# HENRY COUNTY

## COMPREHENSIVE PLAN

# 2026



Cassity's Drugstore and Moody Hotel, Eminence, Kentucky, circa 1909

*Cassity's Drugstore & Moody Hotel, Eminence, Kentucky — circa 1909*

# Acknowledgments

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CHAPTER 1

# Introduction

A comprehensive plan is vital to how a community plans to help guide its future growth and development. It is a critical document that outlines the vision and goals the community hopes to achieve over the course of decades.
Such a plan should be:

- Comprehensive — A plan should cover all geographic parts of a community and all activities that affect physical development.
- General — A plan is not supposed to be a straitjacket. It should summarize policies and proposals while providing flexibility.
- Long range — A plan should present a vision of the future of the community. While addressing short-term issues and problems, its main function is to look beyond current conditions to those desired 20 years from now.

The document that follows is meant to outline a collective strategy going forward that makes every attempt to ensure the continued health, safety, and general welfare of the community. This plan is designed as a tool to be used by all decision makers, both public and private. In so doing, this plan is an update and reflects the desires expressed by the community and serves as a guide to decision making (i.e., zone change and development planning).

To be effective, a comprehensive plan must be evaluated at least every five years to ensure that it still guides the community in the most appropriate direction. Once adopted it will be imperative for stakeholders to continue periodically reviewing, revising, and updating to ensure its relevance to the community.

The Henry County Comprehensive Plan is a planning document prepared and adopted by the citizens and officials of Henry County and its cities. This plan is intended to provide a long-range guide for the public and private sectors of the County and its developed areas.

## Legal Framework

Kentucky Revised Statutes (KRS) Chapter 100 sets forth the planning and zoning laws applicable to local governments. Several sections of Chapter 100 are related to the preparation and use of a comprehensive plan. Following is a brief synopsis of those sections.

*KRS 100.183 Comprehensive Plan Required*. Each planning commission is required to prepare a comprehensive plan, "which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships."

*KRS 100.187 Contents of Comprehensive Plan.* A comprehensive plan must contain the following elements:

- a statement of goals and objectives;
- a land use plan element;
- a transportation plan element;
- a community facilities plan element; and
- any additional elements that will further serve the purposes of the plan.

*KRS 100.191 Research Requirements for Comprehensive Plan.* All comprehensive plan elements must be based on the following research:

- an analysis of past, present, and future population;
- an economic survey and analysis; and
- an analysis of existing land and building use, transportation, and community facilities.

*KRS 100.193 Statement of Goals and Objectives – Action on Statement by Legislative Bodies and Fiscal Courts – Notice – Hearing.* The planning commission is required to prepare and adopt the plan's statement of goals and objectives to act as a guide for preparing the rest of the plan and present this statement for consideration, amendment, and adoption by the legislative bodies and fiscal courts in the area covered by the plan.

*KRS 100.197 Adoption of Plan Elements – Periodic Amendment or Readoption.* Each planning commission must hold a public hearing and adopt the plan elements. The elements must be reviewed from time to time considering social and other changes. The planning commission must amend or readopt the elements at least once every five years.

## History/Setting

Henry County was carved out of a portion of Shelby County during the greatest burst of county-making in the history of the Kentucky General Assembly. The second session of the 1798 legislature voted to create 12 counties, including Henry, during an 11-day span between December 10 and December 21. Henry County was approved on December 14.



Henry County is in north central Kentucky approximately 40 miles east of Louisville, 75 miles southwest of Cincinnati, and 65 miles northwest of Lexington. Henry County contains approximately 286.3 square miles and 183,217 acres of land varying from rolling hills and cliffs to flat farmlands.

Henry County borders three northern Kentucky counties that lie along the Ohio River: Oldham, Trimble, and Carroll. The Kentucky River, which makes up Henry County's eastern edge, separates it from Owen County. Shelby and Franklin counties border on the south. Henry County is on the northwestern edge of the Bluegrass Region and is one of eight Kentucky counties included in the Louisville/Jefferson County KY-IN Metropolitan Statistical Area. Five incorporated communities lie within the county: Campbellsburg, Eminence, New Castle, Pleasureville, and Smithfield.

Henry County is primarily a rural/agricultural county. According to the 2022 USDA Census of Agriculture, 126,077 acres or 68.8% of the county is farmland. The area's topography and its proximity to urban centers, particularly Louisville, have affected its development. In recent years, an area's proximity and accessibility to commercial and industrial centers have become a prime motivator of economic development efforts. Although Henry County is a rural county, it possesses an exceptional linkage to urban markets. Interstate 71, which passes through the northwest quadrant of the county, has two interchanges in Henry County and provides access to Interstates 65 and 64 in Louisville and Interstates 75 and 74 in Cincinnati. Five additional interchanges along Interstate 71 in Oldham County, as well as two in Carroll County, allow a linkage to other state and county roadways within Henry County.

## Data Used in This Plan

The elements of this plan are based on research into the population, economic characteristics, land and building use, transportation, and community facilities of Henry County. The research is based on data made available by the U.S. Census Bureau, the U.S. Bureau of Economic Analysis, the U.S. Department of Agriculture, and other agencies. The plan preparers would like to thank the Kentucky State Data Center, the Community and Economic Development Initiative of Kentucky (CEDIK), and the Kentucky Division of Conservation for data specific to Henry County and its cities and surrounding counties.

## How to Read the Contents of This Plan

The contents of this plan are intended to serve as a guide for public and private actions and decisions in order to assure development of public and private property in the most appropriate relationships. Numerous chapters, maps, graphs, and tables make up this plan. Often, the "Future Land Use Map" is viewed as "The Comprehensive Plan". It is important to understand that the "Future Land Use Map" is

only part of this plan. This map is intended to be a graphical representation of the recommendations contained in the text. As such, the "Future Land Use Map" and the text should not be used independently but together as a single decision-making tool.

The land use plan element is not intended to provide precise boundaries between proposed land uses. Rather, it is designed to provide land use recommendations for general areas. Additionally, various areas may be suitable for more than one type of land use. The determination of whether a given land use might be appropriate for a given area must be considered holistically.

## How to Use This Plan

This plan is a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. To determine whether a land use proposal is consistent with this plan, the following four (4) steps should be followed:

1. Evaluate Consistency with Statement of Goals and Objectives (Chapter 2) Determine whether the future land use proposal complies with the overall goals and objectives of this plan.
2. Identify Property on Future Land Use Map — Locate the property on the Henry County Future Land Use Map (Map 8-7) and identify the land use classification in which it is located.
3. Evaluate Consistency with Criteria and Guidelines in Future Land Use Plan Element (Chapter 8) Evaluate the future land use proposal for consistency with the illustrative land uses, acceptable densities, and development and public service policies for the land use classification as described in the Future Land Use Plan Element.
4. Evaluate Consistency with Community Facilities and Transportation Plan Elements (Chapters 6 and 7) Evaluate the future land use proposal to ensure consistency with the Community Facilities and Transportation Plan Elements.

CHAPTER 2

# Goals and Objectives

Kentucky planning and zoning statutes (KRS 100.183) require that the planning commission of each planning unit prepare a comprehensive plan. The plan serves as a guide for public and private actions and decisions to assure the development of various land uses in the most appropriate relationships.

A principal element of a comprehensive plan is the establishment of a statement of goals and objectives. The goals and objectives of the comprehensive plan (one of the four statutorily required elements of the plan) continue to be a fundamental part of the comprehensive planning process, identifying the overall ends toward which the planning effort is to be directed. This chapter of the plan serves as a guide for the preparation of the remaining elements of the plan. In addition, the goals and objectives provide the planning commission and its staff with the direction necessary to prepare a plan that accurately represents the vision and overall goals of the community.

The following statement of goals and objectives is intended to provide direct guidance for implementation of decisions made by the planning commission and local legislative bodies as related to future physical development of the community. These statements are presented in two levels of specificity. Goals are general statements and concepts that express the community's needs. Objectives are more specific and concrete concepts which when achieved contribute to goal attainment. Complete analyses of all objectives are found within the respective elements of the plan. All elements are required to be prepared with a view towards carrying out the statement of goals and objectives.

KRS 100.193 requires the planning commission to adopt the statement of goals and objectives and to submit it to the legislative bodies of each governmental unit in the planning area for adoption. The Henry County Planning Commission, Henry County Fiscal Court, Campbellsburg City Council, Eminence City Council, New Castle City Commission, Pleasureville City Commission and Smithfield City Commission have officially adopted the comprehensive plan statement of goals and objectives as follows:

Henry County Planning Commission Adoption:
Henry County Fiscal Court Adoption: January 20, 2026
Campbellsburg City Council Adoption: March 16, 2026
Eminence City Council Adoption: March 9, 2026
New Castle City Commission Adoption: April 6, 2026
Pleasureville City Commission Adoption: March 16, 2026
Smithfield City Commission Adoption: March 5, 2026

## Housing

**Goal H-1: Ensure that all housing units are constructed in a manner that protects the health, safety, and welfare of the residents and is an asset to the community.**

Objective H-1-1: Ensure that a variety of diverse housing opportunities is available for all residents.

Objective H-1-2: Promote the creative design of residential developments.

Objective H-1-3: Promote the revitalization and rehabilitation of blighted and deteriorating neighborhoods.

Objective H-1-4: Enforce standard building codes that ensure the structural quality of all dwelling units, including manufactured homes.

Objective H-1-5: Control the encroachment of commercial land uses within residential areas.

## Natural/Historic Resources

**Goal NH-1: Plan all development to mitigate significantly adverse environmental and historical impacts.**

Objective NH-1-1: Ensure that any development in floodplains is sensitive to property loss, damage, or hazards associated with floods. See Henry County Floodplain Map.

Objective NH-1-2: Ensure that development in karst areas is sensitive to environmental hazards created off or on-site.

Objective NH-1-3: Employ proper construction techniques when building on unsuitable soils and steep slopes.

Objective NH-1-4: Make sure that new industrial development proposals ensure that pollution controls meet the current standards of enforcement agency's standards.

Objective NH-1-5: Regulate and control developments engaged in the handling or disposal of wastes, especially those hazardous to the health, safety, and welfare of Henry County residents.

Objective NH-1-6: Provide adequate drainage control to ensure that peak stormwater run-off rates at post-development of the site do not exceed peak run-off rates prior to development.

Objective NH-1-7: Utilize best management practices for erosion and sediment control during and after site preparation and construction activities.

## Land Use

***General Land Use***

**Goal LU-1: Ensure that all land use is developed in a manner that promotes the health, safety, and general welfare of residents in Henry County.**

Objective LU-1-1: Facilitate land use transitions between land uses of varying density or intensity.

Objective LU-1-2: Control negative aspects of commercial development.

Objective LU-1-3: Ensure that land uses complement each other in a way that is suitable with current land conditions.

Objective LU-1-4: Promote land use buffers and treatment.

Objective LU-1-5: Concentrate to minimize unnecessary voids in developed areas and to minimize impact to agricultural areas.

Objective LU-1-6: Encourage growth in a direction that most efficiently utilizes the existing and planned utility systems.

Objective LU-1-7: Allow sufficient land for the projection of residential, commercial, and industrial uses.

Objective LU-1-8: Encourage quality design and construction in residential, commercial, and industrial development by means of zoning, subdivision, and building regulation.

Objective LU-1-9: Encourage growth at the I-71 interchanges.

Objective LU-1-10: Ensure suitability of land uses by assessing availability of public infrastructure and services.

Objective LU-1-11: Facilitate annexation of adjacent areas near Campbellsburg, Eminence, New Castle, Pleasureville, and Smithfield for future growth.

***Agriculture***

**Goal LU-2: Maintain and protect the rural and agricultural characteristics of Henry County.**

Objective LU-2-1: Maintain a stable agricultural base for the county while accomplishing orderly development and maximum land utilization.

Objective LU-2-2: Minimize regulations related to agricultural lands, processes, dwellings, and buildings.

Objective LU-2-3: Consult the Henry County Future Land Use Map in relation to agricultural districts and conservation easements.

Objective LU-2-4: Provide for agricultural support businesses (i.e., veterinary clinics, agricultural community farms, farm supply stores, and other farm support businesses) in the Agricultural zoning district that are regulated as conditional uses. These uses shall serve and enhance the agricultural community.

Objective LU-2-5: Encourage infill, redevelopment, and higher density developments to be located near incorporated cities and established communities.

***Residential Land Use***

**Goal LU-3: Create well-designed residential areas that are well buffered from incompatible land uses and encourage residential locations best suited to exiting services and facilities.**

Objective LU-3-1: Establish appropriate regulations for sized lots and sound housing with adequate floor space.

Objective LU-3-2: Buffer residential land uses from adverse impacts on non-residential uses.

Objective LU-3-3: Accommodate diverse solutions to providing safe and decent housing for all residents.

Objective LU-3-4: Designate areas that permit a mixture of housing types ranging from single-family detached to multi-family.

Objective LU-3-5: Encourage A-2 in rural areas closer to incorporated cities and the thirteen (13) unincorporated communities.

***Commercial Development***

**Goal LU-4: Create attractive and well-designed commercial areas, which assure an adequate variety of goods and services for the convenience of the public and are easily and safely accessible from adjoining thoroughfares, and do not have an adverse impact upon adjacent land use.**

Objective LU-4-1: Strengthen the cities' Central Business Districts as the major and most easily accessible shopping, business, professional, civic, and entertainment centers in the county.

Objective LU-4-2: Ensure the development of well-located commercial strips, and the encroachment of commercial establishments into residential areas through zoning.

Objective LU-4-3: Encourage major commercial development near already populated centers or at the I-71 interchanges.

Objective: LU-4-4: Avoid strip commercial development along major traffic corridors and isolated, spot commercial areas, unless specifically designated in the Future Land Use Plan.

Objective LU-4-5: Require effective site placement, architectural and landscape design for commercial uses in order to ensure aesthetically pleasing development while eliminating adverse impacts to adjacent land uses. Emphasize the use of access management techniques, appropriate signage, and landscaping while keeping to a minimum nuisances such as smoke, dust, noise, light, and odor.

Objective LU-4-6: Promote preservation, rehabilitation, and sustainability of the central business districts of Campbellsburg, Eminence, New Castle, Smithfield, and Pleasureville as activity centers.

***Industrial Development***

**Goal LU-5: Guide industrial growth to existing developed areas and ensure that industrial developments are advantageous with the surrounding area and are served by adequate public facilities and services.**

Objective LU-5-1: Locate industrial parks in areas with adequate roads, water, sewer, police, emergency services, and fire protection.

Objective LU-5-2: Promote the concentration of industrial activity in areas most suitable for industrial use and discourage concentration at isolated sites.

Objective LU-5-3: Ensure mitigation of potentially adverse impacts of industrial developments on both existing and future surrounding development.

Objective LU-5-4: Ensure compatibility of new or expanded industrial developments with surrounding areas by assessing the level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, availability of public services, and proximity to more restrictive existing uses.

Objective LU-5-5: Encourage revitalization and reuse of currently unused or underutilized structures, sites, and infrastructure in appropriately located areas.

Objective LU-5-6: Encourage effective site placement, architectural design, and landscape design for industrial uses in order to ensure aesthetically pleasing development while eliminating adverse impacts to adjacent land uses. Emphasize the use of access management techniques, appropriate signage and landscaping while keeping to a minimum nuisances such as smoke, dust, noise, light, and odor.

Objective LU-5-7: Monitor and amend existing guidelines, as needed, to effectively buffer industrial activity from non-industrial areas.

Objective LU-5-8: Improve the transportation system leading to existing, underutilized industrially zoned properties.

## Transportation

**Goal T-1: Provide the citizens of Henry County with a well-planned and coordinated multi-modal transportation system that will provide for the efficient, safe, convenient, and coordinated movement of people and goods.**

Objective T-1-1: Maintain an adequate level of service of thoroughfares to optimize traffic flow and circulation, improve pedestrian safety, and reduce traffic conflicts.

Objective T-1-2: Ensure that all new developments and changes in land use have adequate streets and roadways to handle the traffic generated by the development.

Objective T-1-3: Upgrade existing substandard rights-of-way and roads when new development presents opportunities.

Objective T-1-4: Encourage that the construction of sidewalks provides for the safe movement of pedestrians through new residential subdivisions.

Objective T-1-5: Encourage new construction along arterial corridors through the provision and encouragement of service roads, designated crossovers, and control of access points.

Objective T-1-6: Improve safety at locations having high accident rates through the channelization of intersections, signals, and other improvements.

Objective T-1-7: Promote adequate rail transportation systems and adequate support facilities.

Objective T-1-8: Promote improvements of traffic flow to KY 55, KY 146, KY 22, and KY 421, with improved routes to community facilities and incorporated areas.

Objective T-1-9: Improve both 1-71 interchanges for better access and safety.

Objective T-1-10: Promote interstate commercial uses that are near interstate interchanges for maximum convenience and economy to the traveling public, while minimizing the impact to the community in terms of traffic congestion, local commuting patterns, and access.

Objective T-1-11: Promote coordination among city, county, regional, and state agencies for transportation improvements.

Objective T-1-12: Encourage access management standards for the design of roadway entrances in future developments for commercial and industrial developments.

## Community Facilities

***General Community Facilities***

**GOAL CF-1: Provide adequate and desirable community facilities and public services in an orderly and efficient manner while conserving human and natural resources.**

Objective CF-1-1: Expand vocational education to residents in Henry County.

Objective CF-1-2: Continue to develop strategies to improve public schools in Henry County.

Objective CF-1-3: Continue to improve sewer facilities throughout the county and pursue better sewer availability at the interstate interchanges.

Objective CF-1-4: Improve water pressure and supplies throughout the entire county.

Objective CF-1-5: Provide adequate police and fire protection to all areas of Henry County. Build on the district fire protection that has been accomplished by the 70.00 deed assessment fee that is dispensed to the proper district.

Objective CF-1-6: Encourage and expand recycling programs, such as tires, metal, etc.

Objective CF-1-7: Obtain a regional sewage facility.

Objective CF-1-8: Require those who propose new development to bear or equitably share the costs of public facilities and services made necessary by such development.

Objective CF-1-9: Provide adequate public health facilities to protect and care for the citizens of Henry County.

Objective CF-1-10: Encourage and support the development of health facilities, nursing homes, assisted living facilities, and day care establishments in easily accessible locations.

***Recreational Facilities***

**Goal CF-2: Provide adequate recreational facilities and open space for the citizens of Henry County.**

Objective CF-2-1: Provide adequate recreational facilities utilizing parks, rivers, streams, ponds, and lakes.

Objective CF-2-2: Incorporate recreational and community facilities into developments to afford active living alternatives for residents.

Objective CF-2-3: Encourage the preservation of open space and water resources.

Objective CF-2-4: Improve and expand current facilities to the greatest extent possible to meet the community's need.

## Economic Development

**GOAL E-1: Provide a sound economic base within the county through an intelligent program of industrial development, commercial expansion, preservation, and enhancement of the existing assets in the county.**

Objective E-1-1: Promote the development of industrial parks in areas with adequate facilities.

Objective E-1-2: Promote the development and growth of small businesses.

Objective E-1-3: Ensure that the development of commercial and industrial uses is compatible with surrounding land uses.

Objective E-1-4: Promote the expansion of existing businesses and clean industries.

Objective E-1-5: Acquire physical, social, and community resources for development to accommodate new industry.

Objective E-1-6: Upgrade the condition of buildings and facilities and develop appropriate promotional strategies to attract and enhance new commercial, retail, and professional business in Eminence, New Castle, Pleasureville, Smithfield, and Campbellsburg.

Objective E-1-7: Encourage small retail establishments in other small community districts throughout the county.

Objective E-1-8: Encourage a state park or recreational facilities in the existing forest areas and land along Kentucky River.

Objective E-1-9: Encourage economic development programs that promote the sale of locally grown and locally produced products. Continue to support regional economic growth by participation in the Kentucky I-71 Economic Development Alliance.

Objective E-1-10: Improve the current transportation facilities to upgrade the movement of people and goods.

Objective E-1-11: Enhance the local work environment by supporting public and private efforts to provide affordable, high-quality, licensed day care facilities for children and adults.

Objective E-1-12: Encourage the extension of high-speed internet access to all areas of the county.

CHAPTER 3

# Population

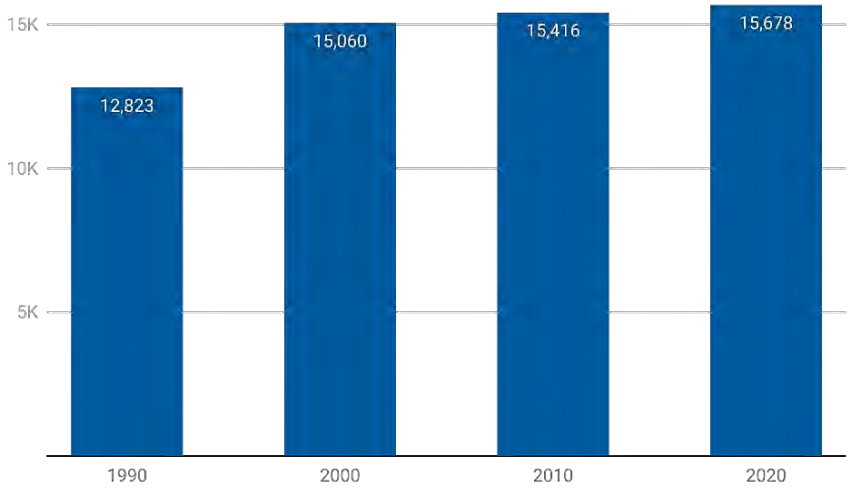
## Introduction

The analysis of population trends serves as a fundamental basis for many planning decisions. The size, composition, and distribution of the population impact future social, economic, and physical land use needs. An examination of the current population size and trends over recent years provides an estimate of current land use and spatial needs. The use of future population projections then allows for the prediction of future land use and space needs. Population composition can be broken down by categories such as age group, household size, and income level. This information assists in determining the division of space needs for schools, recreational areas, and other community facilities for each population characteristic category. The current and projected future population distribution determines where the various land uses, transportation routes, and community facilities should be located throughout the county or incorporated areas.

## General Population Characteristics

From 1990 to the present, Henry County has experienced overall population growth. The most significant increase occurred between 1990 and 2000, when the county's population grew by 2,237 residents, representing a 17.4% increase. However, between 2010 and 2020, the population grew by only 1.7%, reaching a population of 15,678 people. See Graph 3-1. It is important to note that counties near the Louisville metro area have gained significantly in population since 1990. This trend is indicative of the effects of suburbanization and out-migration from urban to suburban areas during that period and may be responsible for the population increase of 2,855, or 22.3%, in Henry County between 1990 and 2020.

*Graph 3- 1 Henry County Population 1990-2020*

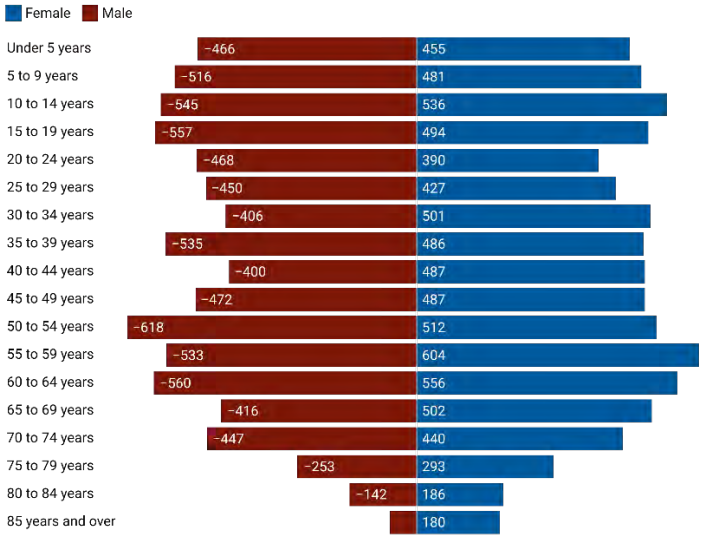



*Source: US Census Bureau Decennial Census 1990, 2000, 2010, 2020*

Henry County's population is spread throughout its five incorporated cities and unincorporated areas. The five cities are Campbellsburg, Eminence, New Castle, Pleasureville, and Smithfield. Eminence is the largest in population. Campbellsburg has shown the most growth from 1990 to 2020, with a 38.4% increase, with Eminence increasing by 31.6%.

Graph 3-2 presents a population pyramid shown separately for the male and female populations of Henry County.

Graph 3- 2 Henry County Population Pyramid 2024




*Source: US Census Bureau American Community Survey 2024 5-Year Estimates*

## Population Distribution

Typically, urban areas grow as they begin to provide a wider variety of services such as water, sewers, schools, police, and fire protection. With an increasing population base, they can begin to support economic activities such as places of employment and variety and competition in goods and prices. Once these services are in place, urban areas are equipped to handle growth more readily and population concentrations, therefore, tend to locate within or immediately adjacent to these urban areas.

Over the last three decades, Henry County has had approximately 30% of the population living in its incorporated cities. From 2000 to 2020 the percentage of the Henry County population living in its incorporated cities has steadily increased from 32.8% or 4,943 people to 34.0% or 5,328 people. The number of Henry County residents living in incorporated cities has fluctuated slightly over the years, growing by 894 people between 1990 and 2020, representing an estimated 38.3% of the population in 2024. The unincorporated areas of the county had a significant population increase of 1,961 people between 1990 and 2020 and are home to an estimated 61.7% of residents in 2024.

Migration may be the most important variable affecting the population growth of an area because it is so intimately tied to its economic health. Migration is often directly related to the employment opportunities of a city, county, and surrounding counties. New employment opportunities in a county or its neighbors will be reflected in corresponding in-migration to the area.

## Future Population Forecasts

The Henry County population is expected to slowly increase through the year 2050 by 0.2% to 2.3% per year. Of the surrounding counties, Trimble is projected to decrease in population by 2050, through a combination of population aging and persistent outmigration, while Carroll, Franklin, Oldham, Owen, and Shelby are projected to increase by 2050.

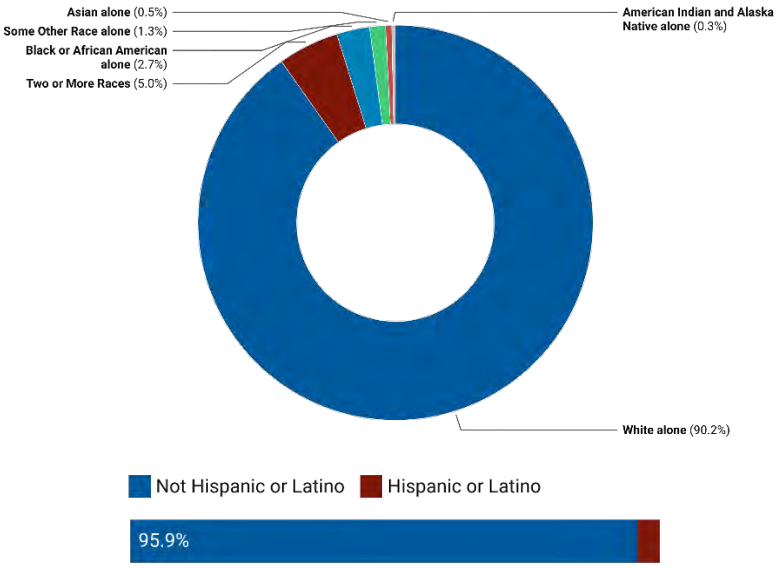
Knowledge of past and present population characteristics is essential to meaningful projections of future population levels and characteristics. Future population levels are critical as they determine both the amount of land to be developed in the future and, to a large extent, the type of development (i.e., residential or commercial), which will soon occur. An understanding of present population characteristics also helps communities determine the adequacy of existing land use patterns, economic arrangements, and community facilities in terms of meeting existing needs.

## Demographics

Of Henry County's estimated 15,856 residents, 50.6% of the population is female and 49.4% of the population is male. Graph 3-3 shows the population characteristics of race and ethnicity for 2024. 90.2%

of the population identified as white alone, followed by 5.0% two or more races, 2.7% Black or African American alone, and 1.3% some other race alone. Eminence boasts the greatest racial diversity.

