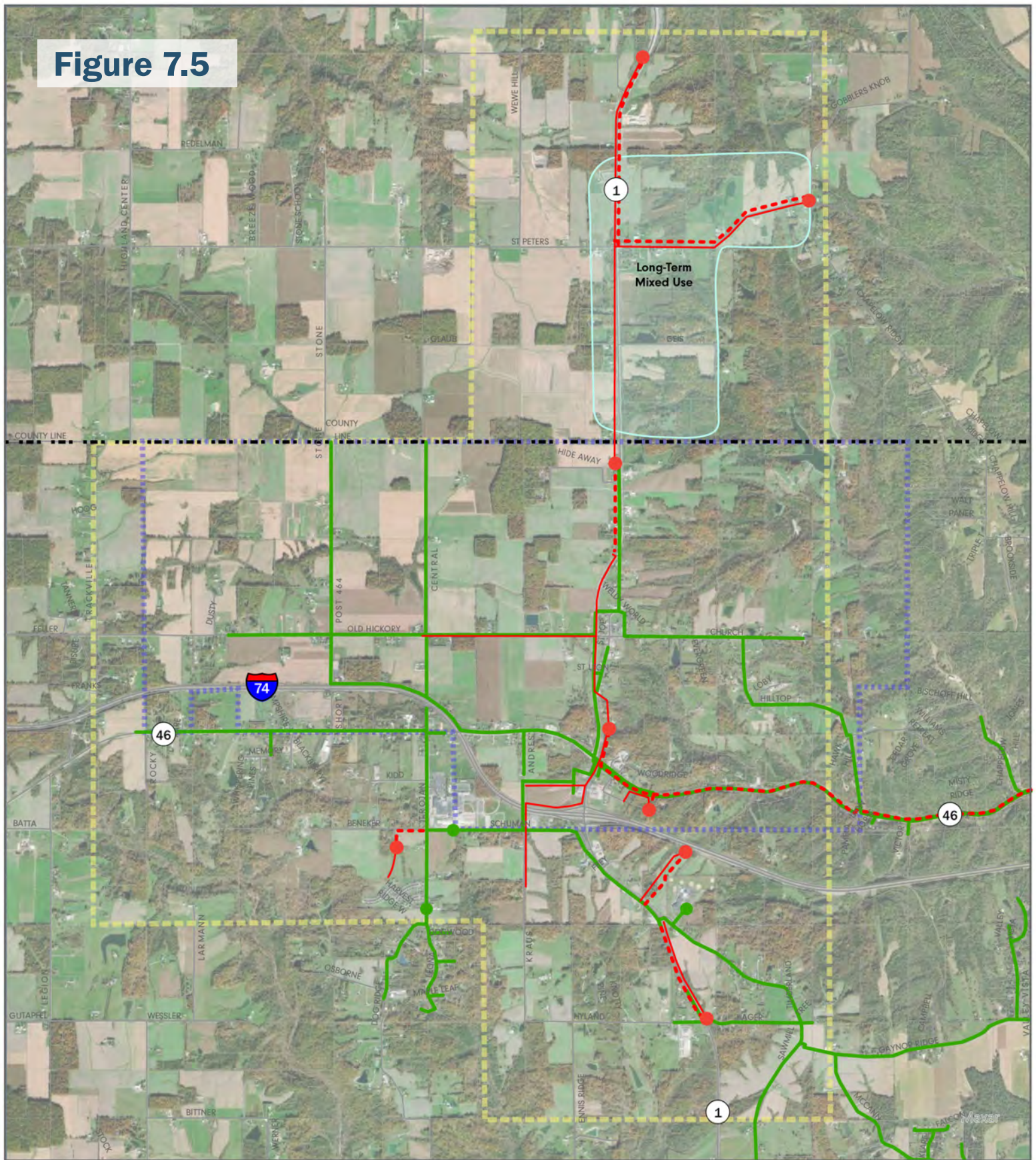


The only multi-family dwellings within the study area are at the corner of SR 1 and SR 46. Source: HWC Engineering



Material choices can align multi-family developments with existing community character. Source: Mission Rock Res.

Figure 7.5



Future Land Use Mixed-Use

STATE ROAD 1 CORRIDOR PLAN
DEARBORN & FRANKLIN COUNTIES, INDIANA



MAP LEGEND

	Study Area	St. Leon	Local Roads	Parcels	County Line	Future Land Use Mixed-Use	Primary Opportunity	Long-Term Potential
						Proposed Force Main		
						Proposed Gravity Sewer		
						Proposed Lift Station		
						Existing Force Main/ Low Pressure Sewer		
						Existing Lift Station		

Long-Term Mixed-Use Area

Area Description

The area identified as potential Long-Term Mixed-Use, running along SR 1 and St. Peters Rd in Franklin County, could include a variety of neighborhood, commercial, or employment uses. Potential projects in this area will need to be evaluated on a case-by-case basis given utility infrastructure availability at the time of development and to ensure compatibility with surrounding properties. Because of the relative distance of this area from existing wastewater infrastructure, sewer service is unlikely in the short-term.

Guiding Principles

- Residential development should be clustered and setback from the roadway to preserve tillable agriculture land.
- Commercial uses should generally be small in scale and serve surrounding residents, businesses, and agriculture operations.
- Industrial development should primarily be focused on agribusiness and value-added agriculture.
- Where served by water and sewer utilities, future development may be more intense so long as it is consistent with adjacent land uses and preserves natural topography through the area.

Recommendations

Agribusiness should be considered the primary opportunity in this area. Larger residential lots utilizing on-site well and septic systems may allow for some new home construction, but these homes should be setback far from the roadway to maintain future utility viability.

Appropriate Development Types

Continued agriculture use. Rural Estates (page 46) and Conservation Subdivisions (page 47) for residential use. Agribusiness (page 55) for employment use. Commercial uses may vary but should not be a predominant development type across the future mixed-use area.

Phasing & Infrastructure Improvements

Any moderate growth in this area will require substantial utility improvements and is dependent on other sewer improvements along SR 1 occurring first.



8. IMPLEMENTATION

Overview

The State Road 1 Corridor Plan is intended as a decision making tool to address how the area should advance into the future as market conditions and property ownership changes may present opportunities for investment and development. It identifies potential infrastructure improvements, how changes in land use can occur while preserving established community character, and the importance of continued regional collaboration for the benefit of Dearborn County, Franklin County, and the Town of St. Leon.

This chapter identifies the strategies and activities that are necessary to translate the plan themes into reality. It will be critical that key stakeholders, including county commissioners, county and town councils, plan commissions, economic development leaders, and property owners, play a key role implementing plan recommendations. While efforts to implement some of the goals and action items has already started, others will take much more time to realize. For this reason, the plan must continue to evolve over time as physical, economic, and social conditions change, and as resources become available.

Several key projects have been identified to represent the first priority in creating momentum behind overall plan implementation. These projects are important because they represent early critical path activities that may be prerequisite to implementation of other strategies. They will help create early energy to support broader investment efforts and aim to help secure both public and private support for the overall plan.

Key Strategies

Infrastructure Development

Continue to enhance utility and transportation infrastructure to support the development of appropriate sites. This includes continuation of on-going and planned water investments, constructing sewer enhancements that may facilitate development of multiple sites, seeking partnerships with Broadband service providers, and pursuing grant funding opportunities to improve the transportation network.

Property Owner Relationships

Continue to build relationships with key property owners in the area to support business attraction and residential development efforts. If possible, negotiate purchase option agreements for key sites to ensure future development respects plan goals.

Local Leader Collaboration

Demonstrate to residents and the development community that local entities work together and are interested in common outcomes for the SR 1 corridor. Building a reputation as a coordinated and reliable partner will set the region apart from competitors and result in more efficient use of community resources.

Zoning and Land Use Controls

Zoning regulations need to align with the development objectives of the corridor. Residential density should be encouraged where it can be supported by transportation and utility infrastructure as a means to preserve larger agricultural tracts elsewhere. Landscape, lighting, and design standards can be used to mitigate potential adverse impacts of new development. A certain amount of predictability needs to be present in the review and approval process. Planned Unit Development (PUD) zoning may be used to accomplish unique projects that support plan goals but otherwise don't fit within a typical zoning district framework.

Incentives

Pro-active infrastructure development is a key economic development incentive, but the full toolbox of potential incentives should be used to attract residential, commercial, and industrial growth that aligns with the plan vision. This may include tax increment financing (TIF) districts, tax abatement, or other benefits to attract businesses to establish operations along the corridor.

Land Stewardship

As agriculture and open space lands may be converted to neighborhoods or industrial businesses, it is necessary to respect the inherent value of land. Sensitive features or portions of sites should be preserved, and environmental best management practices should be incorporated during and after land development.

Skill Development and Education

Continue partnerships with Sunman-Dearborn Community Schools and area post-secondary education institutions to ensure that the local workforce has the necessary skills for the jobs targeted along the corridor.

Community Engagement

Continue conversations with area residents and interest groups to understand their concerns and goals for development. Ensuring a transparent development process with surrounding owners and conducting inclusive information sessions can lead to more successful development outcomes.

Marketing Campaign

Develop a marketing strategy to attract developers, business owners, and residents to the corridor, highlighting unique advantages and opportunities for investment.

Regional, State, and Federal Opportunities

Local leaders must work with others in the region, as well as with state and federal agencies related to economic development and infrastructure. State and federal funding opportunities will be critical to implementing many of the needed transportation and utility improvements. The Indiana Economic Development Corporation (IEDC) and Indiana Department of Transportation (INDOT) have been key partners in recent investments and should be kept informed of future plans and projects.

Monitoring and Evaluation

As conditions change, it's important to ensure flexibility throughout the life of the plan. Regular evaluations help in identifying successes, challenges, and areas that require adjustments for continuous improvement with respect to the overall vision.

Critical Next Steps

Present the Plan to Elected and Appointed Community Leaders

The support of local leaders in economic development and community planning is instrumental in sustaining prolonged efforts towards implementation of plan goals and strategies. While local leaders were included on the project steering committee and engaged in the process, those were individual representatives and not entire boards, councils, and commissions. One Dearborn, Franklin County Economic Development Commission, and SEI READI leaders should present a summary of the corridor planning process and key findings to county commissioners, the St. Leon Town Council, plan commissions, redevelopment commissions, and other groups that will be involved in reviewing and making decisions regarding potential land use changes and development projects within the study area.

Elected and appointed leaders wield significant influence across a community. Their backing can expedite decision-making, help to overcome process or policy obstacles, and garner support from other governmental bodies or institutions necessary for successful implementation. These leaders control municipal budgets and resources. Their support of plan recommendations ensures that adequate funds are allocated, and local capacity exists, to implement key strategies. This support is also crucial when pursuing additional funding opportunities through grants, loans, or bonds.

Gain Control of Key Parcels

Site control supports efficient and sustained economic development by ensuring coordination, planning, and the ability to implement long-term strategies. By owning property outright, or having a purchase option agreement, a local economic development entity can better select potential end users and coordinate infrastructure investments for the greatest benefit. It is unrealistic for One Dearborn or Franklin County Economic Development Commission to purchase significant acreage within the study area. However, these organizations or local redevelopment commissions can negotiate purchase option agreements for key parcels. A purchase option agreement is a contract between the property owner and potential buyer that allows the buyer to purchase the property for an agreed upon price within a specified time period, which may be measured in months or even years.

Site control is also important because developers look for stability and certainty before committing resources to a project. Site control provides a level of assurance that the proposed project or development can proceed without ownership hurdles, thereby lowering the barrier to potential investment.

A specific concern within the study area is the continued subdivision of larger parcels into several rural estate lots or smaller agriculture tracts that are then sold to multiple different buyers. If low density development utilizing on-site well and septic systems continues throughout the study area, it will serve as a barrier to utility extensions and future development.

Create a St. Leon Tax Increment Financing (TIF) District

Dearborn County created a TIF district in 2018 for a portion of unincorporated areas south of Interstate 74. Franklin County has also created a TIF district that includes parcels on the north end of the study area. A Town of St. Leon TIF district should be created before additional development occurs so that TIF funds can be used to support necessary infrastructure enhancements. At a minimum, a future TIF district should cover commercially zoned property just north of the interchange. The Town should also consider additional TIF area north along the State Road 1 corridor to the Dearborn-Franklin county line.

TIF is a financing mechanism that allows local governments to pay for and install utility infrastructure in a priority area. TIF districts capture the additional tax revenue as a result of development, redevelopment, or increased property values. Those additional revenues must then be re-invested within the TIF area or to benefit the TIF area. A jurisdiction can extend utility services for a development project and then use the tax increment generated by that project to pay back the cost of the improvement.

TIF funds are used to pay for local infrastructure improvement projects, either with money that has been built up in the TIF account, or by using TIF-backed bonds that are then paid back over time with future TIF revenue. Projects may include improvements to utility infrastructure (water, sewer, stormwater) or the transportation network. When the allocation area is established, the base taxes are fixed and continue to flow to all taxing bodies. The additional taxes generated by new development are directed to an account controlled by the governmental unit's redevelopment commission.



A Town of St. Leon TIF District could use revenue generated by new development to help fund infrastructure investments.
Source: HWC Engineering

Desired Outcomes

Ultimately, the recommendations and strategies described throughout this document seek to attract investment that will grow local job opportunities and population across the region. The vision is not “growth for the sake of growth”; on the contrary, the State Road 1 Corridor Plan seeks to provide decision-making tools so that the community can grow on its own terms while preserving the established character residents find so valuable. Attracting residential, commercial, and industrial development that meets the plan vision will also help Dearborn County, Franklin County, St. Leon, and the whole Southeast Indiana READI region achieve desired performance metrics related to:

- Population growth
- Job growth
- Increase in per capita income
- Increase in educational attainment, especially population with a bachelor’s degree or higher
- Increase in overall housing supply
- Increase in owner-occupied units
- Increase in rental units
- Growth in the number of new business start-ups

Beyond these key performance indicators, it’s important for new development to enhance quality of life for existing residents and workers in the area. New projects can result in upgrades to existing transportation and utility infrastructure helping address maintenance concerns and keeping rates low. Recreational amenity areas in new neighborhoods may be available to all residents and address a need for additional park space. Finally, additional tax revenues may allow for the expansion of government and public safety services that would also benefit long-time residents.

Key Infrastructure Projects

As referenced in Chapter 6. Infrastructure, improvements to the wastewater (sanitary sewer) network will be required to serve future growth and development within the planning area. Most larger projects will require off-site improvements in the form of a new lift station, up-sizing an existing lift station, or new or larger sewer mains. The sequencing of enhancements across the wastewater network will be dependent on market demand for different development types, property ownership interest, and the Town’s ability to accommodate increased wastewater volumes at treatment plant.

