



PROUD OF THE PAST, IN TOUCH WITH TOMORROW

# SELLERSBURG 2040 COMPREHENSIVE PLAN

## EXISTING CONDITIONS REPORT

APRIL 10, 2020

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# 01



## IN THIS CHAPTER:

- POPULATION
- AGE
- DIVERSITY
- HOUSEHOLDS
- HOUSING
- EDUCATIONAL ATTAINMENT
- WORKFORCE & EMPLOYMENT
- INCOME
- COMMUTING
- INDUSTRIES & OCCUPATIONS

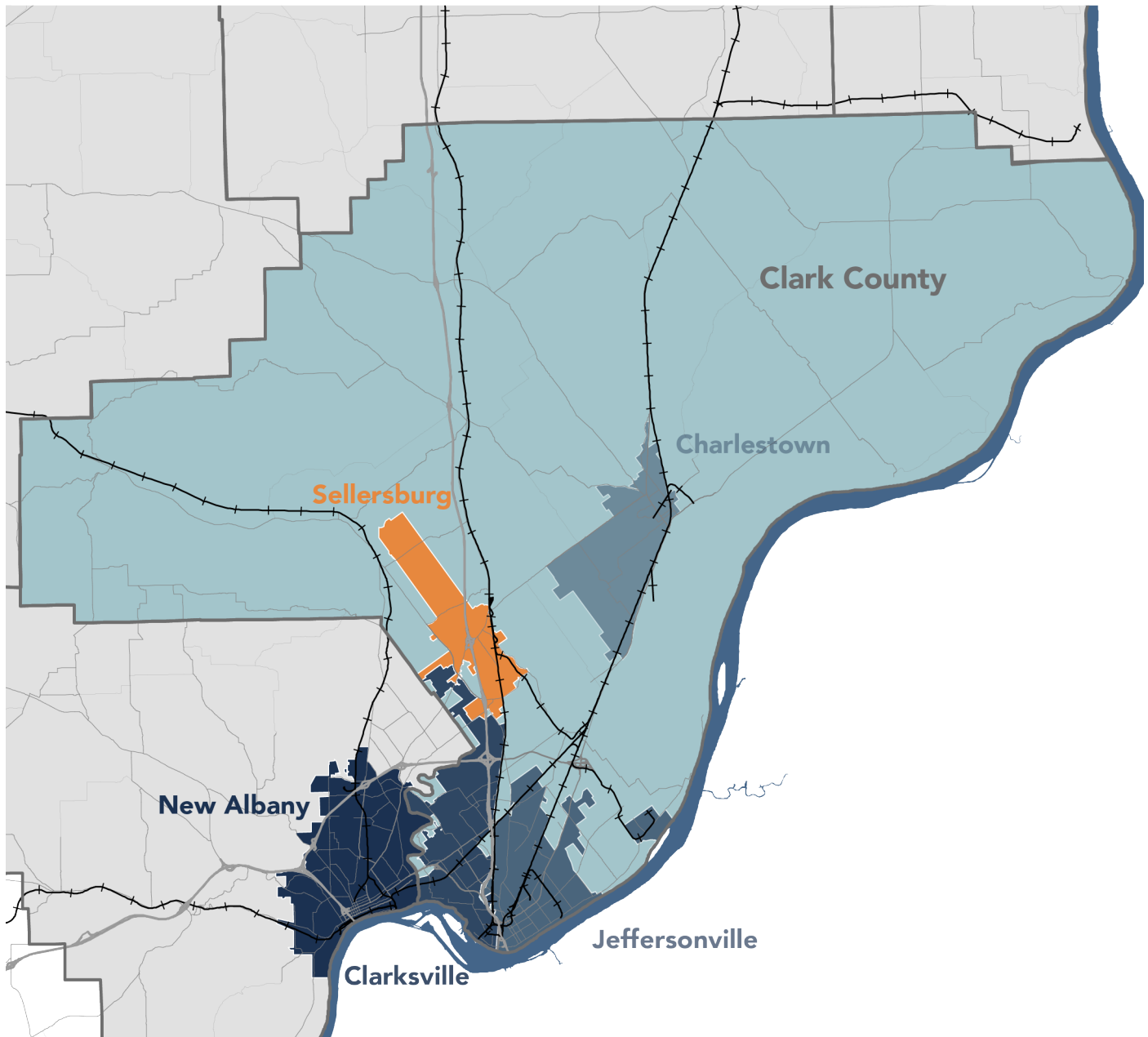


# INTRODUCTION

The following section highlights key statistics and information that give decision makers a basic understanding of Sellersburg's existing conditions at the time of this plan's creation. It is important to have an understanding of where Sellersburg is today and where the community is heading based on past trends in order to accurately plan for the town's future. These existing conditions and statistics will help form the foundation of this plan, identifying areas Sellersburg should focus on or build upon. This analysis will be used in the development of the town's vision, goals and strategies for this plan.

Looking at Sellersburg alone will not highlight typical or atypical trends. To gauge how Sellersburg is progressing compared to peer communities, trends were also analyzed for the following communities:

- Charlestown, Indiana
- Clarksville, Indiana
- Jeffersonville, Indiana
- New Albany, Indiana
- Clark County, Indiana



Comparison Communities Map

## POPULATION

Sellersburg's population in 2018 was 9,013 people, an increase of 2,898 people since 2010 (47.4%) and an overall growth of 3,112 people since 2000 (52.74%). The growth can be attributed to annexation north of St. Joe Rd. and new housing growth. Growth can also be seen in Clark County (6.5% increase from 2010 to 2018) but at a much slower rate. Sellersburg's growth outpaces all comparison communities. The comparison community with recent growth that is closest to Sellersburg is Charlestown, with an increase in population of 7.3% between 2010 and 2018.

Population Change	
Communities	Percent Change (2010-2018)
Clarksville	-1.8%
New Albany	0.4%
Jeffersonville	4.9%
United States	6.0%
Clark County	6.5%
Charlestown	7.3%
<b>Sellersburg</b>	<b>47.4%</b>

Clark County is projected to continue to grow in the future, with a 2040 population projected at 135,826 (a growth of 18,466 people or 15.7% from 2018). Sellersburg's recent high rate of growth could play a role in the counties projected growth. It is important for planners and decision makers to look at future population growth because it helps predict future services and infrastructure required to support a growing population.



**117,360**  
Clark County Population

**7.68%**  
of County Population in  
Sellersburg

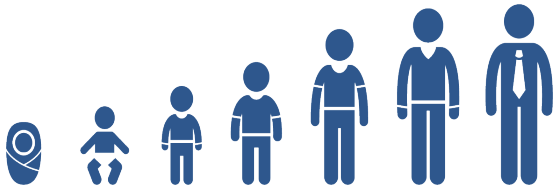
## POPULATION PROJECTION



# AGE

The median age in Sellersburg is 35 years old, the lowest of any comparison community including the state (36.9) and country (38.2). Clarksville has the highest median age of all the comparison communities at 40.6 years old. Sellersburg's younger population can be seen on the population pyramid shown below. In a population pyramid, a stable population would be represented by a box-shape with generally similar numbers in population for all age groups except seniors, while a wide base indicates high birthrates (or growing population) and a narrow base represents low birthrates (naturally declining population). Sellersburg has a wide base, which points to high birthrates or migration of young families, leading to natural population growth. The community also has similar number of millennials (born 1981-1996) when compared to baby boomers (born 1946-1964), with each group making up about 25% of the town's population. Understanding a community's age breakdown can help to identify high demand amenities, housing types, and other preferences.

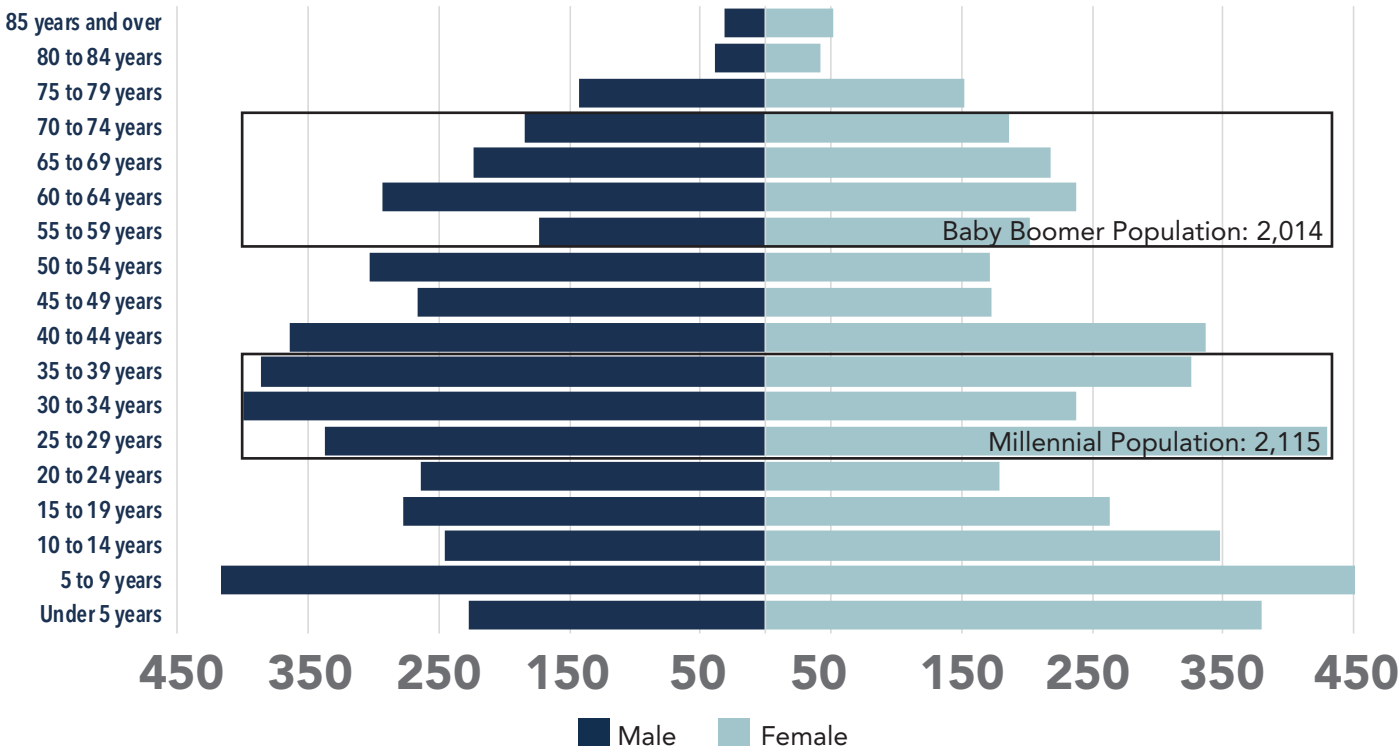
Median Age Comparison	
Communities	Median Age
<b>Sellersburg</b>	<b>35.0</b>
Charlestown	37.9
Jeffersonville	38.2
United States	38.2
New Albany	38.4
Clark County	39.1
Clarksville	40.6



35.0

Median Age

## Population Pyramid



## DIVERSITY

Sellersburg is less diverse than the comparison communities, with a population 92.1% Caucasian, 1.9% Black or African American, 0.4% Asian, and 2.5% Some Other Race, and 3.1% Two or More Races. Jeffersonville has the highest level of diversity with 80.7% Caucasian but still significantly lower than the national average of 72.2% Caucasian.