*Graph 3- 3 Henry County Population - Race 2024*




*Source: US Census Bureau American Community Survey 2024 5-Year Estimates*

The median age in the county as of 2024 is 41.0, with Campbellsburg having the youngest median age of 32.4, and New Castle having the eldest median age of 41.1. The population is made up of 23.5% under 18, 58.1% between the ages of 18-64, and 18.4% 65 and over. This falls in line with the composition of the state of Kentucky, as well as Franklin, Owen, and Trimble counties, which also have relatively high populations 65 years and over. Although most of Henry County's cities have a population of people 65 years and over that is lower than that of the county overall, New Castle stands as the outlier, with its 65 years and over population reaching almost 29.7%. New Castle may need more social services and aging assistance programs in the future to serve the elderly population.

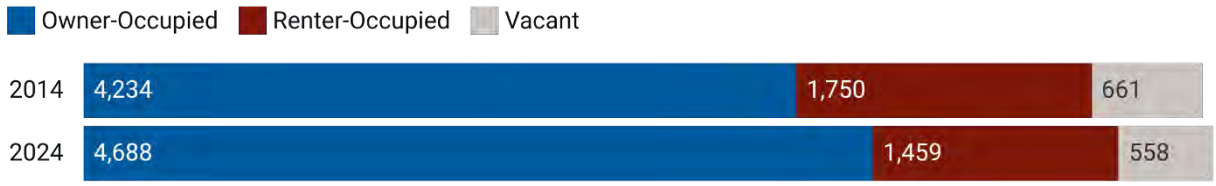
The working adult age group (18-64 years) has declined by 11.5% since 2010. The county's population under 18, however, has increased 25.9% since 2010. The elderly population experienced the largest growth of any age group. Since 2010, the number of adults 65 years and over has grown 38.5%. In summary, the working age group is decreasing and much of the population is nearing retirement age, but the number of youths that may fill job positions is growing.

## Housing

Of the 6,705 housing units in Henry County, 6,147 are occupied, making the household occupancy rate 91.7%. There are 1,897 homes in the county that were built prior to 1959, but most homes (4,456) were

built between 1960 and 2009, with 352 homes built between 2010 and 2024. Henry County's median home value is lower than that of the state and other counties in the region except for Carroll, Owen, and Trimble. The median value of an owner-occupied housing unit is $197,900; the largest group (20.8%) of homes in the county fall between $200,000 and $299,999. Of the occupied housing units in the county, 76.3% are owned and 23.7% are rented, a higher rate of ownership than in the neighboring counties of Carroll, Franklin, and Shelby or the state. See Graph 3-4. Henry County has a median gross rent of $895, lower than Carroll County at $910, Franklin County at $967, Oldham County at $1,219, and Shelby County at $1,033, and offers a competitive price that may draw people living in the Kentuckiana region and the Louisville metro area to locate to the county.

*Graph 3- 4 Henry County Housing Occupancy 2024*




*Source: US Census Bureau American Community Survey 2024 5-Year Estimates*

## Households and Families

Nearly three-fourths of households in Henry County are made up of families. While there are more family households, the average household size is 2.56 persons and the average family size is 3.11 people, which may be since the population of adults 18-64 years is decreasing and the elderly population is on the rise. Despite this trend, households with at least one child under 18 years account for 33.6% of homes. Dedication to improving local workforce development and employment opportunities might have a positive impact on the amount of youth remaining in the county after completion of high school.

CHAPTER 4

# Economic Analysis

## Introduction

The area's topography and proximity to urban centers, particularly Louisville, provide Henry County with great economic development potential and opportunity. In recent years, an area's proximity and accessibility to commercial and industrial centers have become a prime motivator of economic development efforts. Although Henry County is rural, it possesses an exceptional linkage to urban markets. Interstate 71, which passes through the northwest quadrant of the county with two interchanges, provides access to Interstates 65 and 64 in Louisville and Interstate 75 and 74 in Cincinnati. Four additional interchanges along Interstate 71 in Oldham County, as well as two in Carroll County, allow a linkage to other state and county roadways within Henry County.

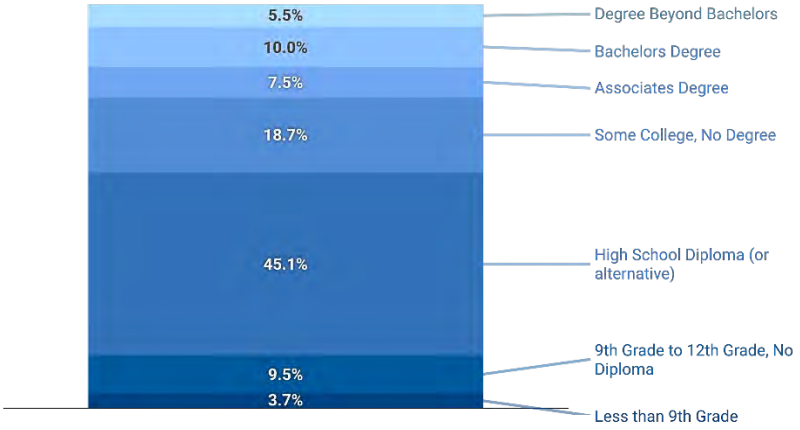
The following chapter provides a quantitative look at Henry County's economy in comparison with the state and other counties in the region.

## Educational Attainment

Education tends to determine mobility and economic opportunity, and lack of an advanced degree can limit opportunities.

For the 2024-25 school year, Henry County High School's 4-year graduation rate was a slight decrease to 93.4%, and the 5-year graduation rate was a jump to 95.0%. Of the population 25 years and over, as of 2024, 23.0% have an associate's degree or higher, 86.8% have graduated high school or equivalent or higher, and 13.2% did not complete high school.

*Graph 4- 1 Henry County Population - Educational Attainment 2024*



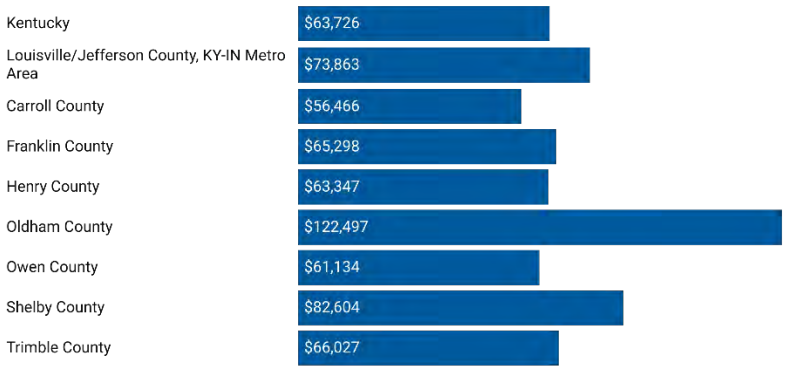

*Source: US Census Bureau American Community Survey 2024 5-Year Estimates*

# Income

Henry County's 2024 median household income was $63,347, lower than that of Kentucky ($63,726) and the U.S. ($80,734). Median family income was $78,429; median nonfamily income was significantly lower at $31,078.

According to US Bureau of Labor Statistics data, Henry County employees earned average annual pay of $52,460 for 2025, an increase of 47.0% since 2015. This is significantly lower than annual average pay for the U.S. of $78,722 for 2025.

*Graph 4- 2 Henry County and Selected Geographies - Median Household Income 2024*




*Source: US Census Bureau American Community Survey 2024 5-Year Estimates*

# Workforce

Henry County has been certified by the Kentucky Education and Workforce Development Cabinet's Kentucky Work Ready Communities Program as Work Ready in Progress. Work Ready Communities must meet five criteria. These criteria and Henry County's current levels are shown in the table below:

| Work Ready Criteria | Required Threshold | Henry County's Level |
|---|---|---|
| Internet Availability and Speed | at least 25Mbps | 100% |
| High School Graduation Rate | 90% | 89.2% |
| Associate degree or Higher | 25% | 17.2% |
| Some College or Higher | 43% | 39.3% |
| Working age population (18-64) Without a High School Diploma | 15% or less | 15.7% |

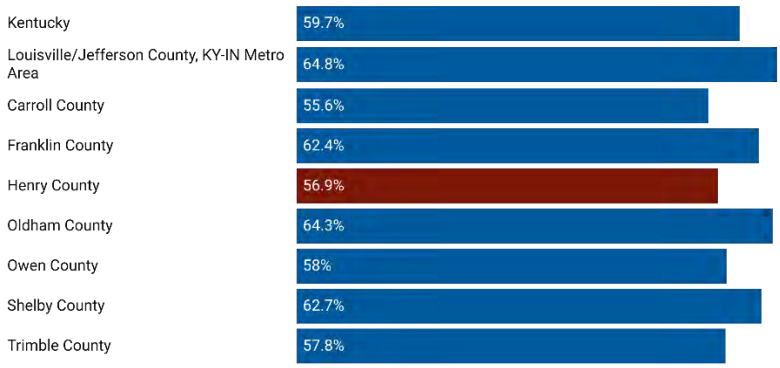
Henry County is working to meet the goals outlined by the program to achieve full Work Ready status.

# Employment

Total annual employment for Henry County for 2025 was 3,044. This represents an increase of 15.9% since 2015.

The graph below shows the 2024 labor force participation rate for the civilian population 16 years and over in Henry County and other selected geographies. Henry County's labor force participation rate, at 56.9%, is lower than the state's, at 59.7%.

*Graph 4- 3 Henry County and Selected Geographies Labor Force Participation Rate (Population 16 years and over) 2024*




*Source: US Census Bureau American Community Survey 2024 5-Year Estimates*

The 2025 unemployment rate for the civilian population 16 years and over in Henry County was 4.4% (U.S. Bureau of Labor Statistics). It has stayed close to this level since 2015, with a spike to 6.3% in 2020, likely due to the COVID-19 pandemic.

Certain social factors and demographics impact labor force participation and unemployment, such as sex, disability status, and poverty status. In Henry County, males 16 years and over constitute 57.1% of the civilian labor force, whereas females 16 years and over constitute 42.9%. In 2024, of the 1,774 people over 16 with any disability, 42.6% participate in the labor force, and 6.1% are unemployed. Henry County has a higher disability rate than state and national levels and a lower labor force participation rate for people with any disability than the national rate (but higher than the state's). Also in 2024, of the 1,450 people over 16 below the poverty level, 34.9% participate in the labor force, and 10.9% are unemployed.

## Occupation

In 2024, of Henry County's population 16 years and over, 7,251 were in the civilian labor force and 6,891 of these were employed. Occupations were as follows:

| Occupation | Persons | Percentage |
|---|---|---|
| Management, business, science, and arts occupations | 2,075 | 30.1% |
| Production, transportation, and material moving occupations | 1,584 | 23.0% |
| Service occupations | 1,296 | 18.8% |
| Sales and office occupations | 1,203 | 17.5% |
| Natural resources, construction, and maintenance occupations | 733 | 10.6% |

## Industry

According to the US Bureau of Labor Statistics data for 2025, Henry County had 3,044 persons employed in all industries, with average annual pay of $52,460, and 323 people unemployed. Since 2015 the number of persons employed in the county has increased by 418.

High location quotients (LQs) indicate sectors in which a region has high concentrations of employment compared to the national average. The industry sectors with the largest employment LQs in the county are manufacturing (LQ = 1.95), local government public administration (1.20), retail trade (1.10), and other services (except public administration) (1.03).

*Table 4- 1 Henry County Industry Sectors with Location Quotient Greater than 1.0, 2025*

| NAICS Sector | Annual Establishments | Annual Average Employment | Annual Average Weekly Wage | Annual Average Employment Location Quotient |
|---|---|---|---|---|
| NAICS 31-33 Manufacturing | 25 | 479 | $1,563 | 1.95 |
| NAICS 92 Public administration | 9 | 102 | $654 | 1.20 |
| NAICS 44-45 Retail trade | 50 | 330 | $630 | 1.10 |
| NAICS 81 Other services (except public administration) | 28 | 94 | $1,092 | 1.03 |

*Source: US Bureau of Labor Statistics Quarterly Census of Employment and Wages 2025 Data*

While LQ is an important tool in identifying industries that are concentrated in Henry County, it is also important to analyze those industries that employ the largest number of people. The table below shows the industries with the highest annual average employment for 2025:

Table 4-2 Henry County Industries with Highest Annual Average Employment 2025

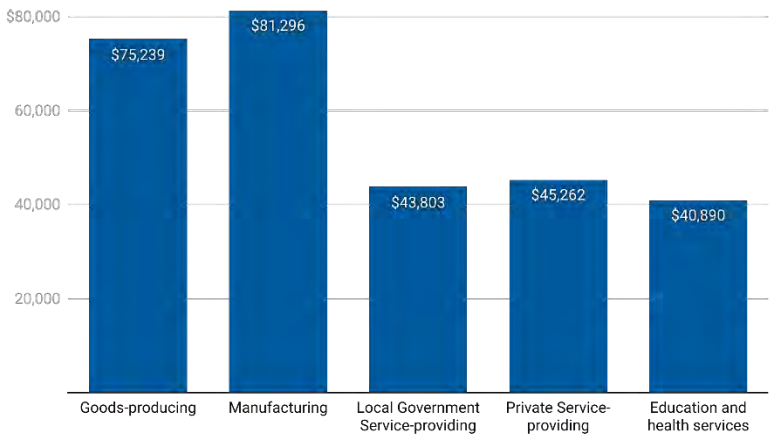
*Table 4- 2 Henry County Industries with Highest Annual Average Employment 2025*

| NAICS Sector | Annual Establishments | Annual Average Employment | Annual Wages per Employee | Annual Average Employment Location Quotient |
|---|---|---|---|---|
| NAICS 31-33 Manufacturing | 25 | 479 | $81,296 | 1.95 |
| NAICS 44-45 Retail trade | 50 | 330 | $32,744 | 1.10 |
| NAICS 72 Accommodation and food services | 20 | 208 | $19,666 | 0.75 |
| NAICS 92 Public administration (local government) | 9 | 102 | $34,021 | 1.20 |
| NAICS 23 Construction | 45 | 101 | $55,550 | 0.63 |
| NAICS 81 Other services (except public administration) | 28 | 94 | $56,805 | 1.03 |
| NAICS 52 Finance and insurance | 21 | 91 | $50,356 | 0.74 |
| NAICS 56 Administrative and support and waste management and remediation services | 18 | 91 | $67,268 | 0.52 |

*Source: US Bureau of Labor Statistics Quarterly Census of Employment and Wages 2025*

Manufacturing and trade play an important role in the employment economy of Henry County because of its proximity to Frankfort (the capital of Kentucky) and Louisville (Kentucky's largest city). The graph below shows annual pay by industry for 2025:

*Graph 4- 4 Henry County Average Annual Pay by Industry 2025*




*Source: US Bureau of Labor Statistics Quarterly Census of Employment and Wages 2025 (Preliminary)*

## Agriculture

Henry County is rural and agricultural, rich in quality land and ample resources. Throughout the history of Henry County, agriculture has been a major part of its economic foundation as an important industry and employer. US Census Bureau 2024 data shows that 3.9% of the population 16 years and over is employed in agriculture, forestry, fishing and hunting, or mining.

According to the US Department of Agriculture 2022 Census of Agriculture, Henry County has 719 farms (a decrease of 7% from 2017) and 126,077 acres of land in farms (about 68.8% of the county, a decrease of 4% from 2017). The average size of farm increased by 3% from 2017 to 175 acres in 2022. While farm and total acreage numbers indicate a decline in farming, the increasing acreage of farms may reflect larger, more industrial farm operations. Net cash farm income of operations increased by 3% from 2017 to $4,361,000; average net cash farm income of operations per farm increased by 10% from 2017 to $6,066.

New and young farmers are essential to maintaining and strengthening Henry County's agricultural industry. In 2022, the average age of agricultural producers was 57.8 years. The county had 140 young producers and 376 new and beginning producers, demonstrating that a growing base of younger and less experienced farmers remains engaged in agriculture. These producers represent an important opportunity to support the continuation of Henry County's agricultural heritage and the long-term sustainability of its agricultural industry.

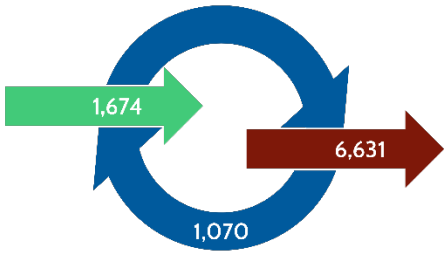
## Gross Domestic Product

According to US Bureau of Economic Analysis data, Henry County's 2024 gross domestic product (GDP) was $382,797,000. By industry sector, finance, insurance, real estate, rental, and leasing contributed the largest portion of GDP in 2024 at $109,938,000. The next-largest contributions came from manufacturing ($81,005,000); government and government enterprises ($56,174,000); and retail trade ($35,111,000).

## Commute

Another significant factor in Henry County's economy is the commuter pattern of its residents, shown on Graph 4-5. More residents of Henry County commute out of the county for work than those who commute within, which is consistent with surrounding counties other than Carroll and Franklin. This reflects the industrial base of the adjoining counties as well as public sector jobs in Frankfort (the state capital and seat of Franklin County).

*Graph 4- 5 Henry County Worker Inflow/Outflow 2023*




*Source: US Census Bureau OnTheMap 2023 Data*

CHAPTER 5

# Natural and Historic Resources

## Location

Henry County is in north central Kentucky approximately 40 miles east of Louisville, 75 miles southwest of Cincinnati, and 65 miles northwest of Lexington. It was created out of Shelby County in 1798 as the 31st county in Kentucky and was later divided into Oldham and Trimble counties. Henry County was named after the famous orator and statesman, Patrick Henry. The county contains 291 square miles and approximately 183,217 acres of land varying from rolling hills and cliffs to flat farmlands.

Henry County borders three northern Kentucky counties, which lie along the Ohio River: Oldham, Trimble, and Carroll. The Kentucky River, which makes up Henry County's eastern edge, separates it from Owen County. Shelby and Franklin counties border on the south. Henry County also lies on the northwestern edge of the Outer Bluegrass Region. Henry County is part of the area development district known as Kentuckiana Regional Planning and Development Agency (KIPDA), which also includes Bullitt, Jefferson, Oldham, Shelby, Spencer, and Trimble counties. Of these, Bullitt, Henry, Jefferson, Oldham, Shelby, and Spencer counties are also among the 12 counties that comprise the Louisville/Jefferson County KY-IN Metropolitan Statistical Area. Five incorporated communities lie within Henry County: Campbellsburg, Eminence, New Castle, Pleasureville, and Smithfield.

## Physiographic Features

Henry County is characterized by rolling hills, with steep slopes found particularly in the northeast and northwest. Several of the soil types that make up the county are derived from limestone and have a shallow depth to bedrock. A significant portion of the county is best suited for pasture and woodlands. The Kentucky River, which runs along the eastern border of the county, is the largest waterway. Other waterways include the Little Kentucky River, Six Mile Creek, and Drennon Creek.

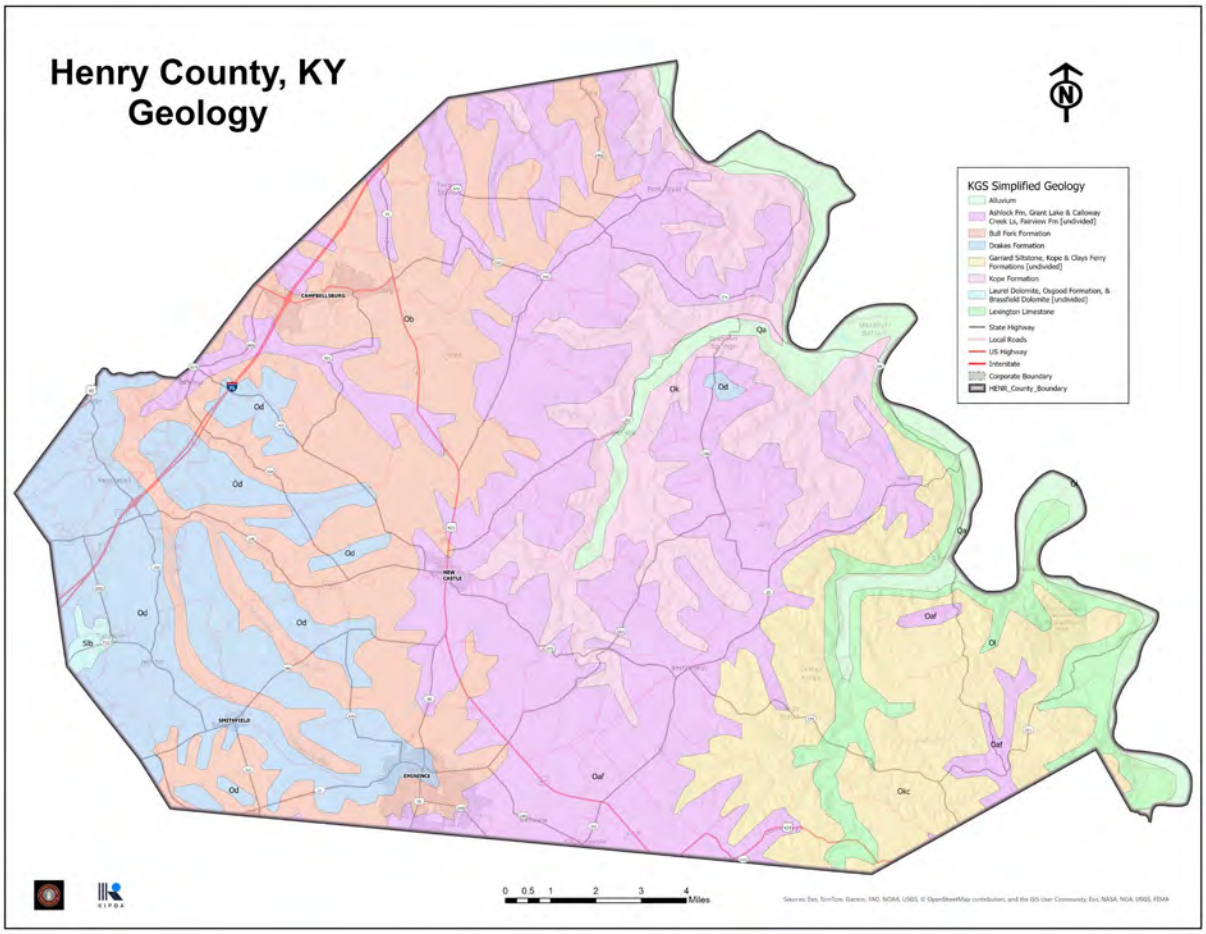
## Geology

The geology of an area is considered because geological characteristics influence the efficiency with which septic tanks can be utilized as a sewage disposal technique. Bedrock type and depth affect the construction costs of providing collection, transmission, and sewage disposal facilities. Shallow depth to bedrock will

escalate the construction costs of sewage facilities. Geological characteristics also influence the quantity and level of groundwater resources. The greater the permeability of the rock type, the greater its capacity for storing water. In addition, groundwater levels must be determined in order to prevent contamination from sewerage systems.

Map 5-1 is a Geologic Map of Kentucky 2001 and Map 5-2 is a Generalized Geologic Map for Land-Use Planning for Henry County 2005. About 98% of Henry County is underlain by the Ordovician geologic system. The bedrock in this system consists of interbedded limestone, shale, and siltstone. Lowell and Shelbyville soils formed in parent material derived from these rocks. The lower part of the Ordovician is dominated by shale, which formed a more completely dissected landscape. Eden soil developed on this landscape.

Map 5-1 Geologic Map of Kentucky 2001




Source: University of Kentucky, Kentucky Geological Survey

Map 5-2 Generalized Geologic Map for Land-Use Planning for Henry County 2005

Source: University of Kentucky, Kentucky Geological Survey

# Soils

Soil data helps local governments make decisions about zoning ordinances, building permits, sewer extensions, septic tanks, and roads and highways. It identifies land suitable for recreation, development, and farmland. Data on soil limitations for uses prevents costly mistakes in land use. Soil data helps determine areas prone to floods, erosion, sedimentation, and other hazards.

Henry County contains seven soil associations (groups of soils or miscellaneous areas geographically associated in a characteristic repeating pattern and defined and delineated as a single map unit). Soil associations are grouped into map units, which can be seen on the General Soil Map — Henry County, Kentucky 1992 (Map 5-3).

*1. Faywood-Lowell-Fairmount* — Makes up 25% of the county. Found throughout the county on ridgetops, shoulder slopes, and hillsides. A large portion of this unit is underlain with limestone bedrock. Most of this acreage is used for pasture and for hay. Communities in this unit include Turners Station, Port Royal, Bethlehem, and Sulphur. These soils are poorly suited for urban uses and possess such limitations as slow permeability in subsoil, clayey textures, depth to bedrock, and steepness.

*2. Fairmont-Woolper* — Makes up 3% of the county. Found in the northeastern portion of the county on long, steep hillsides and bluffs and narrow winding ridge tops. Most of this acreage is in woodlands although some are used for pasture. These soils are poorly suited for most urban uses and crop cultivation due to steepness of slope and depth to bedrock.

*3. Beasley-Nicholson* — Makes up 8% of the county. Found in the western portion of the county on broad ridgetops and moderately steep hillsides. This landscape includes farmsteads, farm ponds, and the communities of Sligo, Pendleton, and Jericho. Gently sloping to moderately steep, well drained soils are found here. Most of the acreage in this unit is used for cultivated crops, hay, pasture, and some residential purposes. Suitable uses here include some urban uses, open land, and wildlife habitat. Slow permeability, clayey texture, and steepness of slope are limiting factors in terms of development potential.

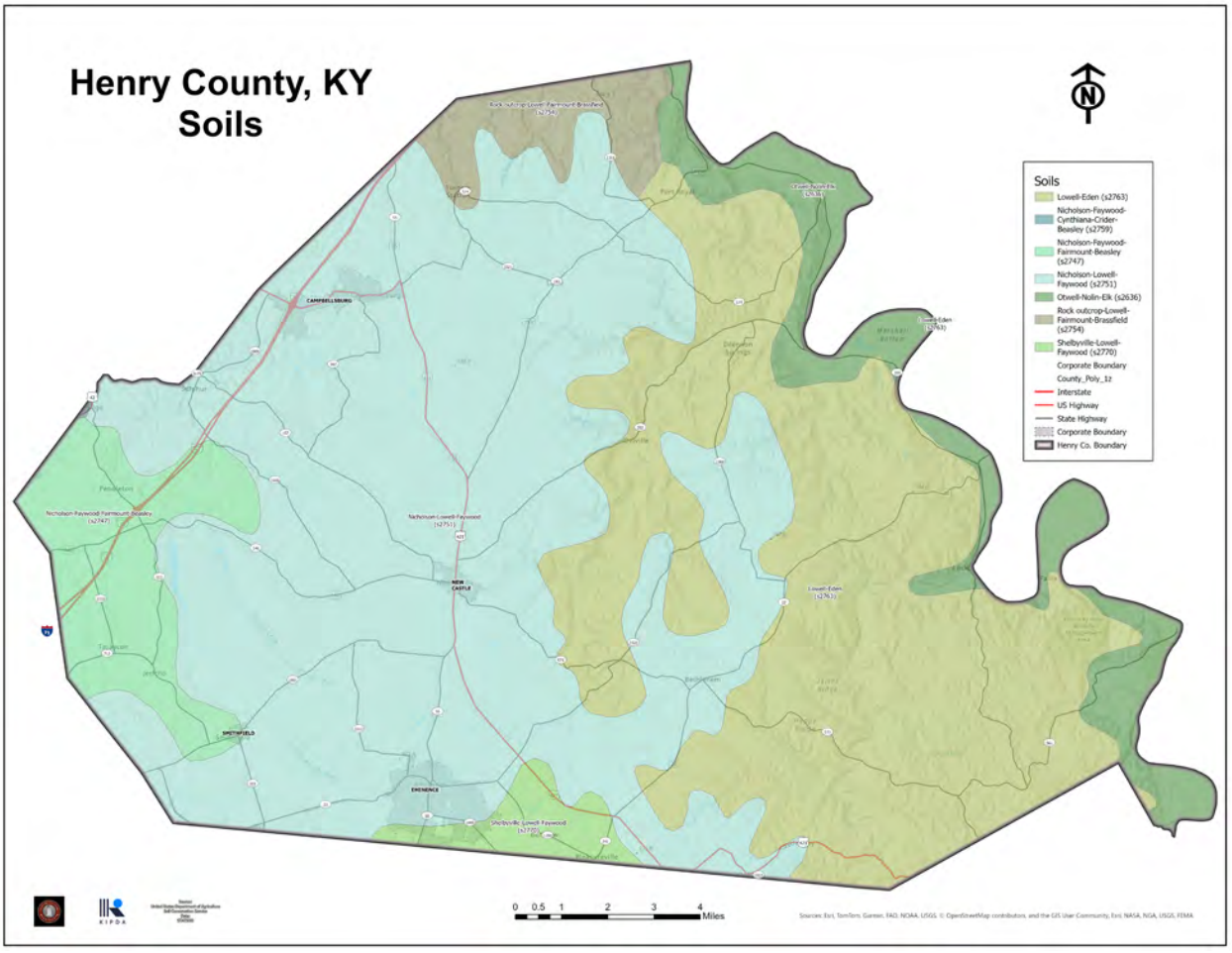
*4. Lowell-Nicholson* — Makes up 24% of the county. Found mainly in the central portion of the county. It is characterized by gently sloping, well-drained soils on ridgetops and shoulder slopes. Many farmsteads and ponds are found in this unit as well as the three incorporated communities of Campbellsburg, New Castle, and Smithfield. Although most of this acreage is used for cultivated crops, hay, and pasture, a considerable amount of residential development is found here. This map unit is suitable for some urban uses and wildlife habitat, but is limited by slow permeability, clayey texture, shrinking and swelling, and steepness of slope.

