City of

CHARLESTOWN

COMPREHENSIVE PLAN

Est. City of CHARLESTOWN 1808
CityofCharlestown.com Indiana

TAYLOR SIEFKER WILLIAMS design group

DRAFT
January 2026

City of

CHARLESTOWN

COMPREHENSIVE PLAN

WW I
WW II
KOREA
DEDICATED
TO ALL
THE MEN
AND WOMEN
WHO HONORABLY
SERVED THEIR
COUNTRY IN
TIME OF
WAR AND PEACE

ACKNOWLEDGMENTS

Steering Committee

Robert Brooks – City of Charlestown
Tim Crawford – City of Charlestown
Shannon Elder – City Council
Lucas Green – DNR – State Parks
Gavan Hebner – Clark County Emergency Management Agency
John Henc - Charlestown Fire Department
Brad Holmes – Ace Hardware
Chris Jackson - DC Development
Eric Kruse – Charlestown Police
Mark Laughner – Greater Clark Community School
Chuck Ledbetter - Charlestown Police Department
Brad Lucas - Ace Hardware
Jake Shapley – Department of Natural Resources
Brian Smith – City of Charlestown
Tom Vittitow - River Ridge Development Authority

Common Council

Treva Hodges, Mayor
Brian Hester, President
Bo Bertram
Ronald Blevins
Shannon Elder
Chuck Deaton

Consultant Team

TAYLOR SIEFKER WILLIAMS design group

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BER & BEAUTY SHOI

SECTION 1

INTRODUCTION

IN THIS **SECTION**

8 Plan Overview

9 About the Plan

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PLAN OVERVIEW

Following this section, "SECTION 1", the plan is organized into five additional sections. They are described below:

SECTION 2

Existing Conditions looks into the current demographics and current physical conditions of the city that helped shape the vision goals for the plan.

Page 15

SECTION 3

Vision, Goals, & Strategies is a brief narrative that summarizes the overall aspirations of the community. The vision includes five themes that have supporting goals and strategies.

Page 49

SECTION 4

Future Land Use & Transportation includes the future land use and transportation maps for that will help guide future development and infrastructure.

Page 69

SECTION 5

Implementation includes details on how to implement the plan, a phasing timeline, and additional resources and funding.

Page 75

ABOUT THE PLAN

Purpose of the Comprehensive Plan

Charlestown's comprehensive plan will establish the city's long-term vision for its future by both crafting an overall vision that will guide the community and developing strategies to support this vision. In Indiana, comprehensive plans must include strategies to address housing, transportation, and land use but often include other major topics, like economic development or quality of life issues. At their core, comprehensive plans help local governments with lands use decisions and provide guidance for private projects. Developing a comprehensive plan is a collaborative process, so public involvement is vital to ensuring the plan will be successful in meeting the needs of everyone in the city.

Planning Process

The Charlestown Comprehensive Plan was developed during an eight-month planning process from April 2025 to December 2025. Throughout this process, the plan was guided by steering committee composed of stakeholders, residents, and business owners as well as public input. An outline of this process is included below, and Section 2 provides an overview of the input received by community members and the steering committee.

Process Timeline

PUBLIC ENGAGEMENT

Overview

The Charlestown community was involved throughout the planning process to ensure the goals and strategies reflected the needs and priorities of the community. This included two public meetings, four steering committee meetings, and one online survey. The community was involved in every stage of the plan development. For detailed information regarding the community involvement, refer to the appendices at the end of the document that contains detailed findings from the meetings and survey.

Two Public Meetings

Public meetings were held at two different points during the planning process to ensure community members had in-person opportunities to provide their input and learn more about the goals and strategies within the comprehensive plan.

Four Steering Committee Meetings

To ensure that the Charlestown Comprehensive Plan aligns with city-wide initiatives and the aspirations of the broader Charlestown community, the planning process was led by steering committee composed of residents, business owners, stakeholders, City staff, and elected officials. This committee served as a guiding body throughout the project, offering valuable perspective and direction to shape the plan's development. The committee also played an active role in identifying the city's unique challenges, while also highlighting the key assets and opportunities. There were four total steering committee meetings

One Online Survey

In order to gain insight about the community, an online survey was created and open to the public from June to August. The survey contained 10 questions, open ended and multiple choice. The high number of participation, 559 participants, in this survey gave the project a greater understanding of community wants and needs.

"Keep the small town feel."

"People are friendly and welcoming"

Steering Committee Meeting

Public Meeting

Public Meeting

Steering Committee Meeting

Steering Committee Meeting

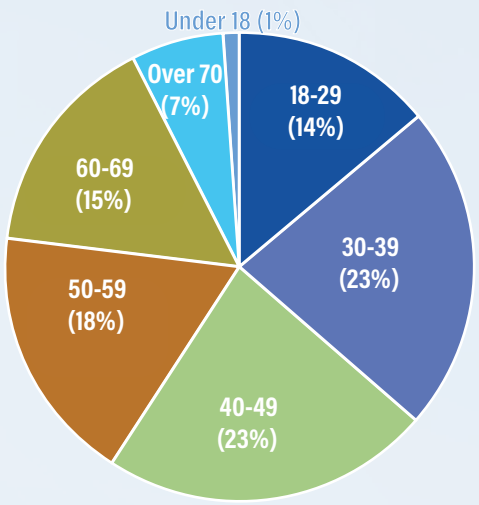
"More restaurants and shops"

"Another Grocery Store"

ONLINE SURVEY

559 Total Participants

Participant Age



Top Three Housing Types Wanted in Charlestown

59%	30%	23%
Single-Family Homes	Senior Housing & Assisted Living	Patio Homes

20 Year Vision for Charlestown

- "More Retail and Dining"
- "More quality experiences"
- "Stay on top off the crime"
- "Keep small town look and feel"
- "Recreational Center"
- "Improve quality of living."

Top Three Needed Transportation Improvements

48%
Better Maintenance & Repairs on Roads

38%
Less Traffic & Congestion

35%
Better Drainage on Roads & Sites

Most Needed Types of Development

86%
Retail & Dining

56%
Entertainment Options

50%
Protected Open Space / Natural Areas

What are Charlestown's Strengths?

- Small Town Feel
- Rural
- Hometown
- Community Involvement
- Family Oriented
- Good Schools

What are Charlestown's Challenges?

- Need more entertainment options
- Traffic
- All the Factories and Apartments
- Drainage and Flooding Issues
- Lack of Recreational Facilities

PURDUE EXTENSION
ANNUAL MEETING
934 MAIN STREET
Thelma's
A
CUT ABOVE
BEAUTY SALON
256-4551
Walk-Ins Welcome

SECTION 2

EXISTING CONDITIONS

IN THIS **SECTION**

16 Previous Studies

17 Demographic Analysis

32 Physical Conditions

PREVIOUS STUDIES

Overview

Previous studies, initiatives, and plans provide a solid foundation for moving forward in a way that is builds upon previous projects and efforts. The following existing studies were reviewed.

2016 City of Charlestown Comprehensive Plan

In 2016 the City of Charlestown completed a comprehensive plan that addressed Charlestown's constant growth and changes. This plan included strategies that were centered around their impact on a geographical scale. "Our Community" addressed community-wide issues, "Our Neighborhood" addressed district-level issues, and "Our Block" addressed site/parcel-level issues.

Charlestown Safety Action Plan (2023)

In 2025, the Charlestown, in collaboration with the Kentuckiana Regional Planning & Development Agency (KIPDA) and 15 other participating cities and counties, completed a Safety Action Plan for the city and also the KIDPA region. This plan identified improvements for road safety and ways to create a safer transportation network by supporting the development and implementation of comprehensive safety plans that are data-driven and community-focused.

DEMOGRAPHIC ANALYSIS

About

This plan includes an analysis of Charlestown's community as it is today, from the people who live and work in Charlestown, to the roads, community services, public policies, local history, and utility services that support the community. Through data collection and analysis, the Charlestown can better understand what is happening today and what can be expected for the future. The existing conditions analysis also plays a key role in informing recommendations made in the comprehensive plan by providing insight into key demographic, economic, and physical factors.

The key conclusion statements highlighted within this section provide insight for the goals, objectives, and recommendations outlined within this plan. This section examines the existing conditions by looking at key factors such as population, demographics, housing, labor force and industries. Each statistic is compared with state and county-level trends, along with peer communities. Unless otherwise noted, all data is from the 2013 and 2023 American Community Survey 5-Year Estimates.

DEMOGRAPHIC ANALYSIS

Population

One of Clark County's smallest community, Charlestown is projected to grow the most between 2023 and 2029.

As of 2023 Charlestown had a population of 8,118 residents, or about 6.6% of the County's total population. Charlestown has experienced 5.3% growth since 2013 and is expected to grow to 8,757 people by 2029. With this 7.9% projected population increase, it establishes Charlestown as the fastest-growing community amongst its peer communities.

This is in contrast to recent years. During 2013-2023, Charlestown did not have the fastest growth rate. Adjacent Jeffersonville and Sellersburg were previously the fastest growing communities. The shift in growing communities is due to their proximity to Louisville, redevelopment opportunities, and available land that could be annexed. Unlike Charlestown, both of these communities are becoming land-locked with less ability to grow outward.

POPULATION CHANGE

2013-2023		2023-2029 (Projected)	
Charlestown	+5.3%	Charlestown	+7.9%
Clarksville	+1.8%	Clarksville	+6.5%
Jeffersonville	+107.3%	Jeffersonville	+3.5%
Sellersburg	+66.2%	Sellersburg	-6.6%
New Albany	+2.9%	New Albany	+2.3%
Clark County	+10.4%	Clark County	+7.7%
Indiana	+4.6%	Indiana	+2.6%

DEMOGRAPHIC ANALYSIS

Race & Ethnicity

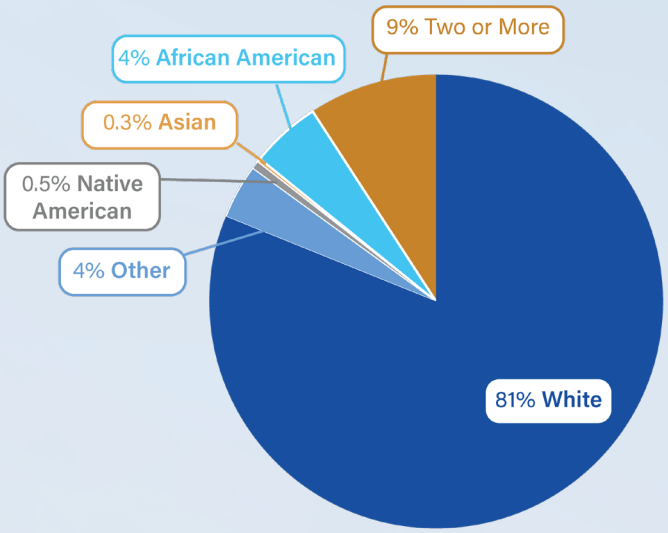
The racial composition within Charlestown has shifted slightly over the last decade.

The majority (81.47%) of those living within Charlestown identify as Caucasian, while 4.19% as Black or African American, 0.52% identify as American Indian and Alaskan Native, 0.38% identified as Asian, 0% identified as Pacific Islander, 4.34% identified as "Other", and 9.10% identified as two or more races. In addition, 6.36% of residents also identify as Hispanic or Latino in origin, a slight decrease from 8.69% in 2013. This data represents a very similar racial make up from the 2013 population. It is also very similar to the surrounding communities that all have a white population of 75% or more and Hispanic populations of 10% or less, with the exception of Clarksville (17%).

HISPANIC POPULATION (2023)

Charlestown	6%
Clarksville	17%
Jeffersonville	5%
Sellersburg	1%
New Albany	5%
Clark County	6%
Indiana	8%

RACIAL DEMOGRAPHICS (2023)



DEMOGRAPHIC ANALYSIS

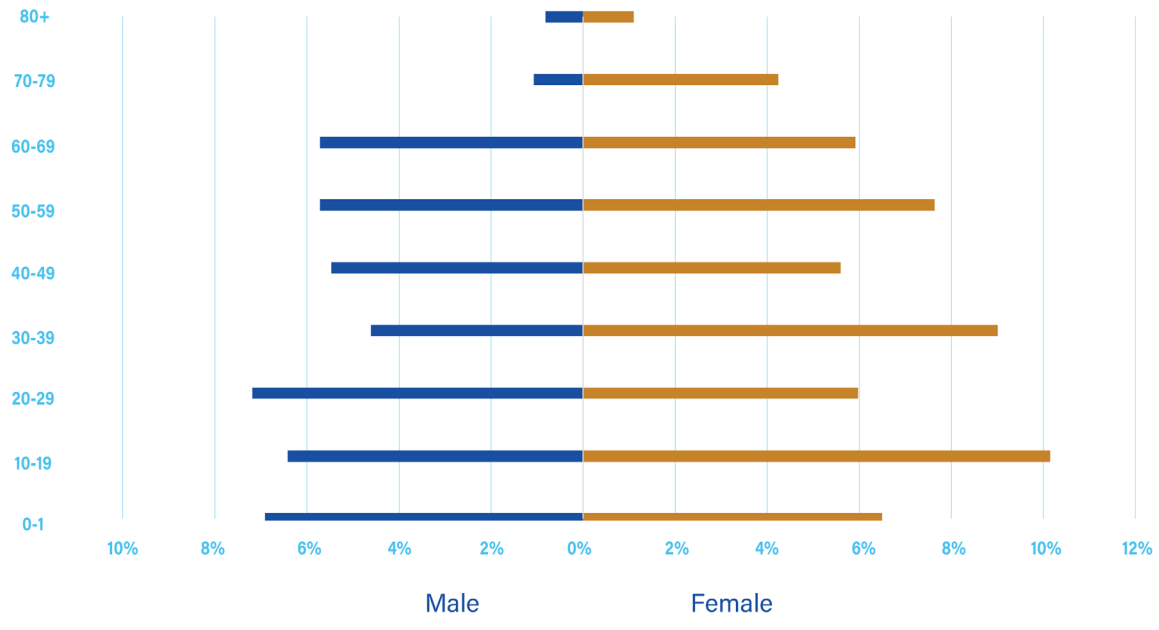
Age Structure

The median age of residents has decreased slightly over the last several years and remains relatively low compared to the state (38) and county (40).

The median age of residents living within Charlestown is 36 years, a decrease from 2013 when the median age was 37 years. This differs from the surrounding communities that have experienced a slight increase in their median ages. The largest age cohort living within Charlestown are those between 10 and 19 years of age (16.6%). The population of those 19 and under grew from 15% in 2013 to 30% in 2023.

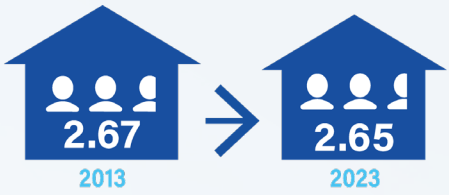
MEDIAN AGE (2023)	
Charlestown	36 Years
Clarksville	38 Years
Jeffersonville	39 Years
Sellersburg	44 Years
New Albany	38 Years
Clark County	40 Years
Indiana	38 Years

CHARLESTOWN AGE STRUCTURE (2023)



DEMOGRAPHIC ANALYSIS

Households



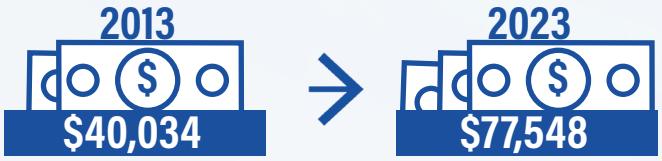
There are more households today, but the average household size is getting smaller.

As of 2023, Charlestown is home to a total of 3,054 households with an average household size of 2.65. This data trend reflects a 5.9% increase in the total number of households between 2013 and 2023, with communities like Jeffersonville and Sellersburg outpacing Charlestown in household growth. During this same period, Charlestown, its peer communities, the county, and state all experienced a decrease in average household size, with Charlestown experiencing the least decline at 1%.

2013-2023			
Change in Total Households		Change in Household Size	
Charlestown	+5.9%	Charlestown	-1%
Clarksville	+7.3%	Clarksville	-5%
Jeffersonville	+18.5%	Jeffersonville	-7%
Sellersburg	+74.1%	Sellersburg	-3%
New Albany	+4.9%	New Albany	-3%
Clark County	+15.7%	Clark County	-5%
Indiana	+8.0%	Indiana	-3%

DEMOGRAPHIC ANALYSIS

Median Household Income



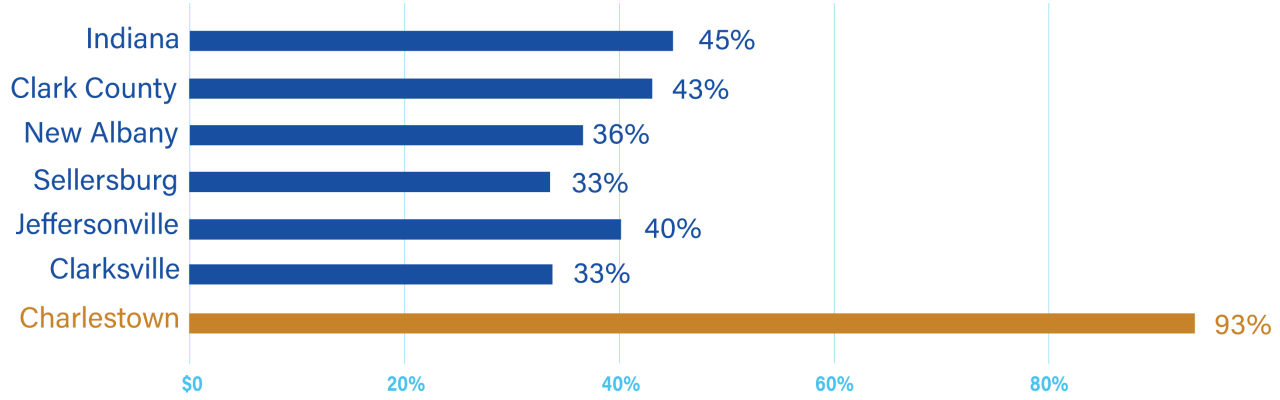
Charlestown's median household income nearly doubled between 2013 and 2023, outpacing income growth in peer communities.