Increasingly, businesses and residential developers are looking for “shovel ready” sites where the necessary utility and transportation infrastructure is in place. Pro-active infrastructure enhancements will better position the area to capture private investment and support job growth and resident attraction efforts. Two sewer projects have the potential to catalyze development in key areas.



Additional residential development around the East Central schools campus will require a regional lift station southwest of the Trojan Road/Dogridge Road and Beneker Road/Schuman Road intersection. Source: HWC Engineering

Regional Lift Station Near Trojan Road/ Dogridge Road and Beneker Road/ Schuman Road Intersection

The regional lift station included in Project B.1 (page 62) is critical to provide a means of connection for potential residential development around the East Central school campus to the wastewater system. This lift station would allow for decommissioning of the temporary lift station constructed to serve the first phase of the Harvest Ridge Subdivision and serve new residential development on either side of Dogridge Road, south of Beneker Road/Schuman Road. The cost of this lift station is a major impediment to additional residential development in this area. If a property owner or residential developer has to incur this expense and distribute the cost across the new lots that would be created, the project will not be financially feasible. Given the proximity of East Central High School and East Central Middle School, this is an ideal location for additional residential development that would attract new residents to the area. An investment in this lift station is an investment in growing the local population and workforce.

Regional Lift Station Along SR 1, North of SR 46

The regional lift station in Project A (page 60) would serve potential development immediately northwest of the I-74 and SR 1 interchange, as well as future growth north along the SR 1 corridor. Project A includes multiple components that serve different sites, but all would feed into this regional lift station that then connects to the existing 10" force main to the wastewater treatment plant. Because the potential to serve multiple sites in the future, the lift station component of Project A has a truly regional benefit and would set the state for future commercial and industrial growth along the corridor. For this reason, it is recommended to construct the proposed regional lift station as early the initial component of Project A.

Potential Grant Funding Opportunities

The following is a list and description of potential funding sources that may be used to help finance recommendations and projects described in this plan. Because these programs change from time to time and funding may not always be available in

a given budget year, local leaders should continue to search for and monitor grants and other funding programs to identify new opportunities as they are available.

Indiana Department of Natural Resources (IDNR)

Grant	Eligibility	Project Types	Grant Limits
Next Level Trails	Local Government, Non-profit organizations. Must fulfill at least one of the following roles: • Own (or acquire) the trail corridor • Manage and maintain the trail once developed • Oversee and manage trail construction through completion	• All non-motorized trails • Multi-use trails (consideration) • Trails must be open to the public	\$200,000 - \$5,000,000 (20% match can include land value, and in-kind donations)
Historic Preservation Fund	Municipal government entities, educational institutions, not for profit organizations	• Architectural and historical archaeological, and acquisition and development (rehabilitation)	\$35,000 - \$50,000 (50% match)
Land and Water Conservation Fund	Parks and Recreation Boards with a current 5-year parks master plan	• Primarily acquisition but also funds various park/recreation	\$50,000 - \$500,000 (50% match)
Indiana Trails Program	Government agencies, non-profit organizations	• Land acquisition and trail development and amenities	\$100,000 - \$400,000 (20% match)

Indiana Finance Authority (IFA)

Grant	Eligibility	Project Types	Grant Limits
State Revolving Fund (SRF)	Municipalities that have a Preliminary Engineering Report (PER)	• Water, wastewater, and non-point source projects	Loan

Indiana Department of Transportation (INDOT)

Grant	Eligibility	Project Types	Grant Limits
Community Crossings Matching Grant	Indiana cities, towns, and county governments	• Road reconstruction, resurfacing, preservation, bridge rehabilitation	\$1,000,000 (match requirements based on population)
LPA - Federal Highway Funding (FAST ACT)	Local agencies not in an MPO	• Highway Safety Improvement Program • Streetscapes • Trails • Roads on INDOT functional classification maps	\$5,000,000 (20% match)

Indiana Economic Development Corporation (IEDC)

Grant	Eligibility	Project Types	Grant Limits
Industrial Development Grant Fund	Municipalities	Lease, purchase, construction or repair of real estate and personal public property	
Community Revitalization Enhancement District (CRED)	Taxpayers that invest in redevelopment/rehab of a property located within a revitalization district	- Acquisition costs, when necessary for redevelopment or rehabilitation, - Consulting fees	Tax Credit
Skills Enhancement Fund (SEF)	Businesses, communities, employers	- Training - Software - New Capital Investments	50% Match
READI 2.0	Regions organized for the program as recognized by IEDC	- Capital Projects - Infrastructure - Investments in Quality of Place, Quality of Life, and Quality of Opportunity	up to \$75 million per region (Grants and Loans, 1:1 Local Match, 3:1 Private Match)

Indiana Housing and Community Development Authority (IHCDA)

Grant	Eligibility	Project Types	Grant Limits
Creating Places	Non-profit entities and Local units of government	- Streetscape beautification and walkability - Art/Public plaza development activation etc.	\$5,000 - \$50,000 (50% match)
Community Service Block Grant	Non-profit entities, community organizations, governmental entities	Homes, educational attainment, community organizations	
Owner Occupied Rehabilitation Program*	Non-profit entities, community organizations, governmental entities	- Repairs - Maintenance - Preservation	\$25,000 (per home)

*Program information no longer available on website

Rural Development (RD)

Grant	Eligibility	Project Types	Grant Limits
Water and Waste Disposal Loan and Grant Program	Governments, organizations, non-profit organizations	- Drinking water sourcing - Treatment - Storage distribution	Loan
Rural Business Development	Towns, state agencies, non-profits, etc.	Support targeted technical assistance training, etc.	\$10,000 - \$500,000
Rural Economic Loan Grant Program	Local utility organizations, local businesses	Establishing revolving loan funds that will create or retain rural jobs	\$300,000

Office of Community and Rural Affairs (OCRA)			
Grant	Eligibility	Project Types	Grant Limits
Blight Clearance Program	Non-entitlement communities, Communities with at least 51% low-moderate income	Removal of deteriorated or abandoned buildings as well as vacant and unusable industrial sites	\$500,000 (10% match)
Quick Impact Placebased Grant	Indiana Main Street communities	Placemaking projects	\$2,500 - \$5,000
Planning Grants - Infrastructure	Non-entitlement communities, Communities with at least 51% low-moderate income	Study of infrastructure	\$35,000 - \$50,000
Planning Grants - Community Planning	Non-entitlement communities, Communities with at least 51% low-moderate income, or slum and blight designation	- Comprehensive Plans - Downtown Revitalization Plans - Economic Development Plans - Public Facilities Plans	\$20,000 - \$40,000 (10% match)
NextLevel Connections	Non-entitlement communities, Communities with at least 51% low-moderate income	Broadband improvements including affordable service and increased reliability in rural communities.	\$60,000
Public Facilities Program	Non-entitlement communities, Communities with at least 51% low-moderate income	- Removal of architectural barriers - Community Centers - Daycare Centers - Emergency Centers	\$500,000 (10% match)
Main Street Revitalization Program	Indiana Main Street Community and Non-entitlement communities, Communities with at least 51% low-moderate income, or slum and blight designation	- Streetscape upgrades - Facade renovations - Downtown infrastructure	\$500,000 (10% match)
Stormwater Improvement Program	Non-entitlement communities, Communities with at least 51% low-moderate income	- Flood prevention reduction - Environmental protection	\$600,000 (10% match)
Wastewater and Drinking Water Program	Non-entitlement communities, Communities with at least 51% low-moderate income	- Wastewater improvements - Drinking water system improvements	\$500,000 - \$700,000 (20% match)



APPENDIX

CONTENTS

- Community Workshop Results
- Online Survey Results
- Public Open House Results
- ESRI Community Profile (1, 3, and 5-mile radius from interchange)
- ESRI Market Profile (1, 3, and 5-mile radius from interchange)

Community Workshop Results



WHAT ARE YOUR BIG IDEAS FOR THE STATE ROAD 1 CORRIDOR?

Instructions: Use a sticky note or notes to share your vision the State Road 1 Corridor, understanding the vision may not be uniform across the study area. In other words, if this plan accomplishes one thing, what should it be? Please place your note(s) in the box that corresponds with where you live.

St. Leon

safe roads

trucks are safety issue and nuisance

Dearborn County

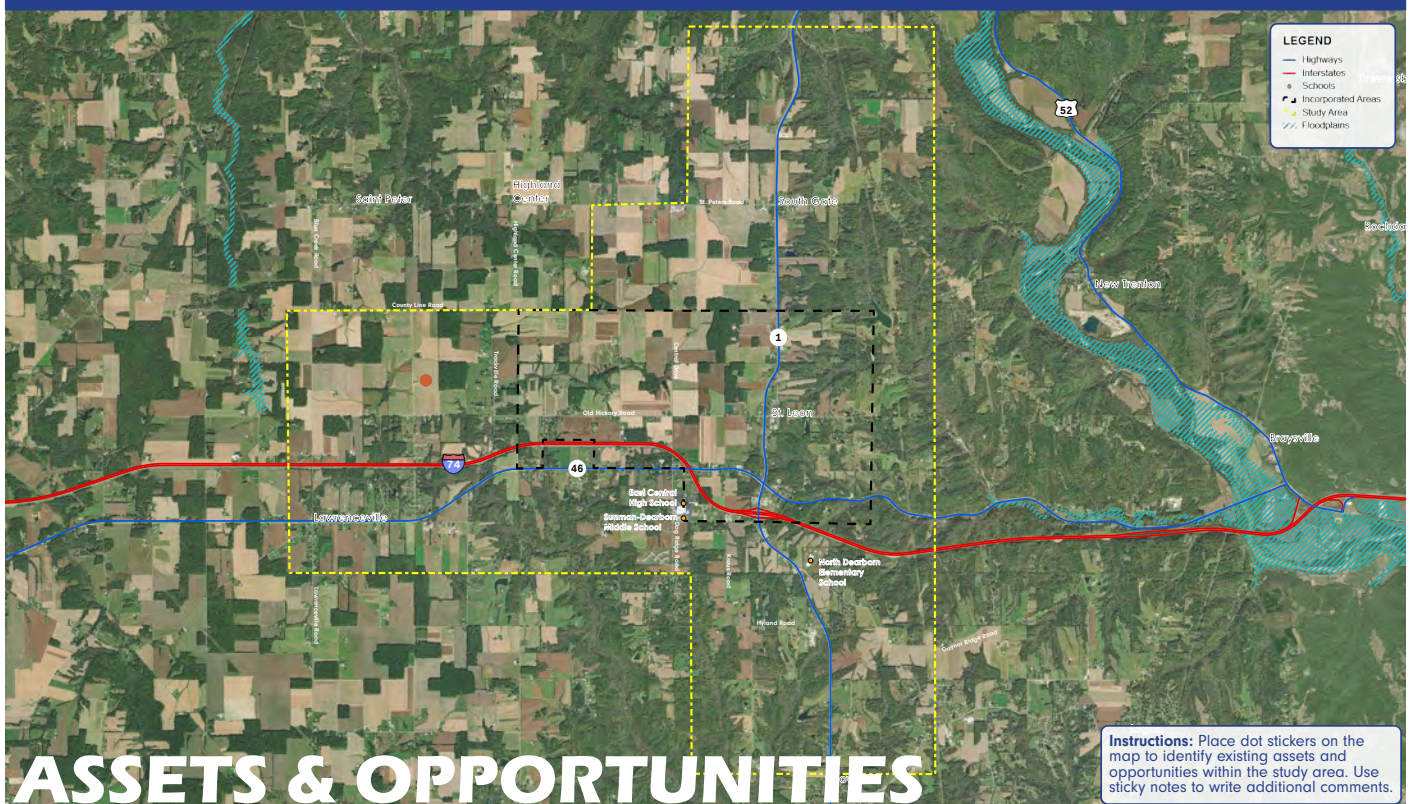
address tractor trailer use on State Road 1

impacts to State Road 1 south of study area

Franklin County

retail, bank, office building, florist

slow growth, protect farms





WHAT TYPES OF RESIDENTIAL DEVELOPMENT SHOULD BE ENCOURAGED?



Type	Encourage	Somewhat Encourage	Neutral	Somewhat Discourage	Discourage
Rural Estate	0	3	1	2	2
Single-Family Subdivisions with Large Lots	0	0	0	1	11
Single-Family Subdivisions with Smaller Lots	1	0	0	0	13
Townhomes	0	0	0	0	8
Apartments	1	0	1	0	10
Senior Living	2	0	3	0	4

WHAT TYPES OF COMMERCIAL DEVELOPMENT SHOULD BE ENCOURAGED?



Type	Encourage	Somewhat Encourage	Neutral	Somewhat Discourage	Discourage
Convenience Retail	2	0	0	0	12
Regional Retail	0	0	0	0	10
Restaurants/Fast Food	2	0	1	0	9
Professional Services	2	0	0	0	9
Office	1	0	0	0	8

WHAT TYPES OF INDUSTRIAL DEVELOPMENT SHOULD BE ENCOURAGED?

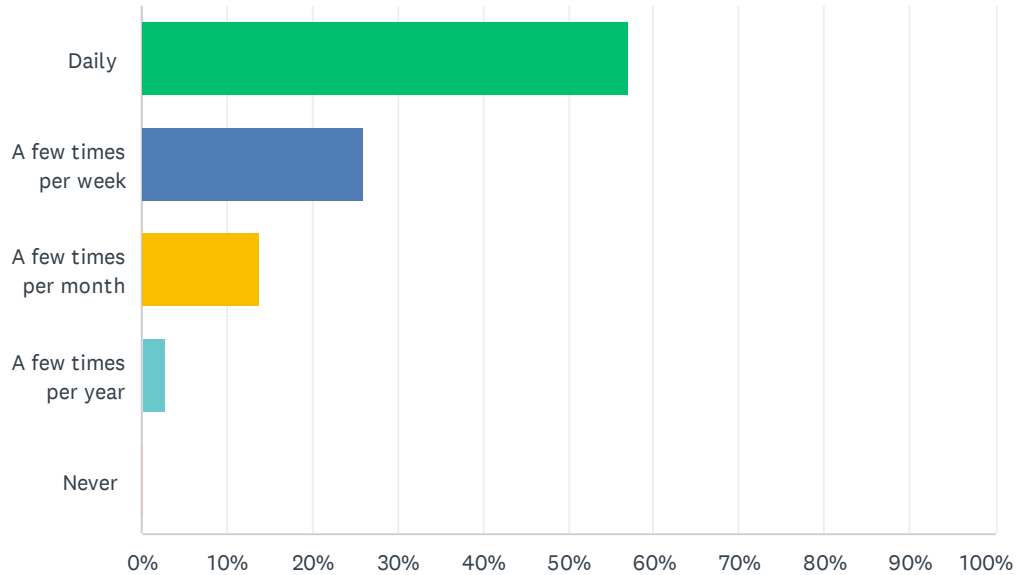


Type	Encourage	Somewhat Encourage	Neutral	Somewhat Discourage	Discourage
Warehousing & Logistics	0	0	1	0	13
Major Manufacturing	0	0	0	1	12
Light Industrial / Small Scale Manufacturing	1	1	0	1	7
Agribusiness / Value-Added Agriculture	6	3	6	0	0

Online Survey Results

Q1 How often do you drive on State Road 1?