*5. Eden* — Makes up 27% of the county. Found in the eastern portion of the county on steep hillsides and narrow ridge tops and shoulder slopes. Numerous farmsteads and farm ponds as well as the communities of Drennon Springs, Lockport, Harpers Ferry, and Gest are in this unit. Most of this acreage is in woodlands with a considerable amount in pasture. It is poorly suited for urban uses and crop cultivation due to the steepness of slope and slow permeability.

*6. Nolin-Otwell-Elk* — Makes up 5% of the county. Found primarily along the Kentucky River. Made up of nearly level to sloping well-drained soils on stream, terraces, and floodplains. Crop cultivation, hay, and pasture are among the most common uses while this unit is well suited for open land and woodland wildlife habitat. Occasional flooding during late winter and early spring limits this area for most urban uses. Other limitations include wetness, slow permeability, low strength, and steepness.

*7. Lowell-Nicholson-Shelbyville* — Makes up 8% of the county. Found primarily in the south-central portion of the county on ridgetops and shoulder slopes. The unit includes the incorporated communities of Eminence and Pleasureville. Most acreage is used for cultivated crops, hay, or pasture, with a considerable acreage used for residential development. Steeper soils are unsuited to urban uses; sloping soils are suited to some urban uses, but limitations include slow permeability, clayey texture, low strength, shrink-swell potential, and slope.

Map 5-3 General Soil Map — Henry County, Kentucky 1992




Source: United States Department of Agriculture, Soil Conservation Service, Kentucky Natural Resources and Environmental Protection Cabinet, Kentucky Agricultural Experiment Station.

## Slopes

Ground slopes can be of prime importance in determining the sustainability of a site for certain types of development. Slopes under one percent generally do not drain well. On the other hand, steep slopes usually have soils that are shallow to bedrock. They may be subject to severe slippage or soil movement due to gravity or water erosion. It is also very costly to provide public utilities, such as water lines and sewers, to areas with rugged terrain. Finally, steep slopes may pose access problems ordinary loaded vehicles cannot sustain. Similarly, emergency vehicles may have difficulty accessing steep grades when roads are slick or icy.

For these reasons, development is not encouraged on steep slopes; especially those over 20%. However, some sites on steep hillsides may be suitable for development depending on the characteristics of the site and measures taken by the developer to control landslides, erosion, and flooding of nearby lowlands. Hilly areas may also provide ideal sites for outdoor recreation.

Henry County is made up of slopes ranging from zero to over 25%. A band of slopes greater than 20% forms a horseshoe from the southwestern corner northeast to the Carroll County border and south to the eastern end of the Shelby County border. The area is characterized topographically by narrow ridges and deep valleys. The central portion of Henry County is comprised of wide ridgetops; this is where most of the county's development has occurred.

Table 5-1 Slope Suitability for Urban Development: Slopes Suitable for Development by Land Use Type

**Slope Suitability for Urban Development: Slopes Suitable for Development by Land Use Type**

| Limitations | Suitability Rating | Residential | Commercial | Industrial Park |
|---|---|---|---|---|
| Slight | Optimum | 0–6% | 0–6% | 0–2% |
| Moderate | Satisfactory | 6–12% | 6–12% | 2–6% |
| Severe | Marginal | 12–18% | 12–18% | 6–12% |
| Very Severe | Unsatisfactory | >18% | >18 % | >12 % |

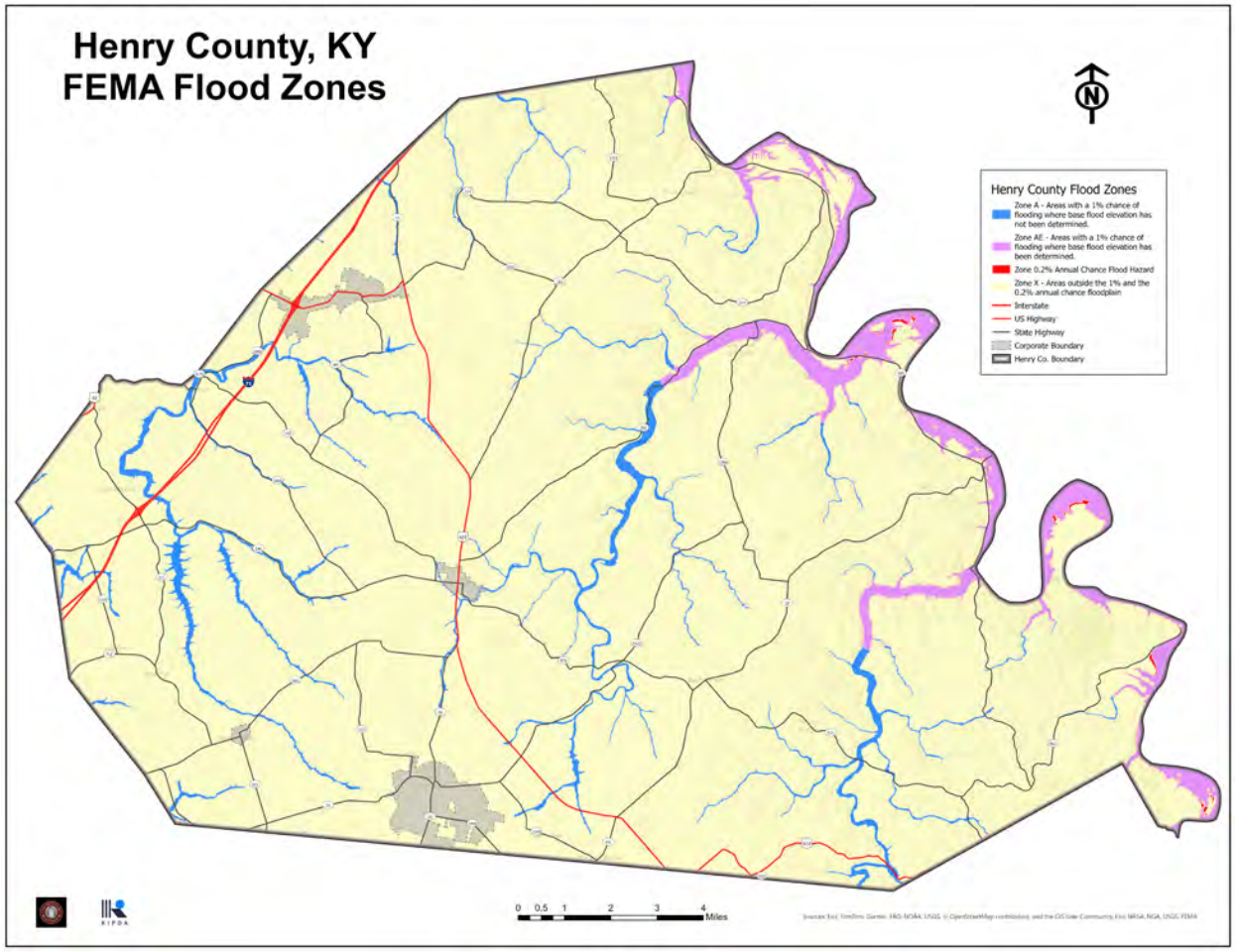
*Adapted from Keifer, Ralph W. "Terrain Analysis for Metropolitan Fringe Area Planning" Journal of Urban Planning Division, Proceedings of the American Society of Civil Engineers, December 1967. Moechnig, Howard, Inventory and Evaluation of Soils for Urban Development (St. Paul HRA C.P. District 6 - North End), Ramsey Soil and Water Conservation District.*

## Floodplains

Stormwater and flooding problems in Henry County are generally minor. Flooding occasionally occurs along the Kentucky River near the communities of Lockport and Drennon Springs. The community of Sulphur is subject to periodic flash flooding. Controlling of flood hazard areas and protection of existing land uses is provided through the Kentucky River Watershed Project and the Little Kentucky River Watershed Conservancy District. See Henry County, KY FEMA Flood Zones Map (Map 5-4).



Map 5-4 Henry County, KY FEMA Flood Zones




## Groundwater

In some of the bottoms of the Kentucky River, most drilled wells will produce enough water or a domestic supply at depths of less than 100 feet. Some wells located in the smaller creek valleys and in some less

productive areas along the Kentucky River will produce enough water for a domestic supply except during dry weather. In upland areas (70% of the county), most drilled wells will not produce enough water for a dependable domestic supply unless they are drilled along drainage lines, in which case they may produce enough water except during dry weather. Groundwater in these areas is hard or very hard and may contain salt or hydrogen sulfide, especially at depths greater than 100 feet.

## Regulated Dams

There are 20 dams in Henry County regulated by the Department of Environmental Protection, Kentucky Division of Water, Water Infrastructure Branch, Dam Safety & Floodplain Compliance Branch. See Henry County Dams (Table 5-2). Sixteen of the dams are classified with a hazard class of "A" or "low-hazard," two are classified with a hazard class of "B" or "moderate hazard," and two have a "high-hazard" or "C" classification.

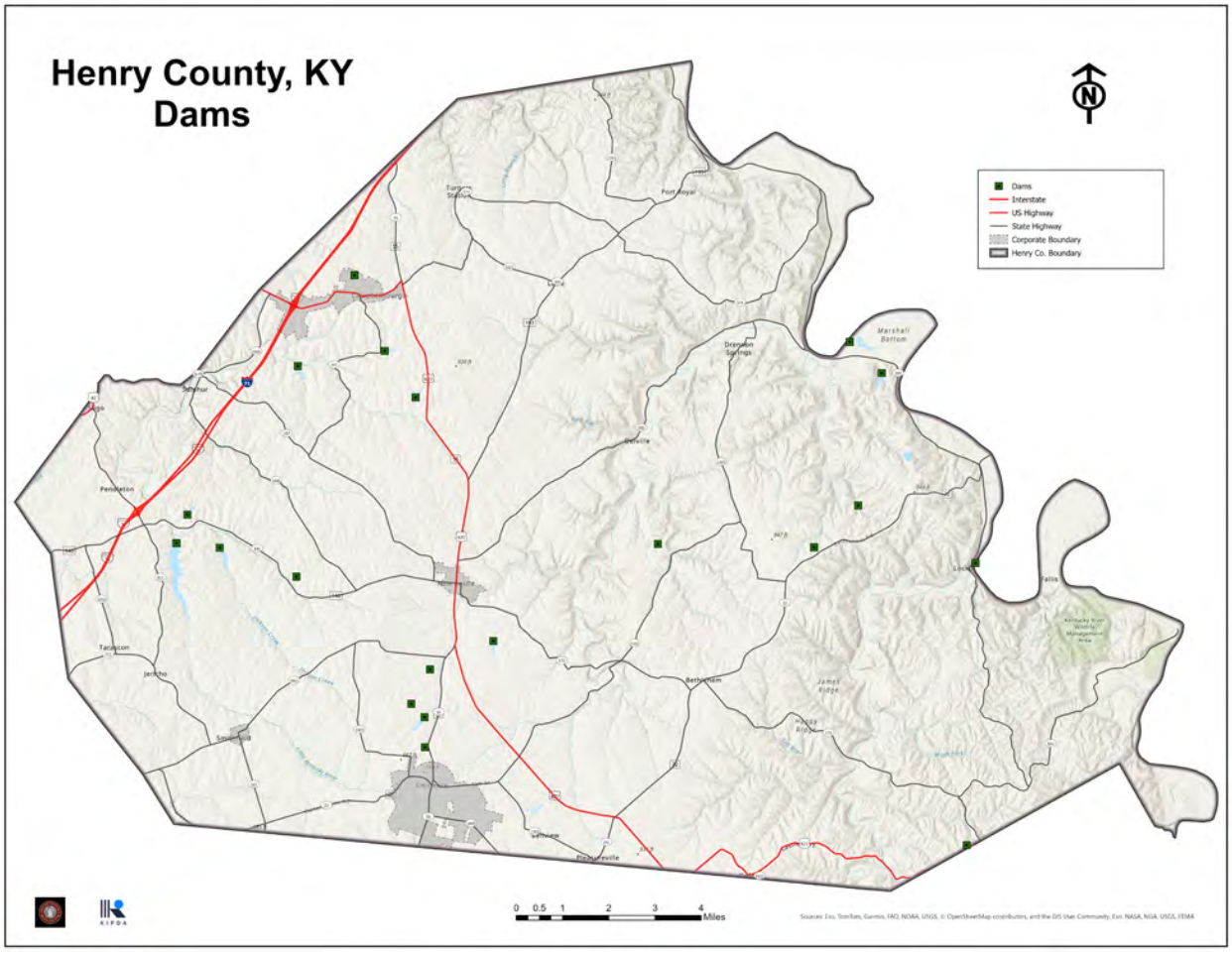
Table 5-2 Henry County Dams

| Dam | Hazard Potential Classification | Primary Purpose |
|---|---|---|
| Little Ky River MPS 1 | High | Flood Risk Reduction |
| Eminence Lake Dam | High | Recreation |
| Little Ky River FRS 2 | Significant | Flood Risk Reduction |
| Jerry Powell Dam | Significant | Recreation |
| Little Kentucky River FRS No 5b | Low | Flood Risk Reduction |
| Little Ky River FRS 4 | Low | Flood Risk Reduction |
| Aaron Lyons Dam | Low | Recreation |
| Ky River WMA Dam 2 | Low | Recreation |
| Pennington Dam | Low | Recreation |
| Kentucky River Lock and Dam 2 | Low | Navigation |
| Little Kentucky River FRS No 7 | Low | Flood Risk Reduction |
| Ic Smith Lake Dam | Low | Irrigation |
| Neville Downey Lake | Low | Other |
| Cobb Lake | Low | Irrigation |
| Hc Wildlife Dam | Low | Recreation |
| Youree Dam | Low | Recreation |
| Benjy Kinman Lake Dam | Low | Recreation |

| | | |
|---|---|---|
| Campbellsburg Dam | Low | Recreation |
| Eugene Evridge Dam | Low | Recreation |
| WB Kemper Lake Dam | Low | Irrigation |

Source: U.S. Army Corps of Engineers National Inventory of Dams

Map 5-5 Henry County Dams




Source: Reno Gazette Journal Data — United States Dam Safety Inspection at data.rgj.com/dam/

## Endangered Species

The primary concern for the impacts of development on plant and animal life is the effect on endangered species. There are 13 endangered, proposed endangered, or proposed threatened species that are known or near Henry County according to the Kentucky Department of Fish and Wildlife Resources:

1. Gray bat
2. Indiana bat

3. Northern long-eared bat
4. Tricolored bat
5. Whooping crane
6. Eastern hellbender (amphibian)
7. Fanshell (clam)
8. Pink mucket (pearlymussel)
9. Salamander mussel
10. Sheepnose mussel
11. Monarch butterfly
12. Braun's rock-cress
13. Short's bladderpod

## Historic Resources

Historic properties and districts bring character and identity to a community. Once demolished or forgone in condition, these elements can never be replaced. The National Register of Historic Places is administered by the National Park Service under the Secretary of the Interior and includes districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology, engineering and culture.

Since eleven properties within Henry County are listed on the National Register of Historic Places, additional funding opportunities are available to property owners, including tax incentives for rehabilitation, federal preservation grants, and state preservation grants and tax programs.

The Henry County Historical Society, headquartered in New Castle, supports historic preservation in Henry County and hosts various classes, events, and tours.

*New Castle*. The New Castle Historic Commercial District was listed on the National Register of Historic Places in 2016. The 6.24-acre (2.53 ha) area lists 29 contributing buildings, including the Italianate-style Henry County Courthouse, which was separately listed on the National Register in 1977. The courthouse is one of the few remaining intact 19$^{th}$ century courthouse squares in Kentucky. The homes and commercial buildings allow glimpses of the city's rich architectural history.

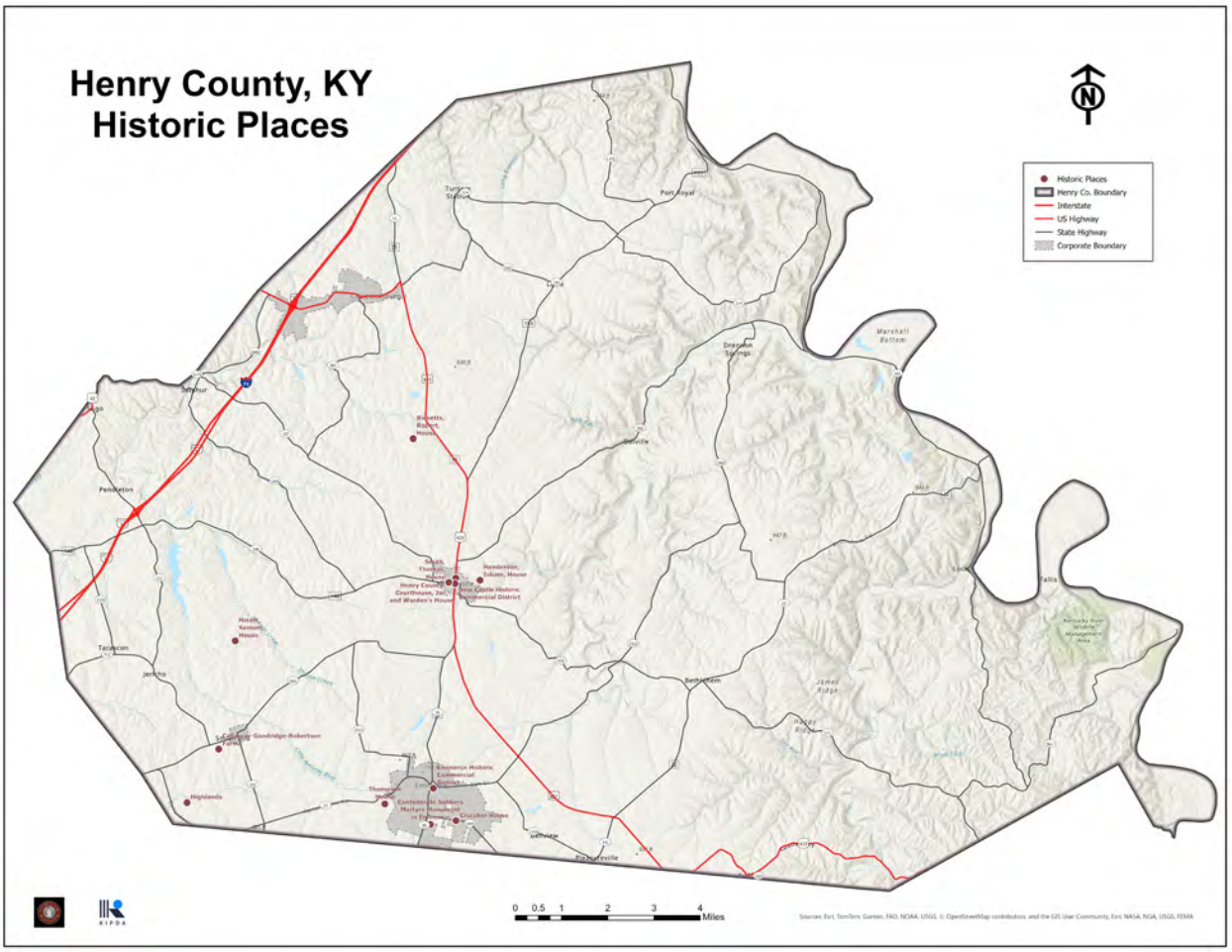
*Eminence*. The Eminence Historic Commercial District is a 12-acre (4.9 ha) district listed on the National Register of Historic Places in 1979. It includes 25 contributing buildings, including the former L&N Railroad Deport built in 1908. It was deemed "significant" in being a fine collection of late 19th-century commercial buildings which has retained its architectural integrity. The buildings combined with the arrangement of streets speak of the importance of the former railroad, which existed ten years before the founding of the town.



Additional sites listed on the National Register of Historic Places include the following, which are shown on the Henry County History Places Map (Map 5-6):

- Callaway-Goodridge-Robertson Farm (also known as Spring Stone Farm)
- Confederate Soldiers Martyrs Monument in Eminence Cemetery
- Crutcher House
- Isham Henderson House
- Henry County Courthouse
- Samuel Hieatt House
- Highlands (also known as Beauvoir)
- Robert Ricketts House
- Thomas Smith House
- Thompson House

Map 5-6 Henry County Historic Places


Henry County, KY
Historic Places
Historic Places
Henry Co. Boundary
Interstate
US Highway
State Highway
Corporate Boundary
0 0.5 1 2 3 4
Miles

CHAPTER 6

# Community Facilities

## Introduction

The quality and vitality of the environment and lifestyle of Henry County residents are dependent upon the facilities and public services available to them. These facilities and services support the social fabric of the community and include schools, libraries, parks, municipal buildings, public safety facilities, and water and sewer systems.

Community facilities are those areas, buildings, and services which are public in nature, but which may be publicly or privately owned. Community facilities include schools, police and fire protection stations, utilities and infrastructure, health care facilities, libraries, recreation and open space areas, and other public buildings.

Public facilities, especially school systems, play an important role in attracting new residents and industries as well as retaining residents and employers. The age and efficiency of existing public facilities affect the revenue needs of the cities and county. The efficient layout and construction of new facilities determine the direction for future growth of residential, commercial, and industrial development. For the above reasons, it is important that the development of public facilities is coordinated according to the needs and desires of Henry County residents.

## Wastewater/Sewer

Residents and businesses in Henry County's incorporated cities are all served by local public wastewater treatment systems. Campbellsburg is served by Carrollton Utilities, Eminence and Pleasureville are served by the Eminence Wastewater System, and New Castle is served by the New Castle Wastewater System. Smithfield and the unincorporated areas of the county are not served by public sewer systems and must rely on septic tanks and other private means of sewage disposal. This is one of the limiting factors to development in Henry County.

### *Carrollton Utilities*

- Owner: City of Carrollton
- Type of facility: Treatment facility
- Receiving waters: Kentucky River
- Service connections (Henry County): 316

- Design capacity (Henry County): 1.7 million gallons per day (MGD); will increase in a few years by at least .5 MGD with a current expansion project
- Average daily flow (Henry County): 0.11 MGD
- Annual volume treated (Henry County): 38.48 MG
- Customers (Henry County): 274 residential; 52 commercial; 1 institutional; 1 industrial
- Number of lift stations (Henry County): 11
- Age: 95.7% of sewer lines are 20 years or older
- Major projects:
    - Funded:
        - Angel's Envy Sanitary Sewer Extension: provision of sewer service to Angel's Envy Distillery between Campbellsburg and New Castle
    - Approved but not funded:
        - U.S. 421 South Sanitary Sewer Extension: extension of forcemain from Angel's Envy Distillery at Cardinal Drive to the gravity manhole on Commerce Parkway

## *Eminence Wastewater System*

- Owner: City of Eminence
- Type of facility: Treatment facility
- Receiving waters: Kentucky River
- Service connections: 1,039
- Design capacity: 0.750 MGD
- Average daily flow: 0.454 MGD
- Annual volume treated: 201.013 million gallons (MG) (plus volume from Pleasureville)
- Customers: 1,066 residential; 79 commercial; 6 industrial (plus Pleasureville customers)
- Number of lift stations: 12
- Age: 92.8% of sewer lines are 20 years or older
- Projects:
    - Fully funded:
        - Eminence WWTP Expansion to 0.95 MGD: expansion of the wastewater treatment plant average daily flow capacity from 0.75 MGD to 0.95 MGD
    - Approved but not funded:
        - Arborview Force Main Extension: installation of sewer force main extension down Mulberry Pike