Additionally, 6.26% of Sellersburg's population is considered Hispanic or Latino (of any race). This is similar to the comparison communities excluding the United States (18.3%). Of the Hispanic population in Sellersburg, 88.1% identify as Mexican, 8.0% Cuban, and 3.9% as Other Hispanic or Latino.

Population Diversity	
Communities	Percent Caucasian
United States	72.2%
Jeffersonville	80.7%
Indiana	82.8%
New Albany	85.1%
Clarksville	87.1%
Clark County	87.2%
Charlestown	91.2%
<b>Sellersburg</b>	<b>92.1%</b>

Percent of the  
Sellersburg  
population that  
identifies as  
Hispanic



Hispanic  
6.26%

92.1%

of Population Identifies as Caucasian

## RACE VERSUS ETHNICITY

Race and ethnicity are considered two separate and distinct characteristics. Race categories include White, Black/African American, American Indian/Alaska Native, Asian, Native Hawaiian/Pacific Islander, and Other Race. Ethnicity refers to a person's origin. Examples of Hispanic origin could include a person of Cuban, Mexican, Puerto Rican, South/Central American, or other Spanish Cultures. Understanding the racial and ethnic breakdown of a community can help officials in determining what services and amenities are needed for the residents.



## HOUSING STOCK

Sellersburg had a total of 3,415 housing units in 2018, with 76.1% owner-occupied and 29.1% renter-occupied. Approximately 6.6% of housing units were vacant, which is significantly lower than the comparison communities. This points to a strong real estate market.

Vacancy Rate Comparison	
Communities	Vacancy Rate
<b>Sellersburg</b>	<b>6.6%</b>
Clark County	11.7%
Jeffersonville	12.3%
Clarksville	12.8%
New Albany	13.2%
Charlestown	15.7%

Additionally, the median home value in Sellersburg is \$154,800 and the median rent is \$934. When compared to the comparison communities, Sellersburg has the highest median home value.

Median Home Value Comparison	
Communities	Median Home Value
Clarksville	\$114,000
New Albany	\$117,100
Charlestown	\$122,000
Jeffersonville	\$133,600
Clark County	\$137,800
<b>Sellersburg</b>	<b>\$154,800</b>

Furthermore, Sellersburg has a relatively new housing stock with over a quarter of homes that were built since 2000. Only 51% of homes were built before 1980. Of the existing housing units, 76 homes (2.23%) were built after 2014, 132 homes (3.87%) were built between 2010 and 2013, 701 homes (20.53%) were built between 2000 and 2009, 442 homes (12.94%) were built between 1990 and 1999, and 319 homes (9.34%) were built between 1980 and 1989.

Both housing and household statistics show the current housing market in a community, providing a look at what types of housing are most common and who is using them. This information helps a town predict what type of housing is needed in the future and if there will be a shortage or surplus due to changing population. For example, additional infrastructure may be needed to support the expansion of residential development.



# 76.1%

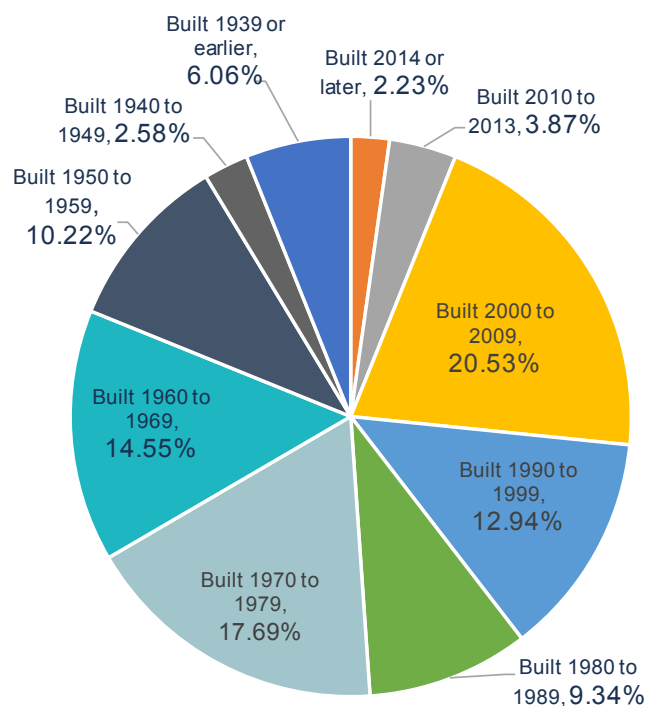
Owner Occupied Housing Units



# \$154,800

Median Value

### Year Constructed



## EDUCATIONAL ATTAINMENT

Approximately 87.8% of Sellersburg's population who are 25 years and over have a high school diploma or higher, which is lower than Jeffersonville, Clark County, and Indiana, but higher than the U.S., Clarksville, New Albany and Charlestown.

When comparing those with a Bachelor's degree or higher, Sellersburg is leading all comparison communities at 24.8%. Understanding a community's educational attainment levels can help officials when working to attract new industries/businesses. Aligning educational attainment levels with employment locally and regionally is an important consideration as the town considers economic development strategies and incentives.

Educational Attainment	
Communities	High School Diploma or Higher (25 and older)
Charlestown	83.0%
New Albany	85.0%
Clarksville	86.1%
United States	87.7%
<b>Sellersburg</b>	<b>87.8%</b>
Indiana	89.0%
Clark County	89.2%
Jeffersonville	91.1%



# 87.7%

High School Degree or higher



# 24.8%

Bachelor's Degree or higher  
(25 years old or older)



*Ivy Tech Community College. Source: Town of Sellersburg*



## INCOME

Sellersburg's median household income was \$62,143 in 2018, which was higher than all comparison communities, including the United States and Indiana. Sellersburg's income per capita (\$30,582) is also higher than all comparison communities.

Median household income includes the total of everyone living in the house while per capita income measures the average income of an area spread among all residents (including children). Per capita income helps determine the average per-person income to evaluate the standard of living for an area or the affordability of an area but has limitations to account for factors such as income disparity, poverty, or wealth. These are both important indicators that measure the economic health of an area in comparison to others. High educational attainment and a high percent of the population in the workforce may contribute to higher income levels in Sellersburg.

Income	
Communities	Median Household Income
Clarksville	\$42,744
Charlestown	\$45,607
New Albany	\$46,306
Clark County	\$54,240
Indiana	\$55,746
Jeffersonville	\$55,828
United States	\$61,937
<b>Sellersburg</b>	<b>\$62,143</b>



**\$30,582**

Per Capita Income



**6.6%**

Live Below Poverty Level

## WORKFORCE AND UNEMPLOYMENT

Approximately 72.2% of Sellersburg's population of 16 years and over was in the workforce as of 2018. This is higher than all the comparison communities and significantly higher than Charlestown (61.4%), and the United States (63.3%).

According to the Bureau of Labor Statistics, Sellersburg had an unemployment rate of 4.4% in 2018, which is higher than Indiana's 2018 rate of 3.5% but lower than the national average of 4.9%. High labor force participation and low unemployment indicates a strong community and low ability to support new industries alone. The regional workforce, including the Louisville Metropolitan Area and adjacent communities, may be able to support new industries.



**72.2%**

of Population in Workforce

## COMMUTING

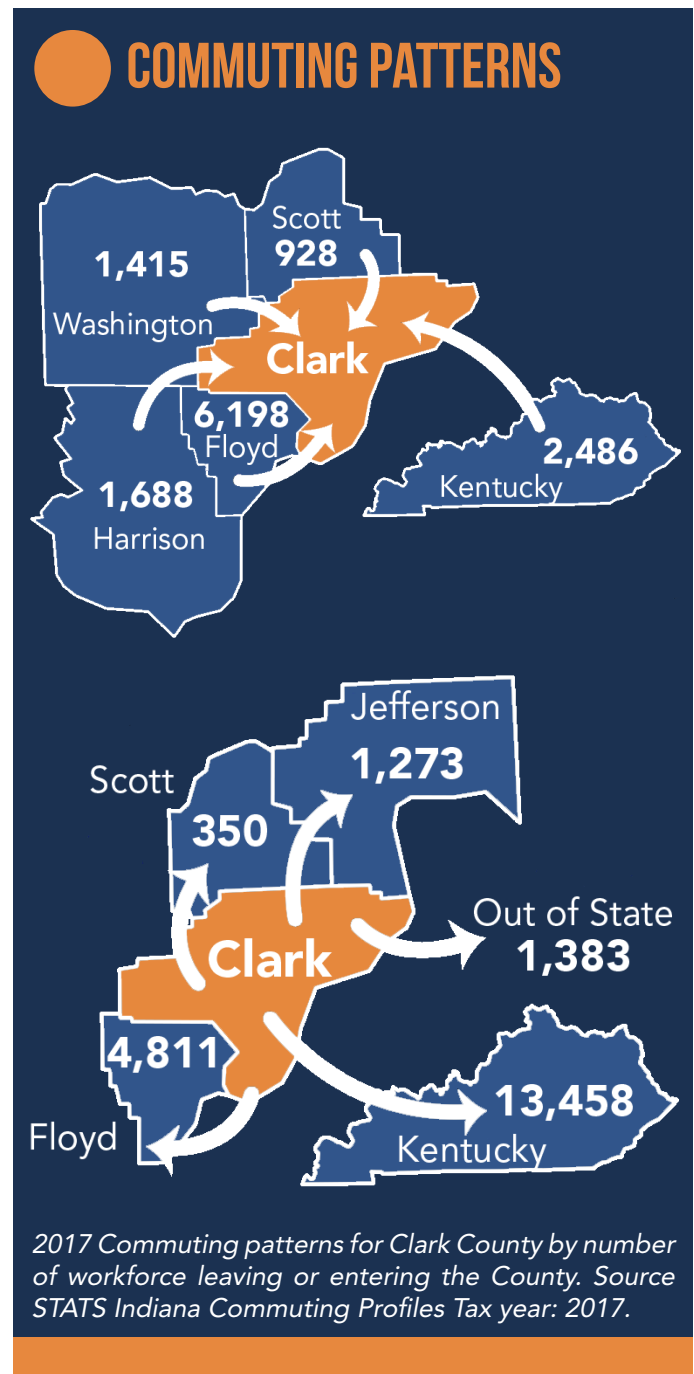
The mean travel time to work for Sellersburg residents in 2018 was approximately 21.5 minutes. About 84.7% drive alone to work, 9.8% carpool, 0.3% walk, and 3.9% work from home. These statistics are very similar to the other comparison communities considering existing transportation access and proximity to job centers.