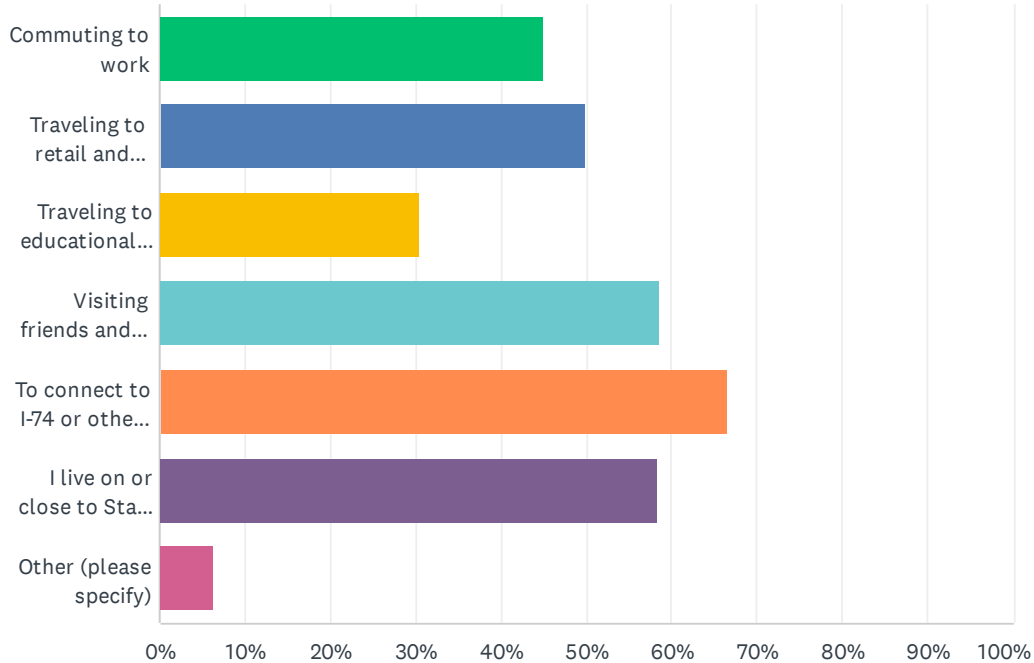
Answered: 373 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	57.10%	213
A few times per week	26.01%	97
A few times per month	13.94%	52
A few times per year	2.68%	10
Never	0.27%	1
TOTAL		373

Q2 Why do you use State Road 1? (select all that apply)

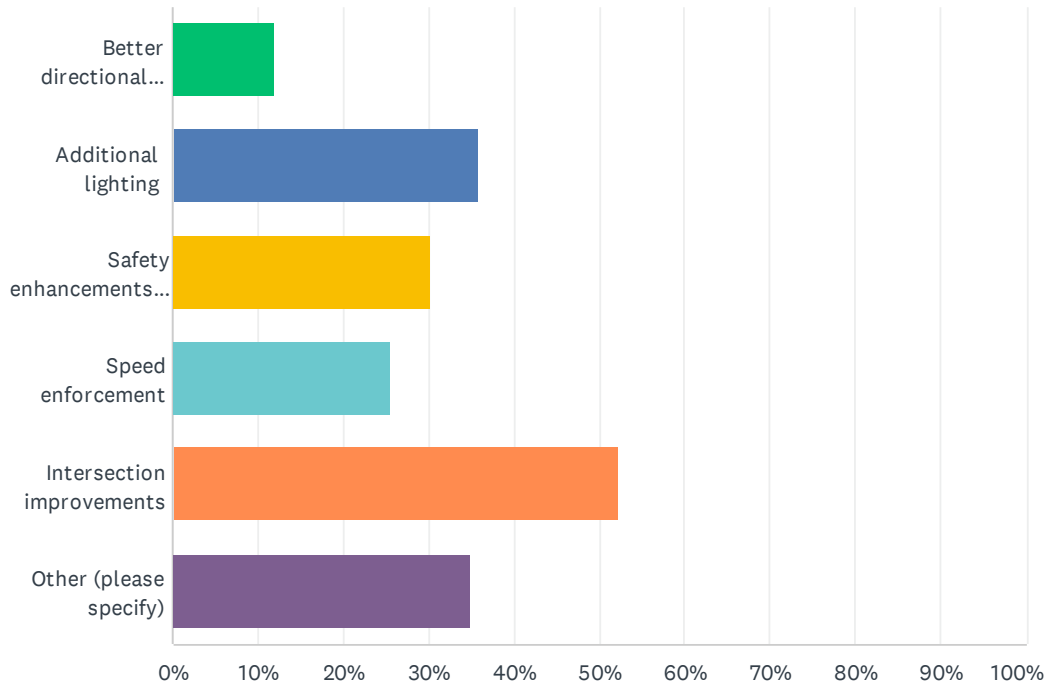
Answered: 373 Skipped: 0



ANSWER CHOICES	RESPONSES	
Commuting to work	45.04%	168
Traveling to retail and shopping locations	49.87%	186
Traveling to educational institutions	30.56%	114
Visiting friends and family	58.71%	219
To connect to I-74 or other major roadways	66.49%	248
I live on or close to State Road 1	58.45%	218
Other (please specify)	6.43%	24
Total Respondents: 373		

Q3 What would improve the transportation network along State Road 1 and connecting roads? (select all that apply)

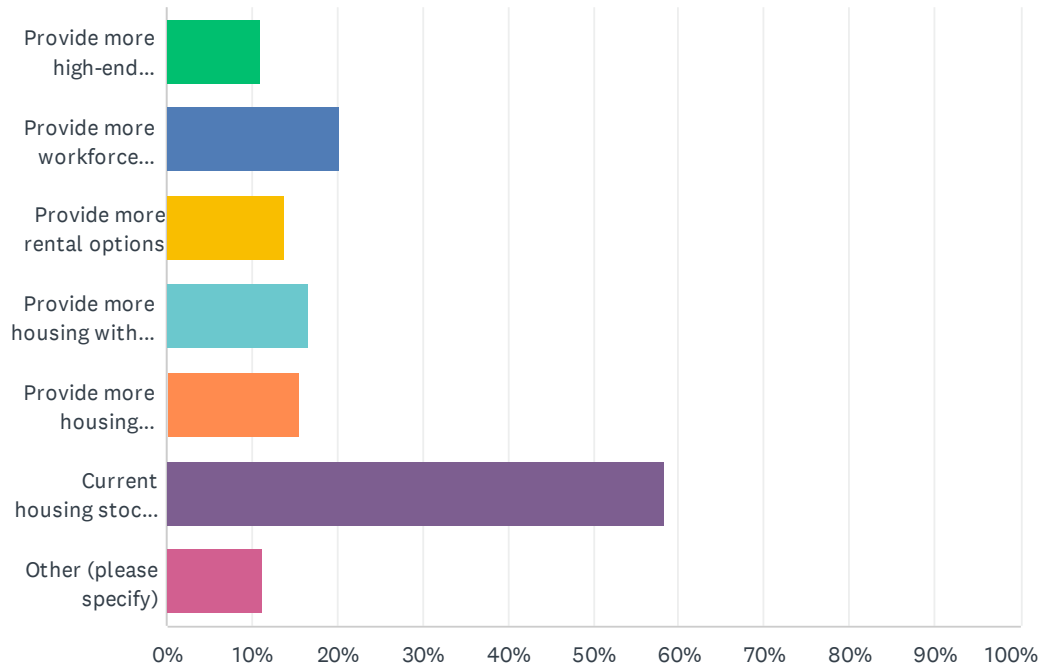
Answered: 343 Skipped: 30



ANSWER CHOICES	RESPONSES	
Better directional signage	11.95%	41
Additional lighting	35.86%	123
Safety enhancements (guardrails, center medians, etc.)	30.32%	104
Speed enforcement	25.66%	88
Intersection improvements	52.19%	179
Other (please specify)	34.99%	120
Total Respondents: 343		

Q4 What type of housing is needed within the State Road 1 corridor area? (select all that apply)

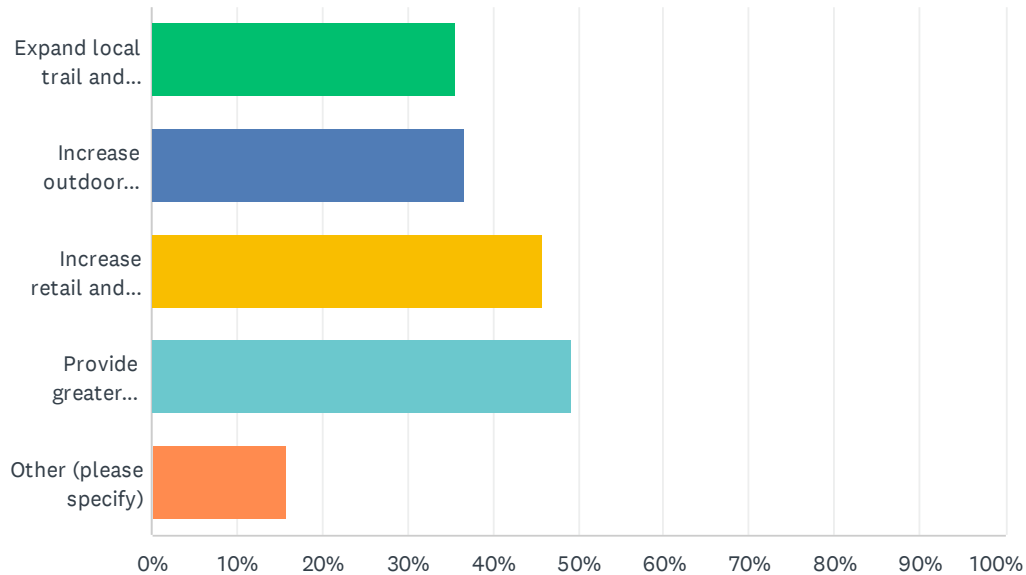
Answered: 361 Skipped: 12



ANSWER CHOICES	RESPONSES	
Provide more high-end housing options	11.08%	40
Provide more workforce housing options	20.22%	73
Provide more rental options	13.85%	50
Provide more housing within established towns	16.62%	60
Provide more housing opportunities outside of established towns	15.51%	56
Current housing stock is adequate and no additional housing is needed	58.45%	211
Other (please specify)	11.36%	41
Total Respondents: 361		

Q5 What quality of life investments would improve the State Road 1 Corridor area? (select all that apply)

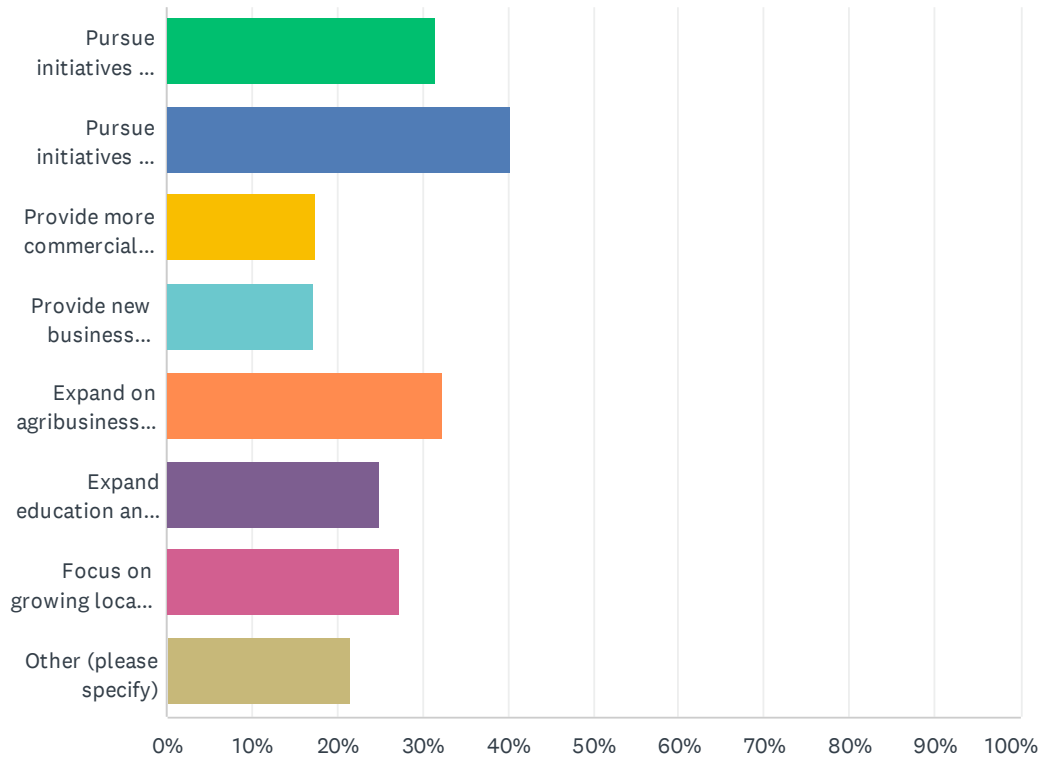
Answered: 354 Skipped: 19



ANSWER CHOICES	RESPONSES	
Expand local trail and bike/pedestrian infrastructure	35.59%	126
Increase outdoor recreational opportunities	36.72%	130
Increase retail and dining options	45.76%	162
Provide greater protection for natural resources	49.15%	174
Other (please specify)	15.82%	56
Total Respondents: 354		

Q6 How would you improve local economic development opportunities in the State Road 1 Corridor area? (select all that apply)