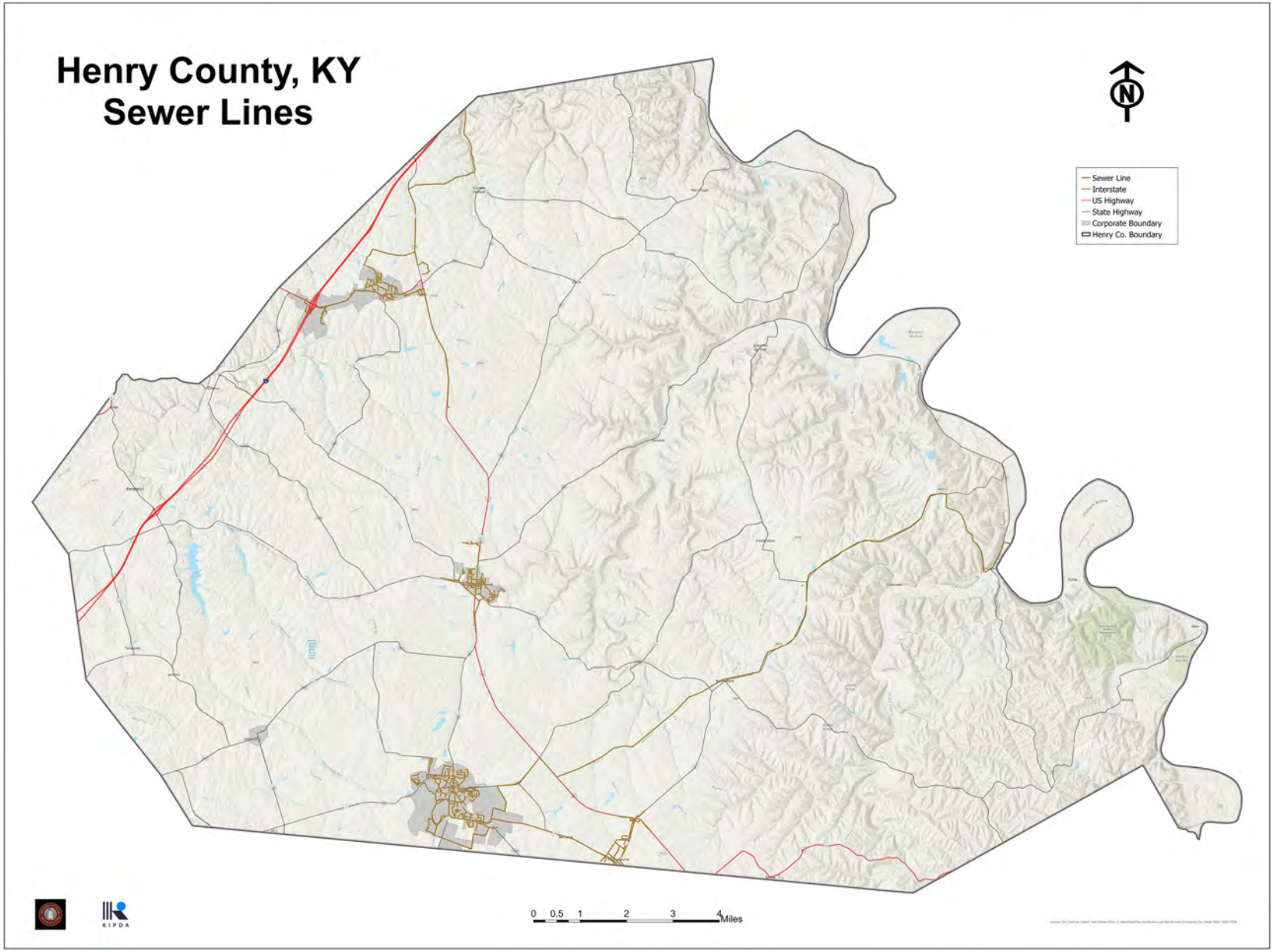
## *Pleasureville System*

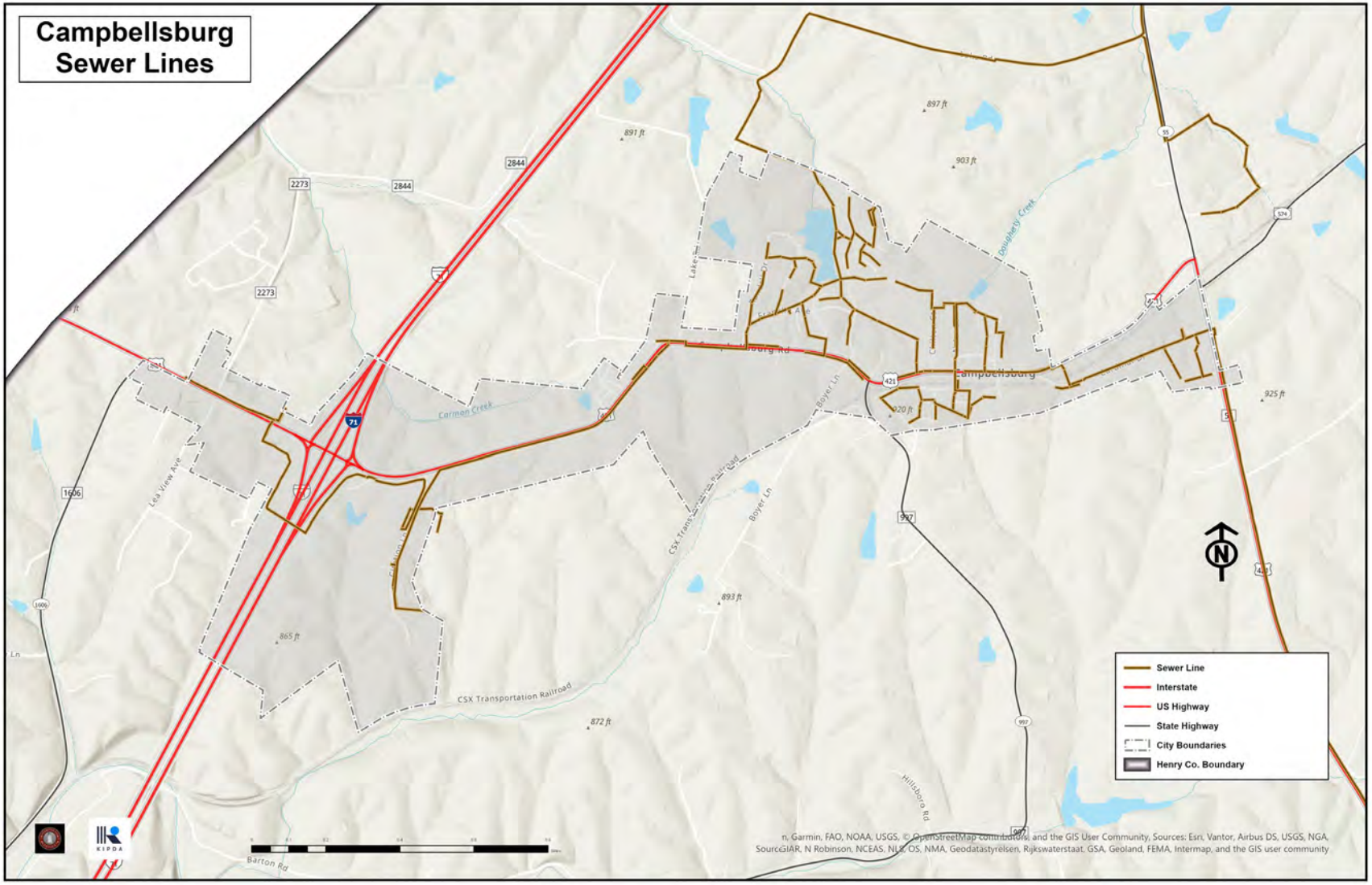
- Facility: Uses the Eminence Wastewater Treatment Plant
- Service connections: 342
- Annual volume sent to Eminence for treatment: 25.470 MG
- Customers: 330 residential; 6 commercial; 6 institutional

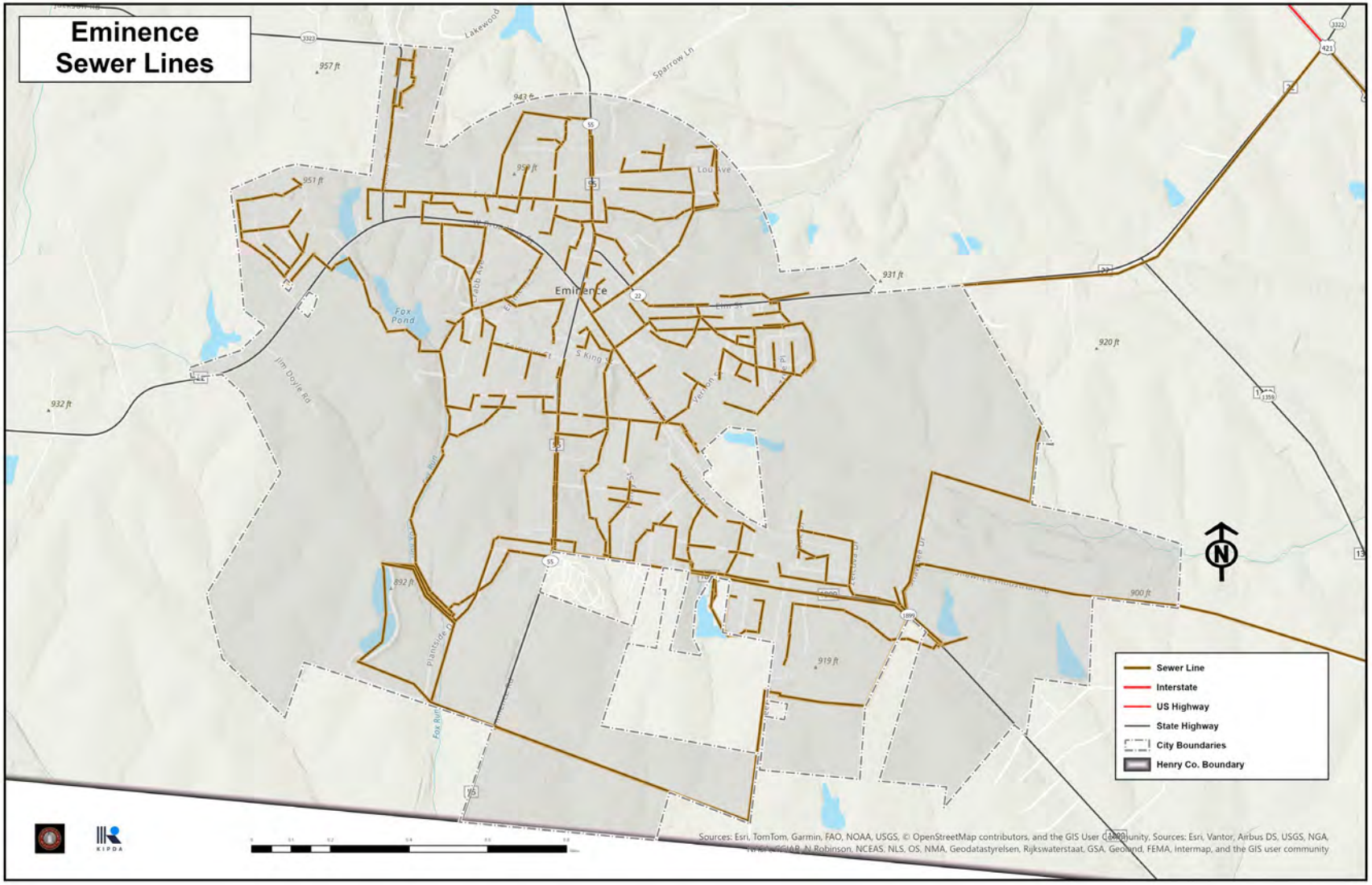
- Number of lift stations: 6
- Age: 100% of sewer lines are 20 years or older
- Project:
    - Approved but not funded:
        - Pleasureville Wastewater Capacity Upgrade: increase in wastewater pumping capacity and repair of problems

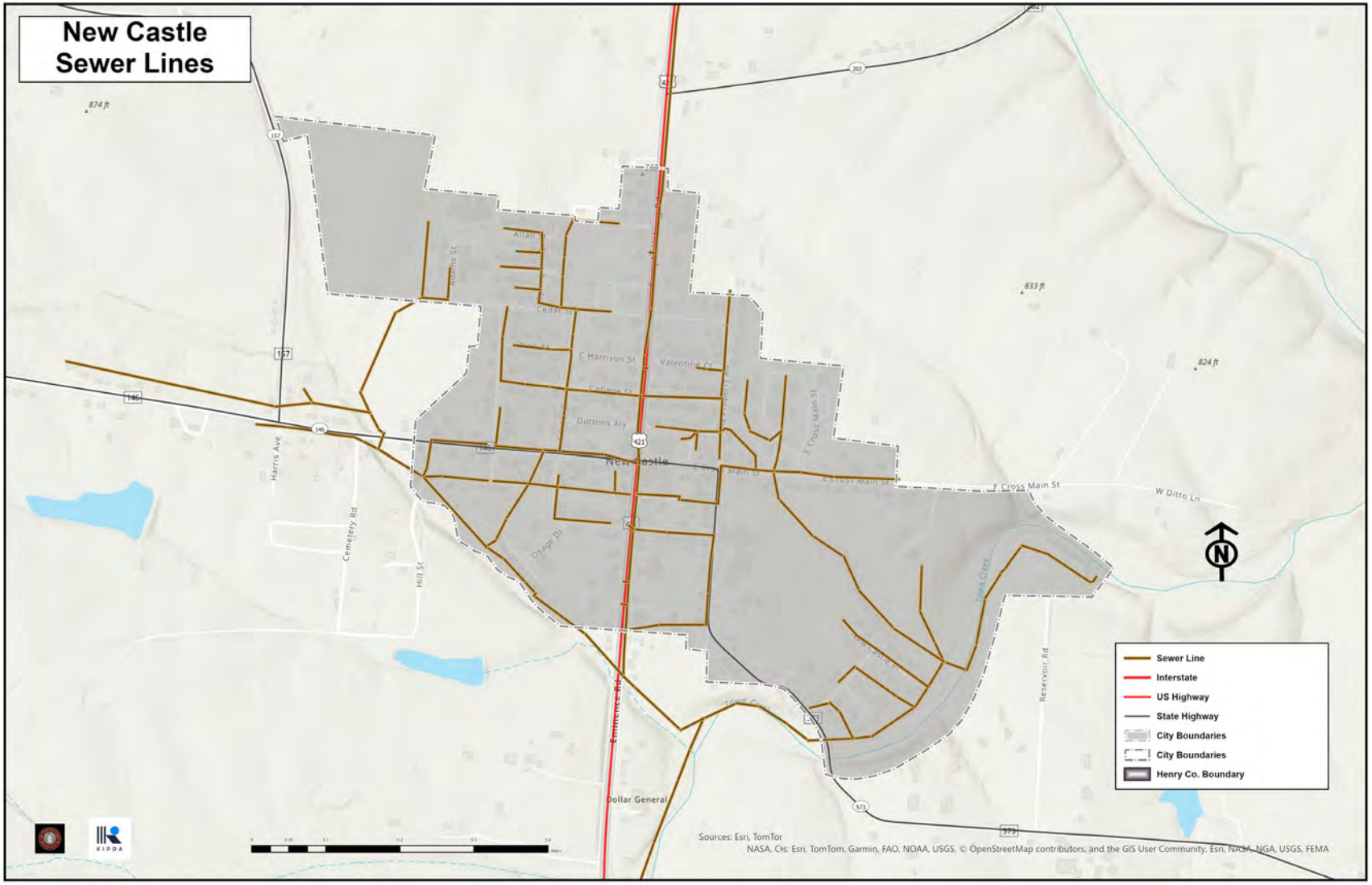
## *New Castle Wastewater System*

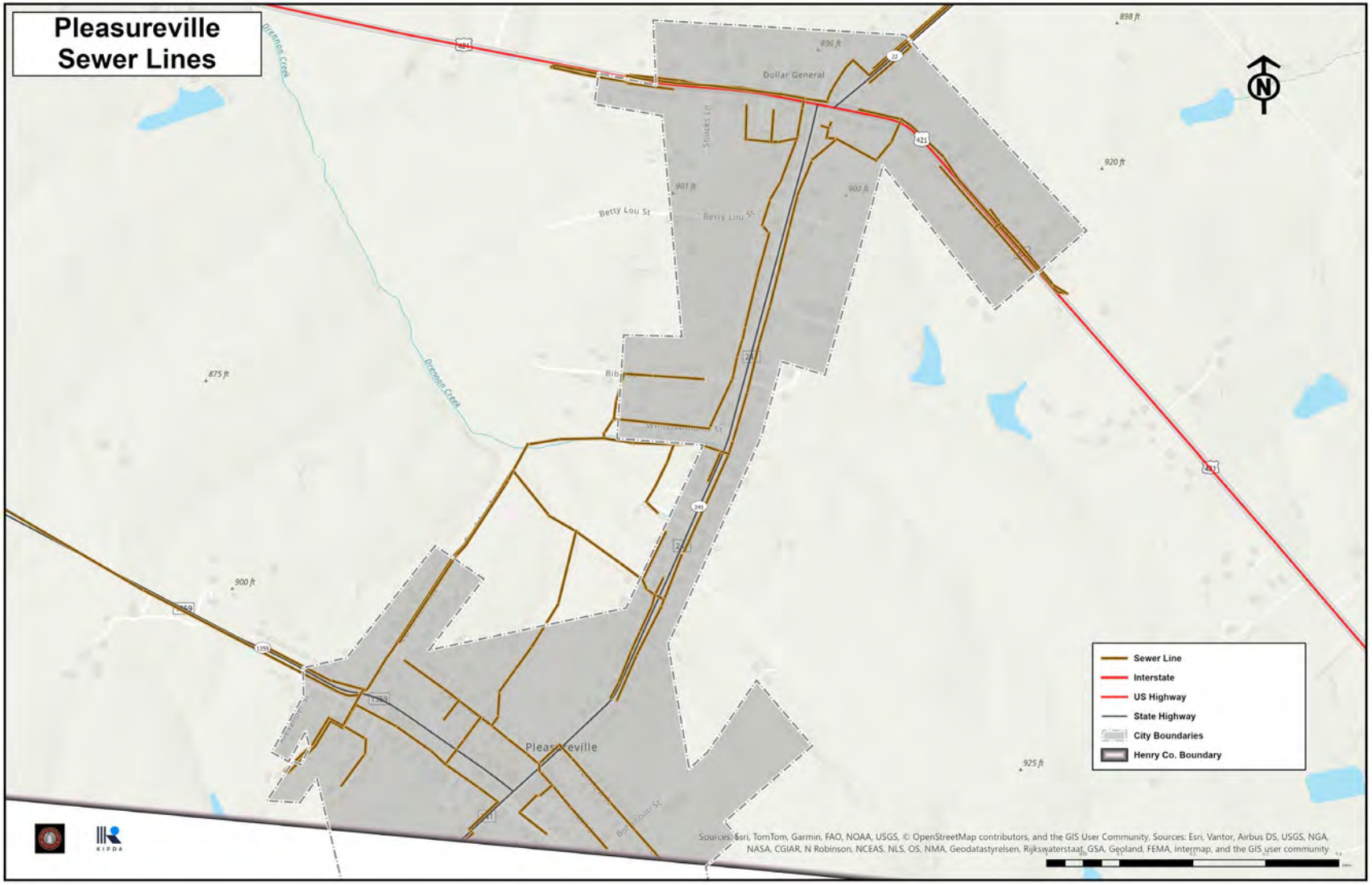
- Owner: City of New Castle
- Type of facility: Treatment facility
- Receiving waters: Town Creek
- Service connections: 495
- Design capacity: 0.295 MGD
- Annual volume treated: 56.826 MG
- Customers: 441 residential; 45 commercial; 9 institutional
- Number of lift stations: 2
- Age: 72.7% of sewer lines are 20 years or older


Henry County, KY
Sewer Lines
Sewer Line
Interstate
US Highway
State Highway
Corporate Boundary
Henry Co. Boundary
0 0.5 1 2 3 4 Miles
KIPDA


Campbellsburg
Sewer Lines
Sewer Line
Interstate
US Highway
State Highway
City Boundaries
Henry Co. Boundary
Campbellsburg
CSX Transportation Railroad
Carmon Creek
Lea View Ave
Boyer Ln
Hillsboro Rd
Barton Rd
Dougherty Creek
897 ft
903 ft
891 ft
920 ft
925 ft
893 ft
865 ft
872 ft
2273
2844
1606
421
997
KIPDA


Eminence
Sewer Lines
Sewer Line
Interstate
US Highway
State Highway
City Boundaries
Henry Co. Boundary
Eminence
Fox Pond
Jim Doyle Rd
Sparrow Ln
Lou Ave
Lakewood
957 ft
943 ft
951 ft
931 ft
920 ft
932 ft
892 ft
919 ft
900 ft
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NGA, USGS, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community


New Castle
Sewer Lines
Sewer Line
Interstate
US Highway
State Highway
City Boundaries
City Boundaries
Henry Co. Boundary
Sources: Esri, TomTor
NASA, Cis: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA
New Castle
Dollar General
Harris Ave
Cemetery Rd
Hill St
Emmence Rd
Reservoir Rd
F Cross Main St
W Ditto Ln
E Cross Main St
C Harrison St
Valentine Ct
College St
Duttons Aly
Osage Dr
Cedar St
Allan St
Adams St
874 ft
833 ft
824 ft


Pleasureville
Sewer Lines
Dollar General
Betty Lou St
Pleasureville
Sewer Line
Interstate
US Highway
State Highway
City Boundaries
Henry Co. Boundary
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

# Water

The source of Henry County's water comes from the Ohio River Alluvium Aquifer. Henry County Water District #2, along with only a few other water districts in the state, has a groundwater source versus a surface water source. Its treatment plant was built in 1998. Henry County Water District #2 is a special purpose governmental entity that is run by a Board of Commissioners.

## *Henry County Water District #2*

- Design capacity: 4.000 MGD
- Customers: 6,833
- Total annual customer water usage: 619.711 MG
- Water lines (total length for entire system): 2,655,749 linear feet
- Booster pump stations: 6
- Storage tanks: 12
- Major projects:
    - Fully funded:
        - US 42 Tank: construction of a 1 MG composite storage tank on US 42 to increase storage capacity
        - Cane Run Road Upgrade: upgrade of 2,000 LF of water line at Cane Run Road
        - Boling Branch Road Water Line Extension: extension of water line to 4-6 unserved households on Boling Branch Road
    - Approved but not funded:
        - Sulphur Transmission Main: placement of 18,200 LF of transmission main along Sulphur to serve 100 households
        - Dawkins Lane - Hwy 146 & Kavanaugh Lane to Hwy. 1606: placement of lines to interconnect Sulphur and KY 146 to serve households without service
        - Kentucky River Loop: placement of 32,000 LF of lines that will loop along the Kentucky River to serve 80 households
        - Smithfield Loop: placement of 28,700 LF of lines that will loop around Smithfield to serve 340 households
        - Radcliff Road to Hwy 712: placement of 3,200 LF of lines along Radcliff Road to serve 35 households
        - KY 1359 Loop: placement of 4,200 LF of lines to loop around KY 1359 to serve 25 households
        - Albert Moore Road Extension: placement of 8,000 LF of lines along Albert Moore Road to serve 4 households
        - KY 157 Main Upgrade: placement of 32,000 LF of lines along KY 157 to serve 1,220 households
        - Bunk Ellis Road: creation of loop between two lines providing better pressure

- Martini Lane to Webb Lane Upgrade: replacement of existing line that was too small
- Sweeney Lane: closing of three gaps
- Fallen Timber - New Castle: placement of 19,500 LF of lines along Fallen Timber area in New Castle to serve households without service
- Water Treatment Plant Upgrade: upgrade of existing facilities with membrane filter process and a water softening process to lower the hardness 50% to benefit 100% of customers
- KY 146 Upgrade: placement of 34,600 LF of lines along KY 146 from Jackson Road to Hwy 153 to serve 200 households
- KY 153 Upgrade: placement of 32,000 LF of lines along KY 153 to improve water pressure and water flow to underserved area
- Pleasureville Area Water System Improvements: improvements to pumps and pump station in Pleasureville area

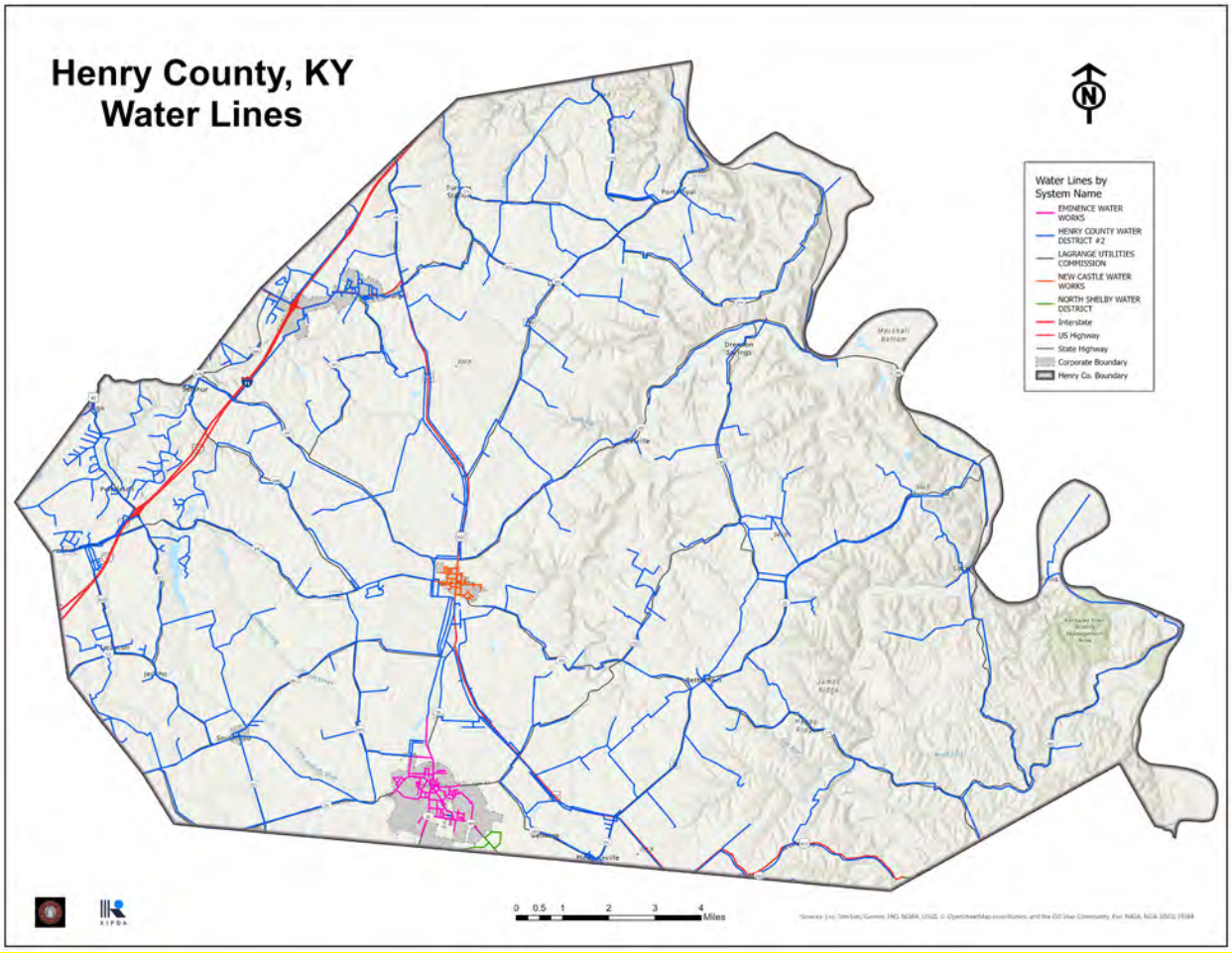
## *New Castle Water Works*

- Purchases from: Henry County Water District #2
- Customers: 482 (438 residential, 39 commercial, and 5 institutional)
- Total annual volume purchased: 24.391 MG
- Water lines (total length for entire system): 32,276 linear feet
- Projects:
  - Fully funded:
    - New Castle Water Meter Replacement Project - Phase I: Phase I of a project to replace obsolete and malfunctioning water meters with automatic meter reading-capable meters and leak detection
    - Filter #1 Rehabilitation
  - Approved but not funded:
    - City of New Castle - College St Water Line Replacement: replacement of undersized and corroded line
    - City of New Castle - Water System Improvements Project: replacement of cast iron and asbestos cement line and inoperable gate valves
    - City of New Castle - Main Street Water Main Replacement Project: replacement of cast iron and asbestos cement line and inoperable gate valves

## *Eminence Water Works*

- Purchases from: Henry County Water District #2
- Customers: 1,262 (1,173 residential, 83 commercial, and 6 industrial)
- Total annual volume purchased: 75.747 MG
- Water lines (total length for entire system): 133,912 linear feet

Map 6-5 Water Districts

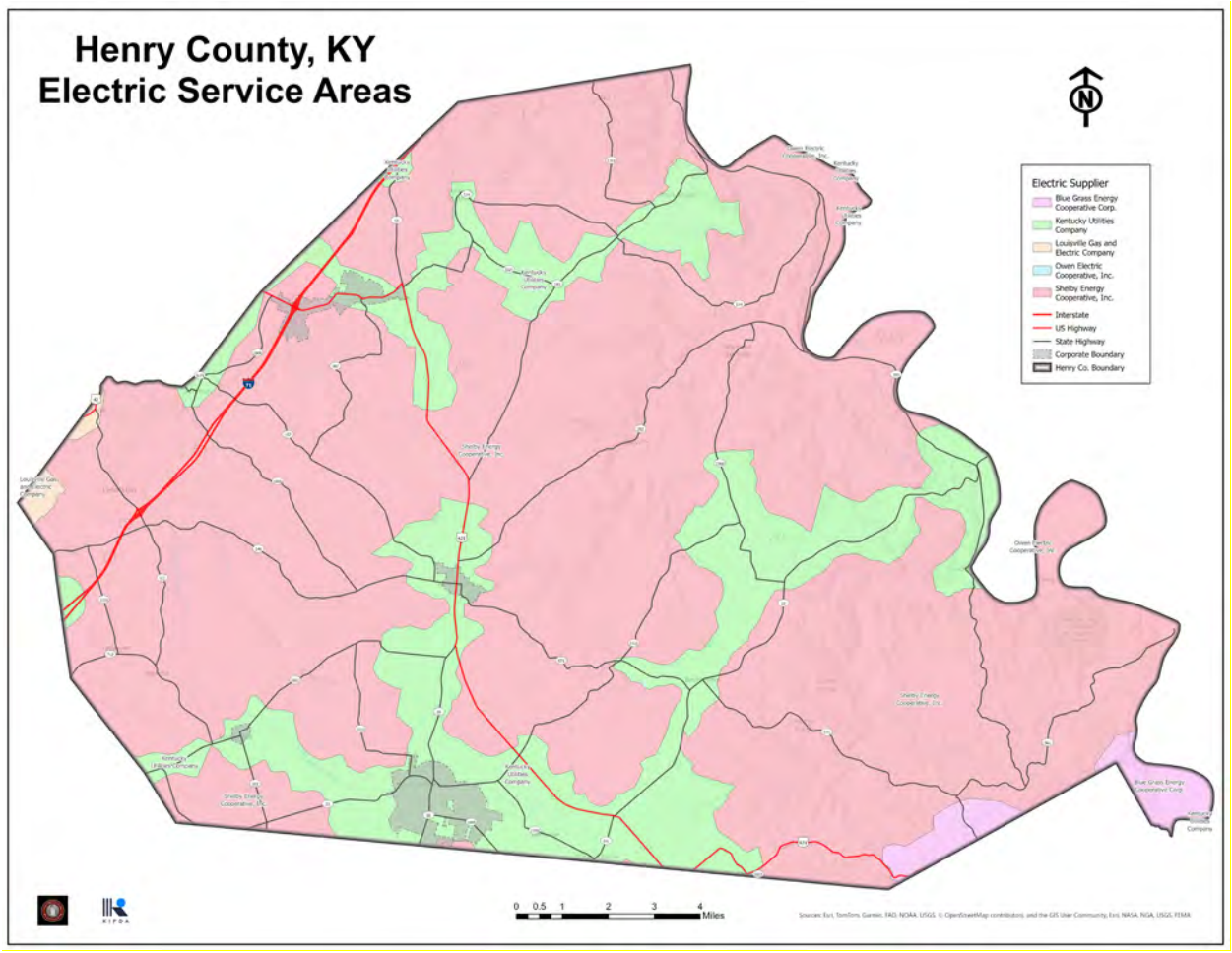


## Electricity and Gas

Two companies provide electricity to Henry County. Kentucky Utilities Company serves Campbellsburg, Eminence, New Castle, and surrounding areas. Shelby Energy Cooperative, which obtains its power from East Kentucky Power Cooperative, serves most of rural Henry County.