Clark County also exports more workers than it imports. A total of only 12,715 people commute into Clark County for work, while 21,275 leave the county for work. This points to the close proximity to economic hubs in the region, like Louisville, Kentucky. Commuting patterns such as these are important to take into account because they can affect decisions officials make regarding housing and economic development. For example, new housing development could be supported by the jobs currently available outside of Clark County and quick access to those jobs.



# 21.5 minutes

Mean Travel Time to Work



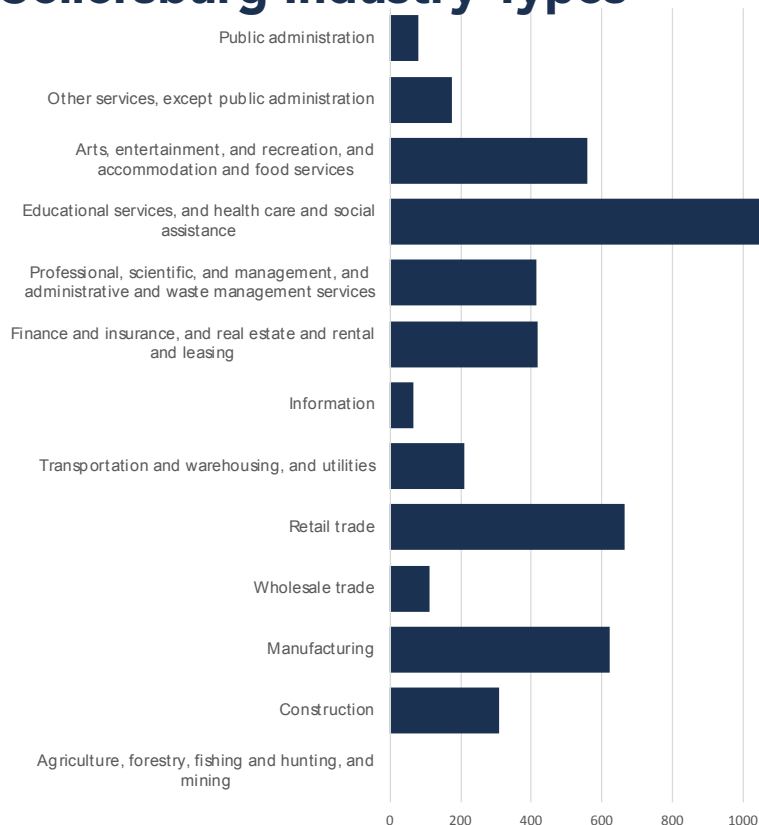


# INDUSTRIES AND OCCUPATIONS

Important factors to consider when identifying strategies for the future include both the industries that are currently present in Sellersburg as well as the occupations that residents currently hold. The first focuses on the type of businesses located within the town and that could provide employment opportunities as well as a tax base. The occupations Sellersburg residents hold do not necessarily align with the largest industries because of the town's proximity to the larger Louisville labor market. Sellersburg's largest industries as of 2018 were manufacturing (41.7%), retail trade (15.0%), and educational services, healthcare and social assistance (11.9%). This is similar to Clark County whose largest industries are manufacturing (33.0%) and educational services, health care and social assistance (19.3%).

Over half of Sellersburg's labor force is involved in the management, business, science, and arts occupations (35.63%) and the sales and office occupations (26.06%). The industries and occupations present in a community can reflect its economic viability and flexibility. Communities with a workforce spread out over multiple industries may react better if there is a sudden recession. Town officials want to attract a range of industries for their workforce, not just rely on a single one.

## Sellersburg Industry Types



**26.06%**

Sales & Office Occupations



**35.63%**

Management, Business, Science, and Arts Occupations

## KEY TAKEAWAYS

- The existing housing stock is relatively new, with most growth seen from 2000-2010.
- The population is projected to increase, pointing to infrastructure expansion and new improvements that will be needed.
- The town has a large number of young families, indicating a need for family-friendly activities and entertainment.
- High educational attainment and a high percent of the population in the workforce may contribute to higher income levels in Sellersburg.
- Higher average home prices and higher per capita income levels indicate that Sellersburg is less affordable than many surrounding communities and could indicate a need for diversity in housing types and price points.
- Industry attraction and economic development incentives should consider the larger regional market and employment base.

# 02

## IN THIS CHAPTER:

- EXISTING ZONING
- EXISTING TAX INCREMENTAL FINANCING
- EXISTING TRANSPORTATION
- EXISTING ENVIRONMENTAL
- EXISTING COMMUNITY FACILITIES
- EXISTING WATER SERVICE
- EXISTING SEWER & STORM WATER SERVICE



# INTRODUCTION

The following section provides an analysis of physical conditions in Sellersburg at the time of this plan's development. Understanding the physical conditions is important for town officials, planners, and policy makers to identify potential obstacles and opportunities related to growth and development. The data used in this analysis was provided by Indiana GIS data and the town of Sellersburg. Changes to the existing physical conditions of the community will likely change following the adoption of this plan. As updates are made to the comprehensive plan, this section should be reviewed and updated.



*Sellersburg Water Tower. Source: Town of Sellersburg*



*Southern Indiana's Tri-Township Fire and Rescue  
Source: 2019 WDRB Media. Katrina Helmer.*



*Sellersburg Pool. Source: Town of Sellersburg*



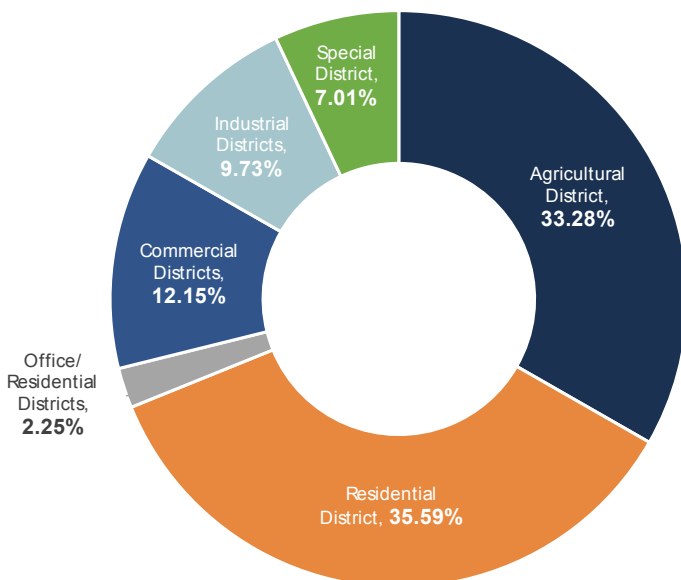
## EXISTING ZONING

Sellersburg is projected to grow, which will increase the amount of land needed for homes, businesses, municipal buildings, parks and more. The recommended land uses for Sellersburg, as described later in the comprehensive plan, are based upon what is currently allowed by right (zoning) and how the land is currently used (existing land use). While this comprehensive plan does not change the zoning of any property within Sellersburg, analyzing the current zoning can identify land use patterns and demand.

Growth and development within the town may create new challenges such as traffic and congestion, drainage issues, water and sewer capacity issues, land use conflicts, school capacities, and recreation opportunities available.

Zoning is municipal law that dictates how property can be used. The town of Sellersburg has a total of sixteen different zoning classifications. These districts are seen in the following list and map. The official zoning ordinance, district and map should be referenced separately, as the information provided will likely change following the adoption of this plan.