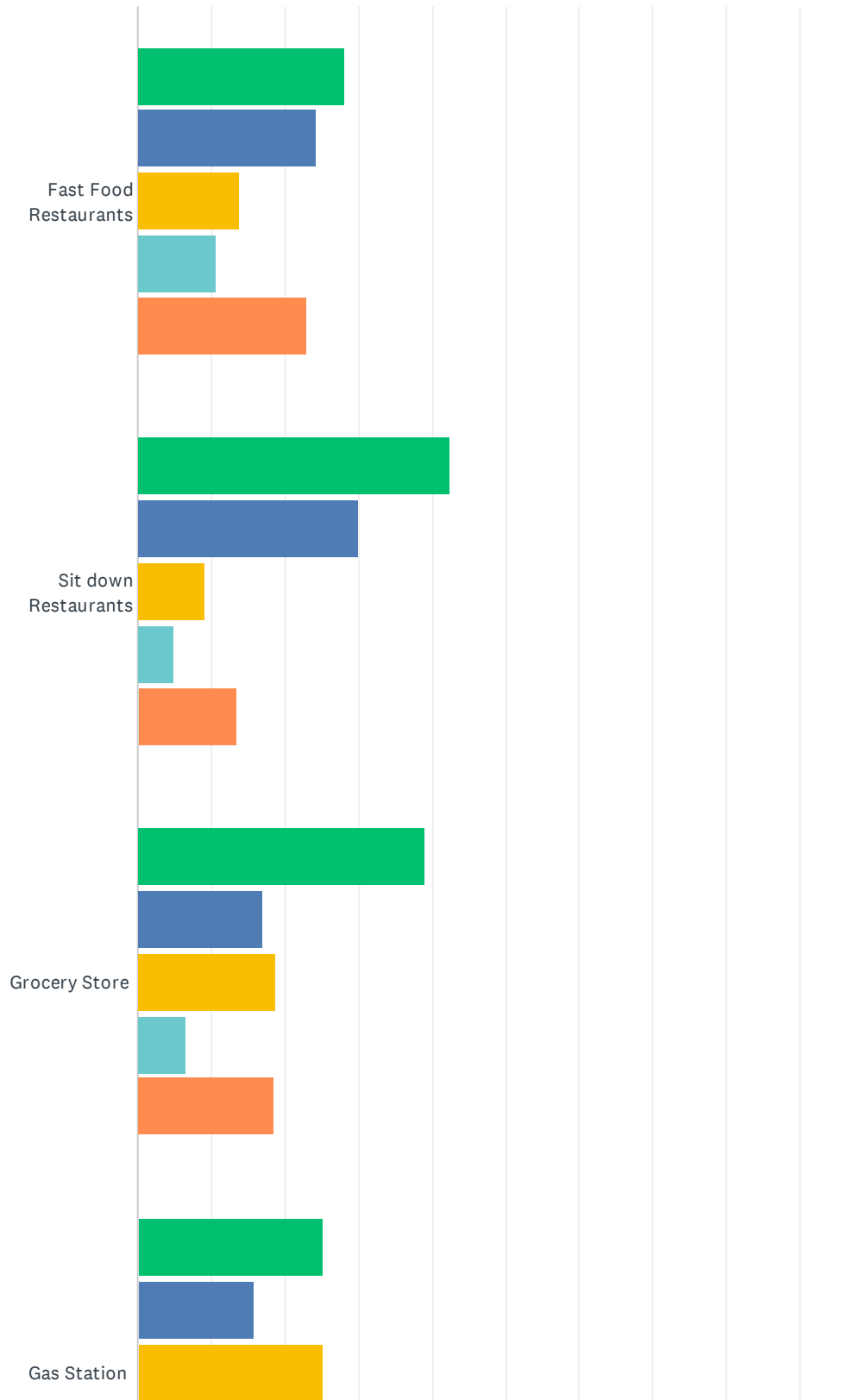
Answered: 330 Skipped: 43

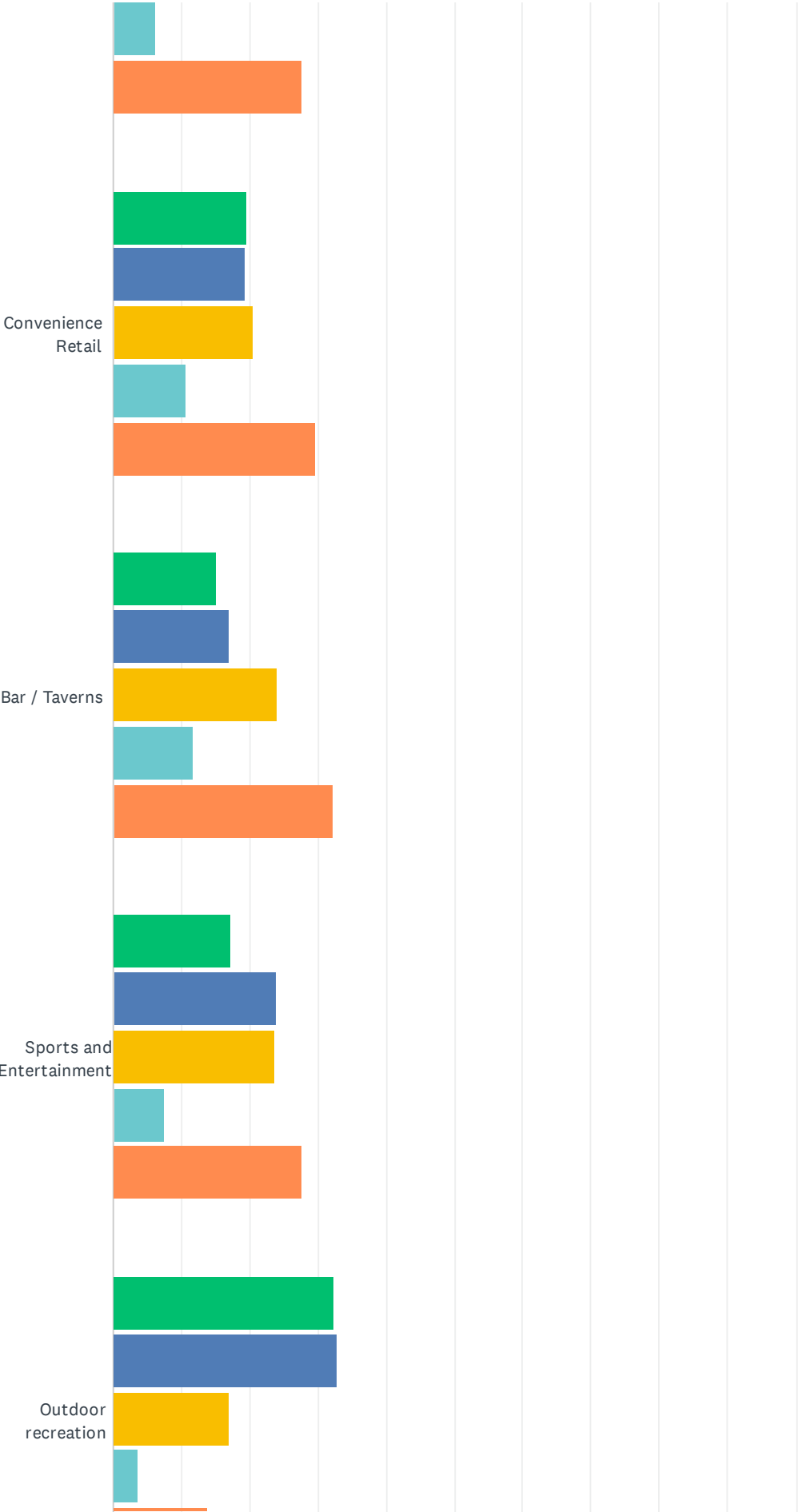


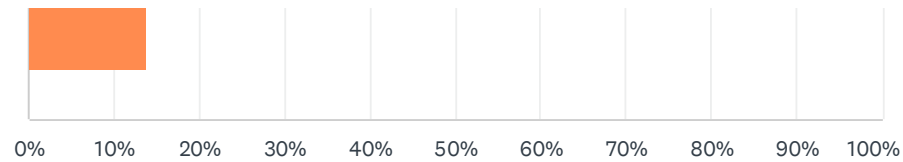
ANSWER CHOICES	RESPONSES	
Pursue initiatives to promote and expand existing businesses	31.52%	104
Pursue initiatives to attract new businesses	40.30%	133
Provide more commercial development opportunities	17.58%	58
Provide new business park/industrial development opportunities	17.27%	57
Expand on agribusiness opportunities	32.42%	107
Expand education and workforce development opportunities	24.85%	82
Focus on growing local population/workforce as a way to attract jobs	27.27%	90
Other (please specify)	21.52%	71
Total Respondents: 330		

Q7 How likely would you be to use the following types of businesses if they were located in the State Road 1 Corridor Area?

Answered: 367 Skipped: 6





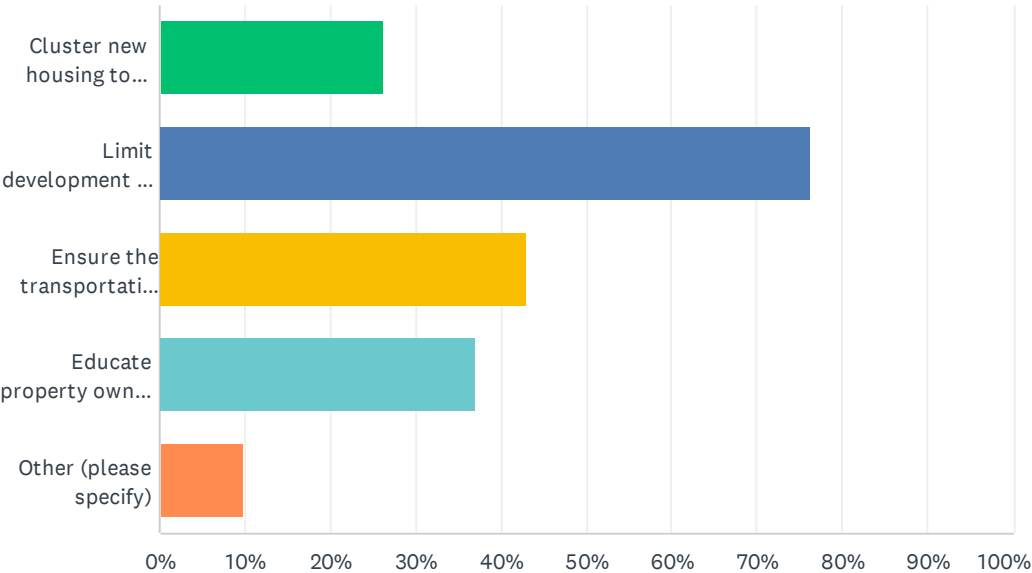


■ Very Likely
 ■ Somewhat ...
 ■ Neutral
 ■ Somewhat ...
■ Very Unlikely

	VERY LIKELY	SOMEWHAT LIKELY	NEUTRAL	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL	WEIGHTED AVERAGE
Fast Food Restaurants	28.13% 101	24.23% 87	13.93% 50	10.58% 38	23.12% 83	359	2.76
Sit down Restaurants	42.42% 154	30.03% 109	9.09% 33	4.96% 18	13.50% 49	363	2.17
Grocery Store	38.95% 141	17.13% 62	18.78% 68	6.63% 24	18.51% 67	362	2.49
Gas Station	25.14% 88	15.71% 55	25.14% 88	6.29% 22	27.71% 97	350	2.96
Convenience Retail	19.71% 69	19.43% 68	20.57% 72	10.57% 37	29.71% 104	350	3.11
Bar / Taverns	15.06% 53	17.05% 60	24.15% 85	11.65% 41	32.10% 113	352	3.29
Sports and Entertainment	17.29% 60	23.92% 83	23.63% 82	7.49% 26	27.67% 96	347	3.04
Outdoor recreation	32.48% 114	32.76% 115	17.09% 60	3.70% 13	13.96% 49	351	2.34

Q8 What should be done to ensure the viability of agriculture operations in the State Road 1 Corridor Area? (select all that apply)

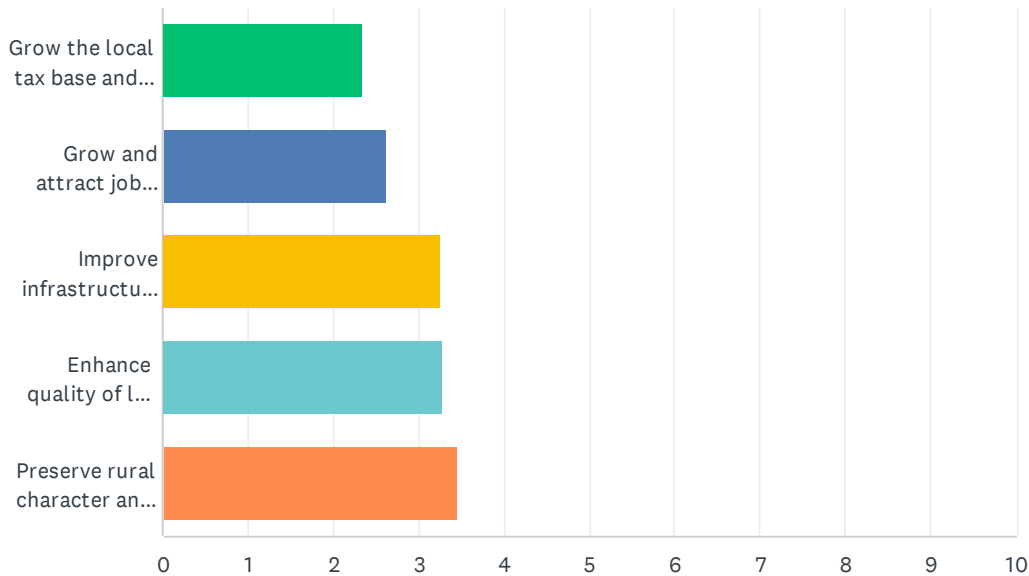
Answered: 355 Skipped: 18



ANSWER CHOICES	RESPONSES	
Cluster new housing to preserve large tracts	26.20%	93
Limit development on prime farmland	76.34%	271
Ensure the transportation network can accommodate agriculture equipment	43.10%	153
Educate property owners on how activities on their land may negatively impact surrounding farmland.	37.18%	132
Other (please specify)	9.86%	35
Total Respondents: 355		

Q9 What do you think should be the primary goals of economic development efforts along State Road 1 ? (please rank 1-5, with 1 being the most important)

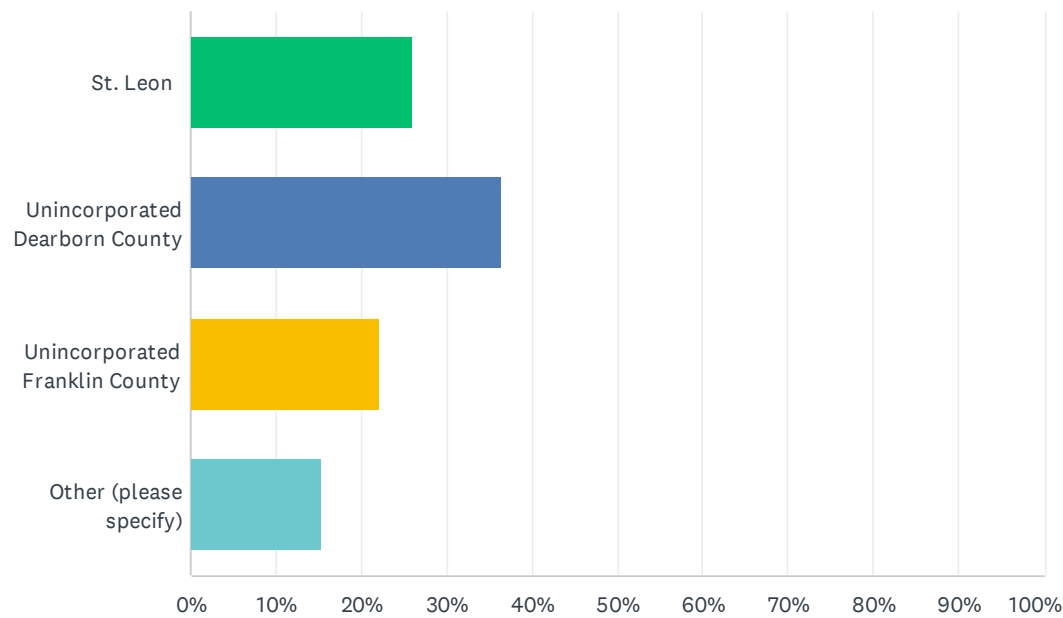
Answered: 356 Skipped: 17



	1	2	3	4	5	TOTAL	SCORE
Grow the local tax base and increase revenue for Dearborn County and Franklin County	10.51% 35	12.91% 43	14.11% 47	25.23% 84	37.24% 124	333	2.34
Grow and attract job opportunities for existing and new residents	12.69% 41	14.24% 46	19.20% 62	30.96% 100	22.91% 74	323	2.63
Improve infrastructure, community services, and amenities	13.51% 45	26.43% 88	38.14% 127	16.22% 54	5.71% 19	333	3.26
Enhance quality of life and quality of place for existing and new residents	16.06% 53	33.94% 112	21.21% 70	19.39% 64	9.39% 31	330	3.28
Preserve rural character and limit development along the corridor	47.01% 165	11.11% 39	7.69% 27	7.98% 28	26.21% 92	351	3.45

Q12 Where do you live?