Louisville Gas and Electric Company provide natural gas service to all of Henry County.

Map 6-7 Electric Service Areas



## Solid Waste Management

The Henry County Solid Waste Management Plan was adopted in 1993 and updated in 2019. The plan serves as the authority for county solid waste issues. The county has put in place a Mandatory Garbage Ordinance and has a Dumpster Agreement with several service providers for dumpster services, with very high participation rates. A recycling drop-off location at Henry County Road Department Complex in New Castle serves the county seven days a week. A part-time Solid Waste Officer enforces the county's Solid Waste Ordinance.

Henry County has no permitted public or private landfills. The largest and most frequently utilized landfill facility is the Valley View Landfill in southern Trimble County. This large, privately owned facility is close to the Henry County border.

## Safety and Health

Police protection in Henry County is provided to the five incorporated cities by their respective police departments. The largest is the Eminence Police Department, with up to eight officers. The county Sheriff's Office has eleven officers (the County Sheriff, four full-time deputy sheriffs, two part-time deputy sheriffs, two school resource officers, one full-time court security officer, and one part-time court security officer).

The cities of Eminence and New Castle have city fire departments serving surrounding areas. Fire protection is provided to residents outside of these boundaries by four nonprofit fire departments:

- *Campbellsburg Fire and Rescue Department* — serves the northwest part of the county (and part of Trimble County);
- *Kentucky River Fire & Rescue* – serves the eastern part of the county;
- *Lake Jericho Fire & Rescue Department* – serves the western part of the county; and
- *Pleasureville Volunteer Fire & Rescue Department* – serves Pleasureville and the southeastern part of the county.

A $70.00 fire protection fee is paid on every non-commercial county property tax bill per year and $200 on every commercial tax bill. The county distributes this fee to the fire district covering each property address.

No hospitals are located within Henry County; however, three hospitals are located about 20 miles of New Castle. Baptist Health La Grange, a 90-bed facility, is located 14.5 miles from New Castle in Oldham County. UofL Health – Shelbyville Hospital, a 70-bed facility, is located 18.2 miles from New Castle in Shelby County. Carroll County Memorial Hospital, a 25-bed facility, is located 20.5 miles from New Castle in Carrollton. Numerous health care facilities offering medical care of all types are located in Louisville, roughly 40 miles from New Castle.

Henry County EMS provides ambulance services throughout the county, funded by the Henry County Ambulance Taxing District via taxes assessed on property in the county.

The Henry County Health Department located in New Castle provides clinical and environmental services as well as emergency preparedness and community outreach. It is funded by the Henry County Public Health Taxing District through taxes assessed on property in the county.

There are several doctors and dentists in private practice in the county.

New Castle Nursing & Rehab, a 60-bed facility offering short-term rehab as well as long-term care, is the only nursing home currently operating in Henry County. An adjacent assisted living facility, Twin Oaks, has 28 apartment units.

Cedar Lake Lodge, a private nonprofit organization that provides residential and programming needs for people with intellectual and developmental disabilities, has an intermediate care facility in New Castle with 16 licensed beds.

## Education

Henry County has two school systems: Henry County Public Schools and the Eminence Independent School District.



Henry County Public Schools had 1,863 students enrolled in the 2024-2025 school year and employed 128 teachers. The system serves one early childhood center, three elementary schools, one middle school, and one high school. Henry County High School offers career pathways in agriculture, Air Force JROTC, business, education, engineering, health sciences, and media arts. Henry County Public Schools participate in Jobs for America's Graduates (JAG), which prepares students to become leaders in tomorrow's workforce by assisting them in overcoming barriers so they will graduate from high school and transition successfully into the workforce, military, and/or post-secondary education.

The Eminence Independent School District had 976 students enrolled in the 2024-2025 school year and employed 72 teachers at an elementary school, a high school, and a Kentucky National Guard Youth ChalleNGe Academy. The district offers a full early college model for students to complete their first two years of college while in high school.

2024-25 enrollment was as follows:

### *Henry County Public Schools District*

- Campbellsburg Elementary School 347
- Eastern Elementary School 205
- New Castle Elementary School 343
- Henry County Middle School 444
- Henry County High School 626

### *Eminence Independent School District*

- Eminence Elementary School 495
- Eminence High School 566

Henry County residents have access to a large number and variety of higher education options located in the nearby cities of Louisville and Lexington. Jefferson Community and Technical College also has facilities in Shelbyville and Carrollton.

## Library

Library services are available to the residents via the newly built Henry County Public library in Eminence, completed in 2020. The library offers computers, free Wi-Fi, a meeting room, study rooms, printing and copying, and free notary services. The library also has a bookmobile that provides services to different areas of the county. Library activities are funded through the Henry County Library Taxing District, which imposes a tax on property in the county.



## Media

Henry County is served by one local newspaper, the Henry County Local, which provides weekly news coverage. The paper has a print circulation of approximately 1,500, with an average of 14,000/month in unique visitors on its website and a countywide issue that goes to every home in the county three times a year. Daily local news coverage is also available to the county via The Courier-Journal in Louisville.

Henry County currently has no radio stations licensed within the county, but it picks up stations from surrounding counties. Television reception is accessible from stations in Louisville, Lexington, and Cincinnati. Spectrum provides internet, mobile, cable television, and voice service, and telephone service is available from AT&T and all available mobile carriers.

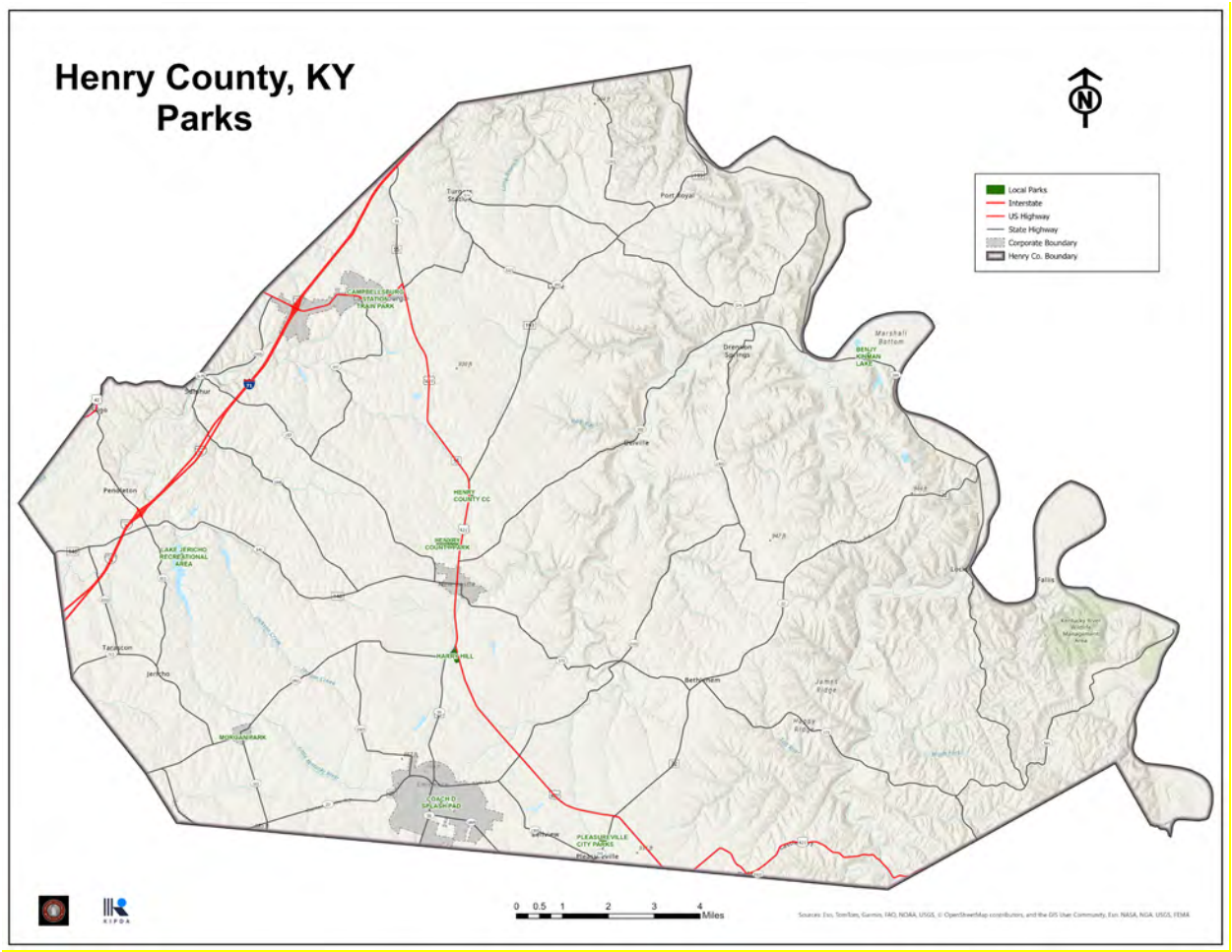
## Parks and Recreation

Henry County has two major parks facilities and several city parks:

- *Harry Hill Park* includes the Moore-Prewitt Agriculture Arena and 4-H Building. It hosts the Henry County Fair and numerous events, and features softball, baseball, and soccer fields, a children's playground, and picnic shelters.
- *The John Logan Brent Park* has soccer and football fields, the all-access Michael Brent playground, a walking trail, a pavilion, a full-size basketball court, and green space. It also includes the Donald and Elizabeth Buchanan Splash Pad.

- *Lake Jericho Recreational Area*, located on the 137-acre Lake Jericho, offers camping, fishing, picnic tables, grilling, and two shelters.
- *Coach D Park* in Eminence offers a splash pad, tennis courts, swing sets, and pavilions.
- *Morgan Park* in Smithfield offers outdoor recreation for all ages.
- *Campbellsburg Community Center* in Campbellsburg is available to rent for special events.

Map 6-2 Parks



CHAPTER 7

# Transportation

## Introduction

The transportation network of a community is vital for the movement of goods and to provide a safe and efficient means for residents to access jobs, shopping, and entertainment. Several modes of transportation are available in Henry County. The road system is the most often used by residents and semi-truck traffic. A CSX Transportation railroad also passes through the northwest portion of the county.

The quality of a local transportation system can have a critical impact on the quality, type, and rate of development that occurs in a community.

## National Highway System

The Kentucky Transportation Cabinet (KYTC) oversees the National Highway System (NHS) routes within Henry County. This designation is significant as NHS roadways qualify for specific NHS funding. Interstate 71, which connects Louisville and Cincinnati, runs along the northwestern part of the county, and provides excellent access for shipping goods into and out of the county. Interchanges for 1-71 are located near Campbellsburg and Pendleton.

## Henry County Roads

Henry County is served by 22 state-maintained roadways which are part of the state primary or secondary road system. A major route connecting Cincinnati and Louisville is US-42, which runs through Sligo in the western part of Henry County. Interstate 64, which connects Louisville and Lexington, is accessible 15 miles south of Eminence in Shelby County.

Other major roads include US-421 and KY-55. New Castle and Campbellsburg are located along US-421 and Eminence lies along KY-55. Roads that serve as truck routes and to move traffic through the county include Kentucky Routes KY-193, KY-389, KY-146, and KY-22.

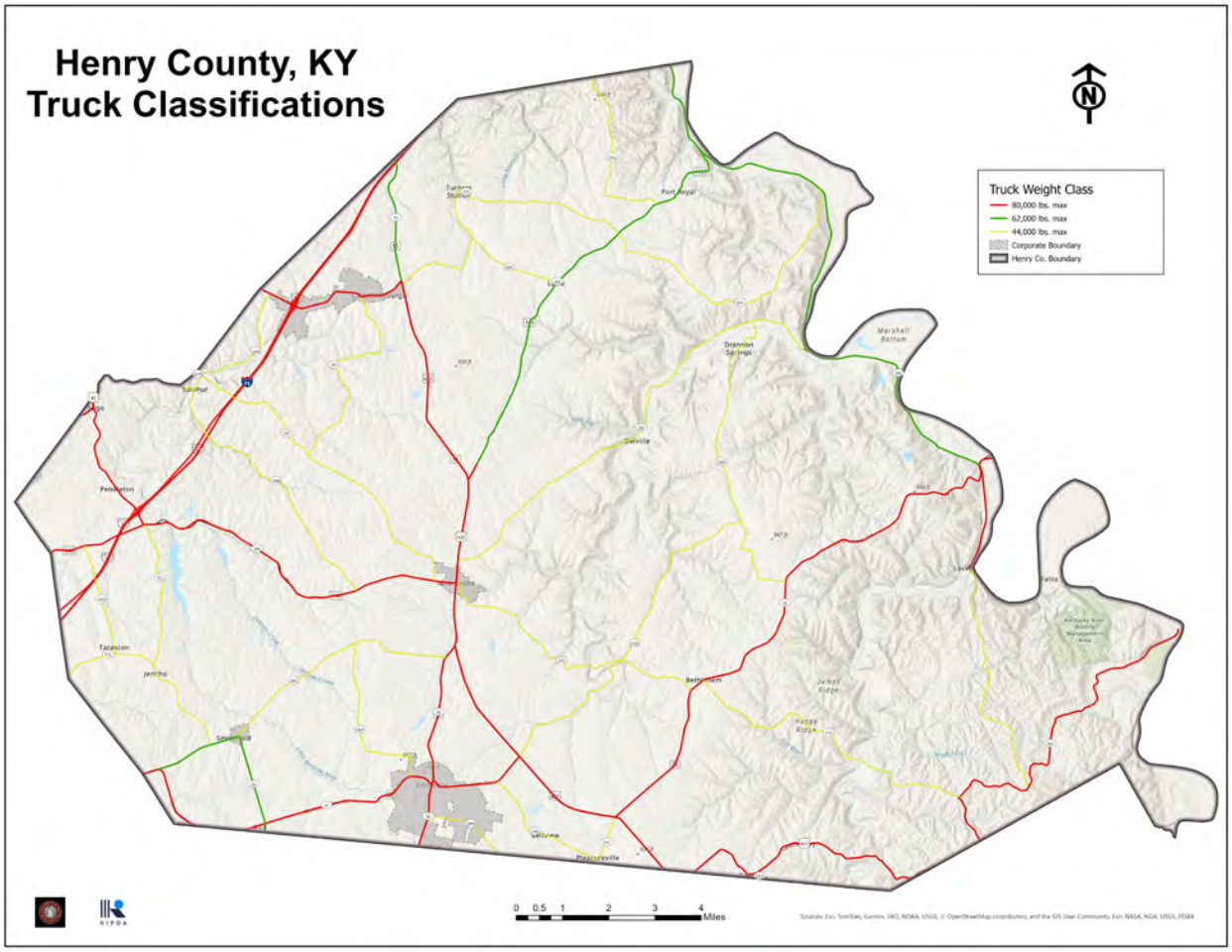
## Trucking Classifications

State-maintained roads are classified by truck weight capacity. Kentucky Revised Statute (KRS) 189.222 requires KYTC to establish weight limits on the state-maintained highway system. To implement this statute, Kentucky Administrative Regulations (KAR) designating weight limits are promulgated and updated frequently. Designated “AAA” trucking highways have an 80,000-pound permitted gross load limit,

while “AA” highways have a 62,000- pound gross load limit. All other state-maintained roads are designated as Class “A” trucking highways with a 44,000-pound gross load limit.

Map 7-1 shows the AAA, AA, and A rated highways in Kentucky.

Map 7-1 Henry County Truck Classifications




## Functional Classification System

The analysis of existing roadway systems includes an assessment of the function performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. The functional classification system for Henry County (Map 7-2) as established by the KYTC is as follows:

*Rural Principal Arterial* — The rural principal arterial system consists of a connected rural network of continuous routes that: 1) serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; 2) serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over; and 3) provide an

integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

*Rural Minor Arterial* — Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network that: 1) links cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and forms an integrated network providing interstate and intercounty service; 2) is spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; and 3) provides (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

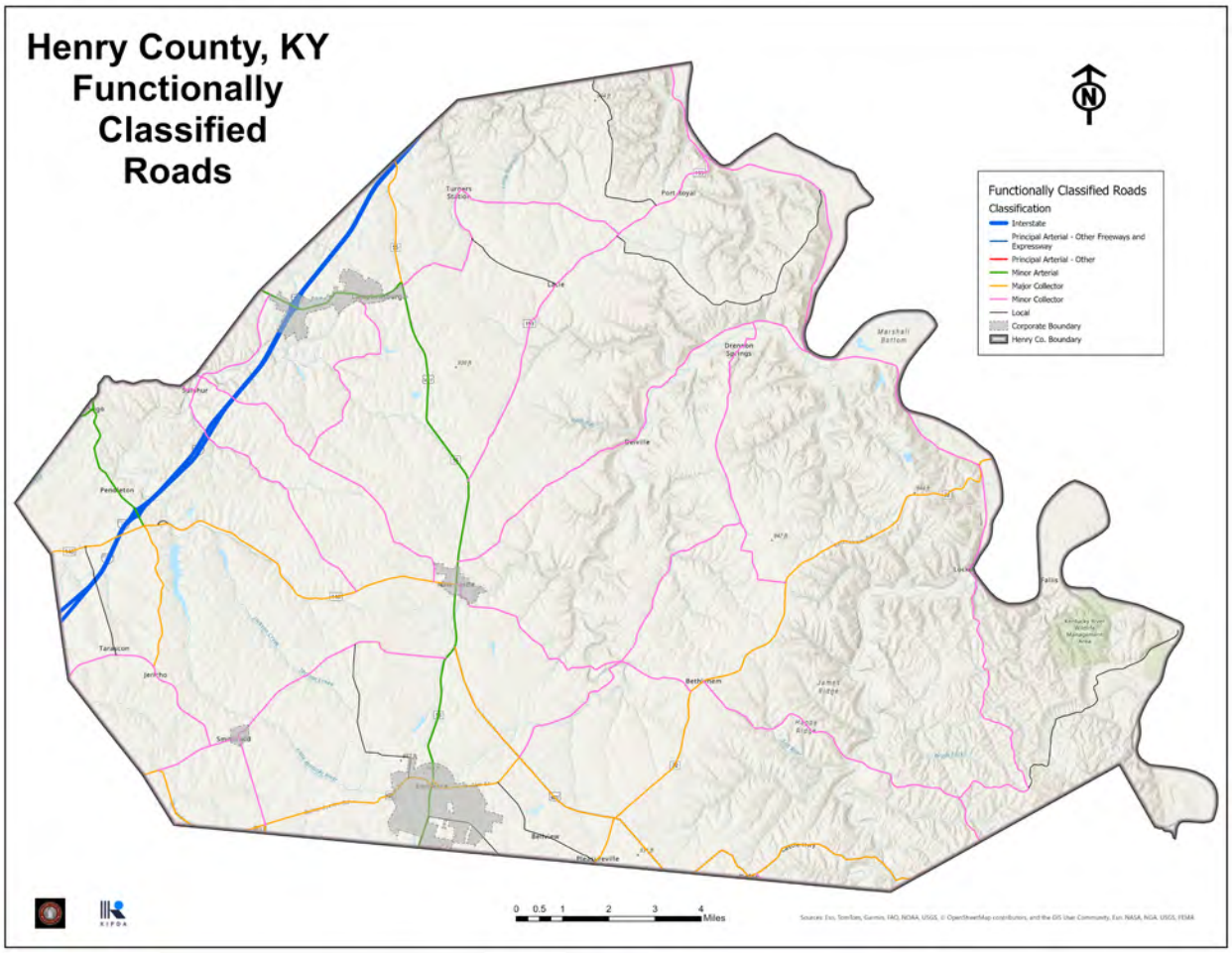
*Rural Collector Roads* — Rural collector roads generally serve intracounty traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two types of rural collector routes, characterized as follows:

*Major Collector* — These routes typically: 1) provide service to the county seat not on an arterial route and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, etc.; 2) link these places with nearby larger towns or cities, or with routes of higher classification; and 3) serve the more important intracounty travel corridors.

*Minor Collector* — These routes: 1) are spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road; 2) provide service to the remaining smaller communities; and 3) link the locally important traffic generators with rural areas.

*Rural Local Roads* — Roads within this classification: 1) serve primarily to provide access to adjacent land; and 2) provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

Map 7-2 Functional Classification Henry County October 2024




## Planned Road Improvements

KYTC follows a highway plan for all 120 counties approved by the Kentucky State Legislature every two years. The current plan covers Fiscal Year (FY) 2026 through FY 2032 and shows road improvement, bridge, weigh station, rest area rehab, interchange, and other highway related planned projects for the period. See the Henry County Six-Year Plan Project Map (Map 7-3).

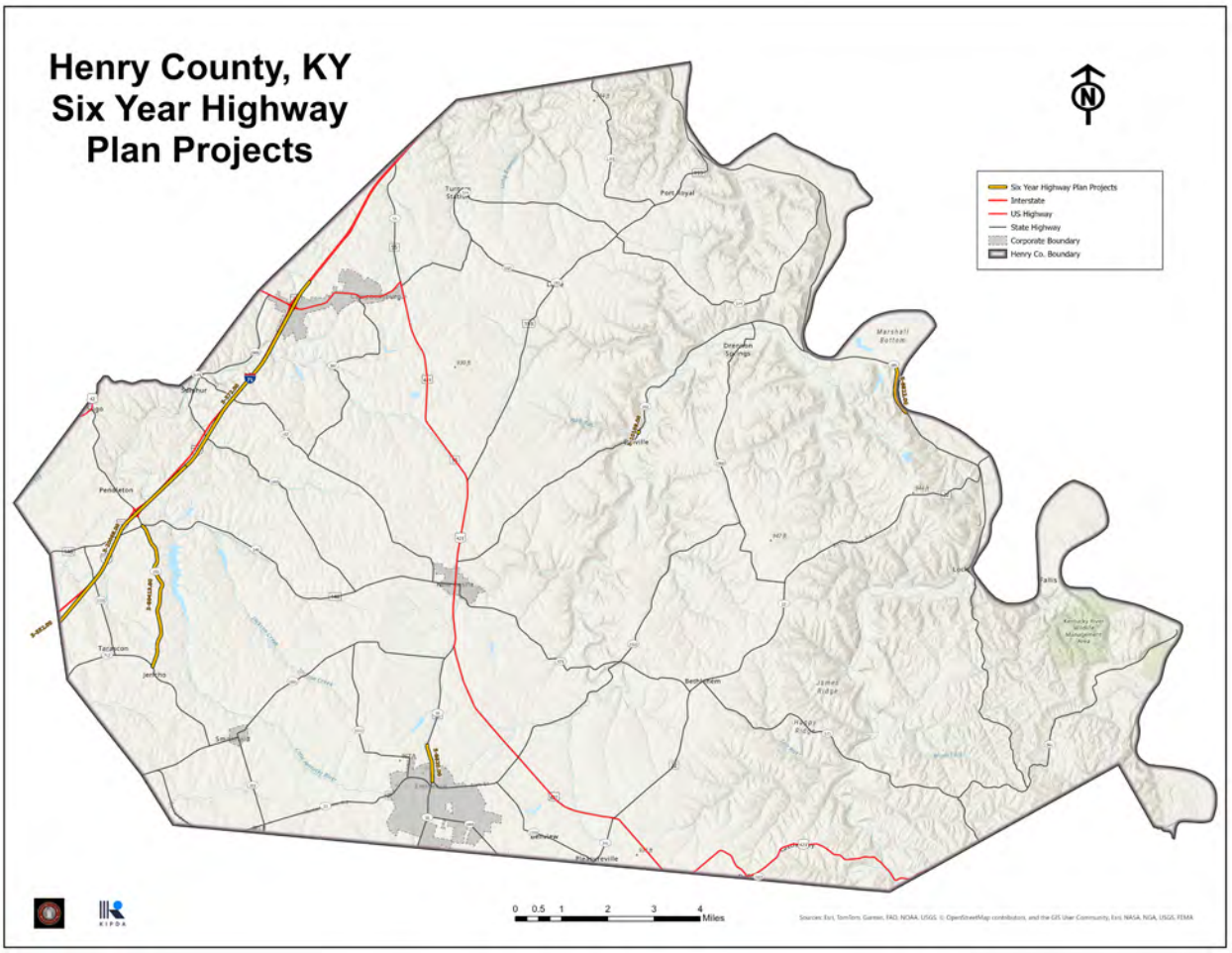
*Projects Funded for FY26-FY28* — The projects included in the FY26-FY28 Biennial Highway Construction Plan for Henry County and their anticipated funding year and cost are as follows:

1. Improve safety and reduce congestion on I-71 from KY-53 to KY-153. Only design phase is funded. FY27. Cost $6,500,000.
2. Rehabilitation-overlay and widening existing KY-55 from KY-22 to curve at MP 2.210 north of Eminence. Includes replacing existing curb and gutter and sidewalks, and relocation of impact utilities. Only right-of-way phase is funded. FY27. Cost $1,830,000.

*Projects Proposed for FY29-FY32* — The projects included in the FY29-FY32 Highway Preconstruction Plan, for which funding has not yet been committed, are as follows:

1. Improve safety and reduce congestion on 1-71 from KY-53 to KY-153.
2. Improve safety and reduce congestion on I-71 from KY-153 to US-421.
3. Rehabilitation-overlay and widening existing KY-55 from KY-22 to curve at MP 2.210 north of Eminence. Includes replacing existing curb and gutter.
4. Geotech repairs on KY-389 in Henry County above the Kentucky River south of Marshalls Bottom Road.
5. Address deficiencies of bridge on KY-202 over Flag Run (052B00011N).
6. Address condition of I-071 from MP 24.727 to MP 29.112 (28.17 Cardinal).
7. Improve safety and traffic operations on KY-153 between KY-712 and KY-146. A total of 80 housing units are scheduled for construction in 2026, prompting the need to add road shoulders to enhance safety.

Map 7-3 Henry County Six-Year Plan Project Map




## KYTC SHIFT Prioritization Projects

Strategic Highway Investment Formula for Tomorrow (SHIFT) is KYTC's approach to compare capital improvement projects and prioritize limited transportation funds.