**Percentage of Zoning Districts**



### Agricultural District

A – Agricultural

### Residential Districts

R1 - Single-Family Residences

R2 - Single and Two-Family Residences

R3 - Single, Two and Multi-Family Residences

MHP – Mobile Home Park

### Office/Residential Districts

RP O - Residential/Professional Office

GO - General Office

### Commercial Districts

B-1 – Local Business

B-2 – Central Business

B-3 – General Business

IB-1 – Interchange Business

### Industrial Districts

I-1 - Light Industrial

I-2 - General Industrial

### Special Districts

OPS – Open Public Access

PUD – Planned Unit Development

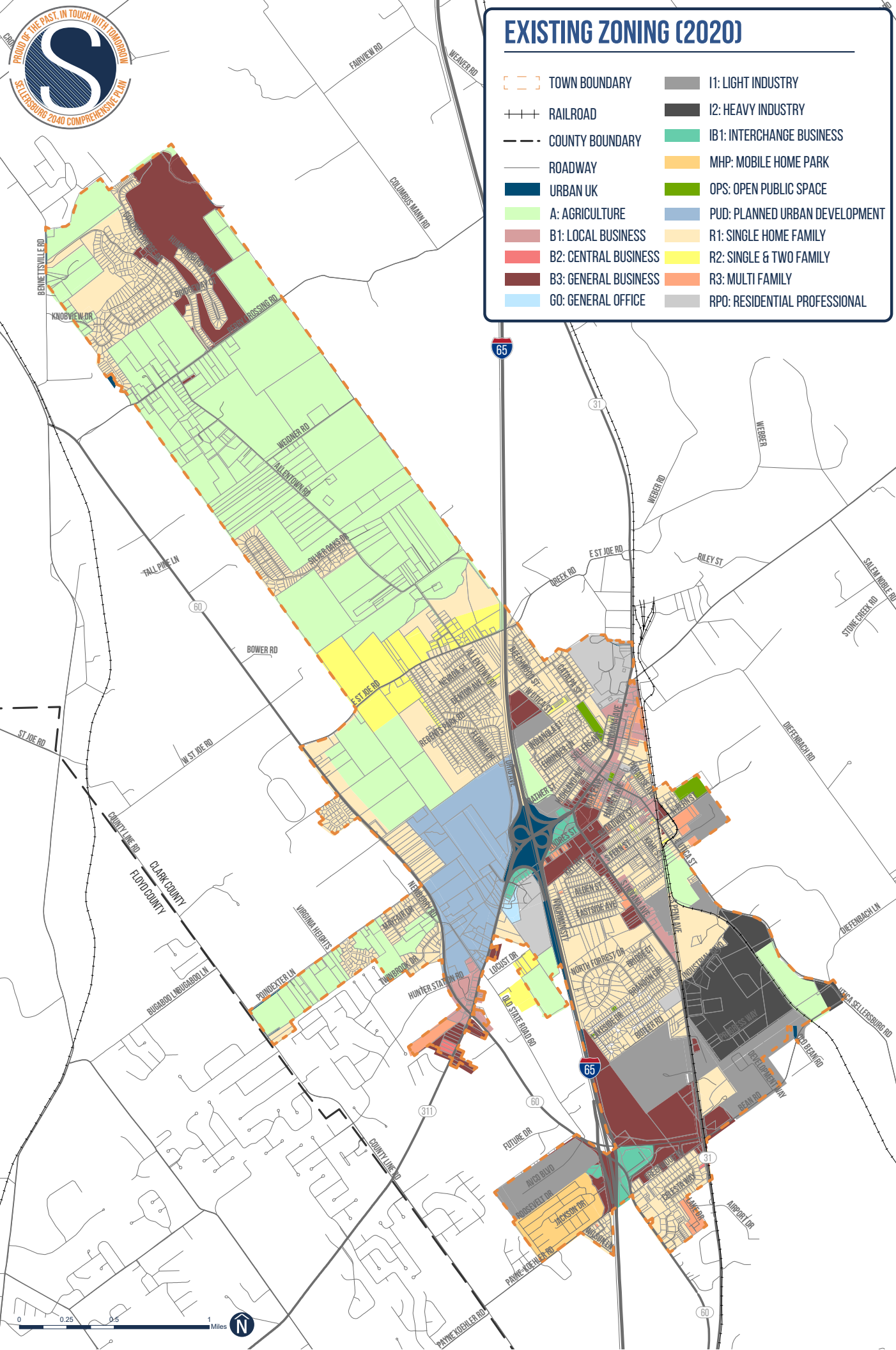
U-UK – Urban UK

## KEY TAKEAWAY

Urbanization within the town may create new challenges such as traffic and congestion, drainage issues, water and sewer capacity issues, land use conflicts, school capacities, and recreation opportunities available.

## EXISTING ZONING (2020)

	TOWN BOUNDARY		I1: LIGHT INDUSTRY
	RAILROAD		I2: HEAVY INDUSTRY
	COUNTY BOUNDARY		IB1: INTERCHANGE BUSINESS
	ROADWAY		MHP: MOBILE HOME PARK
	URBAN UK		OPS: OPEN PUBLIC SPACE
	A: AGRICULTURE		PUD: PLANNED URBAN DEVELOPMENT
	B1: LOCAL BUSINESS		R1: SINGLE HOME FAMILY
	B2: CENTRAL BUSINESS		R2: SINGLE & TWO FAMILY
	B3: GENERAL BUSINESS		R3: MULTI FAMILY
	GO: GENERAL OFFICE		RPO: RESIDENTIAL PROFESSIONAL



## EXISTING TAX INCREMENT FINANCING

Tax Increment Financing (TIF) is a financial tool used to fund economic development and investment in infrastructure as established by IC 36-7-14. The purpose of a TIF is to capture future increased tax dollars that are generated due to new development that occurs. TIF provides a tool for communities by targeting economic development in a specific area. In Indiana, TIF proceeds can be used to;

- Pay expenses of Redevelopment Commission for public improvements;
- Pay principal and interest on bonds or leases;
- Roads, streets, and sidewalks for access to new development;
- Construction of water and sewer lines;
- Acquisition of real estate;
- Parking facilities;
- Street lighting.

The town of Sellersburg created a TIF Allocation Area and Redevelopment Commission in 2009. The allocation area (260 acres) is located just west of three primary roads, State Rd. 60, 311 and I-65. The district is zoned as a planned unit development (PUD), which allows for a mix of uses and mixed densities. When the district was initially developed, this area was intended for retail uses. The allocation area and zoning should be considered to ensure it aligns with the projected market and vision for the community. Future development will likely require a need for upgrade in infrastructure and will be determined upon the evaluation of potential developments.

The Perry Crossing Road, Silver Creek Township, and Carr Township/Perry Crossing TIF districts are managed by other entities, not controlled by the town of Sellersburg.

### KEY TAKEAWAY

When the Sellersburg TIF District was initially developed, this area was intended for retail uses. Based on feedback from the community and other data, a mix of retail and other uses would be best suited in this district.





# EXISTING TRANSPORTATION

## Coordination with Other Transportation Plans

The analysis of transportation and existing conditions for the 2020 Sellersburg Comprehensive Plan references information from these previous plans and reports:

- KIPDA Transportation Improvement Program FY 2020- FY 2025
- Clark County Comprehensive Plan – 2019
- Sellersburg Paving Study
- KIPDA Hwy 311 Corridor Study - 2017
- Clark County Transportation Plan – 2013, updated 2016
- INDOT Future Transportation Needs Report -- 2013
- The KIPDA Long Range Plan, Horizon 2030 – 2010
- Town Master Plan - 2006
- TARC Long Range Plan – 2008
- INDOT Transportation Plan – 2007

## KIPDA Transportation Improvement Plan FY 2020- FY 2025

The Kentuckiana Regional Planning and Development Agency (KIPDA) serves as the Louisville (KY-IN) Metropolitan Planning Organization (MPO) that includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky. The MPO is responsible for administering federal transportation funds within the MPO. Eleven projects in the Transportation Improvement Plan (TIP) are identified within Sellersburg for funding between 2020 and 2025. These projects are listed in the chart below.

## KIPDA TIP Roadway Improvement Projects

KIPDA ID	Project Name	General Purpose	Owner	Est. Total Project Cost	Est. Year Completed
2716	US31 and Bean Road Intersection Traffic Signal Modernization	Improve Safety	INDOT	\$115,000	2020
2285	US31, 0.68 miles north of IN403; bridge deck overlay at bridge over Muddy Fork	Maintenance	INDOT	\$621,000	2020
2503	US31 Traffic Signal Modernization	Improve Safety	INDOT	\$740,000	2020
2504	US31 Traffic Signal Visibility Improvements	Improve Safety	INDOT	\$988,000*	2020
2655	Bean Road railroad crossing warning device upgrades	Improve Safety	INDOT	\$400,000	2020
2658	East Utica Street railroad crossing warning device upgrades	Improve Safety	INDOT	\$400,000	2020
2659	Industrial Blvd railroad crossing warning device upgrades	Improve Safety	INDOT	\$400,000	2020
2666	Bridge Terminal Joint Repair	Maintenance	INDOT	\$4,600,000	2020
539	Salem-Noble Road from IN62 to IN403	Improve Safety	Clark County	\$400,000	2021
1549	Salem-Noble Road Bridge Replacement	Improve Safety	Clark County	\$316,000	2021
2516	I-65 / St. Joe Road Bridge Deck Overlay	Maintenance	INDOT	\$700,000	2021
2397	I-65, 0.15 miles south of IN311; small structure replacement with bridge	Maintenance	INDOT	\$4,900,000	2022
2549	CR403 and Stacey Road Intersection Improvements (Roundabout)	Improve Safety	Clark County	\$2,600,000	2024

# Existing Roadway Facilities

## Traffic Counts

INDOT traffic counts for Sellersburg collector and arterial roads are included on the Existing Functional Road Classification Map (see page 20). The town should work with INDOT, KIPDA and other stakeholders to ensure that all roads are designed to meet minimal functional classification standards to accommodate traffic in a safe and efficient manner.

## Roadway Functional Classifications - Overview

The functional classification of a roadway describes how a road balances the movement of through-traffic with providing access to adjacent land uses. The functional classifications vary from interstates, which designed to move higher volumes of traffic but provide less direct access to individual properties, to local roads, which are designed for low volumes of traffic but provide direct access to properties. The functional classification of a road impacts the design requirements (such as lane standards, right of way and access management) as well as potential funding.

Functional classifications should be defined by considering the overall roadway network to provide a balanced system that meets both travel and access requirements. Failure to provide a well-planned network of streets in a variety of functional classifications can result in congested streets, cut-through traffic on neighborhood streets, high crash rates, and other interrelated problems.

The following provides information for each type of roadway classification.

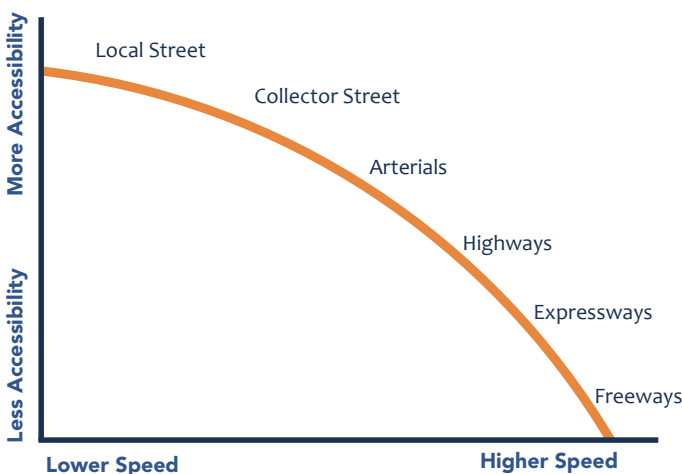
## Arterials

Arterial streets are intended to carry relatively large volumes of vehicle traffic, occasionally reaching 500 vehicles or more per hour in each lane. The primary function of an arterial street is to provide for the fluid movement of through-traffic with minimal delays (or a relatively high level of service). Points of access should be carefully and thoughtfully located in order to maintain traffic flow and minimize congestion. Arterial streets should be given priority when intersecting collector or local roads.