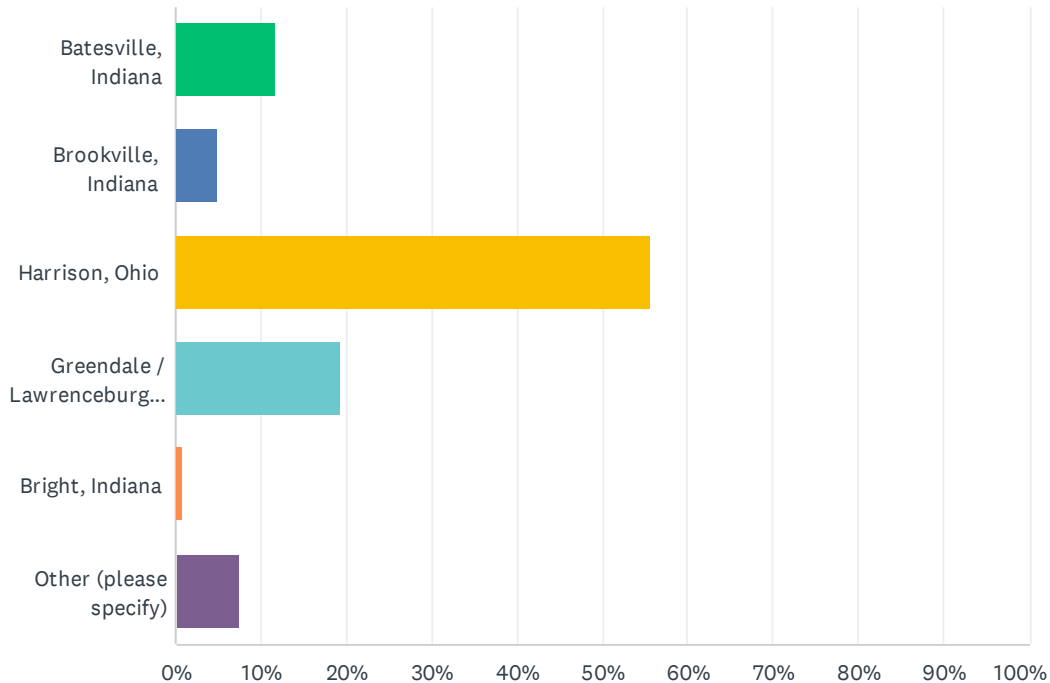
Answered: 370 Skipped: 3



ANSWER CHOICES	RESPONSES	
St. Leon	25.95%	96
Unincorporated Dearborn County	36.49%	135
Unincorporated Franklin County	22.16%	82
Other (please specify)	15.41%	57
TOTAL		370

Q13 Where do you primarily shop for basic goods and services? (Groceries, gas, convenience needs)

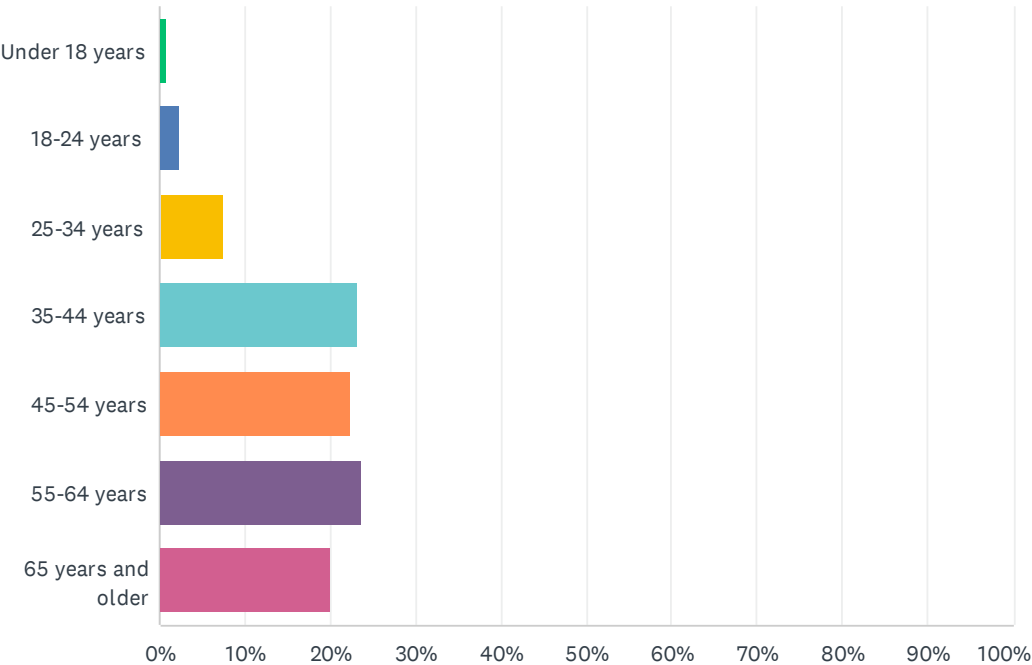
Answered: 372 Skipped: 1



ANSWER CHOICES	RESPONSES	
Batesville, Indiana	11.83%	44
Brookville, Indiana	4.84%	18
Harrison, Ohio	55.65%	207
Greendale / Lawrenceburg, Indiana	19.35%	72
Bright, Indiana	0.81%	3
Other (please specify)	7.53%	28
TOTAL		372

Q14 What category below includes your age?

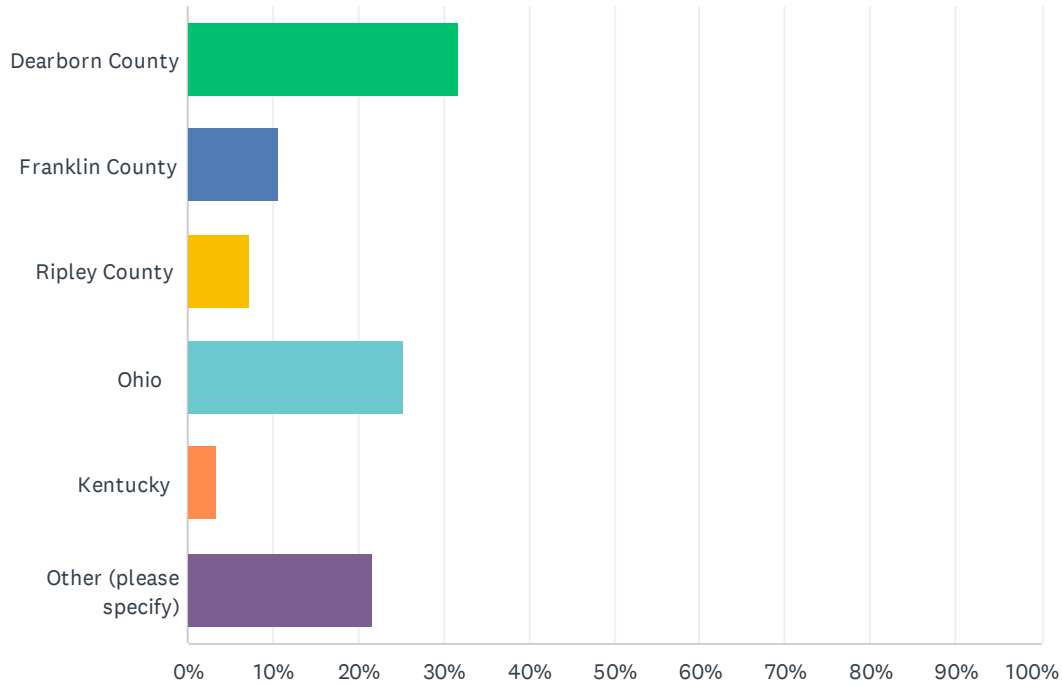
Answered: 371 Skipped: 2



ANSWER CHOICES	RESPONSES	
Under 18 years	0.81%	3
18-24 years	2.43%	9
25-34 years	7.55%	28
35-44 years	23.18%	86
45-54 years	22.37%	83
55-64 years	23.72%	88
65 years and older	19.95%	74
TOTAL		371

Q15 Where is your job located?

Answered: 363 Skipped: 10



ANSWER CHOICES	RESPONSES	
Dearborn County	31.68%	115
Franklin County	10.74%	39
Ripley County	7.16%	26
Ohio	25.34%	92
Kentucky	3.31%	12
Other (please specify)	21.76%	79
TOTAL		363

Public Open House Results

STATE ROAD 1 CORRIDOR VISION

EMPLOYMENT

Grow local employment opportunities.

- Strongly disagree with further development of St. Leon. We don't want more subdivisions and factories.
- We live on Kraus Rd. and we do not want this area developed or rezoned. We do not want to sell to developers.
- I live on Kraus Rd. and I do not want this area developed ever. I do not want to see to developers ever.
- Our friends on Kraus Road should stay ag and we won't ever sell to developers



- 5x Agree
- Leave Dearborn County a bedroom community. No room for development.
- We can't fill the employment needs now. Why do we need more employment opportunities.

COMMERCIAL & RETAIL

Attract additional commercial and retail businesses that fill needs for residents on the corridor while avoiding big box and regional-scale developments.



- 8x Agree
- Disagree, there are plenty other places that have these amenities. We do not want them here!
- Disagree. Go to Harrison, Lawrenceburg, or Batesville.

NEIGHBORHOODS

Create high quality neighborhoods that diversify housing stock while preserving agricultural land and natural spaces.



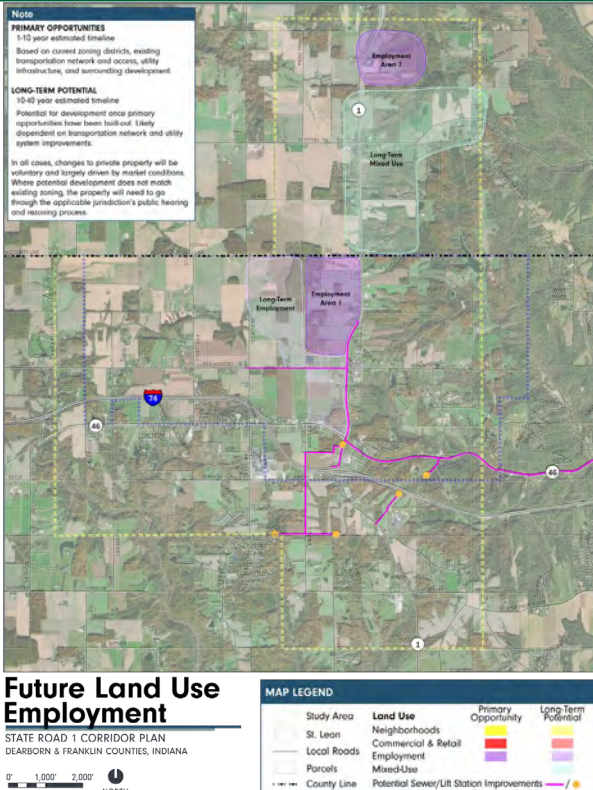
- 4x Agree
- Save our lands and our farms. Housing complexes do not preserve our farms.
- Please keep Kelso Township as is. We do not want more development.
- We do not need new neighborhoods. We live in an area you are wanting to rezone. This is my great grandparents farm. We do not need to open it up to others. Keep it rural.

RURAL CHARACTER

Preserve rural character and protect existing investment along the corridor.



- 24x Agree
- Agree because we need existing farms. Save our land we need food to survive. No change.



EMPLOYMENT

Grow local employment opportunities.

Guiding Principles

1. Light manufacturing and locally-focused employers are preferred along the corridor.
2. Large warehousing and logistics buildings are not desired along SR 1.
3. Larger buildings should be set back further from SR 1 to preserve corridor character. Setback and buffer areas may be used for crop production.
4. Limited, related retail business uses may be included with manufacturing operations.
5. Focus on attracting agriculture-related industry to fill gaps in local supply and service needs.
6. New developments should create employment opportunities for Dearborn County and Franklin County residents.
7. Utilize access management best practices to mitigate potential transportation impacts to the corridor.