In 2023, Charlestown's median household income was $77,548 per year, which is higher than household incomes in the county ($72,298) the state ($70,051), and peer communities. The largest income category falls between $50,000 to $74,999 at 24.3% of the population. Since 2013, the median household income has increased by 93.71%. This is a significant increase compared to the county increase of 43.19% during the same time and was influenced by the redevelopment of Pleasant Ridge Subdivision and construction of new subdivisions such as Ashley Springs.

MEDIAN HOUSEHOLD INCOME (2023)

Charlestown	$77,548
Clarksville	$58,518
Jeffersonville	$70,157
Sellersburg	$69,851
New Albany	$54,152
Clark County	$72,298
Indiana	$70,051

CHANGE IN MEDIAN HOUSEHOLD INCOME (2013-2023)



DEMOGRAPHIC ANALYSIS

Poverty and Cost of Living

Nearly 20% of households in Charlestown are spending 30% or more of their monthly income on housing.

As of 2023, 10.48% of Charlestown residents (851 people) are living below the federal poverty level. This is consistent with local and state-wide trends, with Sellersburg being the only peer community that has a poverty level below 9%. However, Charlestown's poverty rate has significantly changed since 2013 when it was 19.8%. Like household income, this was largely influenced by the redevelopment of Pleasant Ridge Subdivision.

While poverty rates provide a valuable insight into the proportion of households that are most economically vulnerable, other estimates can offer a broader view on the financial security of the larger Charlestown population. One such metric is the "30% rule", which gauges how many households in a community are spending 30% or more of their monthly income on housing. The US Census uses this metric to assess housing affordability across communities. In Charlestown, 19% of households spend 30% or more of their income on housing. For low-income households, the housing cost burden is even greater with 48% of households earning less than $20,000 per year spending 30% or more of their monthly income on housing.

POVERTY RATE

2013		2023	
Charlestown	19.8%	Charlestown	10.48%
Clarksville	14.2%	Clarksville	12.49%
Jeffersonville	12.3%	Jeffersonville	10.78%
Sellersburg	10.3%	Sellersburg	4.98%
New Albany	22.2%	New Albany	17.85%
Clark County	12.2%	Clark County	9.15%
Indiana	15.4%	Indiana	11.86%

DEMOGRAPHIC ANALYSIS

Home and Rental Value

The median home value and rent in Charlestown is relatively low when compared with surrounding communities.

The median home value has increased by about from $110,600 in 2013 to $191,200 in 2023. This falls slightly behind the County's median value ($212,400) and is consistent with home values in peer communities. The median home value has increased by about 73% since 2013, which slightly outpaced the state (64%) and peer communities such as Jeffersonville (65%). Sellersburg was the only peer community that outpaced the growth in median home value (95%). The median monthly rent in Charlestown is $903, which is lower than rental rates in all peer communities, the county, and the state.

HOME AND RENT VALUE (2023)

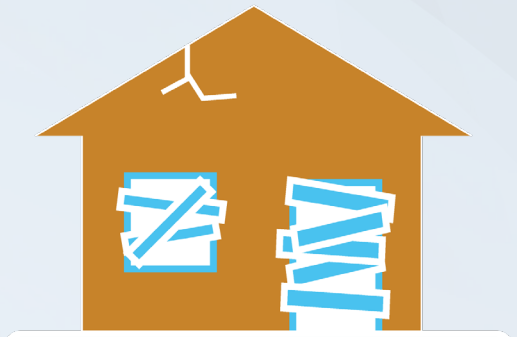
Median Home Value		Median Rent Value	
Charlestown	$191,200	Charlestown	$903
Clarksville	$172,700	Clarksville	$1,031
Jeffersonville	$208,500	Jeffersonville	$1,090
Sellersburg	$213,300	Sellersburg	$1,057
New Albany	$169,600	New Albany	$971
Clark County	$212,400	Clark County	$1,058
Indiana	$201,600	Indiana	$1,020

DEMOGRAPHIC ANALYSIS

Occupancy

Charlestown has the lowest vacancy rate compared to peer communities.

Of the 3,322 housing units in Charlestown, 8% were vacant as of 2023. This is a decrease from the 14% vacancy rate in 2013 and is consistent with state and local trends. Charlestown's occupied housing units are largely owned by their residents, with 68% of housing units being owner-occupied and 24% being renter-occupied. Since 2013, homeownership rates have increased by about 12% and rental rates have decreased by about 6%. During this time, about 21% of the rental-occupied units in Charlestown were torn down and the number of owner-occupied respectively increased by about 21%. The redevelopment of Pleasant Ridge Subdivision greatly impacted this since the vast majority of the 200 units in the subdivision were rentals before redevelopment occurred.



CHANGE IN NUMBER OF UNITS (2013-2023)

Owner Occupied Units			Renter Occupied Units		
	2013	2023		2013	2023
Charlestown	1,864	2,252	Charlestown	1,019	802
Clarksville	5,219	5,556	Clarksville	3,377	3,667
Jeffersonville	12,051	15,116	Jeffersonville	5,573	5,777
Sellersburg	1,711	3,407	Sellersburg	611	636
New Albany	8,550	9,028	New Albany	6,846	7,128
Clark County	30,425	36,874	Clark County	12,077	12,310
Indiana	1,736,481	1,886,485	Indiana	745,312	795,052

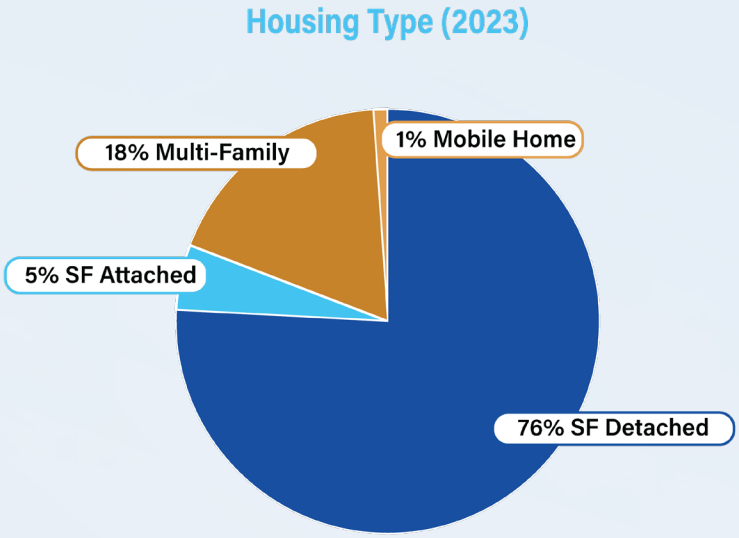
DEMOGRAPHIC ANALYSIS

Housing Types

Charlestown had a decrease in single-family attached housing and multi-family housing while peer communities had an increase.

As of 2023, most households in Charlestown, 76.04%, are single-family detached. This is a slight increase from 72.54% in 2013. There was a 35% decrease in single-family attached homes between 2013 and 2023. Peer communities have had an opposite trend, where they had a slight increase in single-family attached homes and multi-family units.

However, Charlestown has recently been adding to its multi-family inventory. There are new apartment complexes that have recently been completed. The Forest Edge Apartments, a 206 unit multi-family apartment complex has recently been added to the market as of 2025. The Flats at River Ridge will also add an additional 500 apartments once it is completed in late 2025, with 80 units currently available for rent. Charlestown Flats was also recently completed. That will offer 28 one-bedroom units, 60 two-bedroom units, and 88 three-bedroom units for a total of 176 affordable rental units.



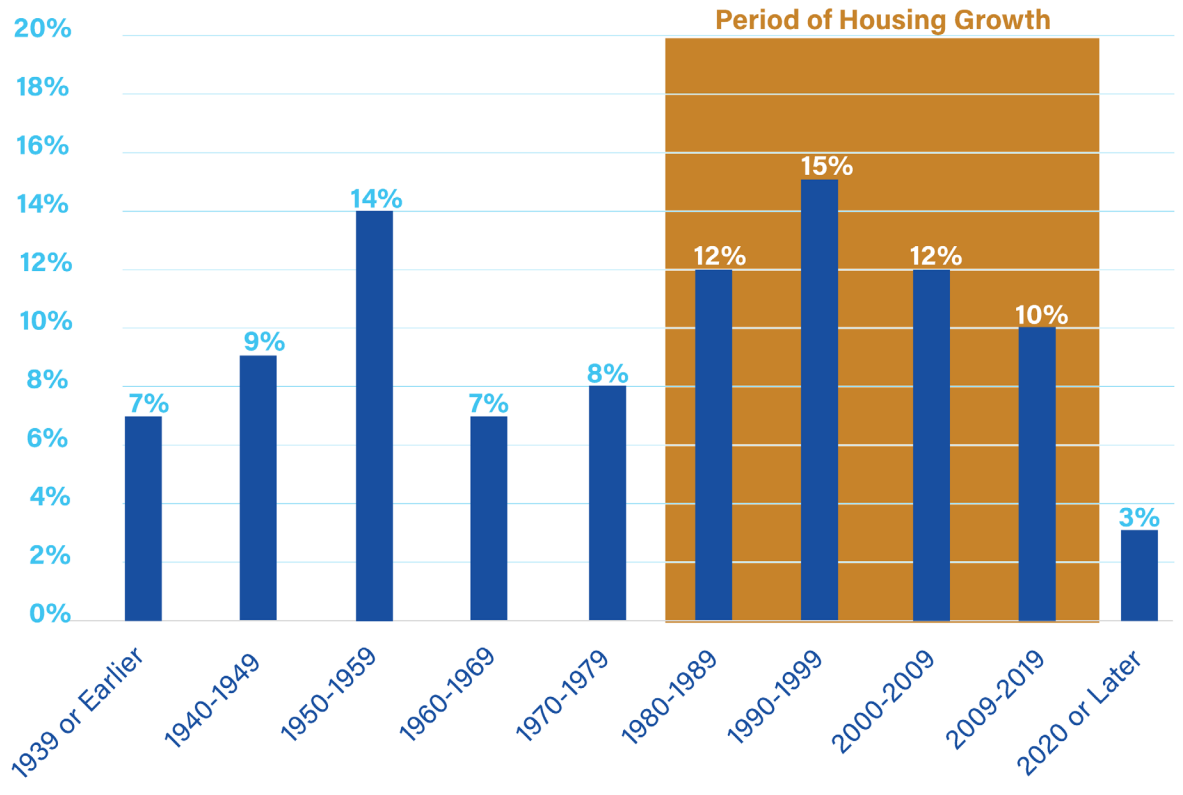
DEMOGRAPHIC ANALYSIS

Housing Age

Charlestown has a large portion of its housing that was built before 1980.

46% of housing units in Charlestown were built before 1980. This is similar to the County's (49.2%). Of Charlestown's existing housing units, 7% was built before 1940, this is the same as the County. This is low compared to neighboring communities such as New Albany that has 26% of homes built prior to 1940. In Charlestown, 13% of the housing was built in 2020 or later. Charlestown has the same percentage of homes built after 2020 as the rest of Clark County, 13%, as of 2023. However, this is greater than some peer communities, such as Clarksville (8%), New Albany (6%), and the state of Indiana (9%). Recently constructed and planned housing, such as apartments and patio homes, will provide an additional 206 homes in Charlestown, which will help to house current community members and people working at River Ridge.

CHARLESTOWN HOUSING AGE (2023)

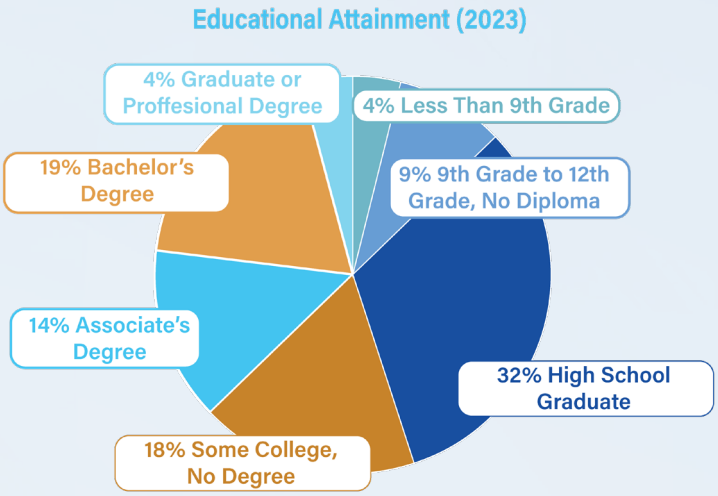


DEMOGRAPHIC ANALYSIS

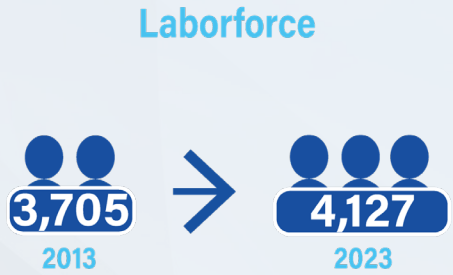
Educational Attainment

Most of Charlestown's residents have a high school graduation or higher.

As of 2023, 86.97% of residents 25 years or older have a high school degree or higher and 23.68% have a bachelor's degree or higher. Charlestown has a similar education attainment with surrounding communities and is just slightly below the County (90.75% high school degree or higher).



Labor Force



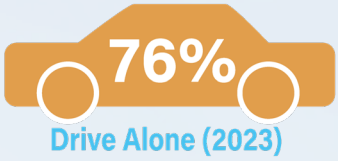
More people are participating in the labor force than in 2010.

As of 2023, there were a total of 5,903 residents over the age of 16 in Charlestown, and 62.8% of those were part of the labor force. Charlestown's labor force has increased by 11.39% since 2013. During that same period, the unemployment rate has dropped from 11.8% to 2.6%. This is similar but lower than all of the peer communities. Peer communities' unemployment ranges from 3.7% to 6.6%. However, the percentage change is greater than its peer communities with a 9.18% decrease between 2013 and 2023.

UNEMPLOYMENT RATE (2023)	
Charlestown	2.6%
Clarksville	4.2%
Jeffersonville	3.7%
Sellersburg	6.6%
New Albany	5.3%
Clark County	3.8%
Indiana	4.3%

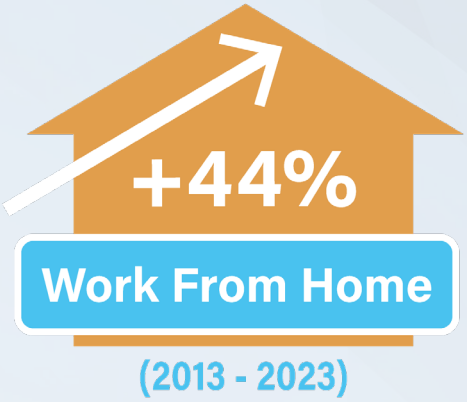
DEMOGRAPHIC ANALYSIS

Commuting Patterns



Most workers drive alone to work. Their commute time has gone down slightly since 2013.

The mean commute travel time for Charlestown residents is 24 minutes. Most are driving to work alone (87%), while 4% carpool with others and 3% walk to work. This is similar to the surrounding communities. The number of workers that work from home has nearly doubled since 2013, going from 50 people In 2013 to 177 people in 2023.



AVERAGE COMMUTE TIME

Minutes (2013)		Minutes (2023)	
Charlestown	25.0	Charlestown	24.8
Clarksville	21.5	Clarksville	19.2
Jeffersonville	21.5	Jeffersonville	20.1
Sellersburg	21.3	Sellersburg	19.8
New Albany	20.1	New Albany	20.1
Clark County	24.1	Clark County	22.4
Indiana	23.2	Indiana	24.0

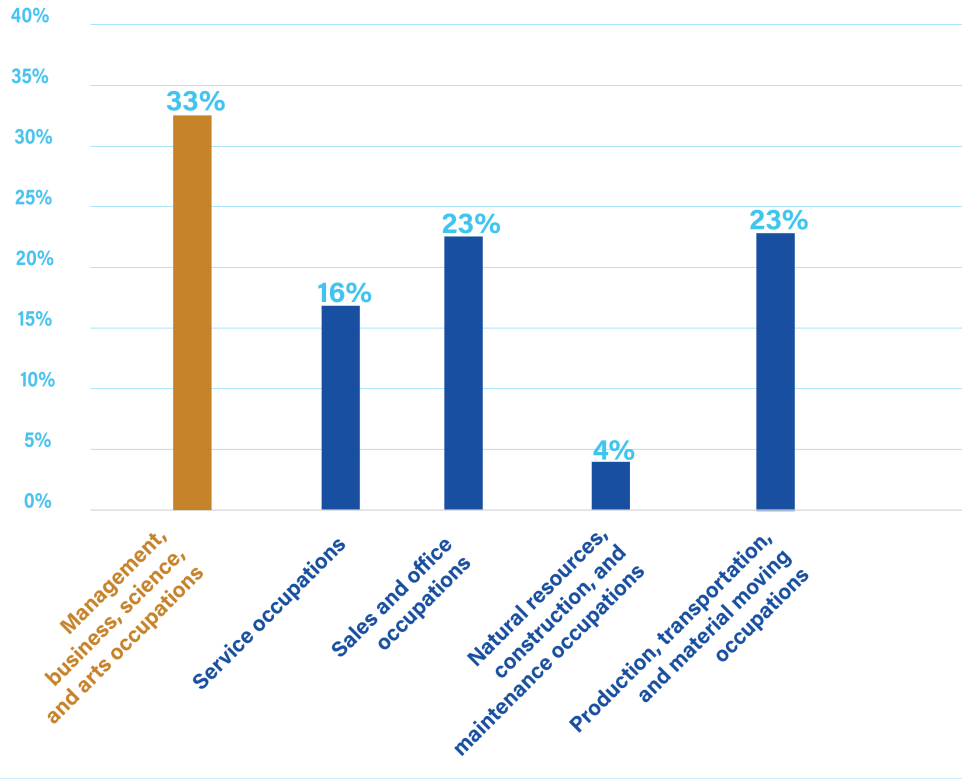
DEMOGRAPHIC ANALYSIS

Occupations

Management, business, science, and arts occupations employ the highest percentage of workers.