The following two SHIFT projects, which were selected by Henry County as top priorities, were boosted by the Regional Transportation Council, which provides local and regional input to KYTC's statewide transportation planning process:

1. IP20230133: Major reconstruction of KY-146 between New Castle at US-421 and Pendleton at KY-153. Segment 1B: MP 5.33 to Lost Creek (1/2 mile east of Safety Kleen entrance (portion of 05-8300.00).
2. IP20150150: Rehabilitation-overlay and widening existing KY-55 from KY-22 to curve at MP 2.210 north of Eminence. Includes replacing existing curb and gutter and sidewalks, and relocation of impact utilities. (MP 1.408 to 2.210) (14CCN).

The following lower-priority projects were also sponsored during the SHIFT process for Henry County:

1. IP20240040: Improve traffic operations at the KY-22 intersection with KY-322.
2. IP20150368: Scoping/planning study for KY-389 in Henry County from KY-202 (Drennon Road) north to Henry County/Carroll County line (14CCN).
3. IP20080186: Improve safety and address geometric deficiencies on KY-153 from KY-146 to US-42 (from Sligo to south of the I-71/KY-153 interchange).
4. IP20150426: Major reconstruction of KY-146 between New Castle at US-421 and Pendleton at KY-153. Segment 2: Lost Creek (1/2 mile east of Safety Kleen entrance) to Main Street (US-421/KY-55). MP 6.8 to 9.8. (12CCN) (14CCR).
5. IP20150051: Improve safety and reduce congestion on I-71 from KY-53 to KY-153.
6. IP20110218: Improve safety and access along KY-55 from KY-1899 (Mulberry Pike) to KY-22 in Eminence.
7. IP20080181: Provide new interchange on I-71 at KY-55 near Campbellsburg to improve access for Henry, Trimble, and Carroll Counties.

*Local Assistance Road Program* — Henry County was approved in FY26 to receive $361,100 from the Local Assistance Road Program for primarily roadway maintenance projects.

*Grant Pool* — The Kentucky General Fund appropriation for 2026 included $24,000,000 in fiscal year 2026-2027 for a grant pool for cities and counties. Henry County and New Castle are each eligible to receive up to $100,000, for a total of $200,000. Authorized projects that may be applied for include city and county road improvements, construction of new routes, sidewalk construction and repair, multimodal transportation projects, and pavement resurfacing.

## Access Management

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where those two functions conflict, roadway design capacity will not be achieved, resulting in congestion and an increase in traffic accidents. The implementation of access management guidelines enhances the overall transportation system by ensuring that each roadway continues to function at its

capacity level. Although access to local streets is regulated solely by local government, KYTC must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. KYTC standards are minimum standards. Local access management guidelines help to ensure that a roadway will operate at its design capacity by identifying factors to be considered when access points from individual properties to a roadway are approved. For example, driveways should be limited along arterial roads and major collector routes. Measures that should be considered as part of access management include provisions for:

- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns)
- Limitations on new access points for subdivisions

It is recommended that the Henry County Zoning Regulations and the Henry County Subdivision Regulations be reviewed and updated to include or amend access management regulations.

## Complete Streets

"Complete Streets" are streets that are designed with everyone in mind, enabling safe access for users of all ages and abilities to safely move along and across a street whether they are motorists, pedestrians, bicyclists, or public transportation users. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Complete Streets can look different in rural communities than they do in more urbanized areas. For example, roads surrounded by agricultural uses may be "complete" just by simply providing wide shoulders to allow safe bicycling and walking and linking to regional trails. Complete Streets are important in helping town centers and Main Streets thrive by improving street connectivity and allowing everyone, whether on foot, bike, or public transportation, to reach community focal points.

## Pedestrian Facilities

Sidewalks and other walking paths are essential components of a multi-model transportation system. However, as automobiles became the dominant form of transportation, sidewalks were often left out of development. Existing sidewalks are located mostly within city boundaries and maintenance of sidewalks is often a low priority. This has contributed to traffic congestion as often the safest way to get to or from one place to another is by automobile, even though the destination may only be a few hundred yards away.

Pedestrian design should be incorporated into development activities occurring within Henry County. Flexibility should be given for developments that (1) incorporate alternative forms of pedestrian design,

including the development of sidewalks, pathways, trails, and (2) that offer connections to public facilities, parks, nature preserves, and pedestrian access outside of development to an existing trail.

As pedestrian safety has been recognized as a national concern, federal legislation now requires the inclusion of bicycle and pedestrian facilities into the local transportation planning process. All new public facilities, including sidewalks, must be accessible to people with disabilities.

## Public Transportation

There is no public transportation in Henry County.

## Rail

There are no railroad yards in Henry County. CSX Transportation provides direct rail service through the western part of Henry County. Several other freight facilities, such as Norfolk Southern Corporation, Paducah and Louisville Railway, and Burlington Northern Railroad, are located 39 miles southwest of Campbellsburg in Louisville.

## Water

The closest major navigable waterway to Henry County is the Ohio River. The Ohio River's closest point is approximately 20 miles north of New Castle in Carrollton. The Kentucky River is used for commercial navigable traffic in Henry County, starting in Carrollton and continuing to Lock 4 in Frankfort, with Locks 2 and 3 located in Henry County. There are no riverports or ferries located in Henry County.

## Air

There are no airports in Henry County. The closest general aviation airport is Capital City Airport in Frankfort, located approximately 29 miles southeast of New Castle and Gallatin County Regional Airport, located approximately 34 miles northeast of New Castle. The two closest major commercial service airports are the Louisville Muhammad Ali International Airport and Cincinnati/Northern Kentucky International Airport. Scheduled commercial airline and airfreight services are available at Louisville Muhammad Ali International Airport, which is 39 miles southwest of New Castle, and the Cincinnati/Northern Kentucky International Airport, which is approximately 70 miles northeast of New Castle.

Worldwide shipping services are available from both United Parcel Service (UPS) and DHL. UPS Worldport, a 5.2 million sq. ft. global facility where more than two million packages a day are processed, is located at the Louisville Muhammad Ali International Airport, and constitutes the company's largest air hub. DHL has a global superhub on 194 acres with a fleet of 60 aircraft and 130 daily flights located at the Cincinnati/Northern Kentucky International Airport.

CHAPTER 8

# Existing Land Use

## Existing Land Use

The purpose of this land use plan element is to present the current land uses and determine the future land use needs of Henry County and its five incorporated cities. Examining the existing land use patterns, projections, and population trends for the county helps to project the county's future land use needs. An analysis of economic trends also provides a solid foundation for determining local future commercial and industrial needs. Certain areas within the five incorporated cities should be considered for possible redevelopment for commercial and residential uses. Availability of transportation and community services near these cities make them prime locations for future commercial and industrial land use needs. See the Henry County Current Land Use Map (Map 8-1).

Henry County has five incorporated cities with a combined estimated population of 6,068. The estimated population of the county's unincorporated areas is 9,788.

## Campbellsburg



Located in the northwest part of the county, Campbellsburg was incorporated in 1840 and was originally named Chiltonsville. The current population estimate is 1,016. Map 8-2, Campbellsburg Current Land Use Map, portrays the existing land use in Campbellsburg. Within the city limits there appears to be a good balance of low and high-density residential development and commercial areas to serve the needs of the residents. The downtown is modern, having been rebuilt after the tornado damage in 1974. Campbellsburg has extensive room for development within its city limits and has the potential for rapid residential expansion due to its proximity to 1-71 and Louisville. Public sewer service is being extended to an area adjacent to 1-71 on the north side of the city limits targeted for future industrial, commercial, and residential growth. Areas on the south side of Campbellsburg may be available for future growth with access to the railroad system.

## Eminence

Eminence is the county's most populous city and was incorporated in 1851. Eminence was named for its position about 900 feet above sea level, the highest point between Louisville and Lexington. Eminence was a key stop along the Louisville and Nashville Railroad, and the original passenger depot now houses the City Hall and Public Works Department.



Located in the south-central part of the county, adjacent to the Shelby County border, Eminence is the hub for Henry County's commercial and business ventures. The city supports an independent school system. The population estimate is 2,724. The current land use is displayed on Map 8-3, Eminence Current Land Use Map.

The western portion of the city developed in a basic circular pattern centered along the crossroads of KY 22 and KY 55. The downtown is a historic core of commercial and public uses and is primarily surrounded by single family residential development. The city has annexed land east and southeast of the city primarily for industrial development; this area is targeted for future industrial growth. Just outside Eminence's western city limits is an additional area of industrial and commercial development. Extension of additional city services in this direction should be considered alongside annexation matters.

## New Castle



Located in the center of the county, New Castle was incorporated in 1817 (the third incorporated city in Kentucky) and is the county seat of government. The population estimate is 1,052. The existing land use is shown in Map 8-4, New Castle Current Land Use Map. As the county seat, New Castle has a high proportion of public land use, particularly around the downtown courthouse. Intermixed with local governmental offices is downtown commercial development. The balance of the city is low and high-density residential development. There is limited undeveloped land within the city limits available for future development. Infill development downtown can accommodate commercial development pressures and small areas of vacant land are available for additional single family and multi-family residential development.

## Pleasureville

Located in the south-central part of the county and in the northern part of Shelby County, Pleasureville was incorporated in 1842. The settlement was relocated to a stop on the Louisville and Nashville Railroad in 1858 and the original city became known as North Pleasureville. Pleasureville and North Pleasureville

merged in 1962. The population estimate is 1,123. Existing land use is shown on Map 8-5, Pleasureville Current Land Use Map.

## Smithfield

Located in the southwest part of the county, approximately four miles west of Eminence, Smithfield was incorporated in 1870. It was a stop on the Louisville and Cincinnati Railroad. The population estimate was 153. Existing land use is shown on Map 8-6, Smithfield Current Land Use Map.

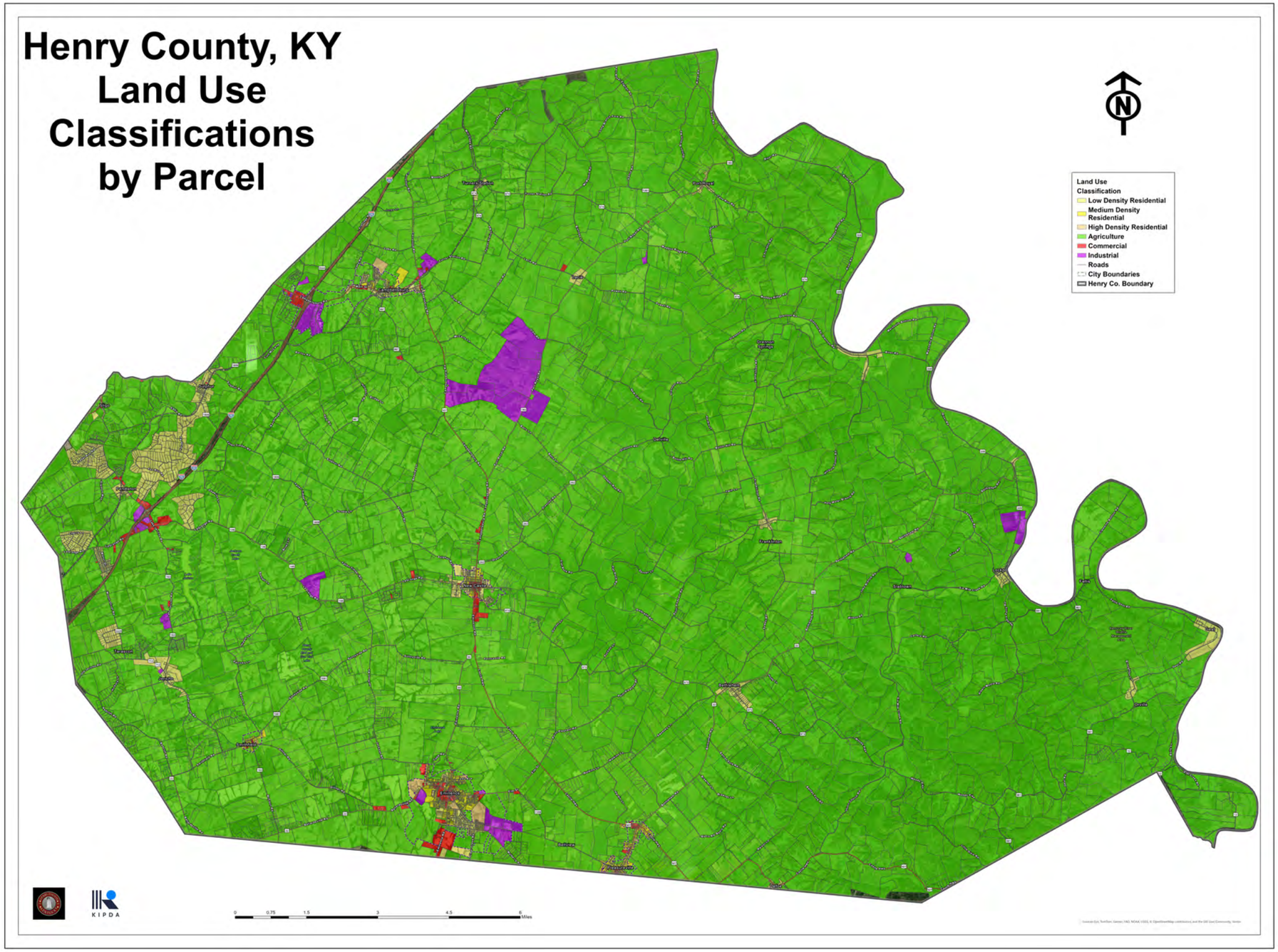
## Unincorporated Areas

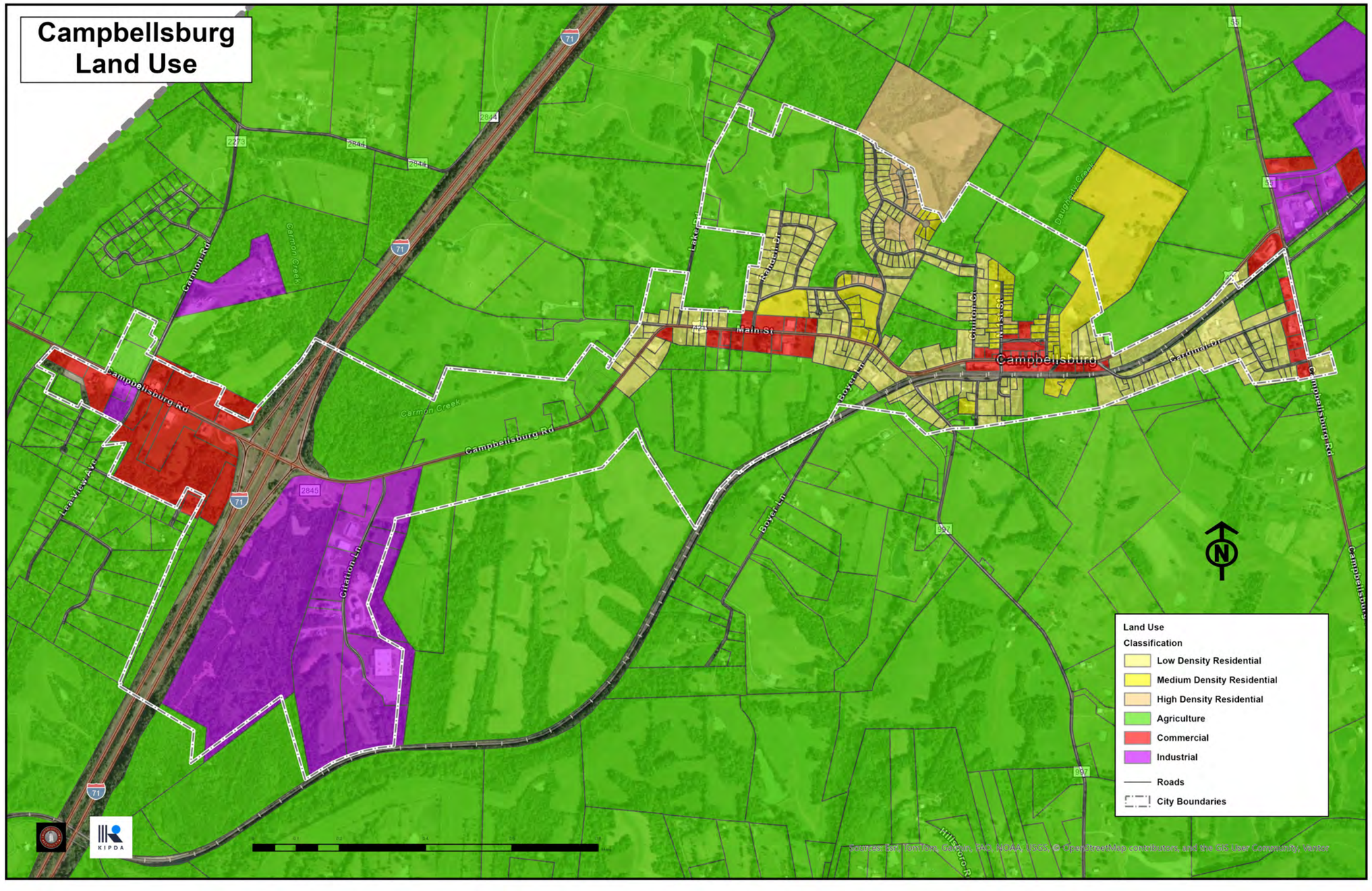
The unincorporated areas of the county are largely dominated by agricultural and large tract residential land uses except for the smaller communities listed below. Residential, commercial, and industrial development occurs in areas adjacent to the incorporated cities and along primary roads. Industrial development within the unincorporated county is concentrated along the Kentucky River in Lockport to the east, outside of New Castle along KY146, and KY153 by Lake Jericho.

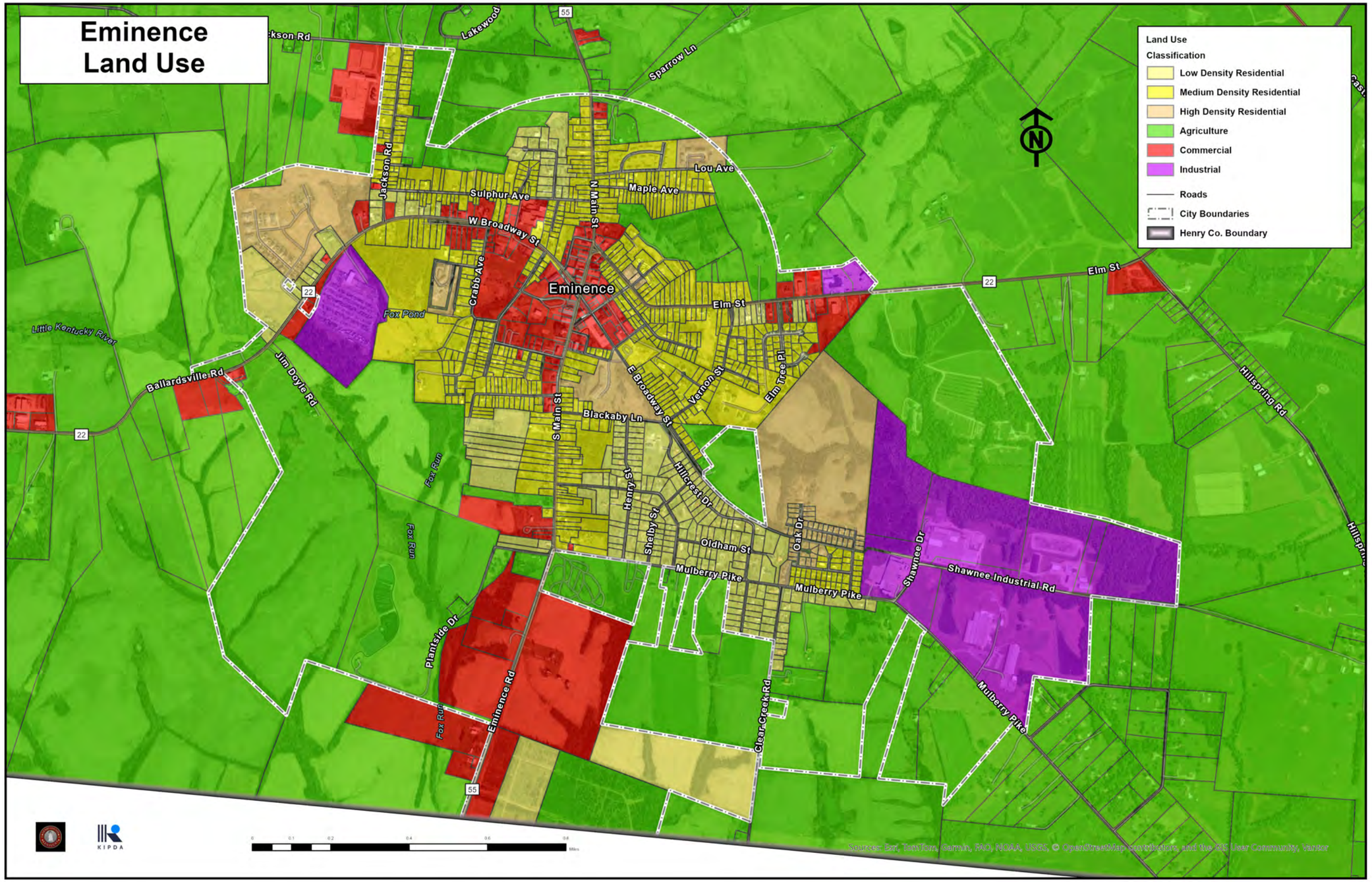
Park and recreational land use is scattered around the county, with Harry Hill Park off Castle Highway, Lake Jericho Recreational Area west of New Castle and John Logan Brent Community Park north of New Castle. Public/institutional uses are found throughout the unincorporated areas of the county and include churches, fire stations, schools, cemeteries, etc.

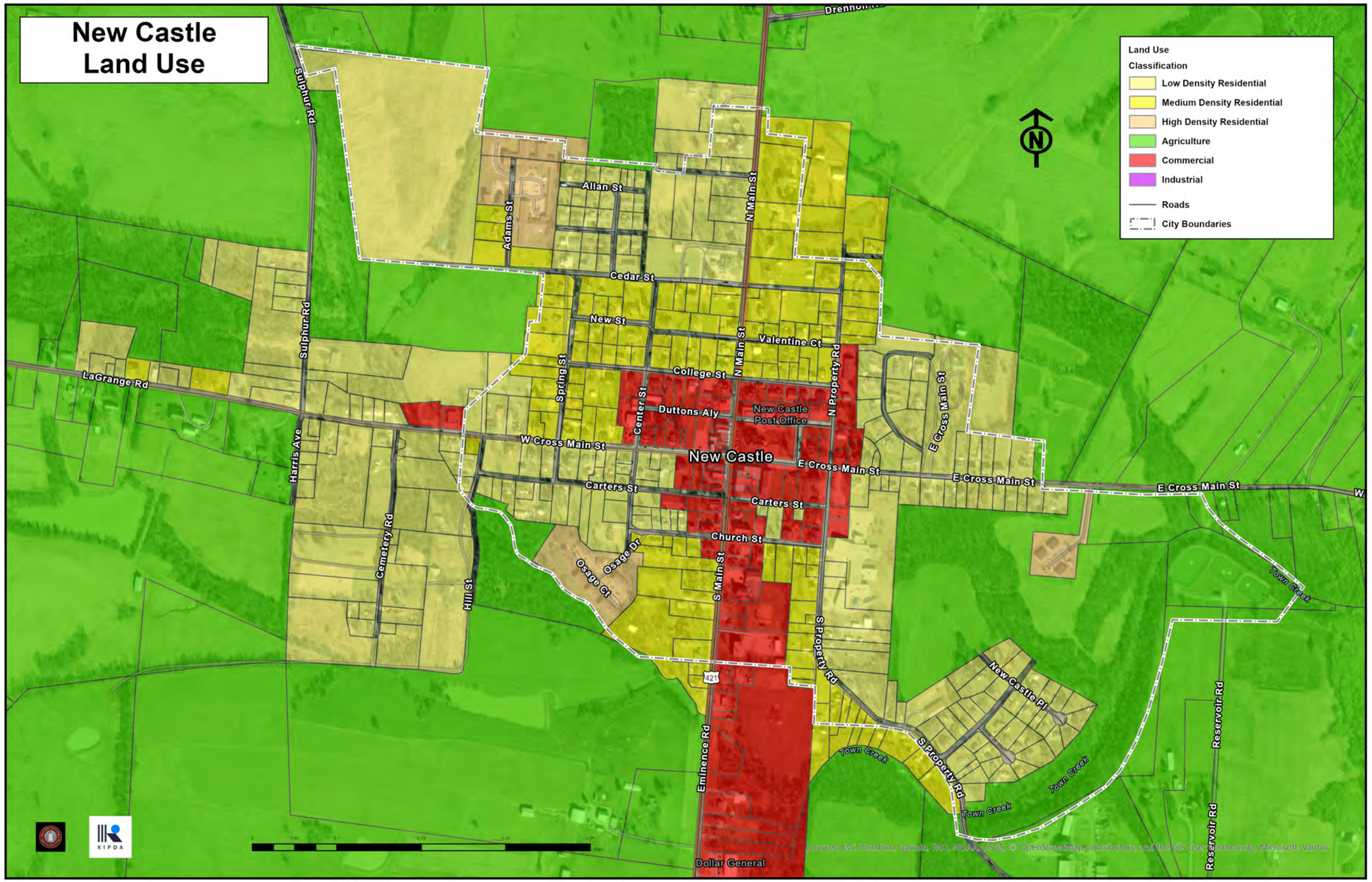
Unincorporated Communities

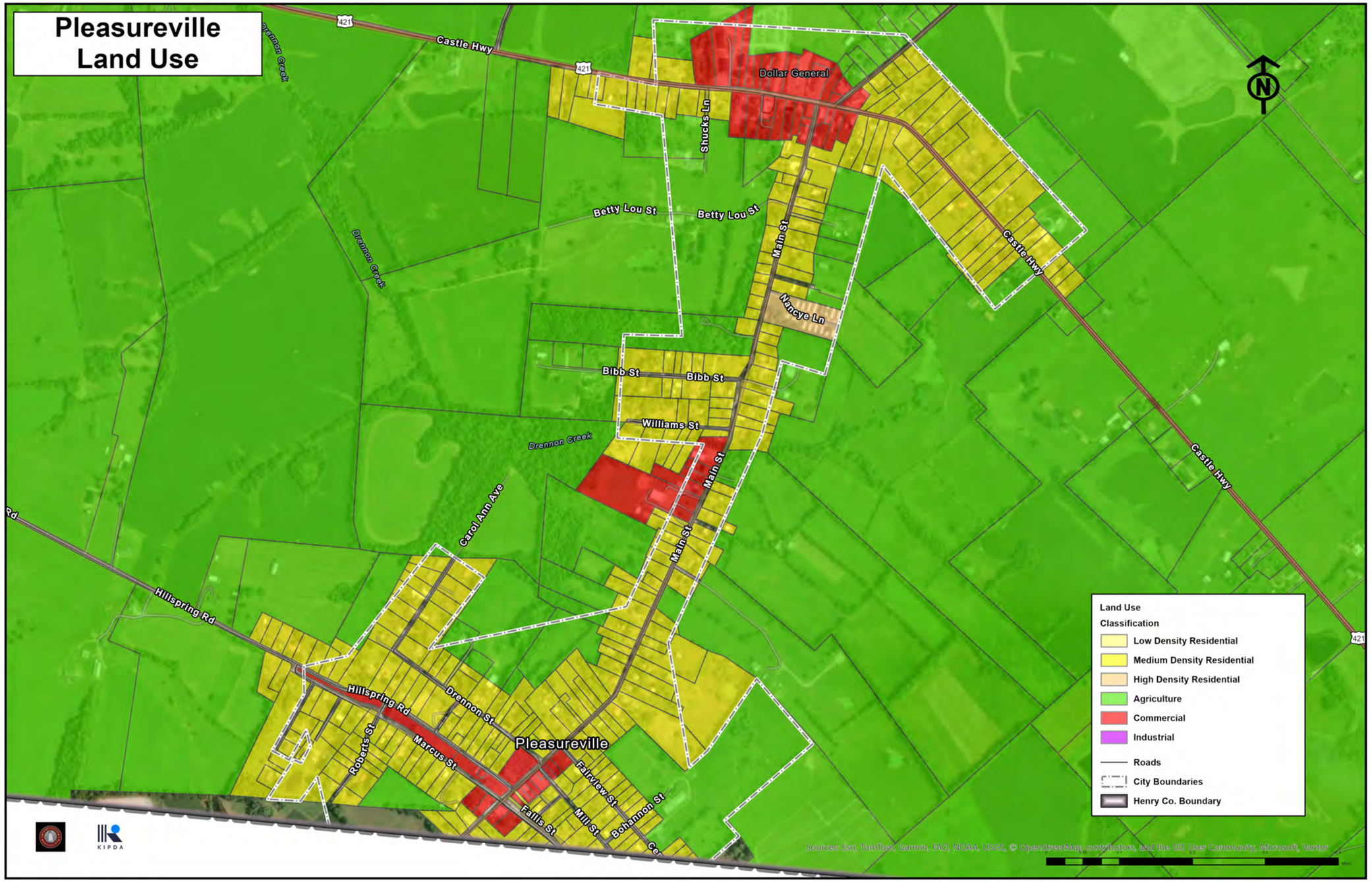
- Bethlehem
- Blackwell
- Cemetery Hill
- Defoe
- Dellville
- Drennon Springs
- Franklinton
- Gestville
- Glenmary
- Harpers Ferry
- Jericho
- Lacie
- Lecompte's Bottom
- Lockport
- Orville
- Pendleton
- Port Royal
- Sligo
- Sulphur
- Turners Station
- Webbtown