Area-Specific Direction

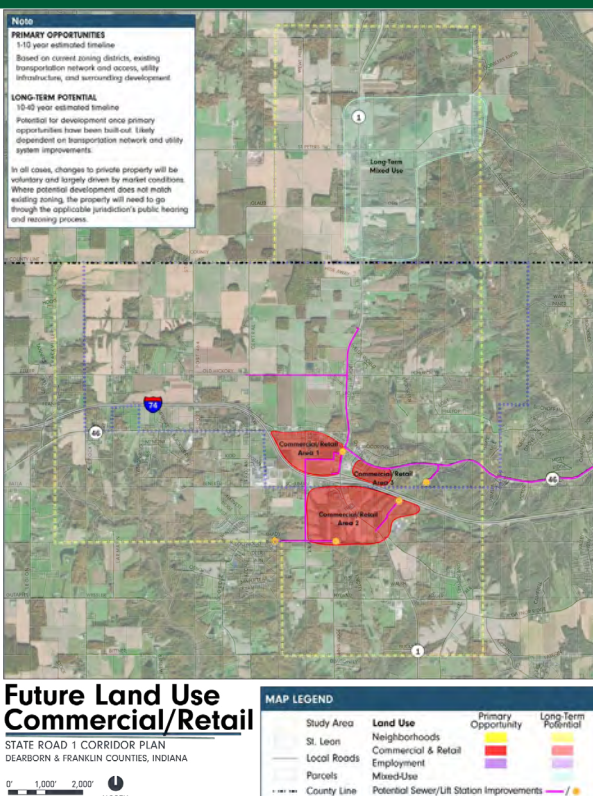
Area 1: This area should hold the majority of employment based growth within the study so long as vehicular access and buffers between new buildings and existing development are utilized. Development types may include wholesale businesses, light manufacturing, and/or agribusiness operations.

Area 2: This site is dedicated for future facility expansions and new businesses adjacent to existing light industrial development. Utility upgrades in this area may be needed to serve more intensive uses. The site should continue to hold light manufacturing and service-based industries in the future.

• 6x Agree

• 16x Disagree

• This area is as developed as it needs to be.
• We can get employment in local communities where there are many high paying jobs available. If we wanted business/"convenience" in the area, we'd move to Harrison, Batesville, Brookville, Bright, Aurora, or Lawrenceburg. I want my kids to hear crickets NOT cars/sirens. I want them to smell trees, not smog. Don't rezone.



COMMERCIAL & RETAIL

Attract additional commercial/retail businesses that fill immediate needs for residents on the corridor while avoiding big box/regional-scale developments.

Guiding Principles

1. New commercial and retail growth should focus on convenience needs of surrounding residents and travelers along I-74.
2. Local businesses and restaurants should be prioritized over national chains, where possible.
3. Regional shopping centers that draw in high volumes of traffic, such as big box retailers, should be discouraged.
4. Focus more intensive development to properties immediately surrounding the interchange, along State Road 1 and State Road 46.
5. Service business and office uses should provide a transition from retail and restaurant uses around the interchange.

Area-Specific Direction

Area 1: Target for commercial uses which rely on high levels of visibility from the interstate for their operation as well as those that generate large volumes of traffic such as restaurants and high-intensity commercial operations.

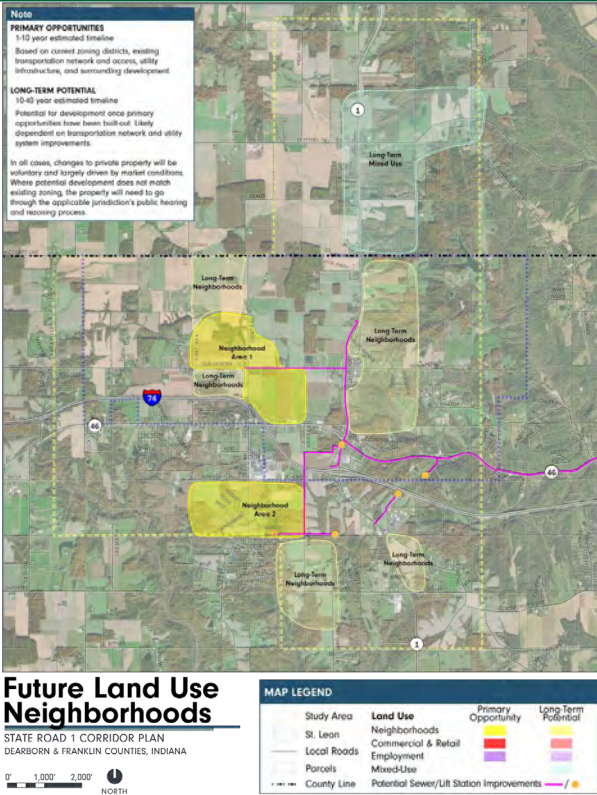
Area 2: Convenience retail, high-intensity commercial and other uses which benefit from state highway access and serve residents along the corridor should locate in this area. It is feasible that this area could also include agribusiness, mixed-use, or residential development towards the west, as absorbing over 200 acres of land for commercial uses may be supported by the market.

Area 3: Adjacent to existing small-footprint commercial buildings, this area should also be used for office and other commercial businesses that don't require interstate visibility and access to State Road 1.

• 5x Agree

• 17x Disagree

• Don't agree, too close to me
• Your "convenience" means more traffic, noise, pollution, degradation to our quality of life!
• Keep commercial and retail out of northern Dearborn County. We are not afraid to drive to Harrison, Lawrenceburg, Brookville, or Batesville.
• I do not mind to drive four miles to Harrison to go to the store or get something to eat.



NEIGHBORHOODS

Create high quality neighborhoods that diversify housing stock while preserving agricultural land and natural spaces.

Guiding Principles

1. New subdivisions should be designed around natural features to highlight existing woodlands, streams, hillsides, and hilltops.
2. Where served by water and sewer utilities, promote compact development to preserve large portions of the site for agricultural use.
3. Design requirements should be used to avoid "cookie-cutter" homes with limited character and ensure new homes respect adjacent context.
4. Allow a mix of quality housing types that address the needs of the area workforce, families, and seniors.
5. Direct development to properties already served by, or that can be served by public utilities so long as it is financially feasible to do so.

Area-Specific Direction

- Area 1:** Primarily agricultural in nature, this area should be reserved for rural estates and conservation subdivisions that match surrounding character, with the potential for more dense growth on the southern edge along State Road 46.
- Area 2:** The areas south of East Central High School and Middle School are prime for more compact residential development including conservation subdivisions and mixed density neighborhoods.

• 4x Agree

• 29x Disagree

• Please no new subdivisions.

• Do not agree to create new neighborhoods. We deserve to keep this area rural. This is why we have lived here all our lives, 50+ years!

• We don't want subdivisions. We moved here for that reason. If others want this, then move to an area that already has them. Stop destroying Gods land and our clean air.

• No sewer on St. Peters Rd. and State Road 1. We have good septic and do not want the expense of sewers.



Community Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
Population Summary			
2010 Total Population	368	2,514	7,081
2020 Total Population	370	2,623	7,505
2020 Group Quarters	0	0	0
2022 Total Population	384	2,631	7,532
2022 Group Quarters	0	0	0
2027 Total Population	388	2,653	7,596
2022-2027 Annual Rate	0.21%	0.17%	0.17%
2022 Total Daytime Population	521	1,897	4,870
Workers	349	696	1,404
Residents	172	1,201	3,466
Household Summary			
2010 Households	150	911	2,630
2010 Average Household Size	2.45	2.76	2.69
2020 Total Households	154	974	2,851
2020 Average Household Size	2.40	2.69	2.63
2022 Households	156	988	2,891
2022 Average Household Size	2.46	2.66	2.61
2027 Households	158	1,002	2,935
2027 Average Household Size	2.46	2.65	2.59
2022-2027 Annual Rate	0.26%	0.28%	0.30%
2010 Families	113	704	2,044
2010 Average Family Size	2.87	3.16	3.07
2022 Families	114	742	2,189
2022 Average Family Size	2.92	3.10	3.02
2027 Families	116	752	2,218
2027 Average Family Size	2.90	3.08	3.00
2022-2027 Annual Rate	0.35%	0.27%	0.26%
Housing Unit Summary			
2000 Housing Units	103	747	2,084
Owner Occupied Housing Units	92.2%	85.3%	86.3%
Renter Occupied Housing Units	9.7%	10.3%	10.1%
Vacant Housing Units	-1.9%	4.4%	3.6%
2010 Housing Units	148	959	2,750
Owner Occupied Housing Units	79.7%	81.4%	83.0%
Renter Occupied Housing Units	20.9%	13.7%	12.7%
Vacant Housing Units	-1.4%	5.0%	4.4%
2020 Housing Units	154	1,024	2,963
Vacant Housing Units	0.0%	4.9%	3.8%
2022 Housing Units	156	1,040	3,010
Owner Occupied Housing Units	89.7%	86.8%	87.6%
Renter Occupied Housing Units	9.6%	8.2%	8.4%
Vacant Housing Units	0.0%	5.0%	4.0%
2027 Housing Units	156	1,044	3,022
Owner Occupied Housing Units	91.0%	87.7%	88.6%
Renter Occupied Housing Units	10.3%	8.2%	8.5%
Vacant Housing Units	0.0%	4.0%	2.9%
Median Household Income			
2022	\$83,466	\$85,457	\$81,564
2027	\$92,711	\$99,044	\$93,065
Median Home Value			
2022	\$241,667	\$246,786	\$239,972
2027	\$270,833	\$293,396	\$282,641
Per Capita Income			
2022	\$37,008	\$40,539	\$38,338
2027	\$42,913	\$47,578	\$44,722
Median Age			
2010	40.2	40.2	39.9
2022	42.2	42.3	42.6
2027	43.9	43.7	44.0

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Community Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2022 Households by Income			
Household Income Base	156	988	2,891
<\$15,000	3.8%	3.3%	3.7%
\$15,000 - \$24,999	5.1%	4.9%	5.7%
\$25,000 - \$34,999	7.1%	6.2%	6.7%
\$35,000 - \$49,999	7.1%	9.2%	8.5%
\$50,000 - \$74,999	16.7%	15.7%	18.7%
\$75,000 - \$99,999	22.4%	21.3%	19.4%
\$100,000 - \$149,999	25.0%	23.2%	21.7%
\$150,000 - \$199,999	7.1%	9.4%	9.0%
\$200,000+	4.5%	7.0%	6.4%
Average Household Income	\$98,842	\$106,865	\$102,681
2027 Households by Income			
Household Income Base	158	1,002	2,935
<\$15,000	2.5%	2.2%	3.0%
\$15,000 - \$24,999	3.2%	3.1%	4.5%
\$25,000 - \$34,999	3.2%	3.5%	5.1%
\$35,000 - \$49,999	6.3%	7.2%	7.6%
\$50,000 - \$74,999	18.4%	15.3%	17.2%
\$75,000 - \$99,999	20.9%	19.4%	16.1%
\$100,000 - \$149,999	28.5%	27.7%	25.2%
\$150,000 - \$199,999	10.8%	13.4%	13.4%
\$200,000+	5.7%	8.4%	7.8%
Average Household Income	\$114,340	\$124,752	\$118,908
2022 Owner Occupied Housing Units by Value			
Total	140	903	2,636
<\$50,000	0.7%	1.0%	1.8%
\$50,000 - \$99,999	2.1%	3.2%	3.9%
\$100,000 - \$149,999	5.7%	6.3%	8.2%
\$150,000 - \$199,999	16.4%	17.6%	19.8%
\$200,000 - \$249,999	30.0%	23.3%	20.3%
\$250,000 - \$299,999	11.4%	10.7%	11.4%
\$300,000 - \$399,999	20.7%	24.6%	20.9%
\$400,000 - \$499,999	10.7%	8.0%	7.2%
\$500,000 - \$749,999	1.4%	4.3%	5.5%
\$750,000 - \$999,999	0.0%	0.2%	0.3%
\$1,000,000 - \$1,499,999	0.0%	0.0%	0.3%
\$1,500,000 - \$1,999,999	0.0%	0.0%	0.0%
\$2,000,000 +	0.7%	0.6%	0.3%
Average Home Value	\$282,321	\$287,181	\$278,185
2027 Owner Occupied Housing Units by Value			
Total	142	916	2,679
<\$50,000	0.0%	0.4%	0.9%
\$50,000 - \$99,999	0.7%	1.2%	1.6%
\$100,000 - \$149,999	2.8%	3.2%	4.3%
\$150,000 - \$199,999	12.0%	13.0%	15.2%
\$200,000 - \$249,999	28.9%	22.2%	19.9%
\$250,000 - \$299,999	12.7%	11.6%	12.6%
\$300,000 - \$399,999	26.8%	32.0%	27.7%
\$400,000 - \$499,999	13.4%	10.4%	9.7%
\$500,000 - \$749,999	1.4%	5.3%	7.1%
\$750,000 - \$999,999	0.0%	0.2%	0.2%
\$1,000,000 - \$1,499,999	0.0%	0.0%	0.7%
\$1,500,000 - \$1,999,999	0.0%	0.0%	0.0%
\$2,000,000 +	0.7%	0.5%	0.3%
Average Home Value	\$305,496	\$315,639	\$313,666

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Community Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2010 Population by Age			
Total	366	2,515	7,083
0 - 4	4.9%	5.7%	6.2%
5 - 9	7.1%	7.0%	7.5%
10 - 14	6.8%	6.9%	7.5%
15 - 24	14.5%	13.2%	12.1%
25 - 34	11.2%	11.2%	10.5%
35 - 44	12.8%	12.8%	13.8%
45 - 54	17.2%	17.9%	17.5%
55 - 64	12.3%	12.8%	13.2%
65 - 74	7.7%	7.3%	7.2%
75 - 84	4.4%	4.1%	3.5%
85 +	1.6%	1.1%	1.1%
18 +	76.0%	75.3%	73.9%
2022 Population by Age			
Total	384	2,633	7,531
0 - 4	5.2%	5.2%	5.4%
5 - 9	5.7%	6.2%	6.2%
10 - 14	5.7%	6.0%	6.5%
15 - 24	9.9%	10.3%	10.8%
25 - 34	13.3%	12.3%	11.4%
35 - 44	13.8%	13.5%	12.9%
45 - 54	11.7%	12.9%	13.3%
55 - 64	16.7%	15.9%	15.5%
65 - 74	11.5%	11.6%	11.8%
75 - 84	4.9%	4.7%	4.9%
85 +	1.6%	1.4%	1.3%
18 +	79.7%	78.8%	78.1%
2027 Population by Age			
Total	389	2,653	7,594
0 - 4	4.9%	5.0%	5.1%
5 - 9	5.7%	6.1%	6.1%
10 - 14	6.4%	6.4%	6.7%
15 - 24	9.3%	9.9%	10.2%
25 - 34	10.5%	10.0%	9.9%
35 - 44	14.9%	14.4%	13.3%
45 - 54	12.3%	13.0%	13.2%
55 - 64	13.6%	13.4%	14.0%
65 - 74	14.4%	14.1%	13.4%
75 - 84	6.2%	6.0%	6.5%
85 +	1.8%	1.6%	1.6%
18 +	79.4%	78.7%	78.2%
2010 Population by Sex			
Males	186	1,284	3,605
Females	182	1,230	3,476
2022 Population by Sex			
Males	194	1,346	3,849
Females	189	1,285	3,683
2027 Population by Sex			
Males	197	1,360	3,901
Females	191	1,293	3,695