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

Principal arterial roads in urban areas are major highways of regional and statewide significance intended to serve large amounts of traffic (7,000- 27,000 vehicles per day) traveling relatively long distances at higher speeds (>40 mph). These roads serve major activity centers, highest traffic volume corridors, and longest trip demands. In rural conditions, traffic volume should be expected to be below 8,500 vehicles per day. Direct property access requires careful management to preserve traffic mobility and avoid creating unsafe and congested traffic operations.

A minor arterial is a facility designed to serve medium traffic volumes (3,000-14,000 vehicles per day) at medium speeds (30-40 mph). A minor arterial should provide continuous service to traffic generators (such as regional shopping centers, etc.) both inside Sellersburg and in surrounding communities. Intersections are at-grade and direct access to adjacent property is permitted on a limited basis.



Functional Classification Accessibility & Speed Chart

## Collectors

The primary function of the collector street system is to link local streets with arterials. Generally, collector streets provide access to secondary generators such as schools, small shopping centers, churches, parks, and hospitals. Access from adjoining properties can be considered if it does not significantly impact the movement of traffic, and collectors should be given priority when intersecting local streets.

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

## Local Streets

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

### Features of local streets in residential developments:

On-street parking can be permitted on local residential streets where sufficient street width is provided. Local residential streets should generally carry fewer than 1,000 vehicles per day and should be designed to discourage or prevent the movement of through-traffic and limit the speed of the traffic.

### Features of local streets in commercial developments:

Local streets for commercial will have higher traffic volumes than in a residential development, parking demands will be greater, and there will be more truck traffic. Larger turning radii may be necessary to accommodate the truck traffic.

### Features of local streets in industrial developments:

For industrial developments, traffic volumes peak drastically at shift changes and pavement must be designed to accommodate heavy loads. On-street parking is usually not a concern, but truck traffic and turning movements are very important to consider.

## Balancing Functional Classifications

When the roadway network is looked at as a whole, there should be a balance between arterials, collectors, and local roadways. Balancing these roadway types allows traffic to move throughout town while still providing access to individual properties.

The following table outlines the existing roads within Sellersburg as well as the ideal balance between roadway types for urban areas that should be referenced as development continues. This summary reveals that, within the Sellersburg, the percentage of arterial road lane miles is well above the target percentage range, while the percentage of collector road lane miles is well below it. Even if the interstate was excluded from the table, the numbers would still reflect a high arterial count and low collector count.

**Sellersburg Road Classification Summary**

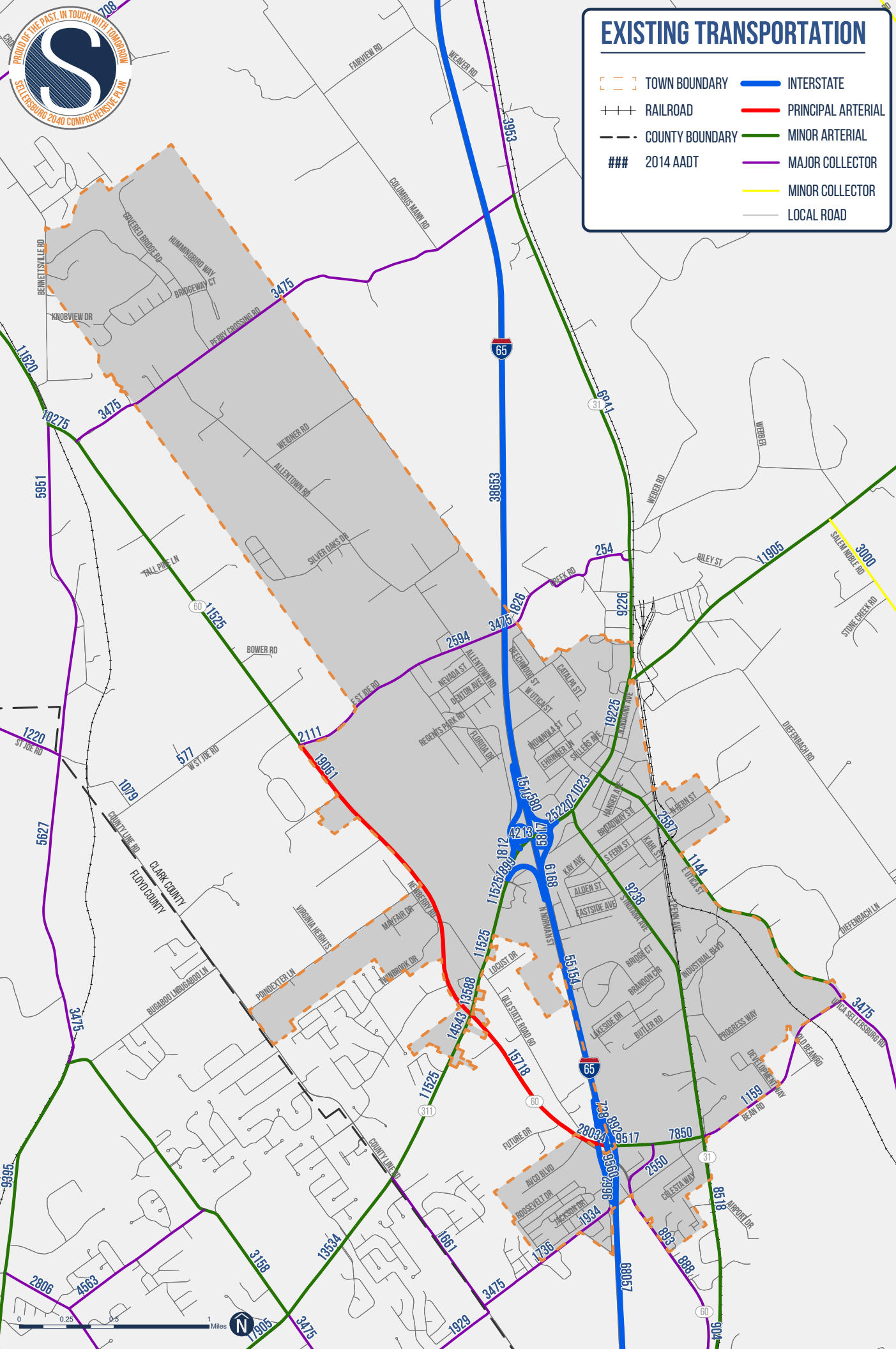
	Lane Miles	Current Percentage of Total Roadway System	Target Percentage of Total Roadway System <sup>1</sup>
Interstates and Expressways	19.4	17.32%	3%-6%
Total Arterial (Principal and Minor)	17.5	15.66%	3%-6%
Total Collector s(Major and Minor)	8.7	7.81%	20%-25%
Total Local Streets	66.2	59.21%	65%-75%
Total	111.9		

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



### EXISTING TRANSPORTATION

	TOWN BOUNDARY		INTERSTATE
	RAILROAD		PRINCIPAL ARTERIAL
	COUNTY BOUNDARY		MINOR ARTERIAL
	2014 AADT		MAJOR COLLECTOR
			MINOR COLLECTOR
			LOCAL ROAD



## Railroad

Within the region, three primary railroad lines extend north from the riverfront in New Albany, Jeffersonville, and Clarksville. Two lines are located adjacent to Sellersburg including the CSX line just west of Sellersburg that runs along State Road 60 towards Borden and a second line that parallels State Road 62 as it heads towards Charlestown. The third railroad line passes through Sellersburg along US 31 and spur locations for local industry. This line also has multiple at-grade crossings at key streets, including E. Utica Street and County Road 403 that have higher traffic counts and serve as access points to schools and parks.

## Bus Service - TARC (Transit Authority of River City)

Founded in 1974, TARC provides bus service to over 12.5 million customers annually, who ride close to 14 million collective miles. They run 41 routes in five counties in Kentucky and southern Indiana. The average daily ridership is approximately 47,000 passengers. Among other service routes in Indiana, is the express route from Sellersburg into Louisville. This route terminates at the Ivy Tech campus on the west side of the Interstate along SR 311. This Park and Ride lot does not have pedestrian connectivity to the neighborhoods or surrounding area and relies on commuters to drive to this lot and access the bus.

## Clark Regional Airport

The Clark Regional Airport is located between Clarksville and Sellersburg, just east of the I-65 and SR 60 interchange and serves Clark County and the Metro Louisville area. Although not within Sellersburg Corporate Limits, it is adjacent and clearly has a significant role in the general transportation network of the town. This public airport has two runways that were recently extended and currently measure 7,000 feet and 3,899 feet, accommodating corporate class aircraft and some larger planes. Additionally, the Kentucky Air Guard frequently utilizes this airport for their low-level tactical training throughout Indiana and Kentucky. The facility has area for future development of the surrounding property, making it an ideal location for economic growth in the region.