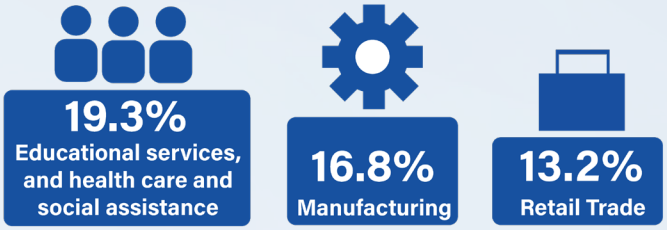
Occupation refers to the specific type of work a person does. In terms of occupations, the "management, business, science, and arts" occupations employ the highest percentage of workers in Charlestown at 31%. This is followed behind by "sales and office" occupations (22.6%), and "service" occupations (14.1%). "Natural resources, construction, and maintenance" occupations grew the most by 95% between 2013 and 2023.

CHARLESTOWN OCCUPATIONS (2023)



DEMOGRAPHIC ANALYSIS

Industries



LARGEST 3 INDUSTRIES

Educational services, and health care and social assistance employs the largest number of workers in Charlestown.

Industry describes the type of business or economic sector a worker belongs to. The total number of employed workers in Charlestown was 4,018 as of 2023. This is a 23% increase from 3,267 in 2013 . This is a greater increase than all peer communities except for Sellersburg that had a 65% increase in total workers. Educational services, and health care and social assistance (19.3%) and Manufacturing (16.8%) employ the largest percentage of workers in Charlestown. In general, three industries experience a significant change in employment between 2013 and 2023 including construction (-52.3%), information (+144.1%), and finance and insurance, real estate and rental leasing (+ 107.8%).

CHARLESTOWN INDUSTRIES (2023)	
Agriculture, forestry, fishing and hunting, and mining	0%
Construction	2.6%
Manufacturing	16.8%
Wholesale trade	1.9%
Retail trade	13.2%
Transportation and warehousing, and utilities	7.8%
Information	2.1%
Finance and insurance, and real estate and rental and leasing	8.6%
Professional, scientific, and management, and administrative and waste management services	9.8%
Educational services, and health care and social assistance	19.3%
Arts, entertainment, and recreation, and accommodation and food services	7.2%
Other services, except public administration	2.9%
Public administration	7.7%

PHYSICAL CONDITIONS

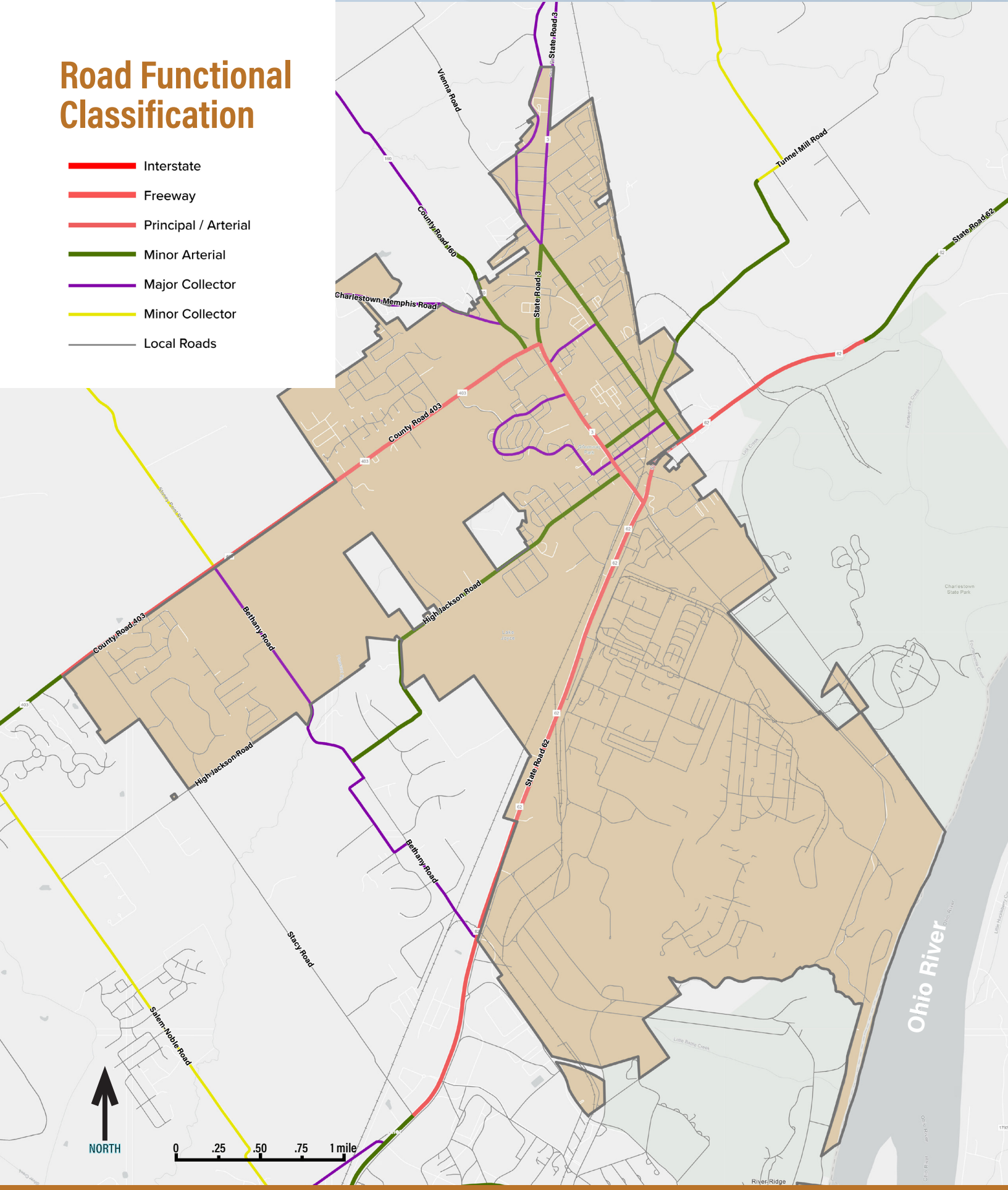
Street Network

The main roads in and out of the city are State Road 62 and State Road 3. State Road 62 is the major north-south connection through and out of the city. The city does not have direct access to an interstate within the city limits. State Road 62 connects to Interstate 265 to the south, where an interchange is located within Jeffersonville. Other Major roads within the city include County Road 403, Charlestown Memphis Road, and County Road 160. The functional road classifications data was collected from Indiana Map 2023 INDOT Road Classifications data. Functional classification categorizes roadways based on the type of service they provide, primarily aiming to balance mobility (moving traffic) and access (connecting to properties). This system helps in transportation planning, roadway design, and the allocation of funds for road improvements. The main functional classes are Local Roads, Minor Collector, Major Collector, Minor Arterial, Principal Arterial, Freeway, and Interstate.

Public Transportation

Charlestown is currently not serviced by the Transit Authority of River City (TARC). There are future plans for a bus route expansion into Charlestown through TARC, which operates in the Louisville metropolitan area including parts of southern Indiana. TARC is currently evaluating potential expansion into Charlestown, as part of their TARC 2025 plan. This evaluation is part of broader discussions about public transit in the Louisville region and includes consideration of different service levels and funding scenarios. The Jeffersonville-Louisville-IUS bus line currently stops about a mile outside of the city at River Ridge Commerce Park. LifeSpan Resources also provides ride to go services to elderly persons with disabilities in the area. They are an on-call service that does not operate on regular scheduled hours. Instead, they come directly to the home. Rides must be scheduled in advance.

Road Functional Classification



PHYSICAL CONDITIONS

Trails and Sidewalks

Charlestown ranks as somewhat walkable, according to walkscore.com. Out of 100, the city scores a 59 on their walk score and a 44 on their bike score. Charlestown's walk score ranks similar to Sellersburg with 58. However, it ranks higher than other neighboring communities such as Jeffersonville with a walk score of only 24.

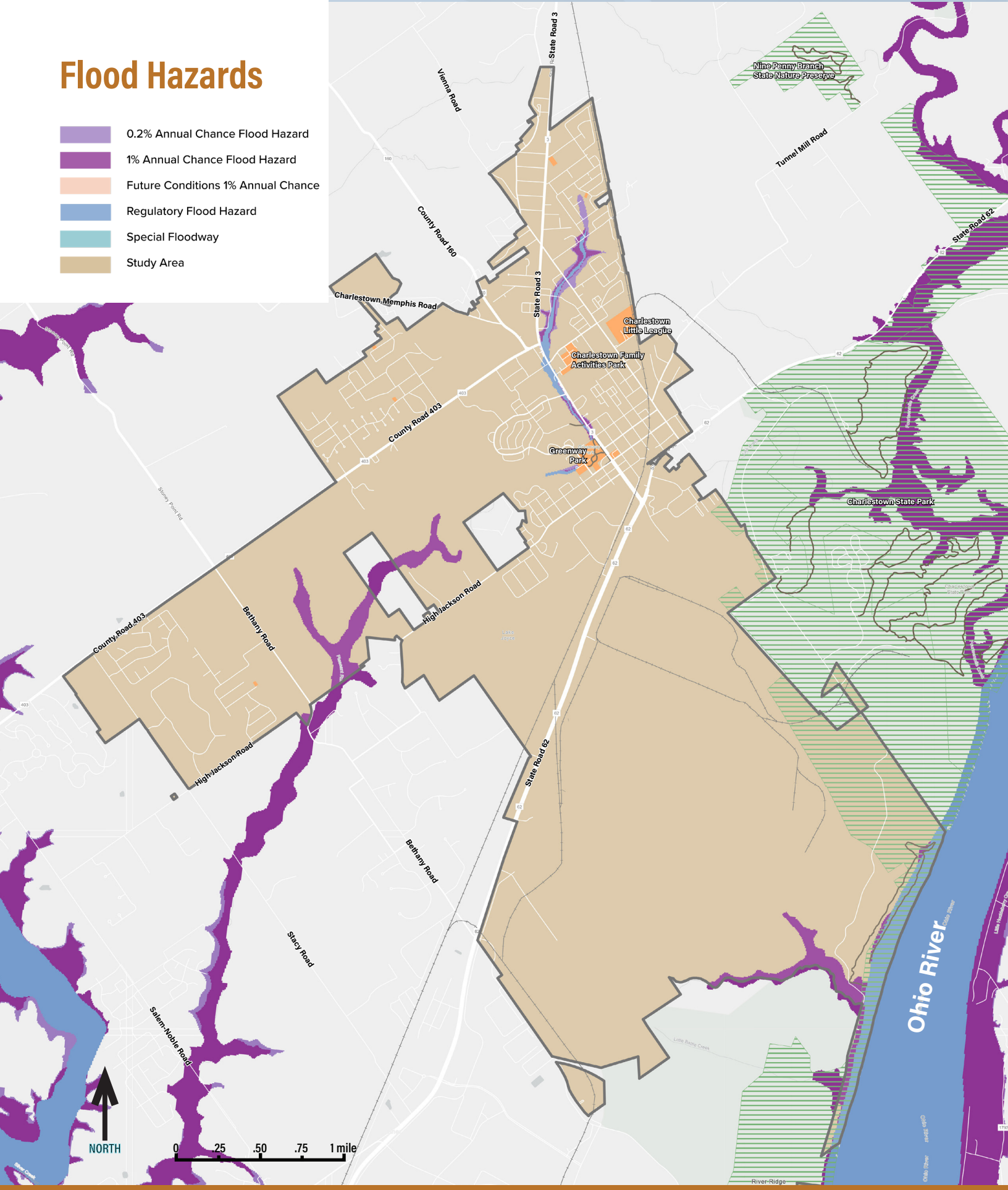
Charlestown currently does not have any dedicated bike lanes. However, there are existing trail systems within some city parks and state parks, including Greenway Park, Charlestown Family Activities Park, Charlestown Town Square, and Charlestown State Park. Other neighborhood parks include Knoebel Park, Ben Betram Memorial Park, Saddleback Family Park, and Danbury Oaks Family Park.

The downtown has the highest concentration of sidewalks. Once outside of the downtown, sidewalks become scarcer and less consistent. However, most of the main roads have sidewalks, such as State Road 3, Monroe Street, and High Jackson Street. State Road 62 and most of the main roads leading west and north do not have sidewalks. This makes walking or cycling difficult if you are not within the downtown or eastern portion of the city.

Flood Hazards

Although Charlestown is along the Ohio River, the majority of Charlestown is not located in flood hazard areas. The southern edge along the Ohio River and the western portion along Pleasant Run are the most prone to flooding. These areas do not have high concentrations of development. The northern portion of the city is prone to flooding along State Road 3, stretching from Greenway Park north towards Charlestown High School. This portion of the city is highly developed and flooding in this part of the city could be challenging. The land use in this area is primarily commercial and Institutional with large swaths of parking.

Flood Hazards



PHYSICAL CONDITIONS

Community Facilities

Emergency Services

Most community facilities within Charlestown are concentrated around the downtown in the northern portion of the city. There are two fire stations within the city. One on the northern side and another on the southern side of the city. There is currently one police station in the center of the city.

Healthcare

There is a vacant hospital within the city limits, St. Catherine Regional Hospital. The hospital closed in 2015 and has remained empty since that time. There are two medical facilities within the city. North Clark Medical Group is a medical clinic on the northern portion of the city and Clark Physician Group is located on the southern portion of the city. The nearest hospital, Norton Clark Hospital, is a 22-minute or 15-mile drive from downtown Charlestown.

Schools

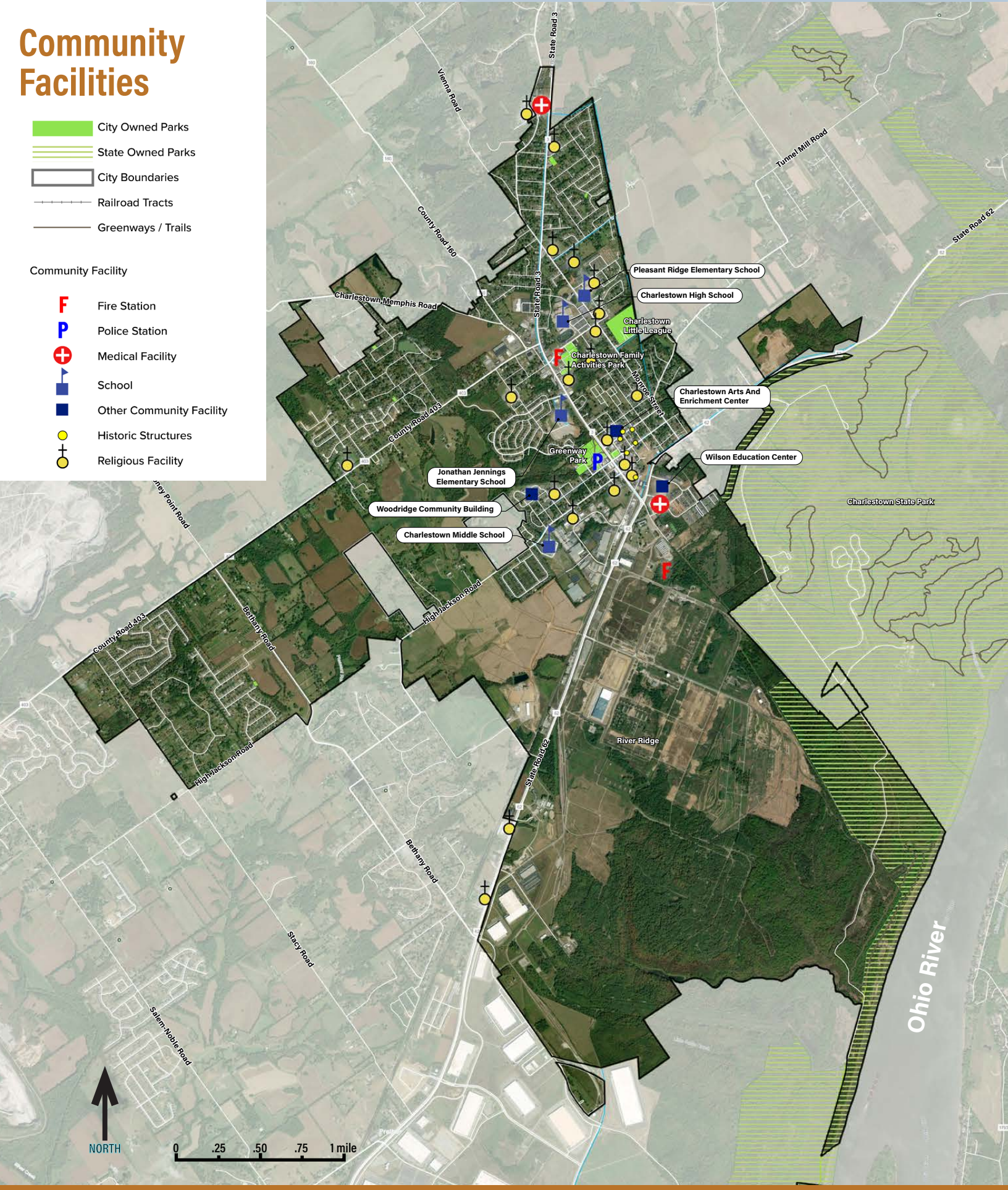
There are three public schools within Charlestown, including Charlestown Senior High School, Charlestown Elementary School, and Charlestown Middle School. As of 2025 the school district merged Jonathan Jennings Elementary School and Pleasant Ridge Elementary School to form Charlestown Elementary School. These are all part of the Greater Clark County School District.