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Community Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2010 Population by Race/Ethnicity			
Total	367	2,513	7,081
White Alone	99.2%	98.9%	99.0%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.4%	0.2%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.1%	0.2%
Two or More Races	0.3%	0.6%	0.5%
Hispanic Origin	0.5%	0.6%	0.6%
Diversity Index	3.2	3.4	3.1
2020 Population by Race/Ethnicity			
Total	370	2,623	7,505
White Alone	94.9%	95.2%	95.7%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.3%	0.3%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.5%	0.4%
Two or More Races	4.6%	3.9%	3.4%
Hispanic Origin	0.8%	0.5%	0.6%
Diversity Index	11.2	10.3	9.4
2022 Population by Race/Ethnicity			
Total	383	2,631	7,531
White Alone	94.5%	94.8%	95.4%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.3%	0.3%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.5%	0.4%
Two or More Races	5.0%	4.2%	3.7%
Hispanic Origin	1.0%	0.6%	0.7%
Diversity Index	12.7	11.0	10.0
2027 Population by Race/Ethnicity			
Total	389	2,653	7,596
White Alone	93.6%	94.0%	94.8%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.3%	0.3%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.6%	0.4%
Two or More Races	5.9%	4.9%	4.3%
Hispanic Origin	1.0%	0.6%	0.7%
Diversity Index	13.4	12.4	11.3
2010 Population by Relationship and Household Type			
Total	368	2,514	7,081
In Households	100.0%	100.0%	100.0%
In Family Households	89.1%	89.6%	90.0%
Householder	28.5%	28.4%	28.1%
Spouse	23.9%	24.7%	24.6%
Child	34.0%	33.6%	34.2%
Other relative	1.6%	1.7%	1.8%
Nonrelative	1.4%	1.2%	1.4%
In Nonfamily Households	10.9%	10.4%	10.0%
In Group Quarters	0.0%	0.0%	0.0%
Institutionalized Population	0.0%	0.0%	0.0%
Noninstitutionalized Population	0.0%	0.0%	0.0%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Community Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2022 Population 25+ by Educational Attainment			
Total	282	1,901	5,359
Less than 9th Grade	1.4%	1.8%	2.9%
9th - 12th Grade, No Diploma	3.5%	2.9%	3.2%
High School Graduate	42.2%	38.5%	35.7%
GED/Alternative Credential	2.5%	3.8%	4.4%
Some College, No Degree	13.1%	13.6%	14.5%
Associate Degree	10.6%	11.1%	10.9%
Bachelor's Degree	20.9%	22.2%	21.8%
Graduate/Professional Degree	5.7%	5.9%	6.6%
2022 Population 15+ by Marital Status			
Total	320	2,172	6,171
Never Married	18.4%	20.6%	21.0%
Married	66.6%	62.0%	62.5%
Widowed	3.8%	3.5%	4.9%
Divorced	11.2%	13.8%	11.6%
2022 Civilian Population 16+ in Labor Force			
Civilian Population 16+	215	1,459	4,188
Population 16+ Employed	99.1%	99.2%	98.4%
Population 16+ Unemployment rate	0.9%	0.9%	1.6%
Population 16-24 Employed	10.3%	10.5%	10.9%
Population 16-24 Unemployment rate	4.3%	3.2%	8.4%
Population 25-54 Employed	64.3%	64.1%	62.3%
Population 25-54 Unemployment rate	0.0%	0.0%	0.4%
Population 55-64 Employed	19.7%	19.6%	20.2%
Population 55-64 Unemployment rate	0.0%	0.4%	0.6%
Population 65+ Employed	5.6%	5.8%	6.5%
Population 65+ Unemployment rate	7.7%	6.7%	3.2%
2022 Employed Population 16+ by Industry			
Total	213	1,447	4,122
Agriculture/Mining	0.5%	0.7%	1.4%
Construction	8.0%	8.7%	11.1%
Manufacturing	21.1%	19.4%	16.2%
Wholesale Trade	1.9%	1.7%	2.9%
Retail Trade	10.3%	10.1%	11.1%
Transportation/Utilities	8.0%	7.6%	7.1%
Information	0.0%	0.0%	0.2%
Finance/Insurance/Real Estate	7.0%	6.4%	7.2%
Services	41.3%	41.7%	38.7%
Public Administration	1.9%	3.8%	4.1%
2022 Employed Population 16+ by Occupation			
Total	213	1,446	4,123
White Collar	53.5%	56.4%	57.9%
Management/Business/Financial	13.6%	14.2%	17.5%
Professional	22.1%	25.2%	22.4%
Sales	8.9%	8.3%	8.3%
Administrative Support	8.9%	8.8%	9.8%
Services	9.4%	10.0%	10.3%
Blue Collar	37.1%	33.5%	31.8%
Farming/Forestry/Fishing	0.0%	0.2%	0.6%
Construction/Extraction	6.6%	6.3%	6.4%
Installation/Maintenance/Repair	4.2%	3.0%	4.6%
Production	16.9%	12.5%	9.6%
Transportation/Material Moving	9.4%	11.5%	10.7%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Community Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2010 Households by Type			
Total	149	910	2,629
Households with 1 Person	20.8%	18.7%	18.4%
Households with 2+ People	79.2%	81.3%	81.6%
Family Households	75.8%	77.4%	77.7%
Husband-wife Families	64.4%	67.5%	68.0%
With Related Children	26.2%	27.7%	29.7%
Other Family (No Spouse Present)	12.1%	9.9%	9.7%
Other Family with Male Householder	4.0%	3.5%	3.6%
With Related Children	2.7%	2.2%	2.1%
Other Family with Female Householder	8.1%	6.5%	6.1%
With Related Children	4.7%	3.8%	3.8%
Nonfamily Households	3.4%	4.0%	3.9%
All Households with Children	34.7%	34.7%	36.5%
Multigenerational Households	2.0%	2.7%	2.9%
Unmarried Partner Households	5.3%	5.0%	4.9%
Male-female	5.3%	4.8%	4.7%
Same-sex	0.0%	0.2%	0.3%
2010 Households by Size			
Total	149	912	2,628
1 Person Household	20.8%	18.6%	18.4%
2 Person Household	35.6%	36.7%	35.6%
3 Person Household	18.1%	17.7%	17.5%
4 Person Household	14.1%	14.6%	15.4%
5 Person Household	6.7%	7.3%	8.2%
6 Person Household	3.4%	3.5%	3.3%
7 + Person Household	1.3%	1.5%	1.6%
2010 Households by Tenure and Mortgage Status			
Total	149	912	2,630
Owner Occupied	79.2%	85.6%	86.8%
Owned with a Mortgage/Loan	52.3%	58.4%	62.0%
Owned Free and Clear	26.8%	27.2%	24.8%
Renter Occupied	20.8%	14.4%	13.2%
2022 Affordability, Mortgage and Wealth			
Housing Affordability Index	160	161	158
Percent of Income for Mortgage	15.3%	15.2%	15.5%
Wealth Index	85	107	102
2010 Housing Units By Urban/ Rural Status			
Total Housing Units	148	959	2,750
Housing Units Inside Urbanized Area	0.0%	0.0%	3.7%
Housing Units Inside Urbanized Cluster	0.0%	0.0%	0.5%
Rural Housing Units	100.0%	100.0%	95.7%
2010 Population By Urban/ Rural Status			
Total Population	368	2,514	7,081
Population Inside Urbanized Area	0.0%	0.0%	3.7%
Population Inside Urbanized Cluster	0.0%	0.0%	0.3%
Rural Population	100.0%	100.0%	95.9%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Community Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
Top 3 Tapestry Segments			
1.	Salt of the Earth (6B)	Salt of the Earth (6B)	Salt of the Earth (6B)
2.		Green Acres (6A)	Green Acres (6A)
3.			
2022 Consumer Spending			
Apparel & Services: Total \$	\$352,645	\$2,375,302	\$6,673,850
Average Spent	\$2,260.54	\$2,404.15	\$2,308.49
Spending Potential Index	94	100	96
Education: Total \$	\$249,524	\$1,739,134	\$5,017,247
Average Spent	\$1,599.51	\$1,760.26	\$1,735.47
Spending Potential Index	82	90	88
Entertainment/Recreation: Total \$	\$585,425	\$3,904,783	\$10,885,110
Average Spent	\$3,752.72	\$3,952.21	\$3,765.17
Spending Potential Index	102	108	103
Food at Home: Total \$	\$954,189	\$6,340,249	\$17,619,589
Average Spent	\$6,116.60	\$6,417.26	\$6,094.63
Spending Potential Index	99	104	98
Food Away from Home: Total \$	\$624,349	\$4,201,282	\$11,795,029
Average Spent	\$4,002.24	\$4,252.31	\$4,079.91
Spending Potential Index	93	99	95
Health Care: Total \$	\$1,199,839	\$7,938,629	\$21,984,587
Average Spent	\$7,691.28	\$8,035.05	\$7,604.49
Spending Potential Index	109	113	107
HH Furnishings & Equipment: Total \$	\$390,616	\$2,635,345	\$7,414,071
Average Spent	\$2,503.95	\$2,667.35	\$2,564.54
Spending Potential Index	98	104	100
Personal Care Products & Services: Total \$	\$152,635	\$1,027,615	\$2,886,186
Average Spent	\$978.43	\$1,040.10	\$998.33
Spending Potential Index	96	102	98
Shelter: Total \$	\$3,147,985	\$21,408,612	\$60,610,083
Average Spent	\$20,179.39	\$21,668.64	\$20,965.09
Spending Potential Index	88	95	92
Support Payments/Cash Contributions/Gifts in Kind: Total \$	\$393,225	\$2,688,474	\$7,642,978
Average Spent	\$2,520.67	\$2,721.13	\$2,643.71
Spending Potential Index	93	100	97
Travel: Total \$	\$416,764	\$2,853,686	\$8,122,094
Average Spent	\$2,671.56	\$2,888.35	\$2,809.44
Spending Potential Index	93	101	98
Vehicle Maintenance & Repairs: Total \$	\$198,620	\$1,322,101	\$3,679,450
Average Spent	\$1,273.21	\$1,338.16	\$1,272.73
Spending Potential Index	101	106	101

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Market Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
Population Summary			
2010 Total Population	368	2,514	7,081
2020 Total Population	370	2,623	7,505
2020 Group Quarters	0	0	0
2022 Total Population	384	2,631	7,532
2022 Group Quarters	0	0	0
2027 Total Population	388	2,653	7,596
2022-2027 Annual Rate	0.21%	0.17%	0.17%
2022 Total Daytime Population	521	1,897	4,870
Workers	349	696	1,404
Residents	172	1,201	3,466
Household Summary			
2010 Households	150	911	2,630
2010 Average Household Size	2.45	2.76	2.69
2020 Total Households	154	974	2,851
2020 Average Household Size	2.40	2.69	2.63
2022 Households	156	988	2,891
2022 Average Household Size	2.46	2.66	2.61
2027 Households	158	1,002	2,935
2027 Average Household Size	2.46	2.65	2.59
2022-2027 Annual Rate	0.26%	0.28%	0.30%
2010 Families	113	704	2,044
2010 Average Family Size	2.87	3.16	3.07
2022 Families	114	742	2,189
2022 Average Family Size	2.92	3.10	3.02
2027 Families	116	752	2,218
2027 Average Family Size	2.90	3.08	3.00
2022-2027 Annual Rate	0.35%	0.27%	0.26%
Housing Unit Summary			
2000 Housing Units	103	747	2,084
Owner Occupied Housing Units	92.2%	85.3%	86.3%
Renter Occupied Housing Units	9.7%	10.3%	10.1%
Vacant Housing Units	-1.9%	4.4%	3.6%
2010 Housing Units	148	959	2,750
Owner Occupied Housing Units	79.7%	81.4%	83.0%
Renter Occupied Housing Units	20.9%	13.7%	12.7%
Vacant Housing Units	-1.4%	5.0%	4.4%
2020 Housing Units	154	1,024	2,963
Vacant Housing Units	0.0%	4.9%	3.8%
2022 Housing Units	156	1,040	3,010
Owner Occupied Housing Units	89.7%	86.8%	87.6%
Renter Occupied Housing Units	9.6%	8.2%	8.4%
Vacant Housing Units	0.0%	5.0%	4.0%
2027 Housing Units	156	1,044	3,022
Owner Occupied Housing Units	91.0%	87.7%	88.6%
Renter Occupied Housing Units	10.3%	8.2%	8.5%
Vacant Housing Units	0.0%	4.0%	2.9%
Median Household Income			
2022	\$83,466	\$85,457	\$81,564
2027	\$92,711	\$99,044	\$93,065
Median Home Value			
2022	\$241,667	\$246,786	\$239,972
2027	\$270,833	\$293,396	\$282,641
Per Capita Income			
2022	\$37,008	\$40,539	\$38,338
2027	\$42,913	\$47,578	\$44,722
Median Age			
2010	40.2	40.2	39.9
2022	42.2	42.3	42.6
2027	43.9	43.7	44.0