## Existing Bicycle & Pedestrian Trails, Greenways and Sidewalks

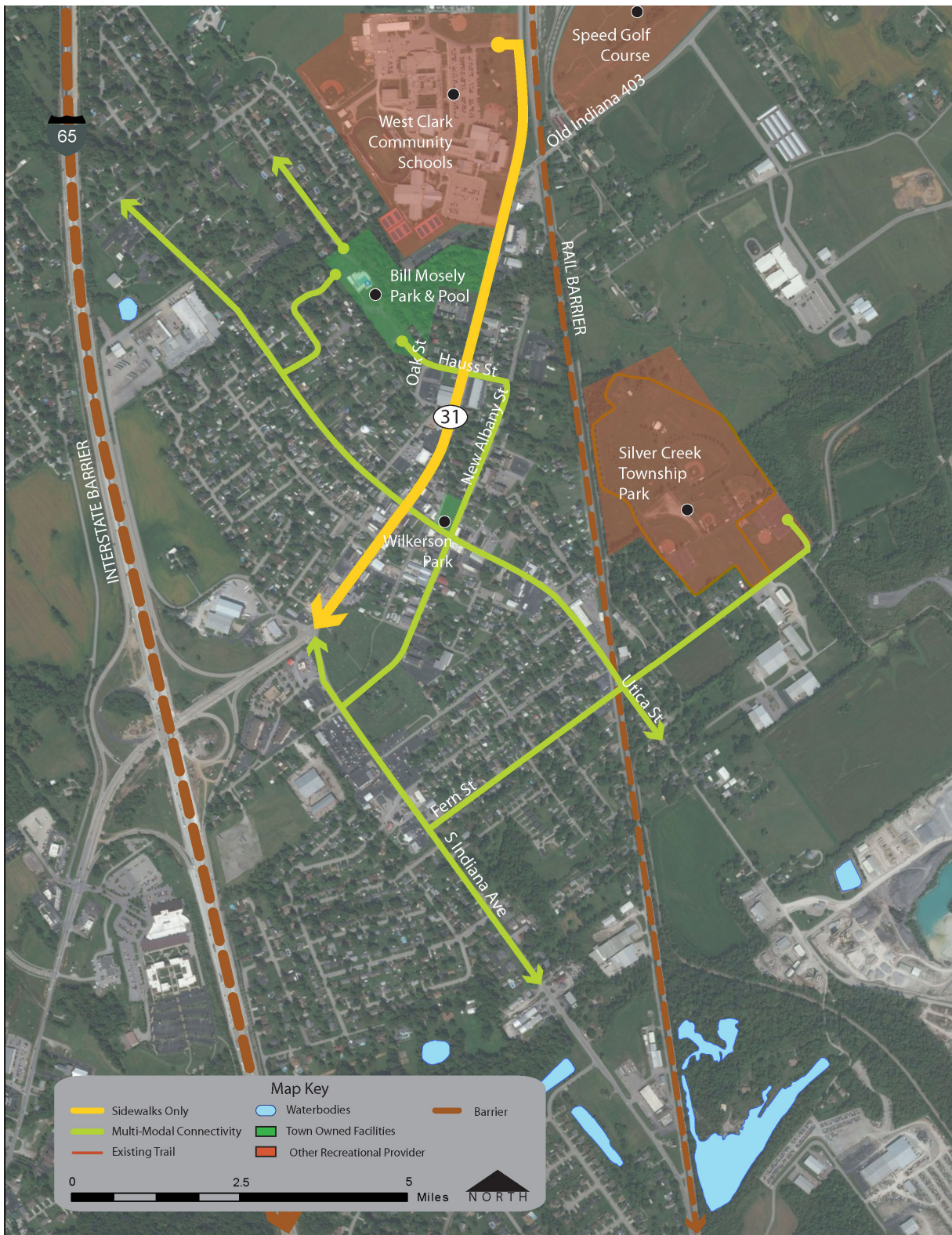
Trails not only benefit the environment, reduce pollution, provide for improved connections between communities, and promote a healthy lifestyle, they also provide practical connections between neighborhoods, shopping areas, and parks, and social centers. They can help reinforce the identity of community by incorporating public art, recognizing local history, promoting community, and creating landmarks.

There are many well developed trails and systems within the region that include: the Ohio River Greenway along the river, trail routes within Jeffersonville, Clarksville and New Albany, and internal trail systems at the state parks and forest, and a short trail within Silver Creek Township Park. However, there is not a network of trails within Sellersburg. Sidewalks are present along many existing roadways but many are disconnected or in disrepair. The Sellersburg Five Year Parks and Recreation Plan identified preliminary bicycle and pedestrian connections that should be explored as seen on the following page.

## KEY TAKEAWAY

The percentage of arterial road lane miles is well above the target percentage range, while the percentage of collector road lane miles is below the target percentage range.





Connectivity Recommendations, Sellersburg 5-Year Parks and Recreation Master Plan

## EXISTING ENVIRONMENTAL CONSTRAINTS

The Existing Environmental Map on the following page illustrates the locations of the floodplain, waterbodies, and 2018 IDEM Cleanup sites in and surrounding Sellersburg. These environmental constraints may impact potential growth and development within town limits as well as the surrounding area.

### Existing Waterbodies

Silver Creek flows parallel to the east town boundary and slightly crosses the northern town boundary. There are multiple retention ponds throughout Sellersburg to assist with flooding issues, however there are no formal public access to waterbodies within the town. As identified in the 5-Year Parks and Recreation Master Plan, this may be an opportunity for recreation.

### Flood Plain

A 100-Year Floodplain describes areas that have a 1% chance of flooding in a given year or once every 100 years. Any development that occurs within the floodplain is overseen by the Department of Natural Resources (DNR). The existing floodplain extends across agricultural and residential properties on the east town limits of Sellersburg and encompasses Silver Creek. Annexation or future growth in these areas is likely limited based upon the floodplain. Additionally, there is a significant amount of the town that is included within the floodplain. Drainage issues in this area are likely to already exist and future redevelopment may need to consider additional stormwater mitigation efforts.

### 2018 IDEM Cleanup Sites

The Indiana Department of Environmental Management (IDEM) publishes cleanup and screening sites that include chemical parameters and toxicity values. There are five State Cleanup Sites classified as Access Points as of October 19, 2018 in and directly around Sellersburg. No further action has been identified for all sites except, McKinley Cleaners, which is currently active.

The State Cleanup Program manages sites that are contaminated with hazardous substances or petroleum, but are not included on the National Priorities List of the federal Superfund program. These sites include uses such as dry-cleaning facilities, manufacturing facilities, petroleum refineries, petroleum storage terminals, abandoned landfills, unregulated underground storage tank sites, and other industrial sites. Property and/or business owners are required to perform the necessary site characterization and remedial activities.

The State Cleanup Program manages remediation projects at sites such as dry-cleaning facilities, manufacturing facilities, petroleum refineries, petroleum storage terminals, abandoned landfills, unregulated underground storage tank sites, and other industrial sites.

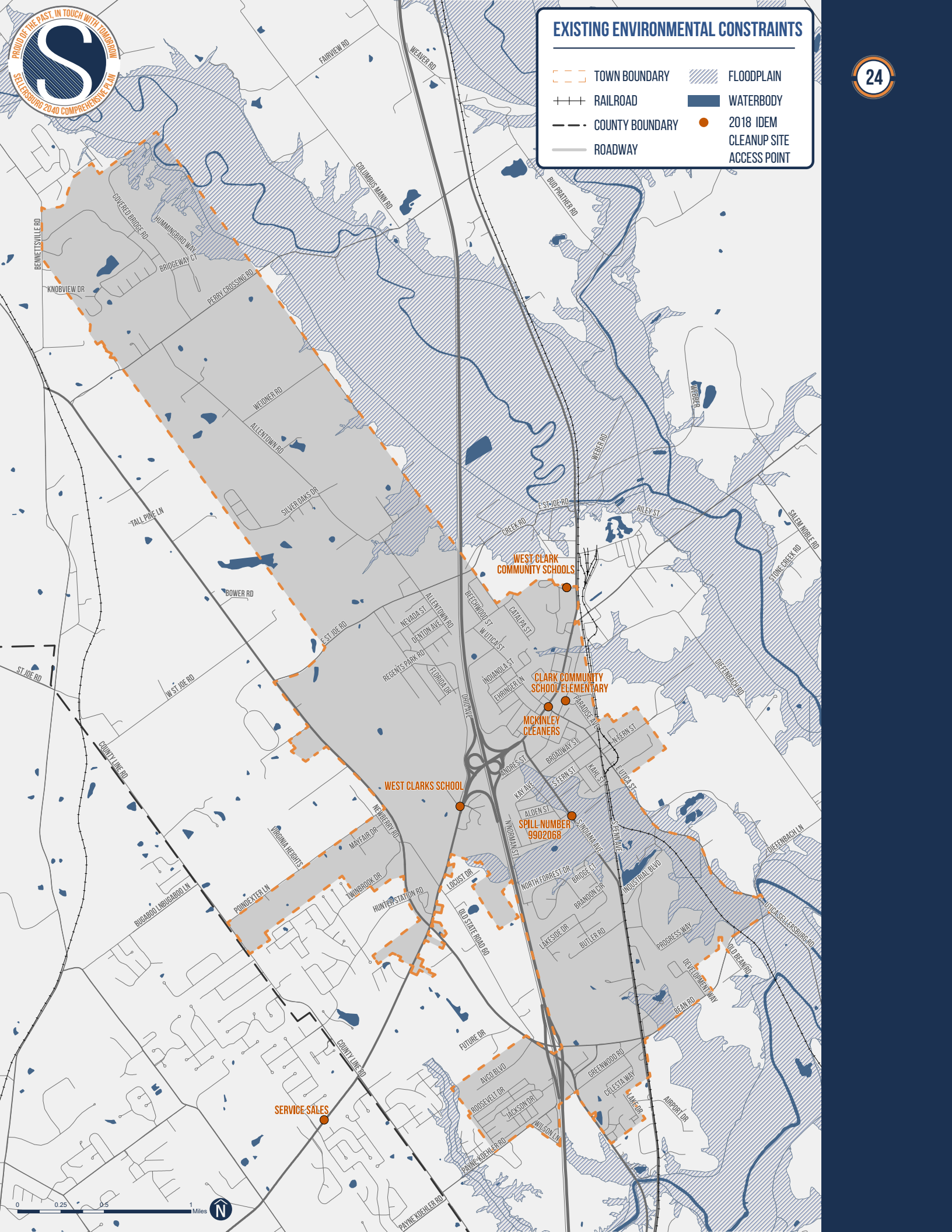
## KEY TAKEAWAY

Flooding and drainage issues in existing developed areas of town as well as IDEM cleanup sites should be considered in decisions related to future growth, annexation, and development in Sellersburg.



# EXISTING ENVIRONMENTAL CONSTRAINTS

- TOWN BOUNDARY
- RAILROAD
- COUNTY BOUNDARY
- ROADWAY
- FLOODPLAIN
- WATERBODY
- 2018 IDEM CLEANUP SITE ACCESS POINT



# EXISTING COMMUNITY FACILITIES

The Existing Community Facilities Map on the following page illustrates the locations of the public and private community facilities in and surrounding Sellersburg. Community facilities include public or semi-public facilities such as schools, libraries, health care facilities, and fire and police stations.

## Public Library

Open every day except Sunday, patrons of the library have access to books, magazines, internet access, word processing, scanning, printing, copying (black/white and color), and fax service available to the public. Sellersburg Library is a wireless hot spot. The Library also has a meeting room that can accommodate approximately 25 people. The library offers multiple events throughout the year for all ages including holiday/seasonal programs, story hours, writing and creative group, table top games, arts and crafts, and summer reading clubs. Strong facilities such as a library or community center provide a hub for activity and contribute to the local identity.