Historic Structures

Historic structures were sourced from IDNR Surveyed Historic Sites and Structures 2024. The historic structures are concentrated around the downtown area. The outstanding historic structures are the following:

- Charlestown First Presbyterian Church (1915) - 145 Main Cross St
- House - 944 Main St
- Thomas Downs House (1809) - 1045 Main St
- Boyer House (1820) - 1094 Water St
- Ward Watson House (1910) - 1015 Water St
- House - 958 Water St

Community Facilities



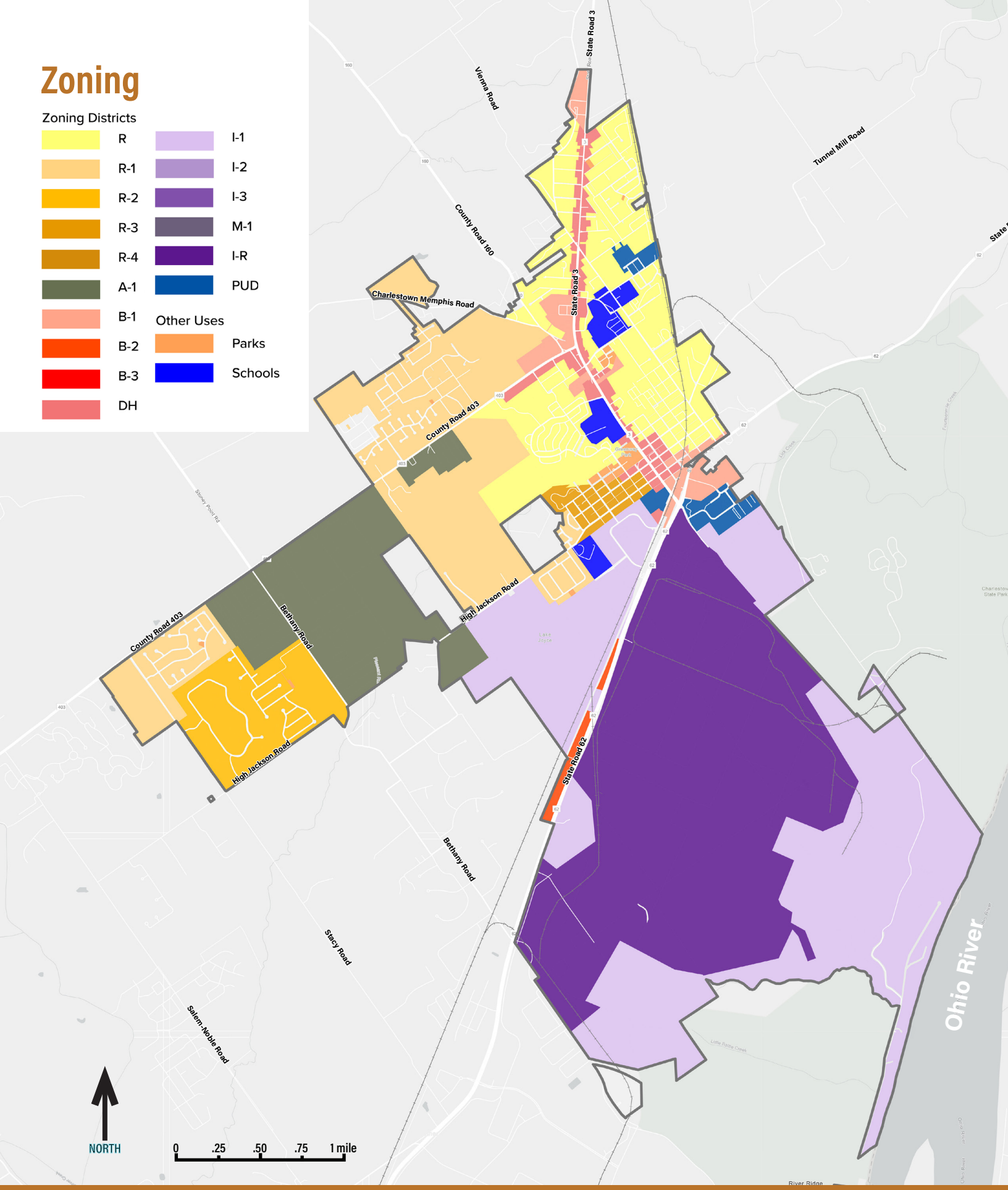
PHYSICAL CONDITIONS

Zoning

There are a variety of zoning districts within Charlestown. Most of the residential zoning is concentrated on the northern portion of city with the southern portion of city being nearly all INAAP Redevelopment (I-R) or Light Industrial (I-1) zoning. The residential portions of the city are denser towards the northwestern portion of the city. The western portion of the city is primarily zoned Agriculture (A-1). The Downtown Historic District allows mixed-use by right. All other zoning districts require a Planned Unit Development (PUD) to allow for mixed use zoning.

The Indiana Army Ammunition Plant (INAAP) Redevelopment District is currently controlled by the River Ridge Development Authority. This district is intended to provide a land usage category for a mixture of most office, retail, wholesale and moderate to heavy industrial facilities/uses. A map and brief description of each zoning district is included on the following pages.

Zoning


Zoning Districts
R
R-1
R-2
R-3
R-4
A-1
B-1
B-2
B-3
DH
I-1
I-2
I-3
M-1
I-R
PUD
Other Uses
Parks
Schools
Vienna Road
State Road 3
Tunnel Mill Road
County Road 160
Charlestown Memphis Road
County Road 403
High Jackson Road
Bethany Road
State Road 62
Stacy Road
Salem-Noble Road
Ohio River
NORTH
0
.25
.50
.75
1 mile

PHYSICAL CONDITIONS

Zoning Descriptions

Agriculture (AG): The AG Agriculture district is intended primarily for small farming development, with up to one residential dwelling and detached outbuildings for accessory uses on each tract. The purpose of this district is to maintain the rural and scenic qualities of the existing rural areas by preserving farm land & significant open lands.

Residential (R): The R Residential district is intended for low-density single-family residential development in locations of the City, which contain previously platted smaller lots location within existing residential zoning area.

Single-Family Residential (R-1): The R-1 Single-Family Residential district is intended for moderately dense single-family residential developments.

Rural Residential (R-2): The R-2 residential district is intended to permit limited residential development in rural areas in order to satisfy individual housing preferences.

Two-Family Residential (R-3): The R-3 residential district is intended to provide for urban density, residential development and allow for more choice in dwelling unit types by providing for two-family dwelling structures.

Multi-Family Residential (R-4): The R-4 residential district is intended to provide for multi-family residential development of three (3) or more units, including detached, attached, or semi-attached dwellings.

Limited Business (B-1): The B-1 district is intended to provide for professional office uses, personal services uses and retail service uses which dispense convenience goods and services directly to consumers on the premises.

Community & Roadside Business (B-2): The B-2 business district is intended to provide for highway oriented business uses offering supplies and services to the general public, which are ordinarily located along highways.

General Business (B-3): The B-3 business district is intended to provide for general business district where a full range of goods and services are offered at the greatest amount of land use intensity.

Downtown Historic District (DH): Charlestown encourages creative development solutions that build community character and reflect the community's vision; refer to the Planned Unit Development District that would allow for greater flexibility and creative development options. The purpose of the Downtown Historic District to protect and enhance the health, safety and welfare of the citizens and property owners of Charlestown by providing a pedestrian friendly, mixed-use "main street" style district consistent with the Charlestown Comprehensive Plan.

Zoning Descriptions

Light Industrial (I-1): The I-1 industrial district is intended to provide for the type of industrial operation conducted within completely enclosed buildings that have no nuisance factors that result in emission outside of the building.

Heavy Industrial (I-2): The I-2 industrial district is intended to provide for those heavy industrial uses that are typically characterized by objectionable factors, which are exceedingly difficult to eliminate. These industries are therefore burdened by efficient areas that minimize any adverse effects and wherever practical this district is removed as far as possible from residential areas buffered by intervening minor industrial districts.

Waste Disposal (I-3): The I-3 Hazardous Waste Disposal district is restricted to facilities for the disposal, destruction, or recycling of toxic chemicals, radioactive wastes, heavy metals, asbestos and other forms of hazardous waste whether through incineration, land filling, or other mechanical, chemical, or technological means.

Heavy Manufacturing (M-1): The M-1 Heavy Manufacturing district is restricted to manufacturing facilities using extremely toxic chemicals, radioactive materials, heavy metals, asbestos or other forms of dangerous substances whether through incineration, land filling, or other mechanical, chemical, or technological means.

Planned Unit Development (PUD): The purpose of this designation is to provide greater design flexibility in the development of land when consistent with the intent of the zoning provisions of this Ordinance. The use of Planned Unit Development zoning district shall be encouraged when the use of such regulations promotes a harmonious variety of uses, and or/provides for an economy of shared services and facilities, and/or are compatible with surrounding areas and/or foster the creation of attractive, healthful, efficient and stable environments for living, shopping or working.

PHYSICAL CONDITIONS

TIF Districts

A significant portion of Charlestown lays within a Tax Increment Financing (TIF) district. A TIF is a tool local governments use to encourage development or redevelopment in specific areas. As developers build new homes, businesses, or commercial spaces, the overall property value in the district increases. This rise in value generates higher property tax revenue. This increased revenue (called the "tax increment") is set aside in a special TIF fund. That money is then reinvested directly back into the district to support further improvements or repay the costs of earlier investments such as public infrastructure. There are six dedicated TIF districts within Charlestown. See below for the following TIF district descriptions:

TIF ID #	TIF District	Gross Assessed Value	Net Assessed Value	Base Assessed Value	Incremental Assessed Value	Revenues	Expenses
T10400	Central Charlestown Economic Dev Area	$194,011,300	$141,300,130	$49,349,880	$91,950,250	$1,825,250	$1,944,206
T10401	Indiana American Water	$17,607,420	$17,607,420	$288,249	$17,319,171	$386,811	$906,938
T10402	North Clark Hospital	$930,900	$930,900	$1,138,189	($207,289)	$0	$0
T10403	Renaissance	$5,495,300	$5,495,300	$0	$5,495,300	$89,561	$0
T10404	Shadow Lake	$8,828,700	$8,679,488	$1,598,814	$5,082,674	$2,244	$0
T10405	Depot Street	$573,000	$484,062	$101,562	$362,500	$0	$0

Source: http://gateway.ifionline.org/TIFviewer/?

Central Charlestown Economic Development Area

This is the largest TIF district within the City of Charlestown. The district is primarily concentrated along SR 26 and SR 3, which serve as major gateways into the community and support both local and regional traffic.

Indiana American Water

This district is made up of smaller parcels spread throughout Charlestown. Although limited in size, this district plays an important role in supporting essential public utility services.

North Clark Hospital

The North Clark Hospital TIF district is located in the northern portion of Charlestown along SR 3. This district consists of a single parcel that was formerly the site of the North Clark Community Hospital.

Renaissance

This district is strategically located across from the Charlestown Town Square at the intersection of SR 3 and Main Street.

Shadow Lake

Shadow Lake is the second-largest active TIF district within Charlestown. The district is located on the western side of the city, along the northern edge of SR 62.

Depot Street

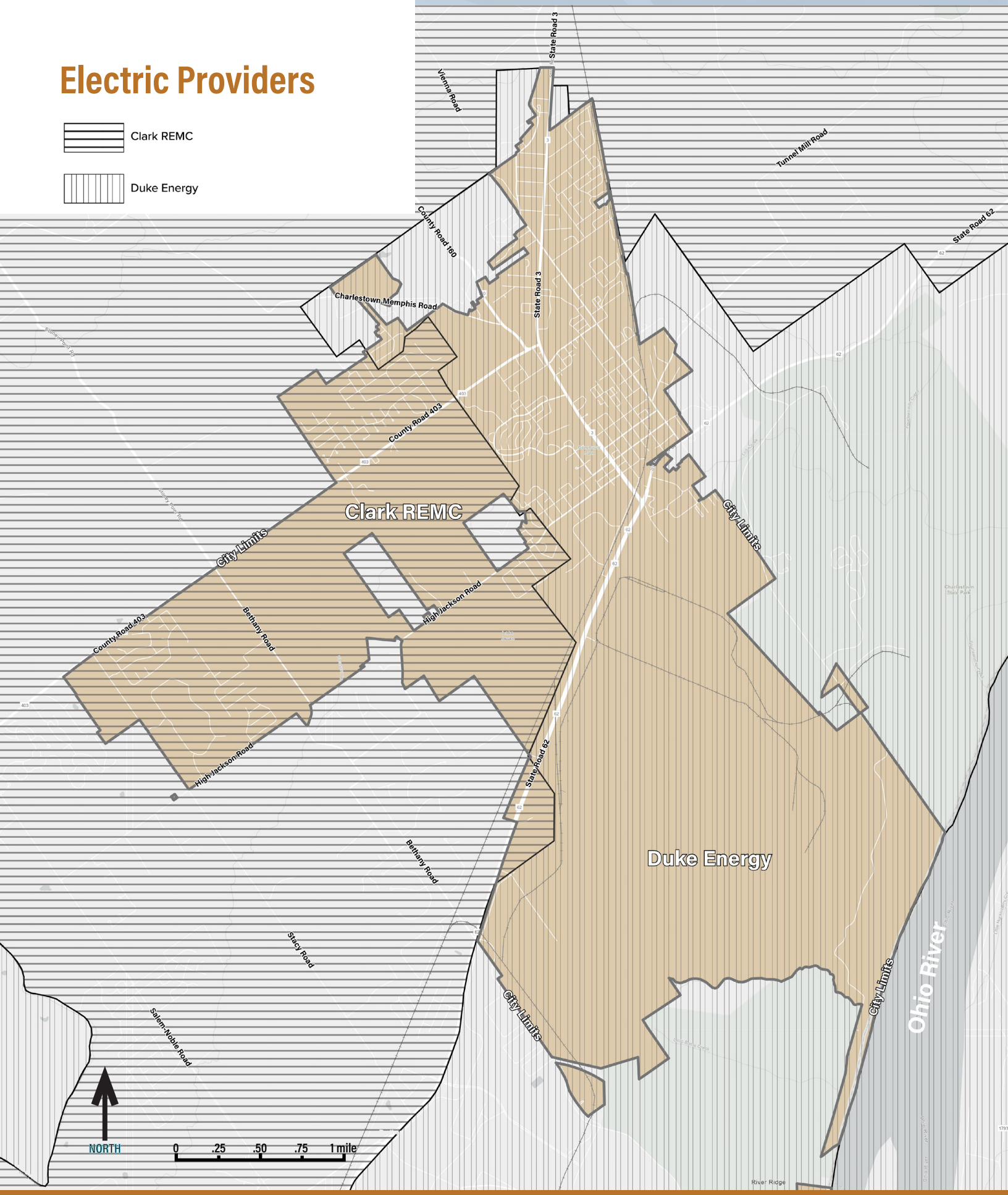
The Depot Street TIF district is located near the northern intersection of SR 3 and SR 62. This area occupies a key crossroads within Charlestown and has the potential to support redevelopment and reinvestment tied to its strategic location.