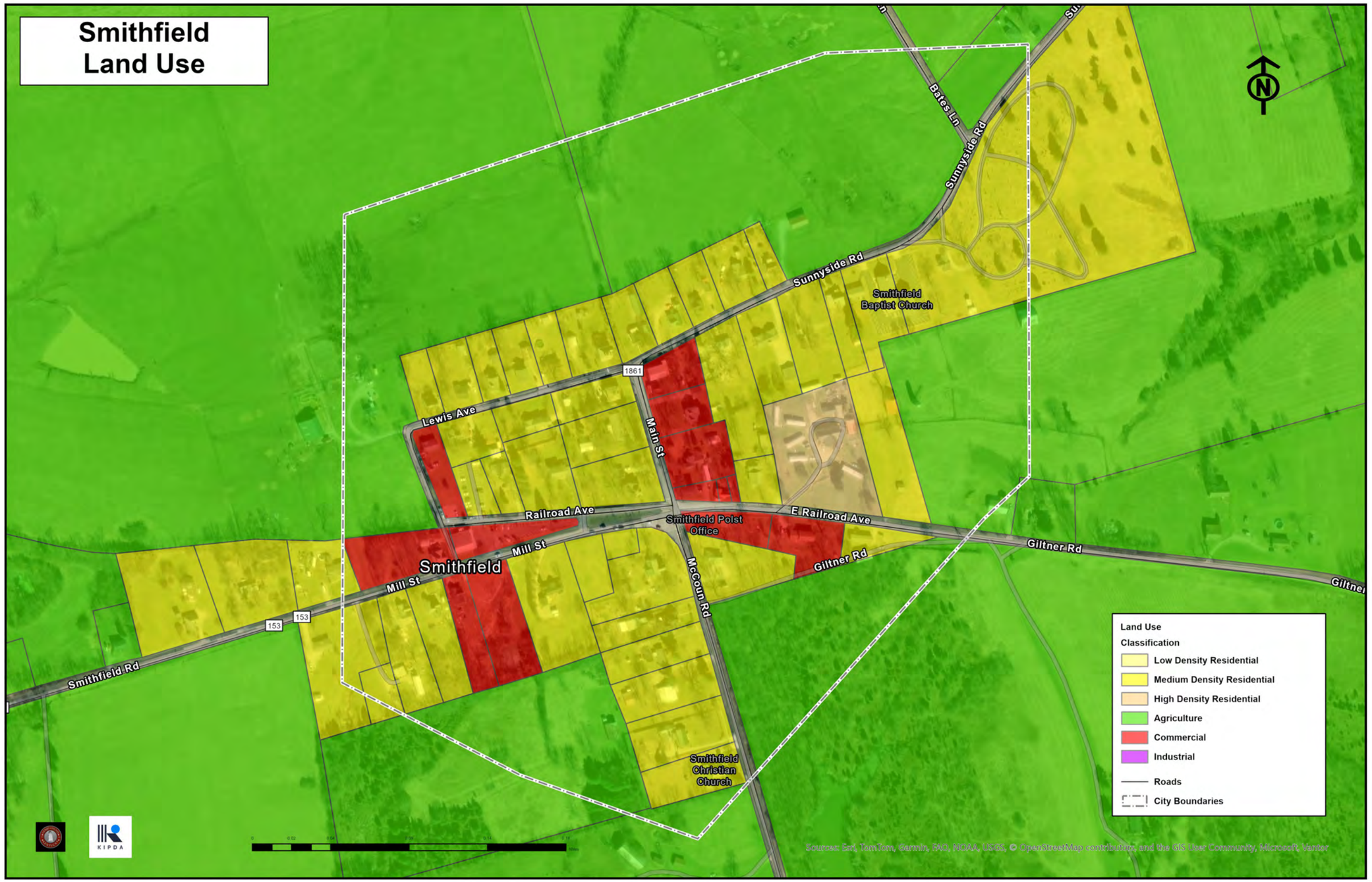

Henry County, KY
Land Use
Classifications
by Parcel
N
Land Use
Classification
Low Density Residential
Medium Density
Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
Henry Co. Boundary
KIPDA
0 0.75 1.5 3 4.5 6
Miles


Campbellsburg
Land Use
Campbellsburg
Main St
Campbellsburg Rd
Carmon Rd
Carmon Creek
Citation Ln
Boyer Ln
Lea View Ave
Lake Rd
Cardinal Dr
Daugherty Creek
Hillsboro R
Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
KIPDA


Eminence
Land Use
Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
Henry Co. Boundary
N
Eminence
Lakewood
Sparrow Ln
Jackson Rd
Lou Ave
Maple Ave
Sulphur Ave
N Main St
W Broadway St
Crabb Ave
Fox Pond
Elm St
Elm St
Little Kentucky River
Ballardsville Rd
Jim Doyle Rd
E Broadway St
Vernon St
Elm Tree Pl
Hillspring Rd
S Main St
Blackaby Ln
Fox Run
Henry St
Shelby St
Hillcrest Dr
Oak Dr
Oldham St
Mulberry Pike
Mulberry Pike
Shawnee Dr
Shawnee Industrial Rd
Mulberry Pike
Plantside Dr
Eminence Rd
Clear Creek Rd
22
55
KIPDA
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Parker


New Castle
Land Use
Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
N
Sulphur Rd
Allan St
Adams St
N Main St
Cedar St
New St
Valentine Ct
College St
Spring St
Center St
N Property Rd
LaGrange Rd
Duttons Aly
New Castle Post Office
E Cross Main St
W Cross Main St
New Castle
Harris Ave
Carters St
Cemetery Rd
Church St
Hill St
Osage Dr
Osage Ct
S Main St
S Property Rd
421
New Castle Pl
Eminence Rd
Town Creek
Reservoir Rd
Dollar General
KIPDA
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Microsoft, Vantor


Pleasureville
Land Use
421
Castle Hwy
Drennon Creek
Dollar General
Shucks Ln
Betty Lou St
Betty Lou St
Main St
Nancye Ln
Castle Hwy
Bibb St
Bibb St
Williams St
Drennon Creek
Main St
Carol Ann Ave
Main St
Castle Hwy
421
Hillspring Rd
Hillspring Rd
Drennon St
Roberts St
Marcus St
Pleasureville
Fairview St
Fallis St
Mill St
Bohannon St
KIPDA
Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
Henry Co. Boundary


Smithfield
Land Use
Bates Ln
Sunnyside Rd
Sunnyside Rd
Smithfield
Baptist Church
1861
Lewis Ave
Main St
Railroad Ave
Smithfield Polst
Office
E Railroad Ave
Giltner Rd
Giltner Rd
Mill St
Smithfield
Mill St
McCoun Rd
153
153
Smithfield Rd
Smithfield
Christian
Church
Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
KIPDA

CHAPTER 9

# Future Land Use

## Agricultural/Rural Residential

Anticipating development that may occur in the rural portions of Henry County, this plan attempts to promote a balance between protection and regulation. Natural and undeveloped areas provide many important benefits to county residents, including water filtration, flood protection, wildlife habitat, recreation, and natural beauty. Agriculture is also an important part of the history and economy of Henry County. Growth in these areas should be closely considered with an awareness of the value of the ecosystem services they provide. Given that these areas are considered undeveloped, they may be suited for some types of very low intensity development including large lot residential uses, cluster/conservation subdivisions, and agriculture. In some cases, these lands may also remain in their natural undeveloped state indefinitely.

### *Land Use Guidelines*

14. The primary land uses in Rural/Agricultural should be agricultural, forestland, open space, cluster/conservation subdivisions, and some limited large lot residential land uses.
15. Non-residential uses may be located at appropriate intersections of primary roadways.
16. Agricultural Districts and properties preserved under the Purchase of Agricultural Conservation Easement (PACE) program should be used solely for agricultural uses. The approximate boundaries of these districts and easements are illustrated on the Henry County Future Land Use Map (Map 8-7). Exact boundaries are available through the Henry County Soil Conservation District.

### *Development Guidelines*

1. Development in rural activities areas served by public/private water and private sewers should not exceed one unit per two or five acres depending on Zoning Classification. Development that is served by public water and public sewer should not exceed one unit per 8,000 square feet, provided there is sufficient capacity to serve those units.

1. Flexibility should be allowed when special circumstances are presented and where the proposed development will not have an adverse effect on the surrounding uses. Such circumstances may include the division of property for the purpose of building a home for a relative, etc.
2. Emphasis should be placed on clustered/conservation subdivisions to help minimize the need for infrastructure improvements and manage urban sprawl and preserve natural and cultural features.

3. Developers should incorporate the protection of natural resources, including floodplains, into the development to create unique neighborhoods while protecting the natural environment.
4. Non-residential uses should be at a size and scale that reflects the rural character of surrounding uses.

## Low-Density Residential

Low-density residential uses serve the purpose of transitioning from dense residential and non-residential uses to agricultural and rural activity areas while providing housing options in large lot or clustered style developments.

### *Land Use Guidelines*

17. Primary land uses in low-density residential areas should be agricultural, rural activities, and single-family residential.
18. Non-residential (excluding industrial) uses may be located at appropriate intersections of primary roadways.

### *Development Guidelines*

1. Development in low-density residential areas served by public/private water and private sewer should not exceed one unit per 20,000 square feet. Development that is served by public water and public sewer should not exceed one unit per 8,000 square feet, if there is sufficient capacity to serve those units.
2. Flexibility should be allowed when special circumstances are presented and where the proposed development will not have an adverse effect on the surrounding uses. Such circumstances may include the division of property for the purpose of building a home for a relative, etc.
3. Emphasis should be placed on clustered/conservation subdivisions to help minimize the need for infrastructure improvements and manage urban sprawl.
4. Developers should incorporate the protection of natural resources, including floodplains, into the development to create unique neighborhoods while protecting the natural environment.
5. Non-residential uses should be at a size and scale that reflect the rural character of surrounding uses.

## Residential One and Two-Family

Residential neighborhoods should provide safe and attractive places for people to live. These neighborhoods may be designed in a variety of ways to provide city/county residents with a variety of housing options. The primary land use within these neighborhoods is single family residential homes; however, attached housing and multi-family homes in these areas can create a transition between single family homes and higher intensity uses such as commercial developments. Open space, parks, sidewalks, connectivity, and access to transportation alternatives are desired features in these neighborhoods.

## *Land Use Guidelines*

19. Primary land uses in single family residential areas should be single family detached homes.
20. Attached housing, duplexes, and multi-family housing may be appropriate where they serve as buffers/transitions between lower intensity residential uses and more intense multi-family, commercial, or industrial uses.
21. Non-residential, non-industrial uses may be appropriate at the intersections of two major arterial roadways.

## *Development Guidelines*

1. New development should occur only in areas where water and sewer services are offered by public agencies and can meet any additional demand.
2. No new development shall occur where there is not an adequate water supply and water pressure for fire protection services.
3. Flexibility should be allowed in the design and intensity of development to create land use transitional areas and minimize impacts on neighboring uses through increased landscaping, buffering, and setbacks.
4. Emphasis should be placed on developing new neighborhoods in between existing communities with similar characteristics prior to development along the outskirts of the existing developed area. Such infill strategies will minimize the need for infrastructure improvements and will help manage urban sprawl.
5. Developments with a mixture of housing types should be encouraged where the development meets the overall density requirements.
6. Developments should be planned to include neighborhood parks and greenspace that provide amenities to residents and work toward providing a link with the community's existing parks and recreation in conformance with parks and recreation plans.
7. Developers should incorporate the protection of natural resources, including floodplains, into the development to create unique neighborhoods while protecting the natural environment.
8. Interconnectivity should be maximized between adjacent neighborhoods and schools and to major roadways through multiple ingress/egress points and connections with existing roadways, sidewalks, and trail systems, while discouraging commercial traffic flowing through a residential subdivision.
9. The development of attached housing and multi-family housing should be encouraged to provide residents with a variety of housing options.
10. The scale and character of attached housing and multi-family housing should take into consideration the character of surrounding developments.
11. The development of convenient retail uses in highly developed areas should be promoted to help serve the day-to-day needs of residents within walking distance of their homes.
12. The size and scale of commercial uses in these areas should reflect the character of surrounding uses.

# Multi-Family Housing

A vital component of this plan is the provision of a variety of housing types in different price ranges. Maintaining such a variety allows residents to remain in the community instead of seeking housing elsewhere. As part of this component, there is a need for high-density multi-family housing.

## *Land Use Guidelines*

22. The primary land uses in these areas should be multi-family housing.
23. Limited mixed uses may be appropriate where they will pose minimal impact on surrounding land uses regarding traffic, noise, lighting, and other similar elements that create conflicts among land uses.

## *Development Guidelines*

1. New development should occur in areas where water and sewer services are offered by public agencies and can meet any additional demand.
2. No new development shall occur where there is not an adequate water supply and water pressure for fire protection services.
3. Developments should be planned to include neighborhood parks and greenspace that provide amenities to residents and work toward providing a link with the community's existing parks and recreation in conformance with park and recreation plans.
4. Developers should incorporate the protection of natural resources, including floodplains, into the development to create unique neighborhoods while protecting the natural environment.
5. The development of attached housing and multi-family housing should be encouraged to provide residents with a variety of housing options.
6. Attached housing, duplexes, and multi-family housing should be used as a transitional land use between lower density housing and higher intensity uses such non-residential uses and major highway corridors.
7. Mixed-use buildings with residential uses above the first story should be encouraged.
8. Areas should be designed to be accessible by car, walking, and bicycle from nearby residential, office, commercial, public, and similar uses.

# Commercial

The five cities of Henry County are anticipated to continue to meet most of the personal service needs of the county, including most of the commercial services. However, existing general store-type commercial facilities in rural areas should be allowed to continue to meet the day-to-day needs of the rural population. New commercial development in the unincorporated areas of the county should be restricted to the existing small communities and development zoned A-2 or R-1. The Small Community Zoning District (A-3) should be flexible enough to permit the existing small communities to expand commercially to serve local daily needs.

Retail centers are large-scale commercial centers that service the entire region and beyond. These uses are located along major highway corridors near interstates to accommodate the large amount of traffic generated by such uses. These uses play an important role in the region's economy and may be expanded when the market and infrastructure allow.

## *Land Use Guidelines*

24. Primary land use in these areas should be retail, commercial, personal services, and professional office spaces that are targeted toward county residents and workers.
25. Mixed-use development of commercial/office on lower floors with residential on upper floors is encouraged when compatible with surrounding neighborhoods/development.
26. These areas should be designed to be accessible by car, walking, and bicycle from nearby residential and office uses.
27. Residential uses, including multi-family housing, should be discouraged in these retail centers unless part of a planned development.
28. All quadrants of Interstate 71 may be appropriate for a regional retail center.

## *Development Guidelines*

1. Infill development should respect the density, scale, massing, and character of the existing uses that surround the proposed site.
2. New development should occur only in areas where public water and sewer services have sufficient capacity to serve and can meet any additional demand.
3. No new development shall occur where there is not an adequate water supply and water pressure for fire protection services.
4. All new developments should observe the regulations of this plan, the zoning ordinance, and any special regulations that apply to the National Register Historic Districts that cover different portions of the county.
5. Redevelopment and/or conversion of properties should reflect the scale and character of surrounding properties.
6. The historic character of the existing properties should be maintained.
7. Suburban business centers should be located along highway corridors to accommodate the large amount of traffic generated by these uses.
8. Signage and lighting should be placed to ensure visibility without creating visual and light pollution.
9. Compatibility standards for exterior design, site location, and interconnectivity should be emphasized and provided for new and infill developments.
10. Regional retail centers should be located along major highways near Interstate 71 to accommodate the large traffic volumes generated by these uses to prevent traffic congestion on the area's internal arterial and collector roadways.

11. Underutilized and vacant properties (often called “brownfields”) should be redeveloped prior to the construction of a new development. Emphasis should be placed on rehabilitation and adaptive reuse of underutilized properties.

## Industrial

Industrial uses include establishments that involve heavy manufacturing, processing, assembling, and/or outdoor storage which are characterized by potential nuisance factors such as noise, vibration, odor, air emissions, etc. This land use category should be located with access to major thoroughfares and/or railroads and not adjacent to residential areas. These uses should be continued and expanded upon in a planned manner to lessen the impact on the public infrastructure and the surrounding land use pattern.

### *Land Use Guidelines*

29. Primary land use in these areas should be industrial and uses that include a mixture of office and industrial.
30. Retail uses associated with any of the industrial or office uses may be appropriate if the retail uses do not exceed seven percent of the total building area.
31. Residential uses, including multi-family housing, should be discouraged in these industrial centers.

### *Development Guidelines*

1. New industrial developments should be placed in areas where there is a minimal impact on agricultural and residential uses and the natural environment.
2. New development should occur only in areas where public water and sewer services have sufficient capacity to serve and can meet any additional demand.
3. No new development shall occur where there is not an adequate water supply and water pressure for fire protection services.
4. Industrial developments should be located near major transportation systems including but not limited to railroads, highways, and interstates.
5. Where infill development occurs, the intensity and character of the development should reflect the existing uses surrounding the proposed site.
6. Larger sites with extra landscaping and larger buffer strips should be used in areas adjacent to residential uses to provide a transitional area.
7. The planning commission should require traffic impact studies for larger projects to help determine what improvements need to be made (turn lanes, etc.) to minimize traffic congestion.
8. The development of high-tech industries should be encouraged.

## Community Facilities

These uses include public schools, fire stations, libraries, parks, government agencies, etc. that are located throughout the community. Such uses provide service-oriented amenities to residents. Where possible,

the county and its cities should plan for future community facilities, including schools, and locate them in areas easily accessed by residents through sidewalks and clear signage.

### *Land Use Guidelines*

32. Primary land use in these areas should be public uses, including but not limited to schools, government buildings, parks, recreational areas, designated greenspace, and golf courses. This includes properties held for the future expansion of these public uses.
33. Residential and non-residential uses should be discouraged in these special public use areas.

### *Development Guidelines*

1. Expansion of existing public/semi-public uses should be allowed where there will be minimal impact on surrounding residential uses.
2. No new development shall occur where there is not an adequate water supply and water pressure for fire protection services.
3. Where infill development occurs, the density and character of the development should reflect the existing uses that surround the proposed site.
4. Larger sites with extra landscaping and buffer strips should be used in areas adjacent to residential uses to provide a transitional area.
5. Interconnectivity to adjoining neighborhoods and developments should be a priority.
6. The development of parks, recreational areas, and greenspaces should be done in conformance with parks and recreation plans.
7. A mixture of active recreational uses such as hike/bike trails and ball fields as well as passive recreational uses such as picnic shelters and green space should be encouraged.
8. When evaluating the location of possible new park sites, areas of the region that lack adequate park and recreational space should be examined.

## Cities

*Smithfield* is fully developed within its city limits. The city may want to anticipate expanding its limits to accommodate further development. The location of small retail establishments within Smithfield should be encouraged. Residential growth around the city limits is expected.

*Pleasureville*, while similar in population to both Campbellsburg and New Castle, lacks the transportation and water facilities necessary to allow for extensive development. Pleasureville is completely developed within its city limits. Map 9-2, Pleasureville Future Land Use Map, projects that this area will continue to be developed. Development will most likely be residential growth. All developments in this area should reflect careful consideration of the status of potential improvements to US 421. Pleasureville has the potential for expansion through annexation, particularly in the area connecting the two old cities originally known as Pleasureville and North Pleasureville before they merged.

*Campbellsburg* is one of the fastest growing cities in Henry County. Its proximity to Interstate 71, and therefore to Louisville and Cincinnati, has made it a prime area for development in recent years. Within the city limits, Campbellsburg has a good balance of low and high-density residential development and commercial growth to meet residents' needs. Continued residential and commercial development within the current city limits is possible. Campbellsburg also has the advantage of having an adequate water system to accommodate existing and limited amounts of new development. These are prime areas for future commercial development. The sewer system can accommodate existing development, but the treatment plant and collection system need to be upgraded for future development.

Extension of water and sewer lines outside the city limits with annexation agreements and a capital facilities plan should be highly encouraged. Map 9-3, Campbellsburg Future Land Use Map, shows substantial future land use proposals for Campbellsburg and its environs. Areas of future low-density residential development are depicted around the central lake and throughout the city. All major development proposals must be carefully weighed with respect to access, traffic flow, and the impact on the sewer system. Campbellsburg can expect substantial development.

*New Castle* is almost completely developed within its city limits but has areas available for new development. As the county seat, New Castle has a substantial amount of public land in the downtown area to accommodate city and county offices. Map 9-4, New Castle Future Land Use Map, depicts the future land use proposal for New Castle. Infill development and redevelopment in the downtown area should be encouraged. Commercial enterprises need to be encouraged to assist in downtown revitalization. Limited areas of additional residential development are also indicated on Map 8-10. Low-density expansion can take place on an infill basis in a variety of places throughout the city.

High-density residential development is indicated on Map 9-4. Any development in this area should be tied to provisions for additional access to this area, preferably through KY 157. Any major development of any type in New Castle which will rely on the New Castle Water Works for water service should be coordinated with improvements to the water supply, storage, and pressure systems. The New Castle Wastewater Plant has sufficient capacity to handle substantial development. There is potential to encourage industry to locate in and around New Castle because of the plant's capacity. However, extension of sewer lines outside the city limits to serve residential, commercial, or industrial customers should only be permitted if annexation agreements have been made and a capital facilities plan is in place. New commercial and industrial areas, if annexed, could be a real boon to New Castle's economy.

*Eminence* is the largest city in Henry County by population. It is the center of commercial and industrial development for the county. The historic downtown core, consisting primarily of public and commercial uses surrounded by single-family residential development, is well developed. However, in the area surrounding this, but still within the old circular city limits, there is substantial potential for additional residential development and commercial development. Areas west of the city on KY 22, particularly those which have not yet been annexed, have potential for long-term future commercial and residential development. Map 9-5, Eminence Future Land Use Map, depicts the future land use proposal for Eminence

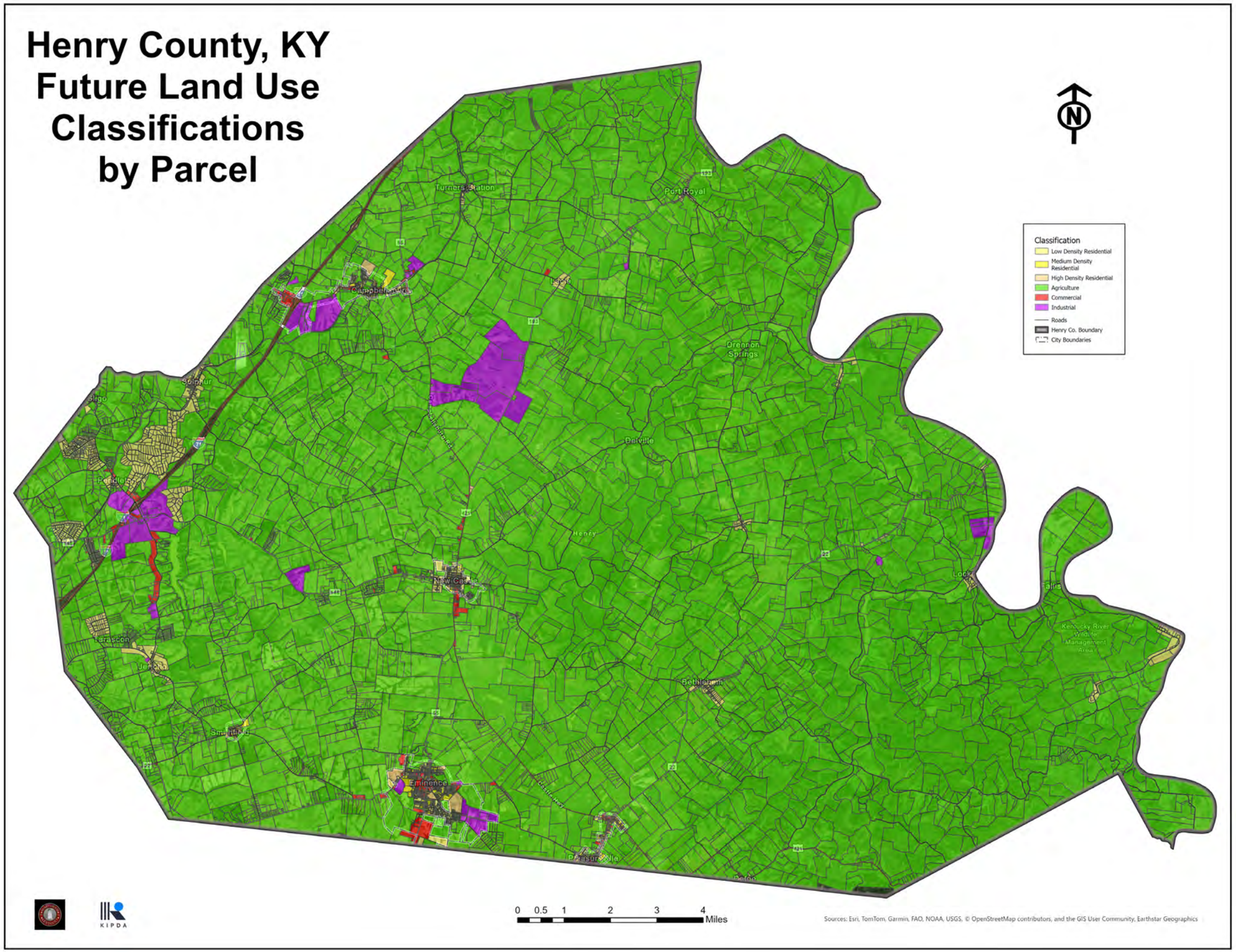
and its environs. Industry currently within and surrounding Eminence provides the current major industrial base for the county.