## Emergency Service Facilities

The Sellersburg Police and Tri-Township Fire Department Headquarters are located in downtown Sellersburg. There are currently 15 police officers, including the Chief of Police, that service the community.

The Tri-Township Fire Protection District serves Carr, Silver Creek, and Union Townships that is overseen by a board appointed by the Clark County Commissioners. Sellersburg was previously served by the Sellersburg Volunteer Fire Department prior to September 20, 2019.

The Clark County 911 Center is located in downtown Sellersburg and fields all 911 and non-emergency calls for Clark County. Indiana State Police also have a Post in Sellersburg (District 45) that is located adjacent to Ivy Tech Community College.

As the community continues to grow, expansion in police, fire, and EMS services will be necessary to support the existing residents.

## Healthcare Facilities

Urgent health care clinics, medical professional offices, and other small healthcare clinics are located within or directly adjacent to town limits. Due to its location,

residents are in close proximity to two major hospitals, Clark Memorial Hospital and Baptist Health Floyd in addition to the diversity of healthcare options located in the Louisville Metropolitan Area. These region-wide healthcare services should support or accommodate residential growth in Sellersburg.

## Educational Institutions

Sellersburg is served by West Clark Community Schools, which currently serves students in the western half of Clark County. The district includes four local schools including Silver Creek High School, Silver Creek Middle School, Silver Creek Elementary School, and Silver Creek Primary School. High school juniors and seniors have the option of attending C.A. Prosser School of Technology half a day in order to learn a skilled trade. Approximately thirty career areas, such as Auto Collision, Building Trades, Computer Programming, and Cosmetology are offered at Prosser.

Rock Creek Community Academy and St. John Paul Catholic School are other secondary school options available to local residents. Post secondary educational facilities located in and near the community include Ivy Tech Community College - Sellersburg, Indiana University Southeast, Purdue Polytechnic Institute, as well as those offered in Louisville. The current educational system is a strong attraction for young families in the region and is a factor in the residential growth. As the community continues to grow, facility expansion for existing schools will be necessary.

## Recreational Facilities

The town of Sellersburg is responsible for two local parks, Bill Mosley Park (which includes the pool) and Tom Wilkerson Park. Silver Creek Township Park, while located directly adjacent to the community, is maintained and controlled by the Township. As stated in the 5-Year Parks and Recreation Master Plan, the community is vastly under-served by local recreational opportunities. The town should support the expansion of existing parks and the addition of new parks and activities as recommended in the 5-Year Parks and Recreation Master Plan.

## KEY TAKEAWAY

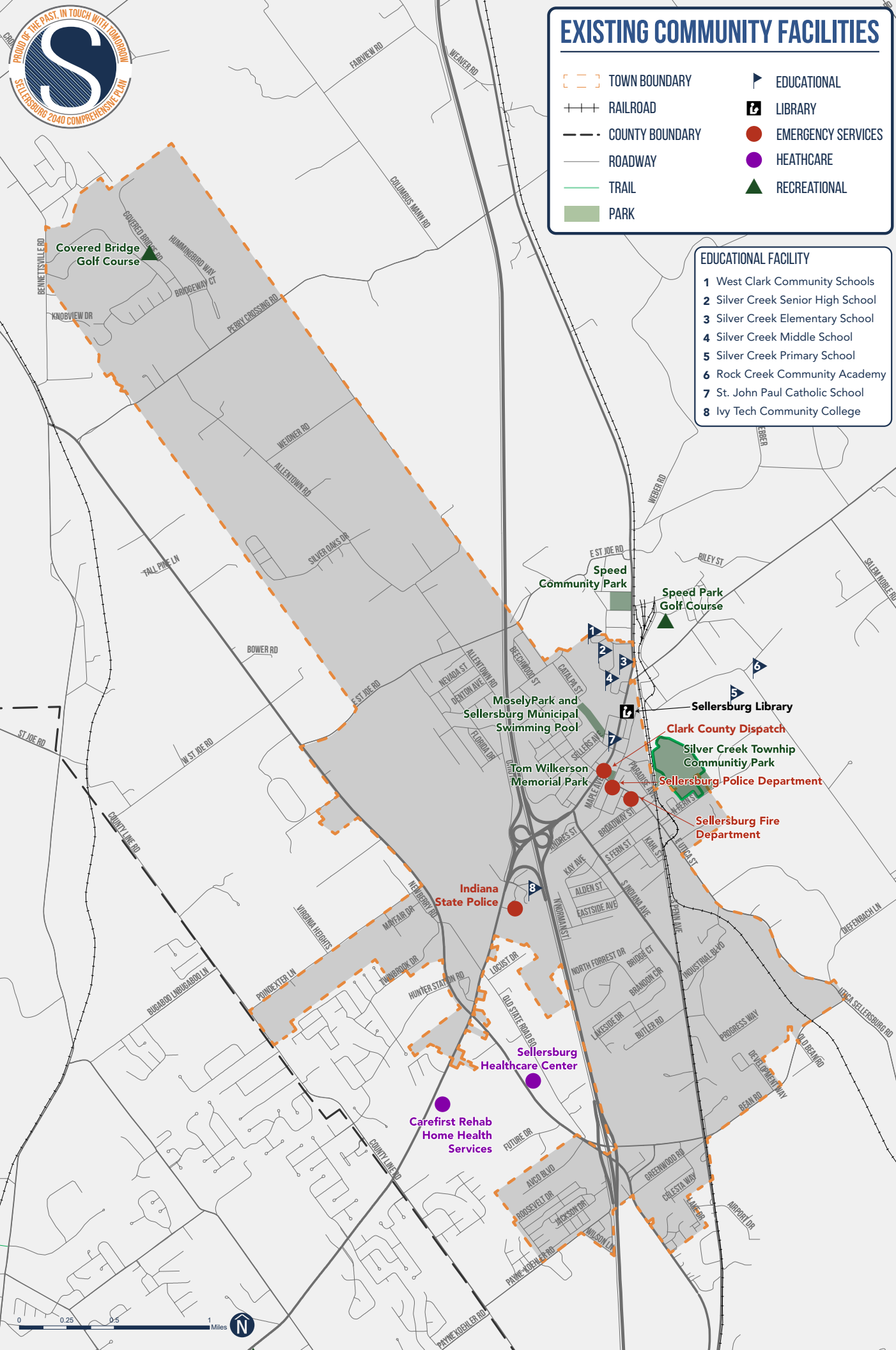
The quality of community facilities can be a large driving factor for population attraction and retention as well as new growth and development in Sellersburg. The strong local school systems has been a factor in Sellersburg's growth.

# EXISTING COMMUNITY FACILITIES

- |                 |                    |
|-----------------|--------------------|
| TOWN BOUNDARY   | EDUCATIONAL        |
| RAILROAD        | LIBRARY            |
| COUNTY BOUNDARY | EMERGENCY SERVICES |
| ROADWAY         | HEALTHCARE         |
| TRAIL           | RECREATIONAL       |
| PARK            |                    |

## EDUCATIONAL FACILITY

- 1 West Clark Community Schools
- 2 Silver Creek Senior High School
- 3 Silver Creek Elementary School
- 4 Silver Creek Middle School
- 5 Silver Creek Primary School
- 6 Rock Creek Community Academy
- 7 St. John Paul Catholic School
- 8 Ivy Tech Community College





# EXISTING WATER SERVICE

## Sellersburg Water Department

The town also owns the water utility that serves the southern portion of the town and surrounding areas. The Sellersburg water filtration plant is located at 3225 Holmans Lane in Jeffersonville and provides approximately 2.2 MGD (AVPD) of service. The water system includes:

- Eight groundwater wells
- Two treatment plants with aeration, coagulation, gaseous chlorination disinfection, filtration and fluoridation
- Four storage tanks

The average daily production is 2.2 MGD with approximately 5,130 service connections. The peak day is 3.2 MGD. The plant is designed for 4 MGD.