PHYSICAL CONDITIONS

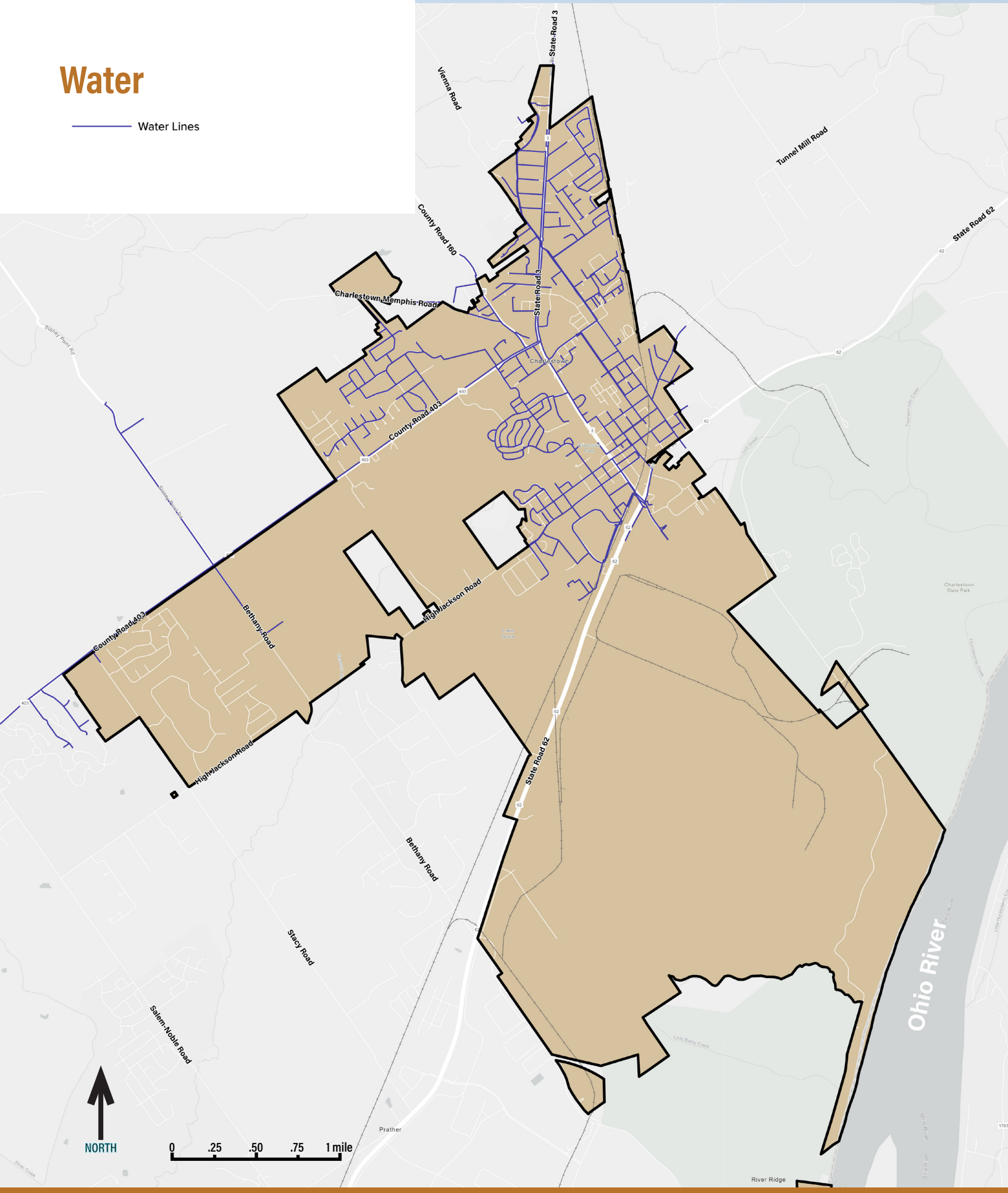
Utilities

The City of Charlestown provides wastewater/sewer and sanitation/trash services to customers within the city limits and annexed areas. Indiana American Water is the water provider for the city. The primary electric provider for Charlestown is Duke Energy Indiana, with Clark County REMC also serving a portion of the city. Duke Energy serves all except the western part of the city, west of the Pleasant Ridge neighborhood. The rest of the city is serviced by REMC. The existing water and sewer systems are concentrated in the northern half of the city. The southern and western portions are served by others. According to the 2023: ACS 5-Year estimate, 87.3% of households in Charlestown have access to internet. 72.5% of Households have Broadband such as cable, fiber optics, or DSL. 81.2% of households in Charlestown have a cellular data plan. Fixed Broadband providers include AT&T, HighesNet, Spectrum, Starlink, T-Mobile, Viasat Inc. Mobile Broadband providers include AT&T, Project Genesis, T-Mobile, and Verizon. Internext access is available throughout the city.

Electric Providers

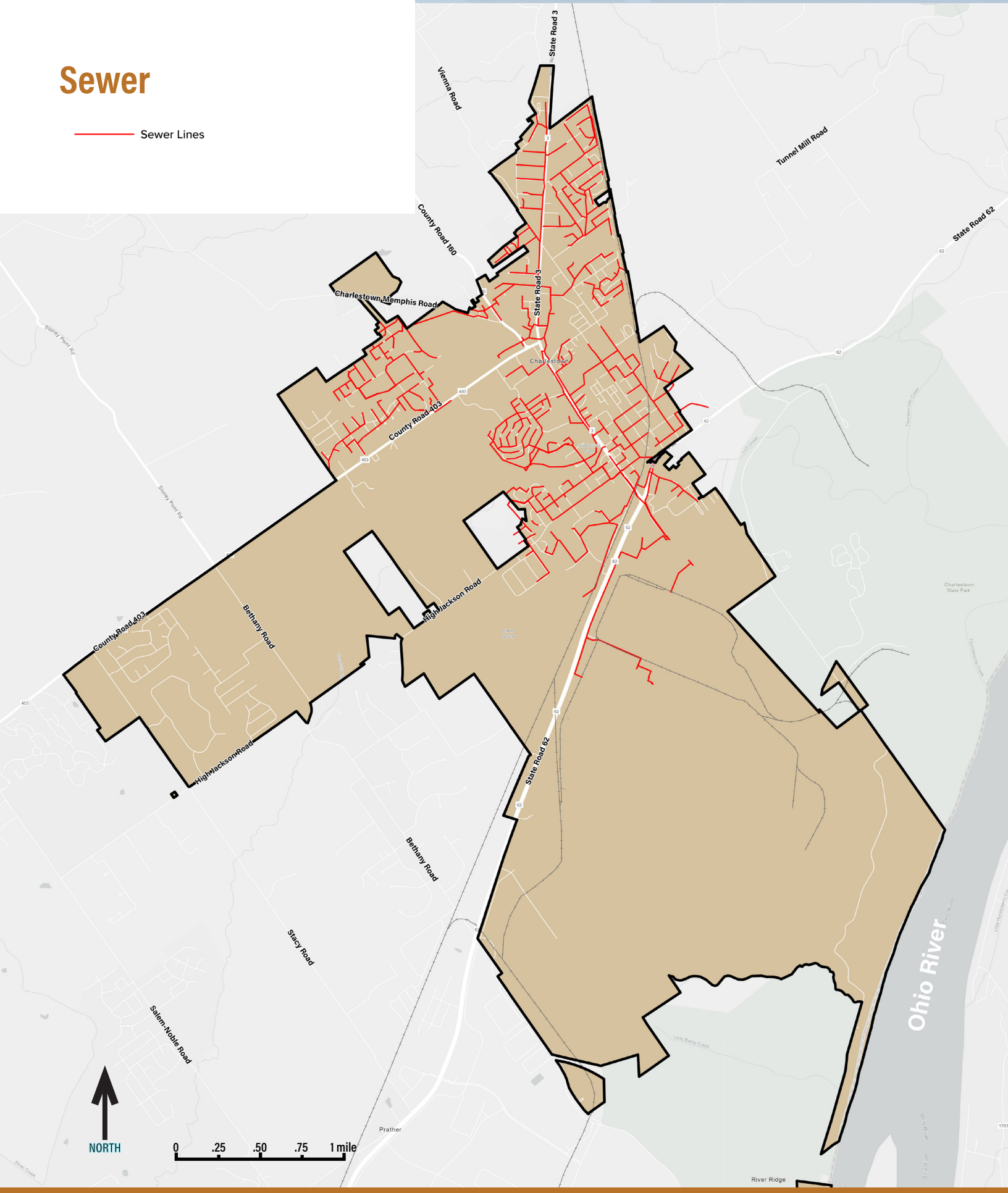


Water


Water Lines
State Road 3
Vienna Road
Tunnel Mill Road
State Road 62
County Road 160
Charlestown Memphis Road
State Road 3
Charlestown
County Road 403
Bethany Road
High Jackson Road
County Road 403
High Jackson Road
State Road 62
Bethany Road
Stacy Road
Salem-Noble Road
Ohio River
Prather
River Ridge
NORTH
0 .25 .50 .75 1 mile

Sewer

Sewer Lines



SECTION 3

VISION, GOALS, STRATEGIES

IN THIS **SECTION**

50 Overview

52 Public Space & Placemaking

56 Downtown

59 Housing

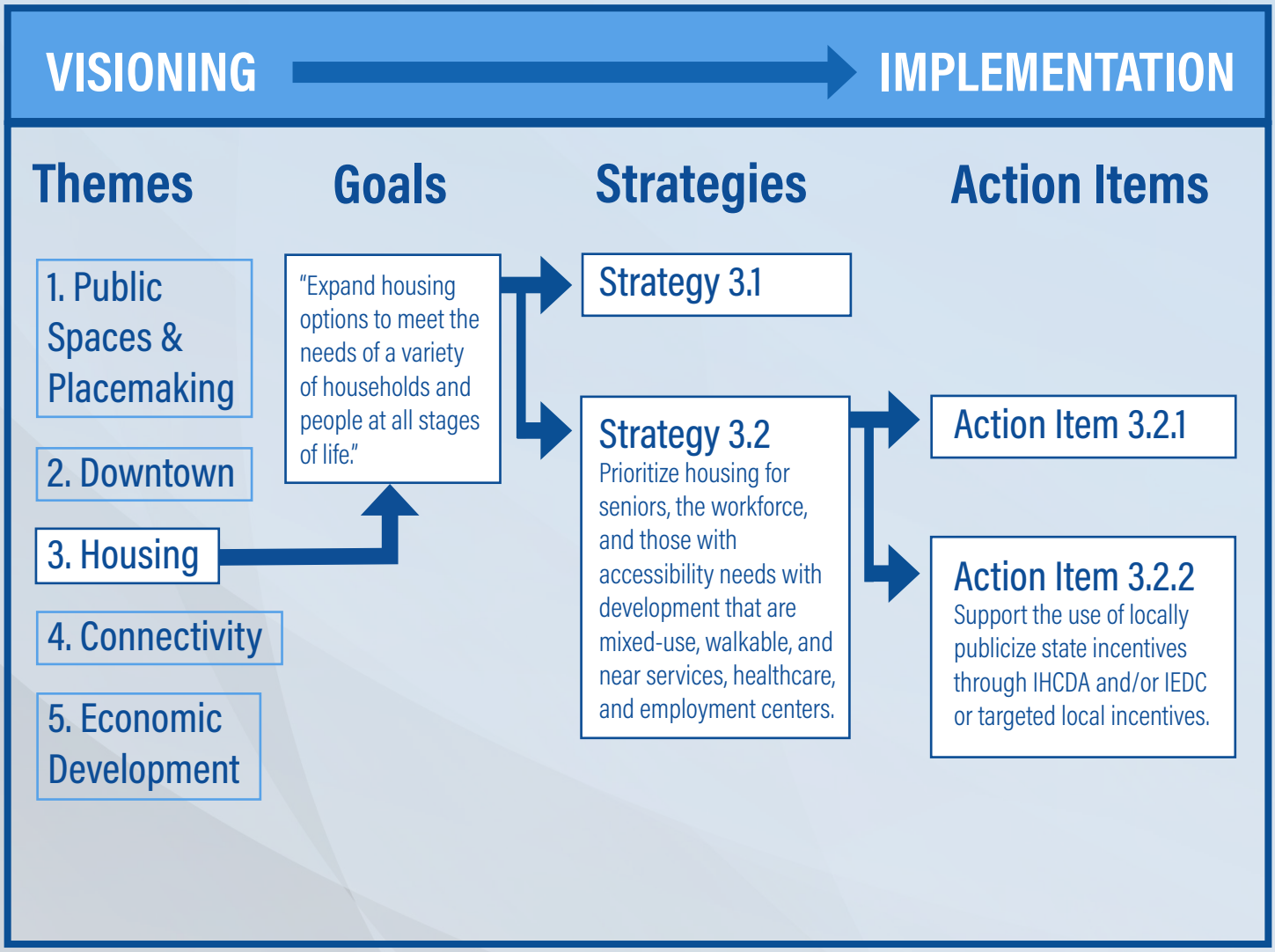
62 Connectivity

66 Economic Development

OVERVIEW

About

The goals and strategies outlined in this section reflect the issues the community identified as most important. The five goals included in this plan are focused on an overarching topic that is further defined through strategies that describe different approaches to achieving the specific goal. Additionally, each strategy includes specific action s that outline concrete steps the community can take to accomplish it.



Public Spaces & Placemaking

Goal: "Expand parks, public spaces, events and programming that bring people together."

Downtown

Goal: "Enhance downtown to establish it as a key destination that defines Charlestown."

Housing

Goal: "Expand housing options to meet the needs of a variety of households and people at all stages of life."

Connectivity

Goal: "Enhance the transportation system to support safe, connected, and efficient travel for automobiles and people."

Economic Development

Goal: "Create a sound economic base for the city and attract uses that support a high quality of life for residents."

PUBLIC SPACES & PLACEMAKING

Strategy 1.1 Reinforce Charlestown's character through placemaking and design projects.

About

Placemaking and thoughtful design play a key role in shaping the character of a community. Charlestown residents consistently emphasized the importance of preserving the city's small-town charm. This was often associated with human-scale buildings and streets. It also included places that are accessible by everyone and allow for social interactions. This reflects the desire for a community that feels both welcoming and connected.

Action Items

1.1.1 Identify and implement gateway improvements at key locations into the city, with priority placed on the SR 62 / SR 3 intersection and the Charlestown/ Jeffersonville boundary along SR 62..

1.1.2 Continue to build local pride and define the city's values through placemaking programs, such as the light pole banners highlighting veterans and high school seniors.

1.1.3 Develop and adopt streetscape design standards for key corridors that incorporate dark sky compliant lighting and other amenities that define the character of the city.

Partners

- Charlestown Advisory Plan Commission
- Charlestown Board of Public Works (Lead)
- Charlestown Common Council
- Charlestown Streets Department
- Charlestown Redevelopment Commission (Lead)
- Clark County Highway Department
- Indiana Department of Transportation (INDOT)
- Local Business and Property Owners

Resources

- Accelerate Indiana Municipalities (AIM)
- Charlestown Chamber of Commerce
- Indiana Arts Commission (IAC)
- Indiana Destination Development Corporation (IDDC)
- Main Street Program (OCRA)

Strategy in Action Public Spaces & Placemaking

Gateway

Streetscape

Light Pole Banners

PUBLIC SPACES & PLACEMAKING

Strategy 1.2 Improve existing and new public spaces, parks, and open spaces.

About

Public spaces are the heart of a community, where all people can come together and gather. These public facilities and parks are often the pride of a community. As the community grows, it is important to set aside open space for public use and also update current parks to meet current needs. Most of the city's parks and recreation facilities currently serve the community in the warmer months. However, residents expressed a desire for an indoor recreational facility that could help meet the needs of the community year-round and expand upon the existing public facilities.

Action Items

1.2.1 Construct new Charlestown Civic Center to meet current and future indoor and year-round recreation and programming needs as outlined in the Charlestown 5-year Parks & Recreation Master Plan.

1.2.2 Design and construct a new park to serve existing and future residents at future Shadow Lake Park as outlined int the Charlestown 5-year Parks & Recreation Master Plan.

1.2.3 Continue to host regular events for all ages and all abilities, such as Christmas in Charlestown, Founders Week, car shows, farmers markets, concerts, and movie nights.

1.2.4 Determine if a Main Street organization would benefit programming and business support.

1.2.5 Upgrade and expand existing parks by increasing comfort and usability in parks as well as increasing public art based on 5-year Parks & Recreation Master Plan.

1.2.6 Complete planned upgrades to the Family Activity Park.

Partners

- Charlestown Advisory Plan Commission
- Charlestown Board of Public Works (Lead)
- Charlestown Common Council
- Charlestown Redevelopment Commission
- Charlestown Parks and Recreation Department

Resources

- Accelerate Indiana Municipalities (AIM)
- Charlestown Chamber of Commerce
- Charlestown Disability Advisory Committee
- Charlestown State Park / Indiana Department of Natural Resources (INDNR)
- Indiana Main Street Program (OCRA)

PUBLIC SPACES & PLACEMAKING

Strategy 1.3 Integrate design features and amenities into new developments that reinforce the city's identity.

About

It is important that new development reinforces the character of the city. When larger developments are built, they should have amenities that contribute to quality of life, such as parks and open space incorporated into them. It is also important that new developments transition in terms of density, use, and impact to the existing adjacent uses or developments. This can be done by incorporating landscaping that unifies the appearance and provides a visual buffer as well as requiring appropriate height and setback for new development that is more intense.

The community desires future development to be human scale and appropriate to their surroundings. This means allowing denser uses in the center of town where infrastructure already exist and less dense uses on the exterior of the city. These new developments should re-enforce existing development and enhance the community's identity and character.

Action Items

- **1.3.1** Update regulations to require new developments to provide adequate transitions in density, land use, and proper massing.
- **1.3.2** Incentivize the preservation of large, healthy canopy trees and similar features within new developments.
- **1.3.3** Review and update current design standards to determine specific areas or districts where higher design standards (including minimum landscaping standards) should be required or additional amenities should be required.
- **1.3.4** Update regulations to require parks, open spaces, and amenities within larger developments to meet the needs of the neighborhood.

Partners

- Charlestown Advisory Plan Commission (Lead)
- Charlestown Common Council
- Charlestown Redevelopment Commission

Resources

- Accelerate Indiana Municipalities (AIM)
- Building and Development Association of Southern Indiana (BDASI)
- Indiana Destination Development Corporation (IDDC)

DOWNTOWN

Strategy 2.1 Improve the function and design of Charlestown Square to better accommodate events and daily use of this space.