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Market Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2022 Households by Income			
Household Income Base	156	988	2,891
<\$15,000	3.8%	3.3%	3.7%
\$15,000 - \$24,999	5.1%	4.9%	5.7%
\$25,000 - \$34,999	7.1%	6.2%	6.7%
\$35,000 - \$49,999	7.1%	9.2%	8.5%
\$50,000 - \$74,999	16.7%	15.7%	18.7%
\$75,000 - \$99,999	22.4%	21.3%	19.4%
\$100,000 - \$149,999	25.0%	23.2%	21.7%
\$150,000 - \$199,999	7.1%	9.4%	9.0%
\$200,000+	4.5%	7.0%	6.4%
Average Household Income	\$98,842	\$106,865	\$102,681
2027 Households by Income			
Household Income Base	158	1,002	2,935
<\$15,000	2.5%	2.2%	3.0%
\$15,000 - \$24,999	3.2%	3.1%	4.5%
\$25,000 - \$34,999	3.2%	3.5%	5.1%
\$35,000 - \$49,999	6.3%	7.2%	7.6%
\$50,000 - \$74,999	18.4%	15.3%	17.2%
\$75,000 - \$99,999	20.9%	19.4%	16.1%
\$100,000 - \$149,999	28.5%	27.7%	25.2%
\$150,000 - \$199,999	10.8%	13.4%	13.4%
\$200,000+	5.7%	8.4%	7.8%
Average Household Income	\$114,340	\$124,752	\$118,908
2022 Owner Occupied Housing Units by Value			
Total	140	903	2,636
<\$50,000	0.7%	1.0%	1.8%
\$50,000 - \$99,999	2.1%	3.2%	3.9%
\$100,000 - \$149,999	5.7%	6.3%	8.2%
\$150,000 - \$199,999	16.4%	17.6%	19.8%
\$200,000 - \$249,999	30.0%	23.3%	20.3%
\$250,000 - \$299,999	11.4%	10.7%	11.4%
\$300,000 - \$399,999	20.7%	24.6%	20.9%
\$400,000 - \$499,999	10.7%	8.0%	7.2%
\$500,000 - \$749,999	1.4%	4.3%	5.5%
\$750,000 - \$999,999	0.0%	0.2%	0.3%
\$1,000,000 - \$1,499,999	0.0%	0.0%	0.3%
\$1,500,000 - \$1,999,999	0.0%	0.0%	0.0%
\$2,000,000 +	0.7%	0.6%	0.3%
Average Home Value	\$282,321	\$287,181	\$278,185
2027 Owner Occupied Housing Units by Value			
Total	142	916	2,679
<\$50,000	0.0%	0.4%	0.9%
\$50,000 - \$99,999	0.7%	1.2%	1.6%
\$100,000 - \$149,999	2.8%	3.2%	4.3%
\$150,000 - \$199,999	12.0%	13.0%	15.2%
\$200,000 - \$249,999	28.9%	22.2%	19.9%
\$250,000 - \$299,999	12.7%	11.6%	12.6%
\$300,000 - \$399,999	26.8%	32.0%	27.7%
\$400,000 - \$499,999	13.4%	10.4%	9.7%
\$500,000 - \$749,999	1.4%	5.3%	7.1%
\$750,000 - \$999,999	0.0%	0.2%	0.2%
\$1,000,000 - \$1,499,999	0.0%	0.0%	0.7%
\$1,500,000 - \$1,999,999	0.0%	0.0%	0.0%
\$2,000,000 +	0.7%	0.5%	0.3%
Average Home Value	\$305,496	\$315,639	\$313,666

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Market Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2010 Population by Age			
Total	366	2,515	7,083
0 - 4	4.9%	5.7%	6.2%
5 - 9	7.1%	7.0%	7.5%
10 - 14	6.8%	6.9%	7.5%
15 - 24	14.5%	13.2%	12.1%
25 - 34	11.2%	11.2%	10.5%
35 - 44	12.8%	12.8%	13.8%
45 - 54	17.2%	17.9%	17.5%
55 - 64	12.3%	12.8%	13.2%
65 - 74	7.7%	7.3%	7.2%
75 - 84	4.4%	4.1%	3.5%
85 +	1.6%	1.1%	1.1%
18 +	76.0%	75.3%	73.9%
2022 Population by Age			
Total	384	2,633	7,531
0 - 4	5.2%	5.2%	5.4%
5 - 9	5.7%	6.2%	6.2%
10 - 14	5.7%	6.0%	6.5%
15 - 24	9.9%	10.3%	10.8%
25 - 34	13.3%	12.3%	11.4%
35 - 44	13.8%	13.5%	12.9%
45 - 54	11.7%	12.9%	13.3%
55 - 64	16.7%	15.9%	15.5%
65 - 74	11.5%	11.6%	11.8%
75 - 84	4.9%	4.7%	4.9%
85 +	1.6%	1.4%	1.3%
18 +	79.7%	78.8%	78.1%
2027 Population by Age			
Total	389	2,653	7,594
0 - 4	4.9%	5.0%	5.1%
5 - 9	5.7%	6.1%	6.1%
10 - 14	6.4%	6.4%	6.7%
15 - 24	9.3%	9.9%	10.2%
25 - 34	10.5%	10.0%	9.9%
35 - 44	14.9%	14.4%	13.3%
45 - 54	12.3%	13.0%	13.2%
55 - 64	13.6%	13.4%	14.0%
65 - 74	14.4%	14.1%	13.4%
75 - 84	6.2%	6.0%	6.5%
85 +	1.8%	1.6%	1.6%
18 +	79.4%	78.7%	78.2%
2010 Population by Sex			
Males	186	1,284	3,605
Females	182	1,230	3,476
2022 Population by Sex			
Males	194	1,346	3,849
Females	189	1,285	3,683
2027 Population by Sex			
Males	197	1,360	3,901
Females	191	1,293	3,695

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Market Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
2010 Population by Race/Ethnicity			
Total	367	2,513	7,081
White Alone	99.2%	98.9%	99.0%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.4%	0.2%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.1%	0.2%
Two or More Races	0.3%	0.6%	0.5%
Hispanic Origin	0.5%	0.6%	0.6%
Diversity Index	3.2	3.4	3.1
2020 Population by Race/Ethnicity			
Total	370	2,623	7,505
White Alone	94.9%	95.2%	95.7%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.3%	0.3%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.5%	0.4%
Two or More Races	4.6%	3.9%	3.4%
Hispanic Origin	0.8%	0.5%	0.6%
Diversity Index	11.2	10.3	9.4
2022 Population by Race/Ethnicity			
Total	383	2,631	7,531
White Alone	94.5%	94.8%	95.4%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.3%	0.3%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.5%	0.4%
Two or More Races	5.0%	4.2%	3.7%
Hispanic Origin	1.0%	0.6%	0.7%
Diversity Index	12.7	11.0	10.0
2027 Population by Race/Ethnicity			
Total	389	2,653	7,596
White Alone	93.6%	94.0%	94.8%
Black Alone	0.0%	0.1%	0.1%
American Indian Alone	0.0%	0.0%	0.1%
Asian Alone	0.3%	0.3%	0.3%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.6%	0.4%
Two or More Races	5.9%	4.9%	4.3%
Hispanic Origin	1.0%	0.6%	0.7%
Diversity Index	13.4	12.4	11.3
2010 Population by Relationship and Household Type			
Total	368	2,514	7,081
In Households	100.0%	100.0%	100.0%
In Family Households	89.1%	89.6%	90.0%
Householder	28.5%	28.4%	28.1%
Spouse	23.9%	24.7%	24.6%
Child	34.0%	33.6%	34.2%
Other relative	1.6%	1.7%	1.8%
Nonrelative	1.4%	1.2%	1.4%
In Nonfamily Households	10.9%	10.4%	10.0%
In Group Quarters	0.0%	0.0%	0.0%
Institutionalized Population	0.0%	0.0%	0.0%
Noninstitutionalized Population	0.0%	0.0%	0.0%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



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I-74 W
I-74 W, Brookville, Indiana, 47012
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	1 mile	3 miles	5 miles
2022 Population 25+ by Educational Attainment			
Total	282	1,901	5,359
Less than 9th Grade	1.4%	1.8%	2.9%
9th - 12th Grade, No Diploma	3.5%	2.9%	3.2%
High School Graduate	42.2%	38.5%	35.7%
GED/Alternative Credential	2.5%	3.8%	4.4%
Some College, No Degree	13.1%	13.6%	14.5%
Associate Degree	10.6%	11.1%	10.9%
Bachelor's Degree	20.9%	22.2%	21.8%
Graduate/Professional Degree	5.7%	5.9%	6.6%
2022 Population 15+ by Marital Status			
Total	320	2,172	6,171
Never Married	18.4%	20.6%	21.0%
Married	66.6%	62.0%	62.5%
Widowed	3.8%	3.5%	4.9%
Divorced	11.2%	13.8%	11.6%
2022 Civilian Population 16+ in Labor Force			
Civilian Population 16+	215	1,459	4,188
Population 16+ Employed	99.1%	99.2%	98.4%
Population 16+ Unemployment rate	0.9%	0.9%	1.6%
Population 16-24 Employed	10.3%	10.5%	10.9%
Population 16-24 Unemployment rate	4.3%	3.2%	8.4%
Population 25-54 Employed	64.3%	64.1%	62.3%
Population 25-54 Unemployment rate	0.0%	0.0%	0.4%
Population 55-64 Employed	19.7%	19.6%	20.2%
Population 55-64 Unemployment rate	0.0%	0.4%	0.6%
Population 65+ Employed	5.6%	5.8%	6.5%
Population 65+ Unemployment rate	7.7%	6.7%	3.2%
2022 Employed Population 16+ by Industry			
Total	213	1,447	4,122
Agriculture/Mining	0.5%	0.7%	1.4%
Construction	8.0%	8.7%	11.1%
Manufacturing	21.1%	19.4%	16.2%
Wholesale Trade	1.9%	1.7%	2.9%
Retail Trade	10.3%	10.1%	11.1%
Transportation/Utilities	8.0%	7.6%	7.1%
Information	0.0%	0.0%	0.2%
Finance/Insurance/Real Estate	7.0%	6.4%	7.2%
Services	41.3%	41.7%	38.7%
Public Administration	1.9%	3.8%	4.1%
2022 Employed Population 16+ by Occupation			
Total	213	1,446	4,123
White Collar	53.5%	56.4%	57.9%
Management/Business/Financial	13.6%	14.2%	17.5%
Professional	22.1%	25.2%	22.4%
Sales	8.9%	8.3%	8.3%
Administrative Support	8.9%	8.8%	9.8%
Services	9.4%	10.0%	10.3%
Blue Collar	37.1%	33.5%	31.8%
Farming/Forestry/Fishing	0.0%	0.2%	0.6%
Construction/Extraction	6.6%	6.3%	6.4%
Installation/Maintenance/Repair	4.2%	3.0%	4.6%
Production	16.9%	12.5%	9.6%
Transportation/Material Moving	9.4%	11.5%	10.7%

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Rings: 1, 3, 5 mile radii

Prepared by Esri
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	1 mile	3 miles	5 miles
2010 Households by Type			
Total	149	910	2,629
Households with 1 Person	20.8%	18.7%	18.4%
Households with 2+ People	79.2%	81.3%	81.6%
Family Households	75.8%	77.4%	77.7%
Husband-wife Families	64.4%	67.5%	68.0%
With Related Children	26.2%	27.7%	29.7%
Other Family (No Spouse Present)	12.1%	9.9%	9.7%
Other Family with Male Householder	4.0%	3.5%	3.6%
With Related Children	2.7%	2.2%	2.1%
Other Family with Female Householder	8.1%	6.5%	6.1%
With Related Children	4.7%	3.8%	3.8%
Nonfamily Households	3.4%	4.0%	3.9%
All Households with Children	34.7%	34.7%	36.5%
Multigenerational Households	2.0%	2.7%	2.9%
Unmarried Partner Households	5.3%	5.0%	4.9%
Male-female	5.3%	4.8%	4.7%
Same-sex	0.0%	0.2%	0.3%
2010 Households by Size			
Total	149	912	2,628
1 Person Household	20.8%	18.6%	18.4%
2 Person Household	35.6%	36.7%	35.6%
3 Person Household	18.1%	17.7%	17.5%
4 Person Household	14.1%	14.6%	15.4%
5 Person Household	6.7%	7.3%	8.2%
6 Person Household	3.4%	3.5%	3.3%
7 + Person Household	1.3%	1.5%	1.6%
2010 Households by Tenure and Mortgage Status			
Total	149	912	2,630
Owner Occupied	79.2%	85.6%	86.8%
Owned with a Mortgage/Loan	52.3%	58.4%	62.0%
Owned Free and Clear	26.8%	27.2%	24.8%
Renter Occupied	20.8%	14.4%	13.2%
2022 Affordability, Mortgage and Wealth			
Housing Affordability Index	160	161	158
Percent of Income for Mortgage	15.3%	15.2%	15.5%
Wealth Index	85	107	102
2010 Housing Units By Urban/ Rural Status			
Total Housing Units	148	959	2,750
Housing Units Inside Urbanized Area	0.0%	0.0%	3.7%
Housing Units Inside Urbanized Cluster	0.0%	0.0%	0.5%
Rural Housing Units	100.0%	100.0%	95.7%
2010 Population By Urban/ Rural Status			
Total Population	368	2,514	7,081
Population Inside Urbanized Area	0.0%	0.0%	3.7%
Population Inside Urbanized Cluster	0.0%	0.0%	0.3%
Rural Population	100.0%	100.0%	95.9%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

December 07, 2022



Market Profile

I-74 W
I-74 W, Brookville, Indiana, 47012
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 39.27865
Longitude: -84.96052

	1 mile	3 miles	5 miles
Top 3 Tapestry Segments			
1.	Salt of the Earth (6B)	Salt of the Earth (6B)	Salt of the Earth (6B)
2.		Green Acres (6A)	Green Acres (6A)
3.			
2022 Consumer Spending			
Apparel & Services: Total \$	\$352,645	\$2,375,302	\$6,673,850
Average Spent	\$2,260.54	\$2,404.15	\$2,308.49
Spending Potential Index	94	100	96
Education: Total \$	\$249,524	\$1,739,134	\$5,017,247
Average Spent	\$1,599.51	\$1,760.26	\$1,735.47
Spending Potential Index	82	90	88
Entertainment/Recreation: Total \$	\$585,425	\$3,904,783	\$10,885,110
Average Spent	\$3,752.72	\$3,952.21	\$3,765.17
Spending Potential Index	102	108	103
Food at Home: Total \$	\$954,189	\$6,340,249	\$17,619,589
Average Spent	\$6,116.60	\$6,417.26	\$6,094.63
Spending Potential Index	99	104	98
Food Away from Home: Total \$	\$624,349	\$4,201,282	\$11,795,029
Average Spent	\$4,002.24	\$4,252.31	\$4,079.91
Spending Potential Index	93	99	95
Health Care: Total \$	\$1,199,839	\$7,938,629	\$21,984,587
Average Spent	\$7,691.28	\$8,035.05	\$7,604.49
Spending Potential Index	109	113	107
HH Furnishings & Equipment: Total \$	\$390,616	\$2,635,345	\$7,414,071
Average Spent	\$2,503.95	\$2,667.35	\$2,564.54
Spending Potential Index	98	104	100
Personal Care Products & Services: Total \$	\$152,635	\$1,027,615	\$2,886,186
Average Spent	\$978.43	\$1,040.10	\$998.33
Spending Potential Index	96	102	98
Shelter: Total \$	\$3,147,985	\$21,408,612	\$60,610,083
Average Spent	\$20,179.39	\$21,668.64	\$20,965.09
Spending Potential Index	88	95	92
Support Payments/Cash Contributions/Gifts in Kind: Total \$	\$393,225	\$2,688,474	\$7,642,978
Average Spent	\$2,520.67	\$2,721.13	\$2,643.71
Spending Potential Index	93	100	97
Travel: Total \$	\$416,764	\$2,853,686	\$8,122,094
Average Spent	\$2,671.56	\$2,888.35	\$2,809.44
Spending Potential Index	93	101	98
Vehicle Maintenance & Repairs: Total \$	\$198,620	\$1,322,101	\$3,679,450
Average Spent	\$1,273.21	\$1,338.16	\$1,272.73
Spending Potential Index	101	106	101

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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