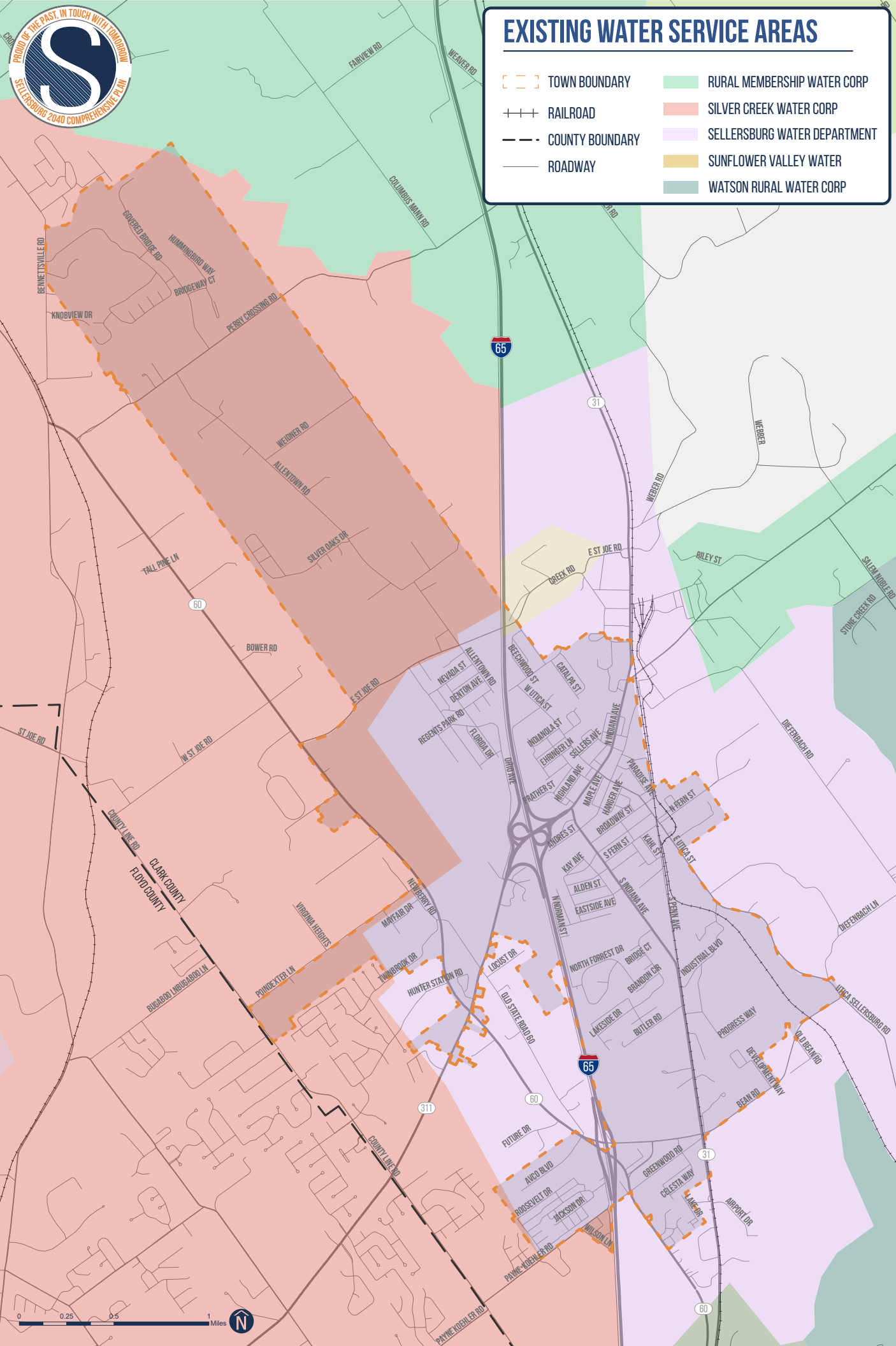
## Silver Creek Water Corporation

Silver Creek Water Corporation generally serves portions of Carr and Silver Creek Townships that includes areas of Sellersburg that are north of St. Joe Road as well some areas on the western portion of town. The water treatment plant is located at 8104 County Line Road and has 7,555 service connections that serve a population of 18,888 people. The water is from a groundwater source.

The plant is running at about 84.39% capacity, provides adequate fire protection and currently has no need for immediate expansion. Currently, there are plans for expansion over the next 10 years, including an 8" water line extension on County Line Road and St. Joe Road West in 2026 and an 8" water line extension at St. Joe Road East and Allentown Road in 2028.

## KEY TAKEAWAY

If projected growth and development exceeds the use of 4 MGD, water services will require expansion.



# EXISTING SEWER & STORM WATER SERVICE

## Town of Sellersburg Wastewater Department Storm Water System

The town owns the wastewater utility that serves the town and surrounding areas. The treatment plant is located at 701 Bean Road, just north of Clark Regional Airport. This plant has a design flow of 2.37 MGD, and this facility operates as a Class III, oxidation ditch-type wastewater treatment plant consisting of the following:

- One 2.9 MGD equalization basin
- One grit chamber
- One fine screen
- Two oxidation ditches
- Three secondary clarifiers
- Post aeration
- Ultraviolet light disinfection
- Influent and effluent flow meters

Final solids are disposed of through the landfill. The collection system is comprised of 100% separate sanitary sewers with no overflow or bypass points designed into the treatment/collection system.

The wastewater treatment plant is currently designed for a flow of 2.37 MGD, and the plant is currently operating at 85% capacity as of January 2020 according to IDEM.

Sellersburg is an active participant in the Southern Indiana Stormwater Advisory Committee, which is comprised of eight regulated MS4 communities or districts including Clarksville, Jeffersonville, Madison, Sellersburg, New Albany, Georgetown, Floyd County, and Oak Park Conservancy District. MS4 is regulated by the Environmental Protection Agency (EPA) and refers to a Municipal Separate Storm Sewer System (MS4) that requires permits (such as Sellersburg) to develop and implement a comprehensive Storm Water Management Program (SWMP). This regional advisory committee holds public meetings, discusses stormwater policy, hosts public participation opportunities, and strives to implement the MS4 program in a cost-effective manner.

The Town continues to implement their Urban Construction Runoff Control Policy and Procedure (Ordinance No. 2004-026, passed 10-18-04) and Stormwater Best Management Practices (BMP) Manual.

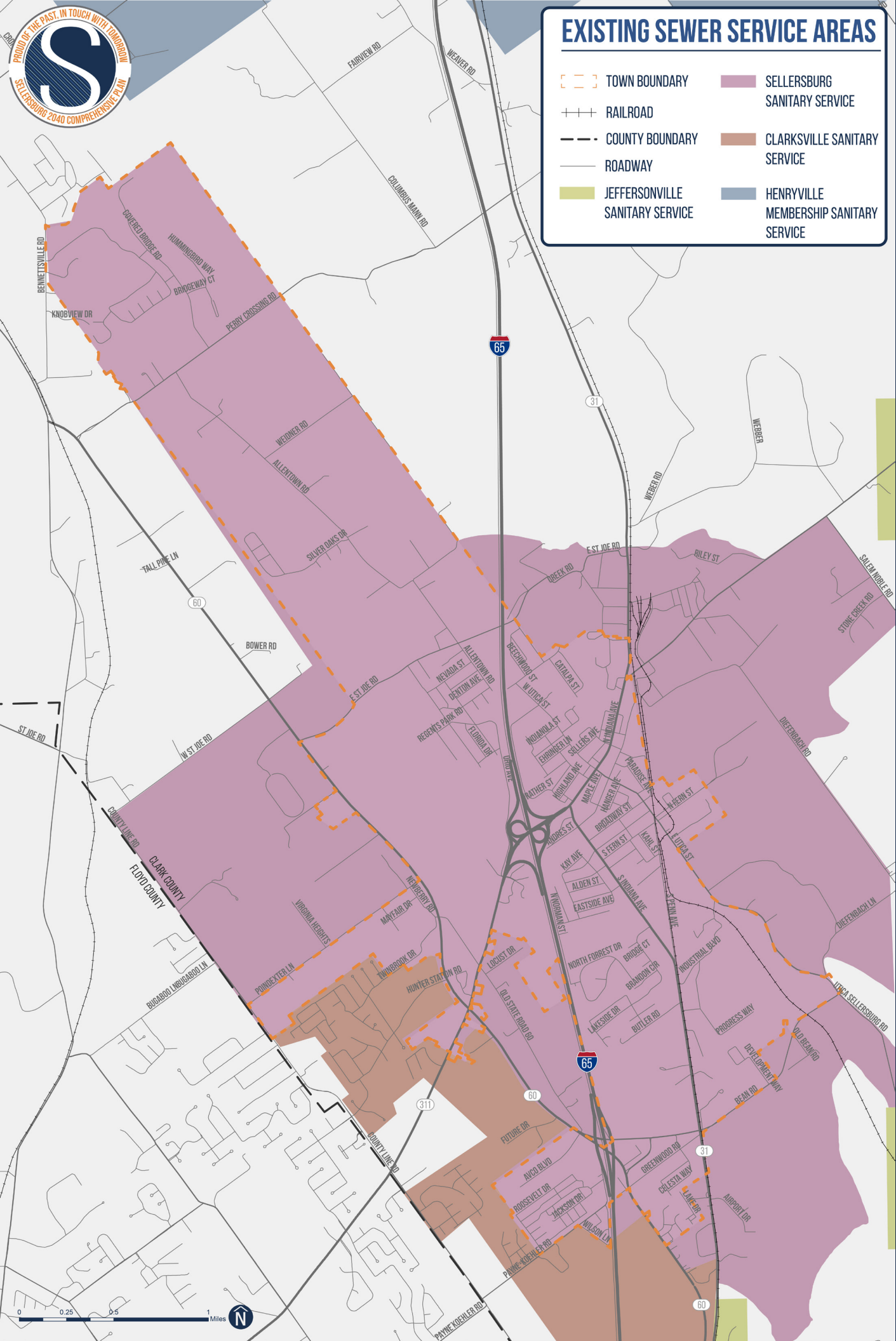
## KEY TAKEAWAY

To support future growth and development, the existing wastewater treatment plant will need to be improved to expand its capacity.



# EXISTING SEWER SERVICE AREAS

- |                                    |  |
|------------------------------------|--|
| TOWN BOUNDARY                      | SELLERSBURG<br>SANITARY SERVICE              |
| RAILROAD                           | CLARKSVILLE SANITARY<br>SERVICE              |
| COUNTY BOUNDARY                    | HENRYVILLE<br>MEMBERSHIP SANITARY<br>SERVICE |
| ROADWAY                            |  |
| JEFFERSONVILLE<br>SANITARY SERVICE |  |



# EXISTING ENERGY & TELECOMMUNICATION SERVICES

## Electric Service

### *Clark County REMC*

The Rural Electric Membership Corporation (REMC) was incorporated in 1939 and currently serves electricity to members living in Clark, Floyd, Jefferson, Scott, and Washington counties. Clark County REMC is a distribution cooperative and purchases electricity from Hoosier Energy REC. Clark County REMC has historically acted as an 'energy source' to spur economic growth in the community. Their offices are located at 7810 Highway 60.

### *Duke Energy*

Duke Energy owns approximately 49,600 megawatts (MW) of generating capacity worldwide, covering about 104,000 square miles. They currently serve Clark County with an office located at 1212 Eastern Boulevard in Clarksville.

## Natural Gas Service

There are two natural gas service providers in Clark County that include AmeriGas Propane and Vectren. AmeriGas offers tank exchange and cylinder refill. Multiple locations within Sellersburg provide tank exchange and one location at Tractor Supply on Highway 311 offers cylinder refill. The local office is in Jeffersontown, Kentucky.

With more than 1,000 miles for transmission pipelines and 22,000 miles of distribution pipelines, Vectren's natural gas system serves nearly 1.2 million customers throughout Indiana, Kentucky, and Ohio. Natural gas service through Vectren is available in Sellersburg and many areas of Clark County. Vectren does not have any gas pipeline projects identified in Sellersburg.

## Telecommunications Service

### *Cable and Internet*

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

### *AT&T*

AT&T offers TV and internet service in Sellersburg, with advertised speeds up to 100 Mbps for internet. AT&T can provide internet service to 98.7% of the Sellersburg population with fastest recorded speed at 100 mbps (Broadbandnow.com). AT&T Internet is the 2nd largest DSL provider in the United States.

### *Charter Spectrum*

Charter Spectrum offers TV and internet within Sellersburg with advertised internet speeds starting at 200 Mbps. Charter Spectrum is the 2nd largest cable provider in the United States, offering cable and fiber internet access to 100% of Sellersburg citizens (Broadbandnow.com). The fastest recorded speed is 940 Mbps.