About

A vibrant downtown fosters a strong sense of community pride and identity. Downtown has the potential to attract visitors and be the economic and cultural hub of the community. Charlestown's downtown is crucial for its overall economic and social health of the entire city. The city has outlined a vision to transform the square to meet today's needs and reinforce the city's character while also preserving history and tradition. Phase 1 (the Commons) is currently being constructed, that includes a new pavilion and lawn area. Two additional phases are identified in the Charlestown Square Vision Plan that should be completed in the future.

Action Items

- **2.1.1** Construct Phase 1: The Commons identified in the Charlestown Square Vision Plan.
- **2.1.2** Design and construct Phase 2: The Square and Phase 3: The Terrace identified in the Charlestown Square Vision Plan.
- **2.1.3** Work with INDOT to improve the existing pedestrian crossings and sidewalks along SR 3.
- **2.1.4** Expand programming and events within the Square.
- **2.1.5** Continue the façade improvement program for buildings located around the Square to encourage design that reflects a historic character.
- **2.1.6** Evaluate downtown parking daily needs and any necessary improvements to meet.

Partners

- Charlestown Board of Public Works (Lead)
- Charlestown Common Council
- Charlestown Parks and Recreation Department
- Charlestown Redevelopment Commission (Lead)
- Charlestown Streets Department
- Indiana Department of Transportation (INDOT)
- Local Businesses and Property Owners
- Charlestown Disability Advisory Committee

Resources

- Accelerate Indiana Municipalities (AIM)
- Charlestown Chamber of Commerce
- Indiana Arts Commission (IAC)
- Indiana Destination Development Corporation (IDDC)
- Indiana Economic Development Corporation (IEDC)
- Indiana Main Street Program (OCRA)

Strategy in Action Downtown

Charlestown Square Improvements

Charlestown Square Improvements

DOWNTOWN

Strategy 2.2 Incentivize and attract desirable uses within downtown.

About

Charlestown residents and visitors want more restaurants and shops within the downtown. The existing businesses around the square include shops, dining, retail, and offices, but most are only open and active for part of the day and do not generate significant foot traffic. Downtown could attract more people and businesses if there is additional housing in or around the downtown area. Currently the downtown lacks dense land uses that can support a variety of businesses and activities, but there are a two apartment complexes under construction adjacent to downtown.

Action Items

2.2.1 Attract a mixed-use development to the vacant lot on Short Street that supports the Charlestown Commons on the Square and incorporates public restrooms.

2.2.2 Identify specific incentives that the city can offer to attract or retain uses that are desirable around the Square and downtown.

2.2.3 Adopt a Designated Outdoor Refreshment Area (Dora District) that allows customers from designated establishments to carry open alcoholic beverages within a designated area.

Partners

- Charlestown Common Council (Lead)
- Charlestown Redevelopment Commission (Lead)
- Local Businesses and Property Owners
- One Southern Indiana

Resources

- Accelerate Indiana Municipalities (AIM)
- Charlestown Chamber of Commerce
- Indiana Destination Development Corporation (IDDC)
- Indiana Economic Development Corporation (IEDC)
- Indiana Main Street Program (OCRA)
- Indiana Office of Community and Rural Affairs (OCRA)
- Indiana Small Business Development Center (ISBDC)

HOUSING

Strategy 3.1 Accommodate and attract quality and diverse housing options.

About

Charlestown has a lack of diversity of housing types. Much of the housing within Charlestown is low density, single family detached homes. Two new apartment complexes are under construction and will significantly add options for multi-family units that were previously limited. Other types of housing, such as townhomes and accessory dwelling units, should also be considered as well as infill housing on vacant lots within the city's core.

While the community wants new development to have high quality design and materials, it is also important to balance this with options to encourage affordable housing. For example, if higher quality building materials are required within an area or district, this development cost could be offset with options for smaller lots. This can reinforce community character and ensure the quality of new construction without limiting affordable housing. Additionally, zoning incentives can be identified within these ordinances to encourage developers to add amenities, such as trails and open space, into new developments that add to a community's quality of life.

Action Items

- **3.1.1** Update development standards to easily allow infill housing to be constructed on existing lots within the city's urban areas.
- **3.1.2** Update zoning regulations to allow for and/or incentivize a variety of housing types, such as senior housing, townhomes, smaller houses, accessory dwelling units (ADUs), and accessible single-level homes in a variety of districts.
- **3.1.3** Update zoning and subdivision regulations to ensure new residential development is high-quality and encourages open space, trails, amenities, and connectivity to continue to meet the housing demands.

Partners

- Charlestown Advisory Plan Commission (Lead)
- Charlestown Common Council
- Charlestown Housing Authority
- Charlestown Redevelopment Commission

Resources

- Indiana Housing and Community Development Authority (IHCDA)
- United States Department of Housing and Urban Development (HUD)

HOUSING

Strategy 3.2

Prioritize housing for seniors, the workforce, and those with accessibility needs with development that are mixed-use, walkable, and near services, healthcare, and employment centers.

About

The lack of housing for vulnerable members of the community, such as seniors and lower income workers, is an important issue. The city's poverty rate has drastically declined from about 20% of the population in 2013 to 10% in 2023 while the median household income nearly doubled during this same time. This demographic shift was largely due to the redevelopment of a lower-income housing area (Pleasant Ridge Subdivision). This loss of affordable housing leaves a large number of people and families that cannot afford housing in Charlestown. These residents are also often less likely to own vehicles, making denser housing next to employment and walkable areas more important for these vulnerable residents.

Regulations can allow smaller houses on smaller lots in specific area since these are usually more affordable due to the lower development costs. Other ways of encouraging more workforce housing is by allowing accessory dwelling units, such as mother-in-law suites, and allowing current single-family homes to be converted to duplexes in specific areas or districts.

Action Items

3.2.1 Identity specific development incentives (such as density bonuses, reduced parking, tax abatements, etc.) and minimum thresholds that could be available to projects that dedicate a specified percentage of units to these target groups.

3.2.2 Support the use of locally publicize state incentives through IHCDA and/or IEDC or targeted local incentives.

Partners

- Charlestown Common Council
- Charlestown Disability Advisory Committee
- Charlestown Housing Authority
- Charlestown Redevelopment Commission (Lead)

Resources

- Building and Development Association of Southern Indiana (BDASI)
- Habitat for Humanity
- Indiana Economic Development Corporation (IEDC)
- Indiana Housing and Community Development Authority (IHCDA)
- River Ridge Development Authority

HOUSING

Strategy 3.3

Support rehabilitation programs for aging or substandard housing to ensure existing residents have safe housing options within their own neighborhoods.

About

Charlestown's housing stock is aging with more than half of the houses being built before 1990, which means upkeep of becomes more difficult and expensive. Many of the residents that live in these aging homes cannot always afford to make necessary updates to their homes, or they do not always have the tools or resources to make the repairs needed. The burdens that come with maintaining a home can be alleviated through creating tools that direct homeowners to resources they need.

Action Items

3.3.1 Publicize a "toolkit" for residents that provides state and private resources they can access for assistance in home maintenance.

3.3.2 Create a Residential Façade Grant Program to improve the character of specific areas within the city.

Partners

- Charlestown Building Commissioner (Lead)
- Charlestown Disability Advisory Committee
- Charlestown Housing Authority
- Charlestown Redevelopment Commission

Resources

- Habitat for Humanity
- Indiana Housing and Community Development Authority (IHCDA)
- Indiana Office of Community and Rural Affairs (OCRA)

CONNECTIVITY

Strategy 4.1 Improve connectivity and expand the existing transportation infrastructure.

About

The community wants the ability to safely walk to places in Charlestown. However, many residents do not feel safe crossing many of the major roads throughout the city. Sidewalks are limited outside of the downtown area and bicycle infrastructure is extremely limited. Many of the city's major corridors are wide state-owned roads that create physical barriers and challenges for pedestrians. Targeted improvements, such as enhancing key intersections/crosswalks and expanding sidewalks, would not only improve safety but also reinforce Charlestown's identity as a walkable, small-town community.

Action Items

- **4.1.1** Coordinate with local and state partners to improve access to I-65 through congestion and functional improvements on CR 403 and SR 62.
- **4.1.2** Prioritize and expand sidewalks and crosswalks in strategic locations, such as along High Jackson Road (Bethany Road to SR 3), CR 403 (Locust Road to SR 3), Monroe Street (SR 3 to Steve Hamilton Drive), and Highland Drive.
- **4.1.3** Work with developers and landowners to complete the new road connection between SR 62 and CR 403 through Shadow Lake and a future connection to Highland Drive.
- **4.1.4** Complete a trails and sidewalks master plan that prioritizes new trails, sidewalks, and similar facilities within the city as well as connections to the state park and larger region.
- **4.1.5** Complete road improvements that increase capacity on High Jackson Road, CR 403, Charlestown Memphis Road, and Locust Drive connecting to future developments.
- **4.1.6** Complete access management road improvements along SR 3 (between SR 62 and city limits) and SR 62 (between SR3 and Monroe Street).
- **4.1.7** Support improved access to Charlestown High School with a new entrance from SR 3.

Partners

- Charlestown Advisory Plan Commission
- Charlestown Board of Public Works (Lead)
- Charlestown Disability Advisory Committee
- Charlestown Redevelopment Commission
- Charlestown Streets Department
- Charlestown State Park / Indiana Department of Natural Resources (INDNR)
- Clark County Highway Department
- Indiana Department of Transportation (INDOT)

Resources

- Greater Clark County Schools
- River Ridge Development Authority

Strategy in Action Connectivity

Trailhead

Street with landscaped median, parking, and sidewalks

CONNECTIVITY

Strategy 4.2 Improve roads to create safer experiences for all users.

About

Charlestown has high conflict areas on roads and at intersections where accidents are more frequent. These intersections can be improved to be safer for not only vehicles, but also pedestrians and cyclists. The city should work with INDOT and the county to improve high conflict areas along state and county roads. Creating safe options for driving, walking, and biking can be done by upgrading roads, intersections, and pedestrian crossings and expanding upon the existing sidewalk and greenways systems. A priority should also be placed on connecting destinations and neighborhoods with sidewalks within the city's core and safe crossings on SR 3, including connections to schools and downtown. This can also be reinforced by creating gateways that give attention to these important intersections and crossings.

Action Items

- **4.2.1** Complete safety improvements identified in the city's Safe Streets and Roads for All (SS4A) plan with a focus on the highest injury intersections (CR 403 & Bethany Road and CR 403 & CR 160/Horton Drive) and corridors (CR 403 between Locust Drive & SR 3; SR 62 between SR 3 & Jefferson Street; and SR 3 between CR 403 & 5th Street).
- **4.2.2** Identify corridors or locations with ADA accessibility issues and prioritize construction projects in these areas to make streets safer for people of all abilities.
- **4.2.3** Prioritize roads with speeding issues and implement traffic calming projects or alternative intersections (such as roundabouts) to increase safety and reduce speeding.
- **4.2.4** Work with INDOT to make improvements to the SR 62 and SR 3 intersection to make it safer for all users.

Partners

- Charlestown Board of Public Works (Lead)
- Charlestown Disability Advisory Committee
- Charlestown Redevelopment Commission
- Charlestown Streets Department
- Clark County Highway Department
- Indiana Department of Transportation (INDOT)
- River Ridge Development Authority

Resources

- INDOT Design Manual
- Kentuckiana Regional Planning & Development Agency (KIDPA)
- SS4A Clearing House

Strategy in Action Connectivity

High Injury Network and Prioritized Corridors (SS4A)

Ranking	Route	Beginning	End
1	Old Indiana 403 (CR-403)	Locust Drive	Market St (IN-3)
2	Ohio River Scenic Byway (IN-62)	Market St (IN-3) / Landing Road	Jefferson St
3	Market St (IN-3)	CR 403	5th St
4	Old Indiana 403 (CR-403)	Stoney Point Rd / Bethany Rd	Locust Drive
5	Old Indiana 403 (CR-403)	Clark County Highway Garage	Stoney Point Rd / Bethany Rd
6	E 10th St - Ohio River Scenic Byway (IN-62)	Bethany Rd / Paul Garrett Ave	Market St (IN-3) / Landing Road
7	Charlestown Memphis Road	CR 160	Saddlebrook Drive
8	Market St (IN-3)	Pleasant St	CR 403
9	Market St (IN-3)	Ohio River Scenic Byway (IN-62)	Pleasant St

Prioritized Intersections

Ranking	Intersections
1	CR-403 & Bethany Rd
2	CR-403 & CR-160 / Horton Dr
3	SR-62 & Bethany Rd
4	Edgewood Dr & Market St
5	SR-62 & Grace Ave
6	SR-62 & Level St
7	Saddleback Dr & Charlestown Memphis Rd
8	Market St & 1st St / Brentview Dr
9	SR-62 & Connecting Rd
10	CR-403 & Gospel Rd
11	SR-62 & Connecting Rd
12	Edgewood Dr & Vienna Rd
13	Conservation Dr & Longview Beach Rd
14	SR-62 & Monroe St
15	Market St & Park St
16	Market St & Birch Dr
17	SR-62 & Market St
18	Level St & Park St
19	CR-403 & Stacy Rd
20	SR-62 & Lentz Ave

ECONOMIC DEVELOPMENT

Strategy 5.1 Ensure future development is adequately supported by quality utilities, infrastructure, and public services.

About

If not planned, growth could easily outpace required infrastructure and public services. This often happens when development is approved without consideration for the impact that it will have on the utilities and services. Proper development review and coordination with these entities should be done beforehand to prevent capacity issues and development in inappropriate areas. It is also important to focus development in locations where utilities and services can be provided or where utilities do not have to be extended.

Action Items

5.1.1 Update zoning and subdivision regulations to require development to be adequately served by utilities and services prior to it occurring.

5.1.2 Identify any capacity issues with utilities and storm water services for growth that are anticipated within the next ten years.

Partners

- Charlestown Advisory Plan Commission (Lead)
- Charlestown Board of Public Works
- Charlestown Fire Department
- Charlestown Police Department
- Charlestown Redevelopment Commission
- Charlestown Sanitary Sewer Board
- Charlestown Sanitary and Wastewater Departments
- Clark County Emergency Management Services (EMS)
- Greater Clark County Schools
- River Ridge Development Authority
- Utility Providers

Resources

- Building and Development Association of Southern Indiana (BDASI)
- Indiana Economic Development Corporation (IEDC)
- Indiana Office of Rural and Community Affairs (OCRA)

ECONOMIC DEVELOPMENT

Strategy 5.2 Encourage business growth within Charlestown.

About

Residents and visitors want more retail, dining, and employment options in Charlestown. Charlestown's biggest driver of employment is River Ridge Commerce Center. The city should continue building upon existing and planned employment hubs, such as River Ridge and Shadow Lake, that attract a variety of employers. Retail and dining are still limited to a few select store along SR 3. Many of the residents voiced the desire for another grocery store and better shopping options. To meet these expectations and support a more complete community, Charlestown should explore strategic incentives and partnerships that encourage retailers and restaurants to invest in key growth areas. Proactively attracting these uses will ensure the city offers the everyday amenities residents want while reinforcing long-term economic vitality.

Action Items

5.2.1 Develop incentives the city can provide and specific thresholds for their use to attract the targeted retail and dining businesses while prioritizing the city's limited resources.

5.2.2 Continue to support and coordinate growth within River Ridge Commerce Center.

Partners

- Charlestown Chamber of Commerce
- Charlestown Redevelopment Commission (Lead)
- One Southern Indiana
- River Ridge Development Authority

Resources

- Charlestown State Park / Indiana Department of Natural Resources (INDNR)
- Indiana Destination Development Corporation (IDCC)
- Indiana Economic Development Corporation (IEDC)
- Indiana Small Business Development Center (ISBDC)

SECTION 4

LAND USE & TRANSPORTATION

IN THIS **SECTION**

70 Future Land Use

72 Transportation Improvements

FUTURE LAND USE

About

Land use sets the foundation for a community's growth. The future land use plan is guided by existing development patterns, available and planned utilities, the transportation network, and the community's desired direction. These categories do not directly match the city's zoning districts. While often confused, the two serve different purposes: future land use reflects the long-term vision for how an area should develop, whereas zoning provides the legal regulations for how land can be used and built on today. Future land use should help inform rezoning requests and guide growth in response to market trends, demographic shifts, property values, and other factors affecting future development. A description of the future land uses is below:

Low Density Residential: Single-family detached houses that are typically on 1/4 acre or larger lots.

Medium Density Residential: Single family detached and attached houses (such as townhomes or patio homes) on individual lots that are typically 1/4 acre or smaller.

High Density Residential: Single family detached and attached houses (such as townhomes or patio homes), two-family dwellings (such as duplexes), and multi-family dwellings (such as apartments or condos).

Suburban Mixed-Use: One or more non-industrial uses (such as commercial, office, residential, and/or public uses) that may be in the same building (such as ground-floor retail and apartments on upper floors), on the same parcel, or different uses on adjacent parcels.

Downtown Mixed-Use: One or more non-industrial uses(such as commercial, office, residential, and/or public uses) where more than one use is preferred within the same building. The density, form, design, and building materials should reflect a downtown area with building closer or at the right-of-way with structures that are two or four stories.

Commercial: Small- or large-scale businesses that may include retail, offices, services, and restaurants.