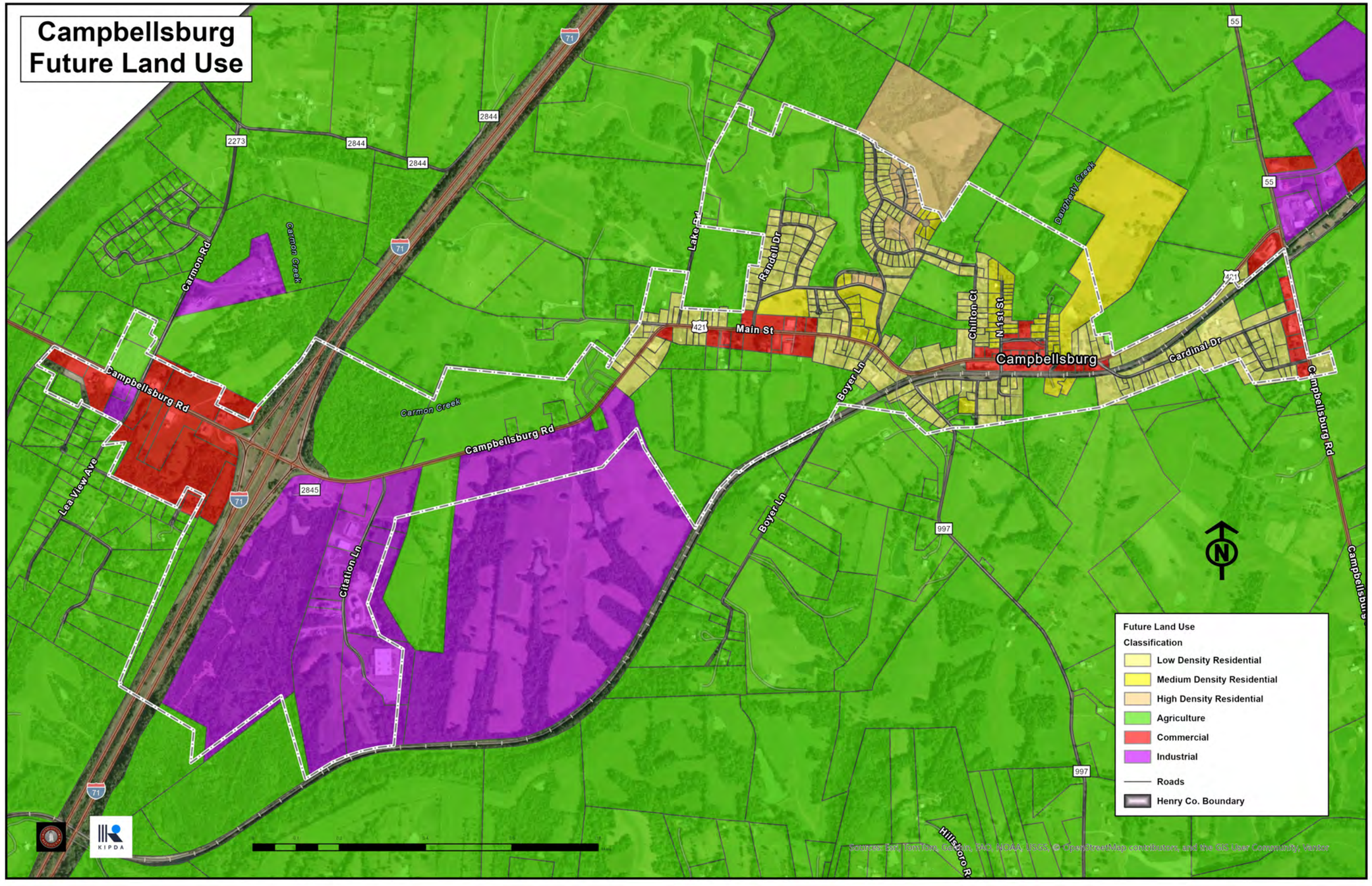
Eminence can easily adjust to additional industrial growth. Future commercial development, in addition to any redevelopment and infill development in the downtown area, is depicted at each major entrance to the city on Map 9-5. Any development in this area should be served by city services and within the city limits. Future residential development is also proposed. Future low-density residential development is depicted on Map 9-5. Numerous areas throughout the eastern half of the city, all currently vacant lands, are also proposed for low-density residential development. Again, all major development proposals must be carefully reviewed for access and traffic safety as well as impact on water, sewers, schools, and other community facilities, and should be annexed into the city before city services are provided.

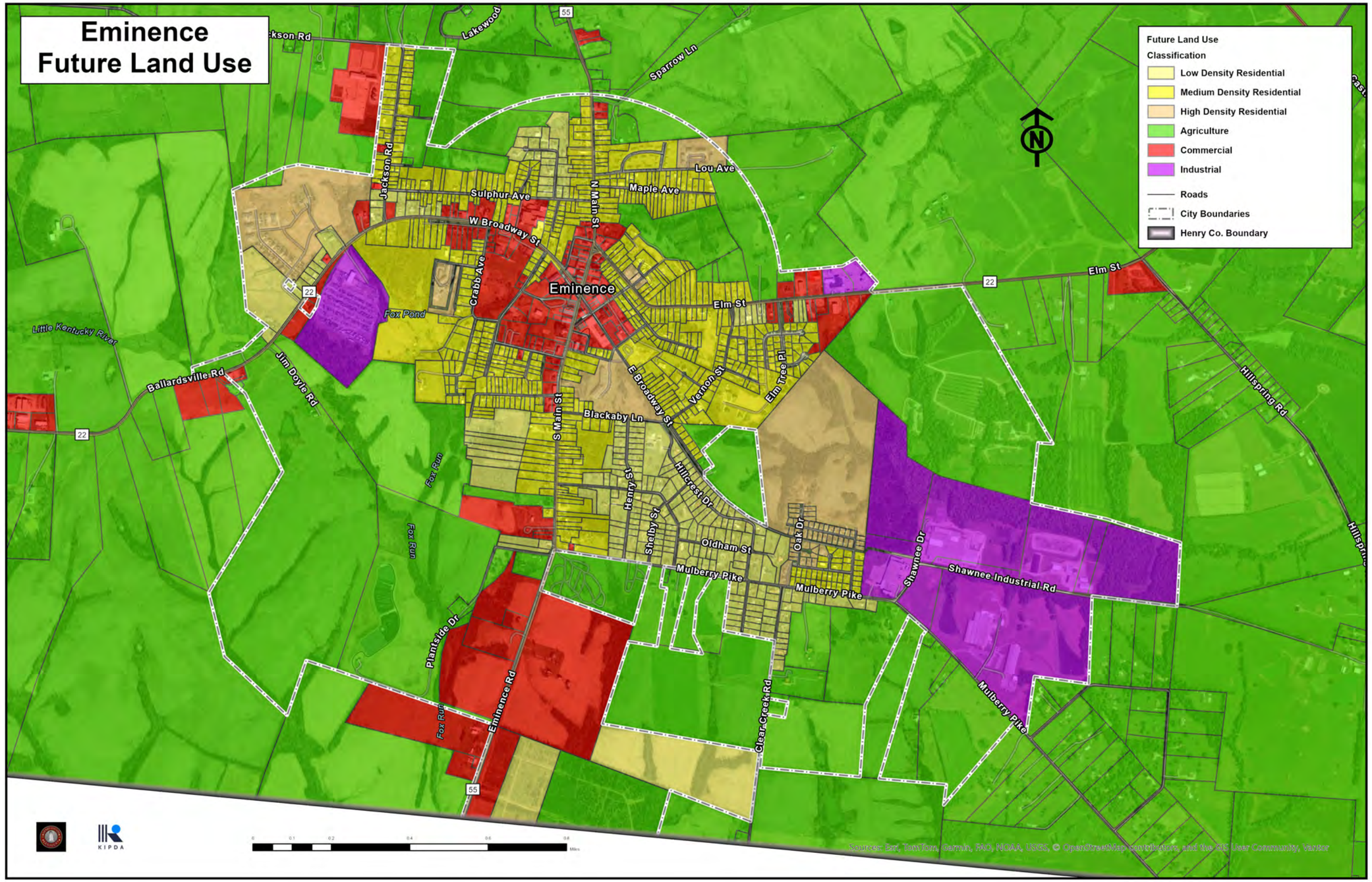
## Unincorporated Areas

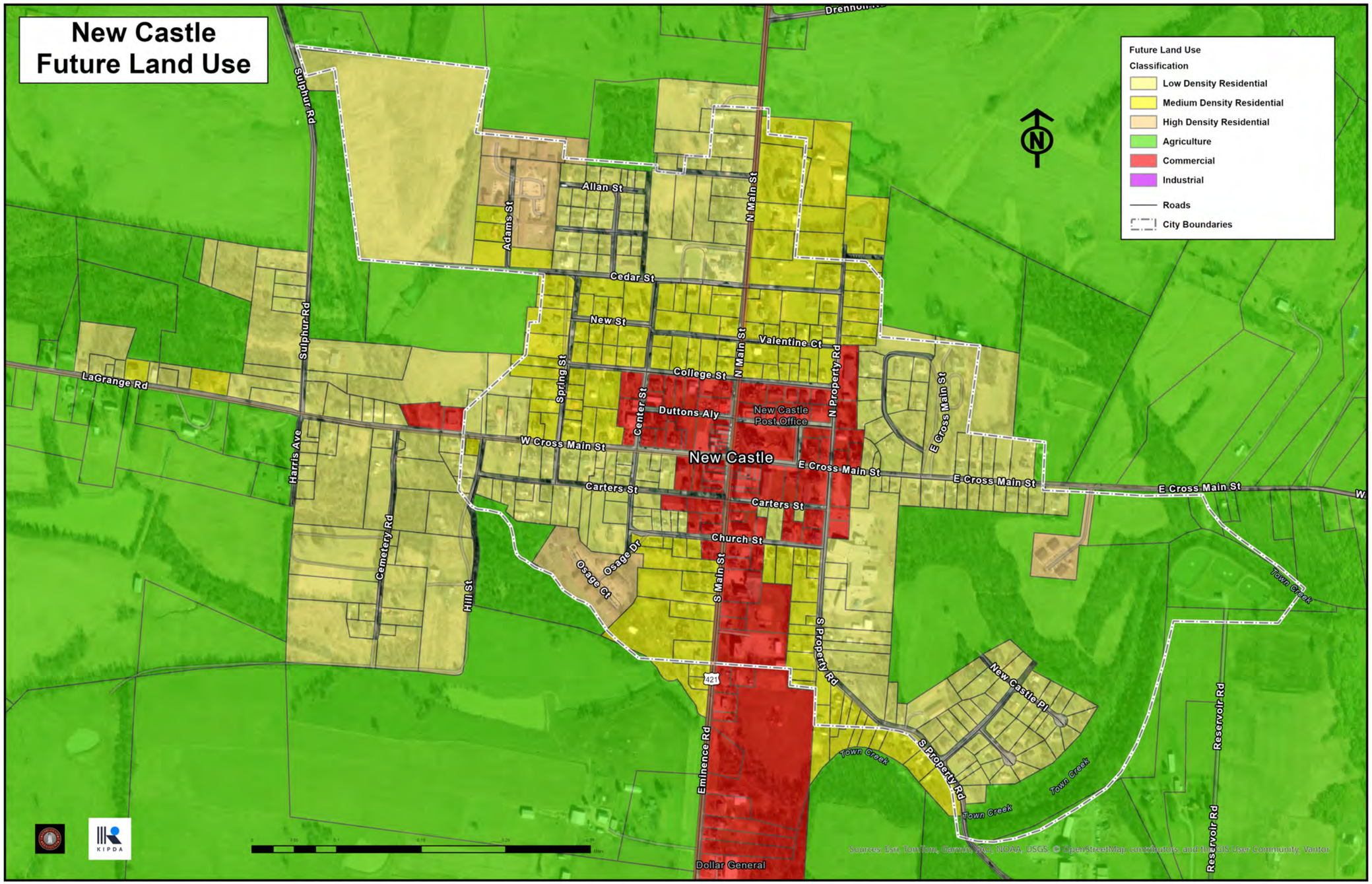
There are two Interstate 71 interchanges located in the county, which should be the primary focus for commercial development in unincorporated areas. The county should closely monitor requests for commercial development in these areas and take steps to ensure wise development with careful consideration of access, traffic safety, stormwater management, surface water runoff provisions, and water and sewer service. Smart planning for commercial development at these interchanges could provide an economic boom to the county.

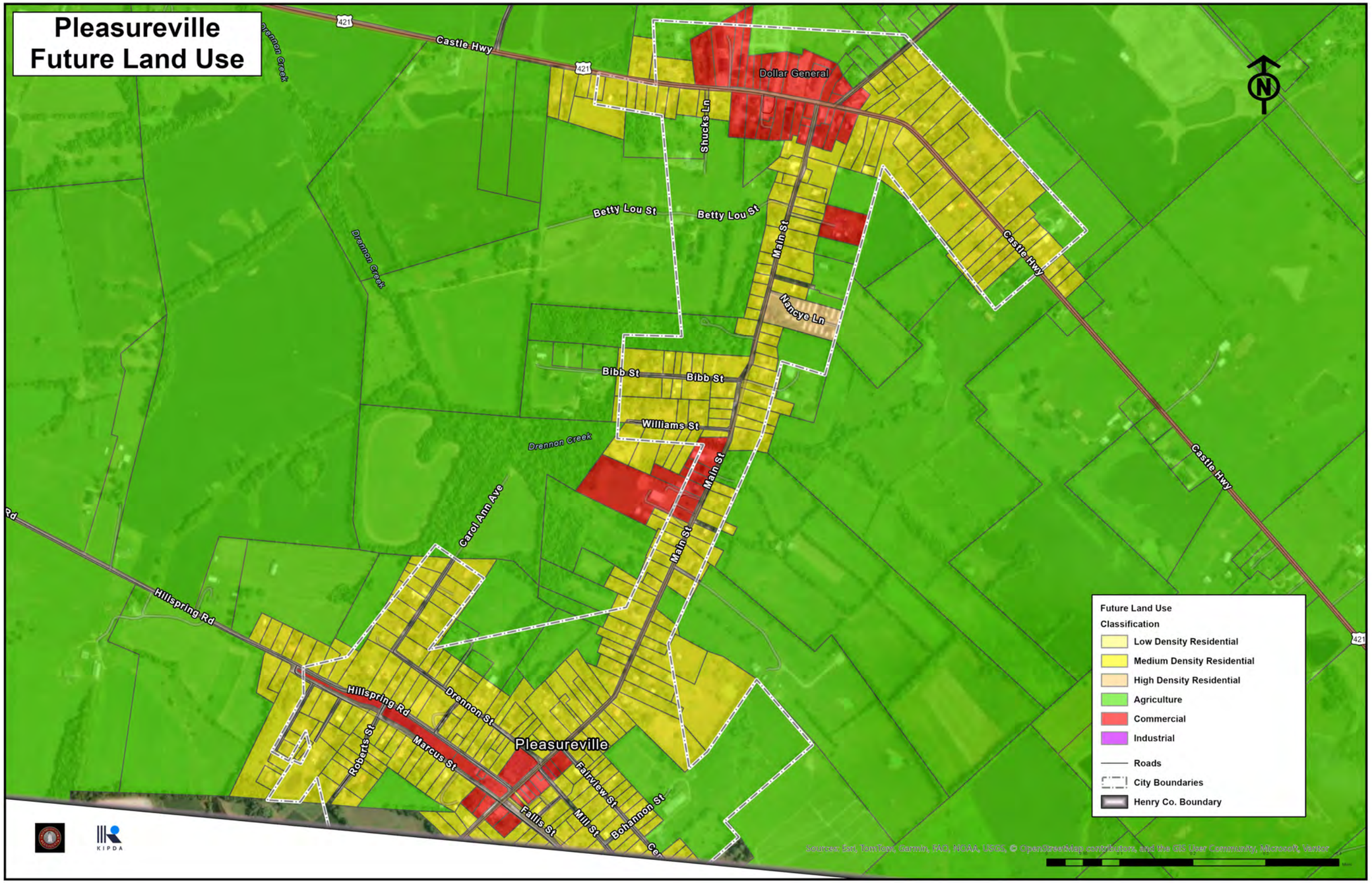
Considering the heavily concentrated trucking industry located at Exit 28, it is the goal of the county to have a greater diversity of businesses at Exit 34 and Exit 28 that do not focus on the trucking industry. It is also a goal to have consumer-related industry, such as hotels and restaurants. Developers of business and residential ventures should be required to partner on roads, sewer, water, and utility costs to accommodate the increased burden on infrastructure by the development.

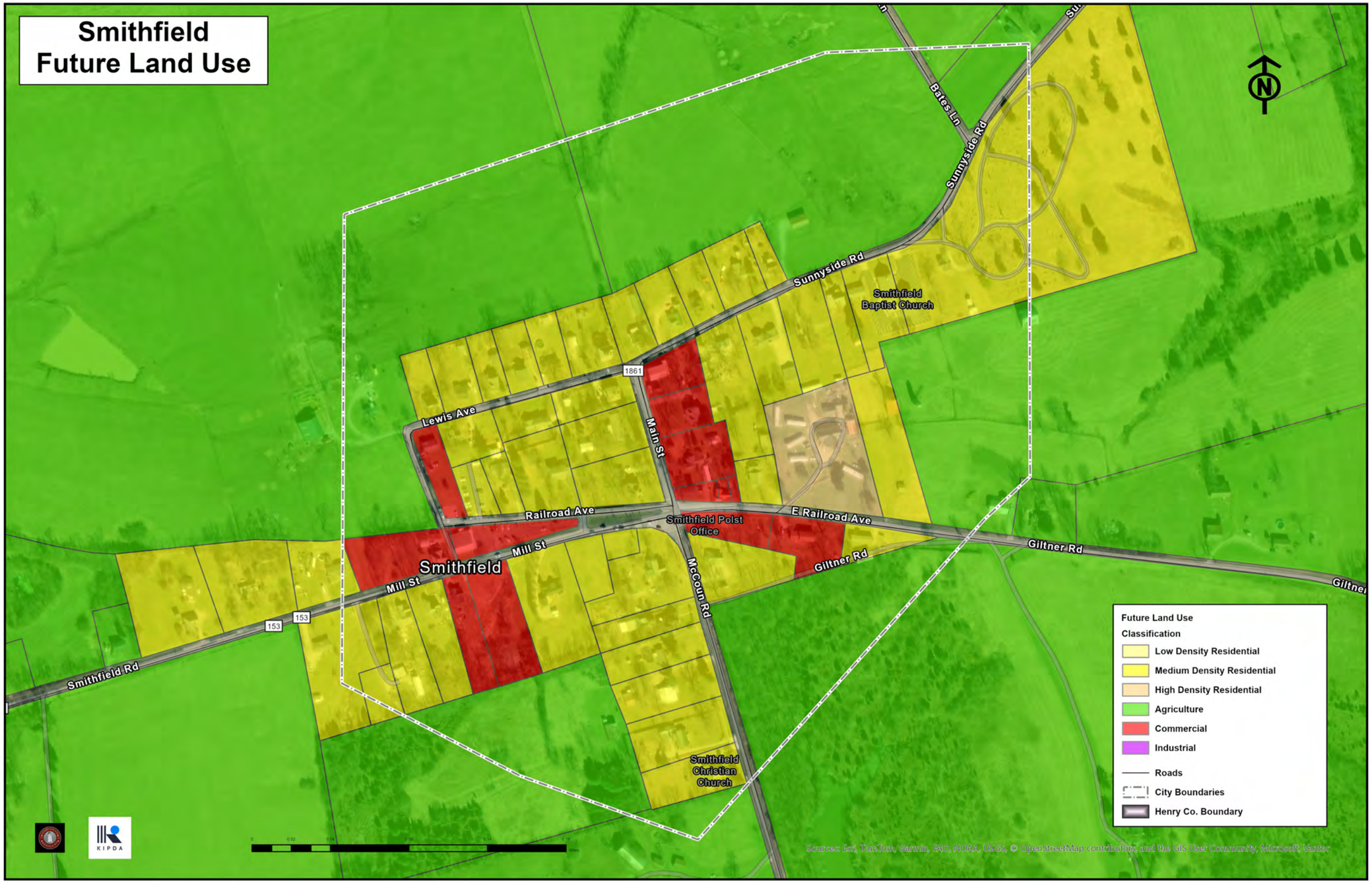

Henry County, KY
Future Land Use
Classifications
by Parcel
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
Henry Co. Boundary
City Boundaries
Turners Station
Port Royal
Campbellsburg
Drennon Springs
Delville
Henry
New Castle
Bethlehem
Eminence
Pleasureville
Kentucky River Wildlife Management Area
0 0.5 1 2 3 4 Miles
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Earthstar Geographics


Campbellsburg
Future Land Use
Future Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
Henry Co. Boundary
Campbellsburg
Main St
Campbellsburg Rd
Carmon Rd
Carmon Creek
Lake Rd
Randell Dr
Chilton Ct
N 1st St
Cardinal Dr
Boyer Ln
Citation Ln
Lea View Ave
Daugherty Creek
Hillsboro Rd
KIPDA


Eminence
Future Land Use
Future Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
Henry Co. Boundary
N
Eminence
Lakewood
Sparrow Ln
Jackson Rd
Sulphur Ave
W Broadway St
N Main St
Maple Ave
Lou Ave
Crabb Ave
Fox Pond
Elm St
Little Kentucky River
Ballardsville Rd
Jim Doyle Rd
E Broadway St
Vernon St
Elm Tree Pl
Hillspring Rd
S Main St
Blackaby Ln
Fox Run
Henry St
Shelby St
Hillcrest Dr
Oldham St
Oak Dr
Mulberry Pike
Shawnee Dr
Shawnee Industrial Rd
Plantside Dr
Eminence Rd
Clear Creek Rd
22
55
KIPDA


New Castle
Future Land Use
Future Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
N
Sulphur Rd
Allan St
Adams St
N Main St
Cedar St
New St
Valentine Ct
N Property Rd
College St
Spring St
LaGrange Rd
Center St
Duttons Aly
New Castle Post Office
E Cross Main St
W Cross Main St
New Castle
Harris Ave
Carters St
Church St
Cemetery Rd
Hill St
Osage Dr
Osage Ct
S Main St
S Property Rd
421
Eminence Rd
Dollar General
Town Creek
New Castle Pl
Reservoir Rd
KIPDA


Pleasureville
Future Land Use
421
Castle Hwy
Dollar General
Shucks Ln
Betty Lou St
Betty Lou St
Main St
Nancye Ln
Castle Hwy
Bibb St
Bibb St
Williams St
Drennon Creek
Main St
Carol Ann Ave
Main St
Castle Hwy
Hillspring Rd
Hillspring Rd
Drennon St
Roberts St
Marcus St
Pleasureville
Fairview St
Falls St
Mill St
Bohannon St
Future Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
Henry Co. Boundary
KIPDA


Smithfield
Future Land Use
Bates Ln
Sunnyside Rd
Sunnyside Rd
Smithfield
Baptist Church
1861
Lewis Ave
Main St
Railroad Ave
Smithfield Polst
Office
E Railroad Ave
Giltner Rd
Giltner Rd
Mill St
Smithfield
Mill St
153
153
Smithfield Rd
McCoun Rd
Smithfield
Christian
Church
Future Land Use
Classification
Low Density Residential
Medium Density Residential
High Density Residential
Agriculture
Commercial
Industrial
Roads
City Boundaries
Henry Co. Boundary
KIPDA
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Microsoft, Vantor

CHAPTER 10

# Implementation

## Introduction

The development and adoption of a comprehensive plan require considerable commitment and effort from the planning commission, legislative bodies, citizens, and other stakeholders. But plans are only turned into reality through action. An ongoing commitment is necessary to realize the goals and objectives of the comprehensive plan and ensure the overall vision is achieved. Planning is a continuous process, with constant updating and refinement needed as conditions change. This plan is intended to cover a five-year period and is intended to serve as a guide for public and private development within Henry County.

To be effective, it is recommended that staff of the county and each city jointly review the comprehensive plan on an annual basis to monitor progress and set work priorities.

## Subdivision Regulations

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are locally adopted and serve to govern the conversion of raw land into building sites. The quality of subdivisions and the standards that are built into them determine the overall form and character of a community. Once land has been divided into blocks and lots, streets built, and utilities installed, a development pattern is permanently established and unlikely to be changed. For generations to come, the entire community and the subdivision's individual residents will be influenced by the quality and character of the subdivision design. Therefore, subdivision regulations applied in advance of development provide a community with its only opportunity to ensure its new neighborhoods are properly designed and that they enhance the quality of life for residents.

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

It is recommended that the county's subdivision regulations be updated after final adoption of this plan. The last major update to the subdivision regulations occurred in 2021. In addition, the planning commission should uniformly and regularly enforce these regulations.

Without enforcement, regulations have no merit and begin to lose meaning as precedents of non-conformance are established. In addition to regular enforcement, subdivision and site improvements should be inspected regularly to ensure that all improvements are being installed in accordance with subdivision regulations and approved plans.

## Zoning Regulations

The zoning ordinance is one of the principal tools for implementing the land use plan. Zoning generally divides the community into exclusive use districts (agricultural, residential, commercial, and industrial), specifying the uses that will be allowed in each district.

Standards are then set for each district; these standards regulate permitted uses, density of population and structures, lot sizes, percent coverage of lots by buildings, building setbacks, and off-street parking. The theory behind separation of uses through zoning focuses on the protection of property values by preventing incompatible uses from locating next to one another.

Upon final adoption of this plan, it is recommended that the county's zoning regulations and zoning maps be updated. The zoning regulations need a comprehensive review as portions are outdated and modifications are needed to implement this plan. The zoning map should also be updated with changes based on updates to the zoning regulations and, more specifically, the zoning classifications.

## Development Plan Review

An important element of any zoning or development regulation is the development plan review. While zoning specifies permitted uses of land, development plan review determines how the quality of new development is protected through evaluation of its proposed layout and design. The review is critical for controlling potentially negative impacts on neighboring uses. Where more intense uses abut less intense uses, such as a neighborhood shopping center next to a residential area, development plan review is the appropriate tool to evaluate potential noise and traffic impacts. The importance of a professional review of development plans should therefore not be underestimated. It is recommended that the planning commission examine its current development plan review procedures to determine whether additional coordination with other agencies is warranted.

## Code Enforcement

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living, and working in unsound, unhealthy, or otherwise dangerous structures or conditions. Building, plumbing, electrical, and fire codes provide minimum standards for the construction of both new buildings and alteration of existing structures. The housing code provides that existing dwellings must be maintained in a safe and sanitary manner. Structures that are considered unfit for human habitation may

be condemned and removed. Other regulations, such as health department regulations, provide minimum standards for on-site septic installations.

These codes apply to the community as a whole and are uniform in nature. In some cases, the local government may establish its own standards, or the state may dictate a uniform or minimum set of standards for the commonwealth. For these codes to be useful an inspection system must be maintained with qualified inspectors enforcing the regulations in the code. Inspectors may be employed by the state to staff district offices or may be locally hired to enforce local codes. At the present time, code enforcement for new construction seems adequate. However, it is recommended that the planning commission review procedures and specifications for subdivision improvement inspection to ensure uniform compliance with requirements.

## Road Management Plan

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

## Public Participation

Community acceptance and cooperation is essential to the success of a comprehensive plan. The ideas and support of local civic clubs, neighborhood groups and community clubs, private citizens, businesses, and industrial leaders are needed to implement a successful community improvement project. Achieving successful citizen participation requires a public education program designed to permit a two-way flow of information between citizens and the planning commission, cities, and county government. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms may result.

As development policies, ordinances, and regulations are revised, it is recommended that various public workshops be held to obtain meaningful input into the planning process. In addition, the planning commission should maintain a website to facilitate public access to planning documents, applications, agendas, etc. Allowing public access to forms and other documents also reduces the amount of time spent by planning staff members answering general information questions.

## Land Acquisition

The acquisition of rights in land is a valuable method of implementing a comprehensive plan. This process may involve advanced acquisition or options on land for use in the future, or acquisition of easements for use of certain features of land. Advance acquisition and options are presently most used for industrial sites, but can be used for future roads, school sites, parks, and prime farmlands. Easements are commonly used for utilities and roads, but can also be used to preserve scenic features, prevent use of floodways, and other purposes.

## Studies and Plans

Studies and plans are useful in helping to precisely define issues and opportunities, enabling a community to examine a topic in depth. A well-focused and inclusive study can be the basis for detailed plans that address highly specific needs in a way that is customized to circumstances and conditions within a particular community.

It is often said that a comprehensive plan should view a jurisdiction at a 30,000-foot level. This means it needs to remain at a high level and should not "dive into the details." Consequently, it should determine whether future studies may be needed to better achieve implementation. This could include providing strategic directions on what needs to be considered during the next update of an existing, more refined small area study (e.g., a parks master plan, City of New Castle, etc.), or the request for an entirely new plan such as a corridor plan, neighborhood reinvestment or other sub-area plan.

# HENRY COUNTY, KENTUCKY

*Established 1798*

**Comprehensive Plan Update — 2026**

*Prepared by the Henry County Planning Commission with the Kentuckiana Regional Planning and Development Agency (KIPDA)*