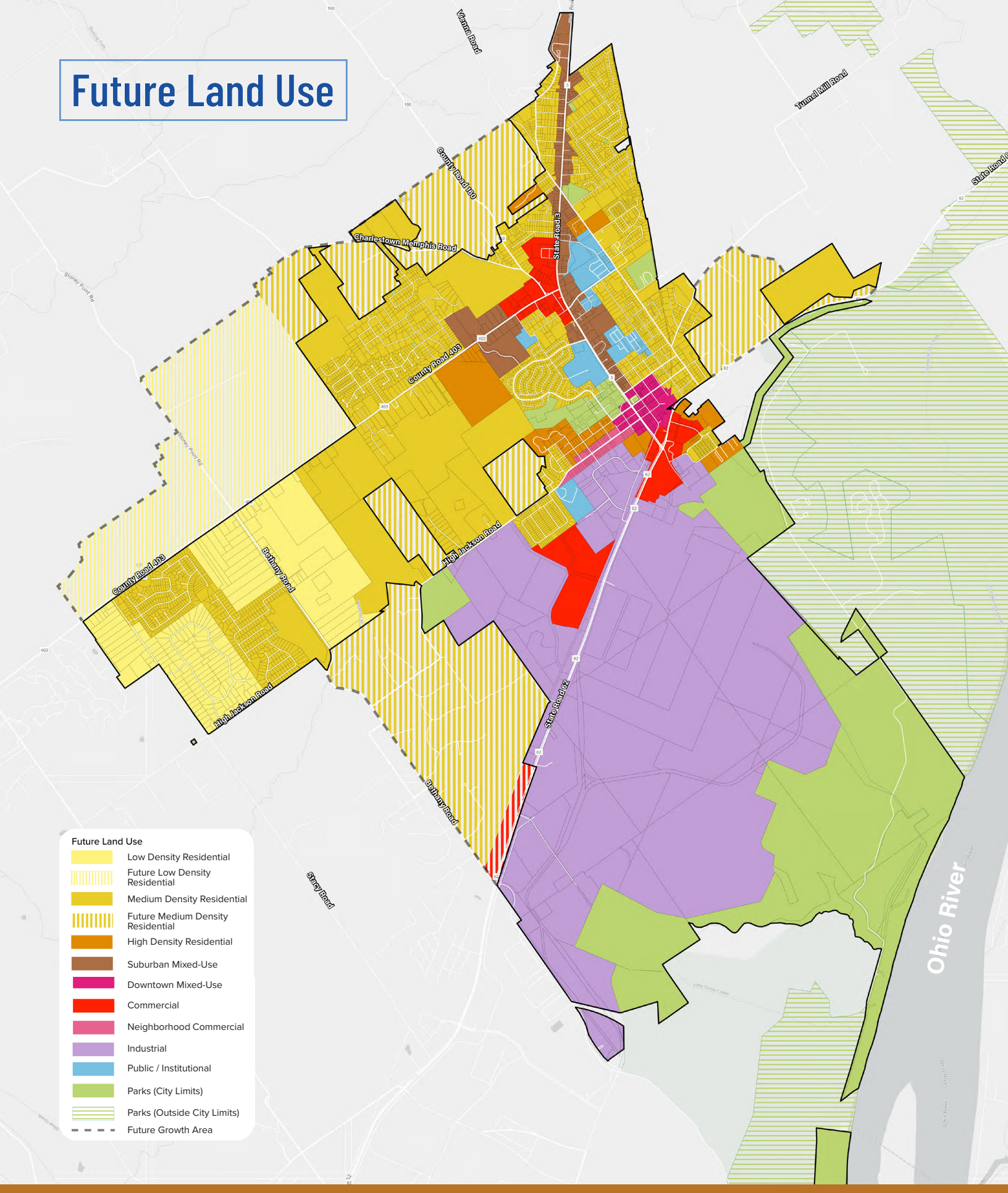
Neighborhood Commercial: Small scale businesses that may include retail, offices, services, and restaurants that serve the immediate neighborhoods rather than the larger city or region.

Industrial: Industrial land uses, such as manufacturing, warehousing, bulk storage, processing, and similar industrial activities.

Public / Institutional: Public and semi-public uses, such as public services or utilities, government buildings, schools, libraries, or places of worship.

Parks: Parks and outdoor recreational areas.

Future Land Use



TRANSPORTATION IMPROVEMENTS

About

It is important to evaluate the transportation infrastructure within the city to ensure it adequately serves the types of uses along the corridor and that it appropriate functions within the overall network. Connectivity for both vehicles and pedestrians is one of top priorities for Charlestown as the city continues to grow. The city's previous transportation-related plans, INDOT's six-year plan, and community input were the basis for the transportation map.

Transportation Improvements

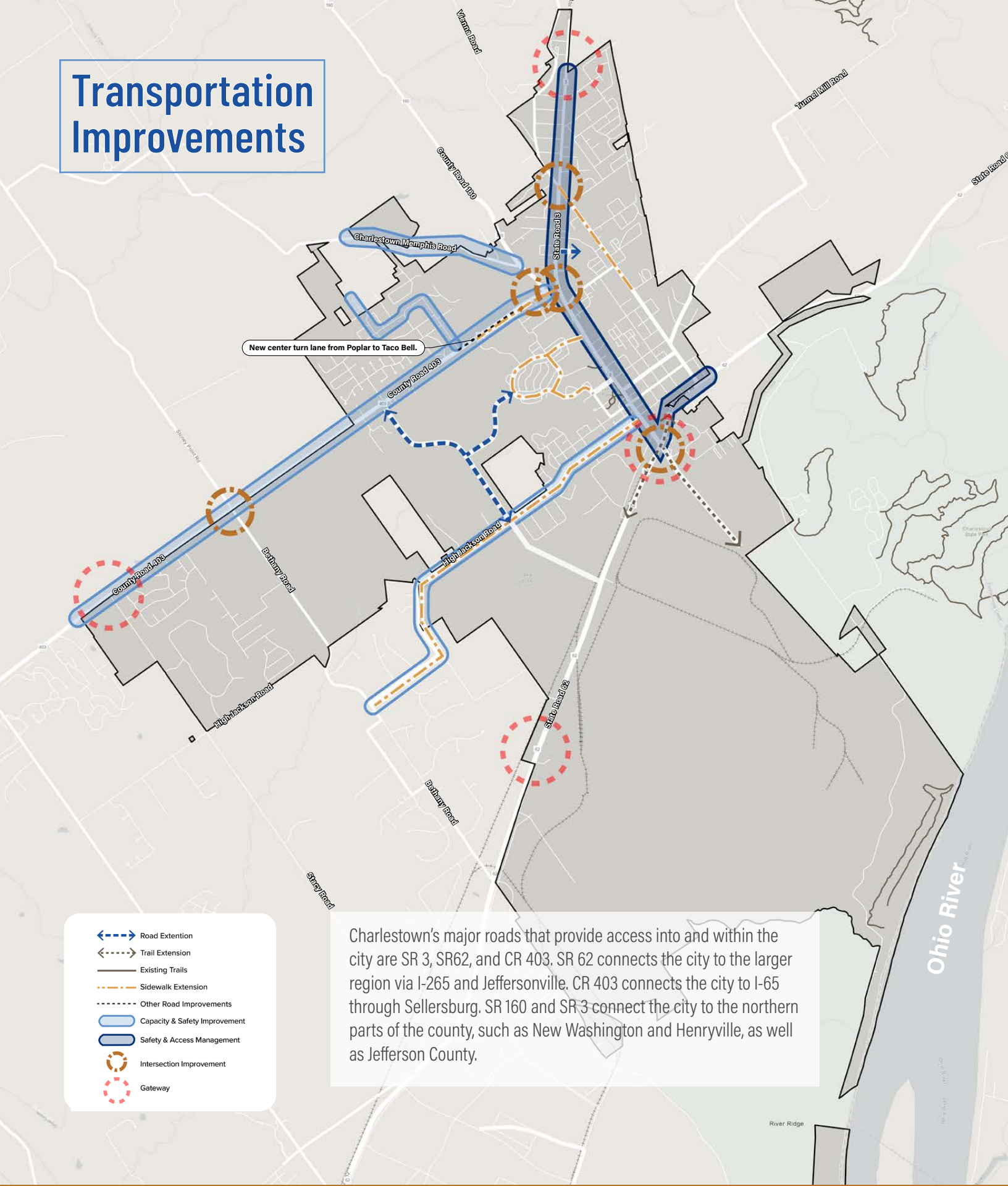
SR 62 and SR 3 do not have major capacity issues in Charlestown, but they do have safety and access management issues that cause injuries and congestion. Congestion along SR 62 occurs closer to I-265 during peak hours due to the large number of employees changing shifts and people accessing adjacent neighborhoods. SR 3 has a variety of businesses located along it with many curb cuts/driveway entrances that create potential conflict points where cars enter and exit businesses or turn onto the road. This causes safety concerns for vehicles and pedestrians in addition to potential speeding along SR 3. There are also minimal crosswalks along SR 3 and pedestrians do not typically feel safe crossing this road. Many of the safety and access issues can be addressed by creating traffic calming strategies to reduce speeds and requiring shared driveways or consolidated entrances for businesses.

Capacity and safety improvements are needed on roads such as CR 403, High Jackson Road, Charlestown Memphis Road, and Locust Drive. These roads have all experienced increased traffic Most of these roads are two lane roads with minimal shoulder and no sidewalks. While some road expansions might be possible in certain areas to help congestion, increasing safety (particularly at intersections) and decreasing speeds are key improvements that should be considered.

Sidewalk connectivity is also a priority. Many key areas are only connected by roads. For example, the high school campus is surrounded by residential neighborhoods, but crossing SR 3 is difficult and not safe for students. Adding sidewalks and high-visibility crosswalks in areas where neighborhoods and schools are can also help with safety concerns for pedestrians. This could include mid-block crossings, flashing pedestrian beacons, or other tools to make drivers more aware of pedestrians.

Intersection improvements are needed on CR 403 and Bethany Road; CR 403 and SR 3; SR 3 and Monroe St; and SR 3 and SR 62. These intersections have many conflict points, high volumes of traffic, and generally lack crosswalks and sidewalks. New types of intersections, such as single-lane roundabouts at CR 403 and Bethany Road, can reduce the severity of accidents. Improvements at larger intersections, those along SR 3, can make it safer for cars as well as people. These intersections have multiple lanes of traffic and allow cars to "free flow" or turn right without stopping in some places. This can cause issues for pedestrians crossing the street. Techniques such as refuge areas, high-visibility crosswalks, and similar treatments can be considered to reduce the crossing distance and make people more visible.

Transportation Improvements



Charlestown's major roads that provide access into and within the city are SR 3, SR62, and CR 403. SR 62 connects the city to the larger region via I-265 and Jeffersonville. CR 403 connects the city to I-65 through Sellersburg. SR 160 and SR 3 connect the city to the northern parts of the county, such as New Washington and Henryville, as well as Jefferson County.

SECTION 5

IMPLEMENTATION

IN THIS **SECTION**

76 Action Step Phasing

82 Plan Maintenance / Updates

83 Other Resources

ACTION STEP PHASING

About

The previous section outlined the five goals and strategy recommendations intended to organize and build upon the existing conditions and public input that was received from the community. This section is intended to create a comprehensive way of implementing these goals and strategies in a clear timeline. This chapter provides a guide for completing the actions within the Charlestown Comprehensive Plan. It also includes additional details outlining resources, and action steps that are needed for each recommendation implementation.

As priorities shift, funding sources change, or development occurs, the timing and priority these actions can be re-evaluated to ensure they align with the city's vision. Implementation is meant to be flexible and allow for revisions from the annual review that is identified in Document Review and Plan Maintenance.

IMPLEMENTATION PHASES	
Phase	**Timeframe**
Ongoing	2026+
Immediate	2026
Short-Term	2027-2030
Mid-Term	2031-2035
Long-Term	2036+

Ongoing Recommendations

#	ACTION STEP	PAGE
	Public Spaces & Placemaking	
1.1.2	Continue to build local pride and define the city's values through placemaking programs, such as the light pole banners highlighting veterans and high school seniors.	52
1.2.3	Continue to host regular events for all ages and all abilities, such as Christmas in Charlestown, Founders Week, car shows, farmers markets, concerts, and movie nights.	54
	Downtown	
2.1.5	Continue the façade improvement program for buildings located around the Square to encourage design that reflects a historic character.	56
	Economic Development	
5.2.2	Continue to support and coordinate growth within River Ridge Commerce Center.	67

Immediate Recommendations (2026)

ACTION STEP		PAGE
	Public Spaces & Placemaking	
1.2.4	Determine if a Main Street organization would benefit programming and business support.	54
	Downtown	
2.1.1	Construct Phase 1: The Commons, identified in the Charlestown Square Vision Plan.	56
	Connectivity	
3.2.2	Support the use of locally publicize state incentives through IHCDA and/or IEDC or targeted local incentives.	60
	Zoning & Subdivision Regulations	
1.3.1	Update regulations to require new developments to provide adequate transitions in density, land use, and proper massing.	55
1.3.2	Incentivize the preservation of large, healthy canopy trees and similar features within new developments.	55
1.3.3	Review and update current design standards to determine specific areas or districts where higher design standards (including minimum landscaping standards) should be required or additional amenities should be required.	55
1.3.4	Update regulations to require parks, open spaces, and amenities within larger developments to meet the needs of the neighborhood.	55
3.1.1	Update development standards to easily allow infill housing to be constructed on existing lots within the city's urban areas.	59
3.1.2	Update zoning codes to allow for and/or incentivize a variety of housing types, such as senior housing, townhomes, smaller houses, accessory dwelling units (ADUs), and accessible single-level homes in a variety of districts.	59
3.1.3	Update zoning and subdivision regulations to ensure new residential development is high-quality and encourages multiple housing types, open space, trails, amenities, and connectivity to continue to meet the housing demands.	59
3.2.1	Identity specific development incentives (such as density bonuses, reduced parking, tax abatements, etc.) and minimum thresholds that could be available to projects that dedicate a specified percentage of units to these target groups.	60
5.1.1	Update zoning and subdivision regulations to require development to be adequately served by utilities and services prior to it occurring.	66

Short-Term Recommendations (2027-2030)

#	ACTION STEP	PAGE
	Public Spaces & Placemaking	
1.1.1	Identify and implement gateway improvements at key locations into the city, with priority placed on the SR 62 / SR 3 intersection and the Charlestown/Jeffersonville boundary along SR 62.	52
1.1.3	Develop and adopt streetscape design standards for key corridors that incorporate dark sky compliant lighting and other amenities that define the character of the city.	52
1.2.1	Construct new Charlestown Civic Center to meet current and future indoor and year-round recreation and programming needs as outlined in the Charlestown 5-year Parks & Recreation Master Plan .	54
1.2.5	Upgrade and expand existing parks by increasing comfort and usability in parks as well as increasing public art based on 5-year Parks & Recreation Master Plan.	54
1.2.6	Complete planned upgrades to the Family Activity Park.	54
	Downtown	
2.1.3	Work with INDOT to improve the existing pedestrian crossings and sidewalks along SR 3.	56
2.1.4	Expand programming and events within the Square.	56
2.1.6	Evaluate downtown parking daily needs and any necessary improvements to meet.	56
2.2.1	Attract a mixed-use development to the vacant lot on Short Street that supports the Charlestown Commons on the Square and incorporates public restrooms.	58
2.2.2	Identify specific incentives that the city can offer to attract or retain uses that are desirable around the Square and downtown.	58
2.2.3	Adopt a designated Outdoor Refreshment Area (Dora District) that allows customers from designated establishment to carry open container alcoholic beverages within a designated area.	58
	Housing	
3.3.1	Publicize a "toolkit" for residents that provides state and private resources they can access for assistance in home maintenance.	61
3.3.2	Create a Residential Façade Grant Program to improve the character of specific areas within the city.	61

Short-Term Recommendations Continues on the next page.

Short-Term Recommendations (2027-2030) Cont.

#	ACTION STEP	PAGE
	Connectivity	
4.1.2	Prioritize and expand sidewalks and crosswalks in strategic locations, such as along High Jackson Road (Bethany Road to SR 3), CR 403 (Locust Road to SR 3), Monroe Street (SR 3 to Steve Hamilton Drive), and Highland Drive.	62
4.1.4	Complete a trails and sidewalks master plan that prioritizes new trails, sidewalks, and similar facilities within the city as well as connections to the state park and larger region.	62
4.1.5	Complete road improvements that increase capacity on High Jackson Road, CR 403, Charlestown Memphis Road, and Locust Drive connecting to future developments. (NOTE: Implementation will continue into Mid-Term and Long-Term)	62
4.1.6	Complete access management road improvements along SR 3 (between SR 62 and city limits) and SR 62 (between SR 3 to Monroe Street.	62
4.2.2	Identify corridors or locations with ADA accessibility issues and prioritize construction projects in these areas to make streets safer for people of all abilities.	64
	Economic Development	
5.1.2	Identify any capacity issues with utilities and storm water services for growth that is anticipated within the next ten years.	66
5.2.1	Develop incentives the city can provide and specific thresholds for their use to attract the targeted retail and dining businesses while prioritizing the city's limited resources.	67

Mid-Term (2031-2035)

#	ACTION STEP	PAGE
	Public Spaces & Placemaking	
1.2.2	Design and construct a new park to serve existing and future residents at future Shadow Lake Park as outlined int the Charlestown 5-year Parks & Recreation Master Plan.	54
	Downtown	
2.1.2	Design & Construct Phase 2: The Square & Phase 3: The Terrace identified in the Charlestown Square Vision Plan.	56
	Connectivity	
4.1.3	Work with developers and landowners to complete the new road connection between SR 62 and CR 403 through Shadow Lake and a future connection to Highland Drive.	62
4.1.7	Support improved access to Charlestown High School with a new entrance from SR 3.	62
4.2.1	Complete safety improvements identified in the city's Safe Streets and Roads for All (SS4A) plan with a focus on the highest injury intersections (CR 403 & Bethany Road and CR 403 & CR 160/Horton Drive) and corridors (CR 403 between Locust Drive & SR 3; SR 62 between SR 3 & Jefferson Street; and SR 3 between CR 403 & 5th Street).	64
4.2.3	Prioritize roads with speeding issues and implement traffic calming projects or alternative intersections (such as roundabouts) to increase safety and reduce speeding.	64
4.2.4	Work with INDOT to make improvements to the SR 62 and SR 3 intersection to make it safer for all users.	64

Long Term (2036+)

#	ACTION STEP	PAGE
	Connectivity	
4.1.1	Coordinate with local and state partners to improve access to I-65 through congestion and functional improvements on CR 403 and SR 62.	62

PLAN MAINTENANCE / UPDATES

Overview

The Charlestown Comprehensive Plan creates vision and a guide to obtain the vision the vision for the next ten years. Although the plan is set for the next 10 years, it is important to realize that the market demands and other factors may shift demand and priorities may change. The implementation section is created to be flexible for this reason.

The City of Charlestown should review this plan and its progress regarding the implementation at a quarterly or annually audit at a minimum. The findings should be reported to the Advisory Planning Commission. This allows the city and its partners to allocate their resources in a reasonable way that reflects the community's current priorities and needs. This may result in updates of the plan before 2036. The meetings can also provide a time and place where the city can discuss and track overall progress of the plan. There they can determine which goals and strategies have been completed.

There are many partners and organizations involved in the implementation and upkeep of the plan. The roles of partner organizations can vary. It is important for roles to be assigned to each action item when production is occurring. It is also just as important to keep the relationships and connections with partners when a task is completed. The different groups / partners and the city should meet on a regular basis to identify who is responsible for each task and to discuss any potential barriers and how to solve them. At a minimum this audit should be conducted annually.

OTHER RESOURCES

Note: Programs change yearly. List current as of Winter 2025.

Habitat for Humanity

A nonprofit organization that builds and rehabilitates homes for low-income families through a partnership model. It provides affordable housing by having future homeowners work alongside volunteers to build their homes and pay an affordable, no-profit mortgage. The organization operates globally through local affiliates and is supported by donations, government funding, and volunteer labor.

Building and Development Association of Southern Indiana (BDASI)

A not-for-profit trade association that supports the local construction industry in Clark, Floyd, Harrison, and other southern Indiana counties. It provides members with advocacy, educational resources, and networking opportunities, while promoting quality homebuilding and "smart growth" for the region's long-term economic stability. BDASI is an affiliate of the Indiana Builders Association (IBA) and the National Association of Home Builders (NAHB).

Indiana Small Business Development Center (ISBDC)

A statewide network that helps small businesses start, grow, and innovate through no-cost, confidential advising and training. It is part of the Indiana Economic Development Corporation and provides services like business plan development, market research, and assistance with financing, exporting, and government contracting. The ISBDC has 10 regional offices across the state, making its resources accessible to entrepreneurs throughout Indiana.

Indiana Housing and Community Development Authority (IHCDA)

A state agency that provides a wide range of housing and community development programs to support Hoosiers. It works to create affordable housing, assist first-time home buyers, support renters, and promote self-sufficiency and stable communities across the state.

Accelerate Indiana Municipalities (AIM)

It serves as a nonpartisan organization that advocates for and provides resources to its members, which include municipal governments and a corporate partners program. AIM's goals include supporting municipalities as centers of innovation and economic engines for the state, as well as promoting issues like community development, infrastructure, and talent attraction.

Floor Coverings

APPENDICES

IN THIS **SECTION**

86 Steering Committee Meetings

95 Public Meetings

106 Online Survey

SUMMARY
STEERING COMMITTEE MEETING #1

Overview

During the first steering committee meeting, the project team went over roles and responsibilities, along with existing conditions. There was also a visioning activity that encouraged the committee to share big ideas that they have for the community. Other topics that were covered were challenges/needs and opportunities/ideas for housing, transportation, land use, utilities, economic development, and park and public space.

Charlestown Comprehensive Plan
Steering Committee Meeting
May 27, 2025

Meeting Overview

On Tuesday, May 27 the project team facilitated the first steering committee meeting for the Charlestown Comprehensive Plan. This meeting was held at the Charlestown Arts And Enrichment Center from 3:30 – 5:0 pm. 15 community members attended. The meeting outline included:

- Introductions
- Roles + Responsibilities
- Planning + Process Overview
- Existing Conditions Overview
- Visioning Activities
- Schedule + Next Steps
- Develop plan elements
- Identify implementation strategies
- Provide final documents

Existing Conditions Overview

The project team shared key findings and asked questions about key changes and the reason they might have occurred. The responses included:

1. Why do you think there was a decrease in the number of rentals?
    - Pleasant Ridge transformed from rental properties to home owners
    - Old rentals were torn down; however more multi-family is being built.
2. Why has walk to work increased?
    - Improved infrastructure (sidewalks)
    - New industrial parks

3. Why has the number of people working in Charlestown increased so drastically?
    - River Ridge
    - Change in core residency
    - Home prices increased

Activity #1: Comp Plan Accomplishments

What are three big things you want the city to accomplish with the comprehensive plan? Ideas shared included:

- Public safety / police
- Annexation of surrounding area (capture tax base)*
- Community / civic center, business collab, public safety, mainstreet program
- Updated / adjusted land use, (MS4) update in comprehensive plan
- Long-term growth plan
- Hazard Mitigation Plan (Pleasant Run Plan)
- Interstate access / Charlestown signage from I-65 (River Ridge Pkwy Study done 8-10 yrs ago)
- Corridor from interstate
- Large regional lake for recreation, north of town
- Preservation of small-town character (enhanced green spaces, walkable streets, reduced speed limits) – people focused
- Strategic growth to capture tax base
- Historic District
- Opportunities to eat, shop and play
- Promote equity and resilience
- Shadow Lake development (connectivity)
- Plans to extend Christina Pkwy from High Jackson to CR 403
- Coordination with INDOT
- Example towns include: Columbus, IN, Georgetown, TX, Bardstown, KY.

Activity #2: Comp Plan Accomplishments

What do you think the city should accomplish in the next 20 years? Ideas shared included:

Housing:

Challenges / Needs

- Not enough police to keep up with new residents
- High end housing planned communities around water
- Access to jobs or transportation times reduced to those exits
- Public image of housing balance
- Improvements / updates to rentals
- 55+ communities

Opportunities / Ideas

- Add 2-4 more police
- Focused effort on roadways
- Balance, patio retirement
- More housing of all types
- More townhomes (single-family attached)
- Flexible zoning for smaller lots (attainable housing)
- Add mixed-use
- Better building code

Transportation:

Challenges / Needs

- Too many stop lights
- Not enough officers to keep up w/ vehicle traffic coming to C-town
- Walkability, public community
- State and community-controlled road funding

Opportunities / Ideas

- Roundabouts!
- Add 2-4 police
- SR 62 and SR3 improved
- Seasonal trolley
- Capitalize on train
- Connect Shadow Lake to civic center
- Bike lanes (High Jackson, Pleasant Ridge, etc.)

Land Use:

Challenges / Needs

- Need more annexation

Opportunities / Ideas

- Annexation

- Update land use from 2016 comp plan

Utilities:

Challenges / Needs

- Project water and sewage infrastructure increase
- Drainage

Opportunities / Ideas

- None

Economic Development:

Challenges/Needs

- No good shopping, minimal restaurants
- Business incentives to drive business attractions
- Restaurants

Opportunities / Ideas

- Space for shops
- Tax relief
- Tax revenue

Parks & Public Spaces:

Challenges / Needs

- More walkability
- Develop 75 Acres for civic center
- Civic center, green space

Opportunities / Ideas

- More walking trails
- Walking trails

SUMMARY
STEERING COMMITTEE MEETING #2

Overview

The project team shared the results from the shared the feedback that was received from the online survey and the first public meeting. The project team went over initial goals, strategies, and action steps for each theme that was created from community feedback. The future land use and transportation maps were also reviewed.

Charlestown Comprehensive Plan
Steering Committee Meeting
August 6, 2025

Meeting Overview

On Wednesday, August 6 the project team facilitated the second steering committee meeting for the Charlestown Comprehensive Plan. This meeting was held at the Charlestown City Hall from 1:00 – 2:30 pm. Twelve community members attended. The meeting outline included:

- Project Timeline
- Public Meeting Recap
- Goals, Strategies, and Action Steps
- Future Land Use and Transportation Maps
- Schedule + Next Steps

Project Timeline

The project team started the meeting with an overview of where we were on the project timeline. A summary of existing work completed to date and next steps for community participation was presented during this session.

Goals, Strategies, and Action Steps

The project team shared the goals and strategies that were created from the previous meetings and public input. The team asked for feedback regarding the strategies and action steps. The responses for each theme, can be seen below:

1. Public Spaces & Placemaking:
    - Create architectural standards / design standards for the entire city, not just downtown
    - Highlight existing programming
    - Appropriate street setbacks for traffic calming
    - Re-use of space, instead of sprawl

- SR 62 and SR 3 intersection is the gateway to the city and needs enhancement to be safer and more inviting
- Enhance High Jackson Road (traffic calming)
- Enhance connectivity with existing parks
- What is happening with the Shadow Lake project?
- What kind of parks are needed/ wanted?
- The old civic center was an indoor multi-use facility
- There is a desire for a new community center that is a sportsplex

2. Downtown:
    - Add restaurants to downtown (bar and high price tag food)
    - DORA district – as long as it is safe and secure
    - Campers want a place for coffee and a drink
    - Re-use of existing facilities
    - Non-chain restaurants and businesses downtown
    - Where will people park?
    - Improve infrastructure to be ready for growth.
3. Housing:
    - Springfield manor is an existing 55+ community
4. Connectivity:
    - 403 had high traffic and accident counts, especially by Bethany Rd
    - High Jackson Road needs enhancements
    - Connection to Shadow Lake
    - Pedestrian connection to state park
    - Lack of bicycle infrastructure
    - CR 160 and CR 403 need improvement
    - Better pedestrian connection between the school and McDonalds
5. Economic Development:
    - Public safety needs to follow growth
    - Create action step or threshold for adding emergency services
    - Pathway for the funding associated with the plans

Future Land Use and Transportation Maps

What future land uses or transportation areas would you change?

- Annex the land around CR 160
- Make institutional land use by hospital
- International Highway is used as a bypass to SR 62. However, it was intended for River Ridge traffic.

SUMMARY
STEERING COMMITTEE MEETING #3

Overview

The steering committee reviewed updated strategies and action steps as well as updated future land use and transportation maps. This meeting built off of feedback that was received from the second steering committee meeting regarding the comments and changes from the future land use and transportation maps.

Charlestown Comprehensive Plan
Steering Committee Meeting #3
September 23, 2025

Meeting Overview

On Tuesday, September 23 the project team facilitated the third steering committee meeting for the Charlestown Comprehensive Plan. This meeting was held at the Charlestown Arts And Enrichment Center from 1:00 – 2:30 pm. Twelve community members attended. The meeting outline included:

- Progress Update
- Updated Goals, Strategies, and Action Steps
- Future Land Use and Transportation Maps
- Schedule + Next Steps

Updated Goals, Strategies, and Action Steps

The project team shared the Updated Goals, Strategies, and Action. The general comments can be seen on the marked-up handout attached at the end of this meeting summary.

Future Land Use and Transportation Maps

The maps from the previous meeting were shown in their revised version and further comments were given. They included:
Land Use Map

- Add commercial strip along 62 on south side
- Future residential up until Bethany Road
- Add properties to city limits, new parcels added
- Add commercial to the southwest corner of SR 3 and SR 62

Transportation Map

- Add safe crosswalk at SR 3 and Monroe Street
- Pedestrian improvement, sidewalks, and street crossing at CR 403 and CR 160
- Sidewalks on Monroe from the park to Hwy 3
- New school entrance for freshmen
- Sidewalks in Pleasant Ridge
- Center turn lane to Taco Bell
- Revise proposed street connections in Pleasant Ridge
- Add gateway on 62 from south
- General capacity issues on High Jackson
- Trail extension to state park

SUMMARY
STEERING COMMITTEE MEETING #4

Overview

The steering committee reviewed updates to the strategies and gave feedback regarding the partners and resources for each strategy. Comments were given regarding the timeline of the action items. The timeline of the strategies were organized based off funding and needs.

Charlestown Comprehensive Plan
Steering Committee Meeting #4
November 19, 2025

Meeting Overview

On Wednesday, November 19 the project team facilitated the fourth steering committee meeting for the Charlestown Comprehensive Plan. This meeting was held at the Charlestown Arts And Enrichment Center from 3:30 – 5:00 pm. Seven community members attended. The meeting outline included:

- Progress Update
- Document Organization
- Review Action Items, Partners, and Resources
- Schedule + Next Steps

Reviewed Action Items, Partners, and Resources

The project team shared the partners, resources, and timeline for all of the strategies. The handouts and the comments received from them can be seen attached at the end of this document. The general comments can be seen below:

- There is limited funding for 2026
- Update landscape standards for new development
- Light pollution and streetscape standards should move higher on the timeline
- Remove parks board from action step
    - The city does not want a separate taxing unit
- Update timeline for short-term
- Committee to review park project works
- CR 160 / CR 403 – make sure this is in the transportation plan
- CR 403 is most dangerous road according to the city
- Need updated traffic data
    - River Ridge development and apartments are dramatically affecting counts
    - Left turn out of state park is difficult

SUMMARY
PUBLIC MEETING #1

Overview

The first public meeting was held at Charlestown Family Activities Park during Family Fun Night as part of Founder's Week. At this meeting, community members were asked what strengths Charlestown had and to share their big ideas for the community. A map of the city was provided and community members were asked to draw bike, pedestrian, and automobile routes. They were also asked to place stickers for desired land uses on a second map. Postcards were also handed out to encourage people to take an online survey.

Charlestown Comprehensive Plan
Public Meeting #1
June 27, 2025

Meeting Overview

On Friday, June 27 the project team facilitated first public meeting for the Charlestown Comprehensive Plan. This meeting was held at the Charlestown Family Activities Park during Family Fun Night as part of Founder's Week from 3:00 – 7:00 pm. At this meeting, community members were asked what strengths Charlestown had and to share their big ideas for the community. A map of the city was provided and community members were asked to draw bike, pedestrian, and automobile routes. They were also asked to place stickers for desired land uses on a second map. Postcards were also handed out to encourage people to take an online survey.

Strengths

Attendees were asked what they love about Charlestown. Comments received included:

- The activity park
- SCH
- Its home and my friends!
- More affordable housing – no affordable rentals for families

Big Ideas

Attendees were asked what their big idea for Charlestown's next 20 years. Comments received included:

- Public garden
- More food and dining options
- Public pool
- French café and bakery

- More grocery store options “Aldis”
- Smooth surfaces for skating rink
- Build a drive-in
- More free family events
- Card shop
- More advanced promotion of events for young adults
- More bike paths / trails and walking paths
- Turn the old Dollar General into gym / boxing club
- Kid version of WWE ring
- More coffee shops
- Sidewalks on CR 403
- Cops and social programs
- Free water
- New/improved sidewalks to the middle school
- City-wide advanced entomology club
- Gaga pit

SUMMARY
PUBLIC MEETING #2

Summary
During the second public meeting community members were invited to provide input on the proposed future land use and transportation maps as well as the proposed goal, strategies, and action items.

Charlestown Comprehensive Plan
Public Meeting #2
October 15, 2025

Meeting Overview

On Wednesday, October 15 the project team facilitated the second public meeting for the Charlestown Comprehensive Plan. This meeting was held at the Charlestown Arts And Enrichment Center from 4:00 – 6:00 pm. The meeting was open house style. There were 9 attendees. Attendees were encouraged to interact with the presented boards and give their comments and feedback.

Transportation Improvements

Attendees were asked where they want to see transportation improvements. Comments received included:

- SR 3 and Monroe Street is a high priority Intersection.
- Look at sidewalk accessibility to high school on Park Street.
- Add an on-road bike lane on Monroe Street.
- Crossing needs to be easier at SR 3 and Main Street.
- Left turns onto SR 3 from High Jackson Road is difficult.
- High Jackson Needs a crosswalk at Spring Street and High Street intersections. Maybe at Wood Street too. (Flashing light with rumble strip)
- There is poor visibility when making turns at High Jackson and Christiani Parkway.

Other Comments

All other comments received are included:

- Existing Conditions Analysis: A data driven assessment of current conditions, including demographics, land use patterns, infrastructure, and environmental features.
- Public Health: More doctors to the area, hospital or immediate care center open 24/7.

- Transportation and Mobility: A plan addressing public transit, within city and to Jeffersonville, New Albany, and Clarksville. A cab service in Charlestown.
- Economic Development: Strategies to attract, retain, and expand businesses and promote sustainable growth. Work with owners who have buildings to fill empty business locations.
- Housing: A review of current housing conditions (owner & renter property).
- Future Land Use: A map and text outlining the desired locations, timing, density, and design of future development and redevelopment. Look for land to annex into city.
- Infrastructure & Public Facilities: Plans for water and sewer, storm drainage, buildings, parks, and other public services.
- Plan for a YMCA to locate near Charlestown with pool, exercise, programs for all ages.

City of CHARLESTOWN COMPREHENSIVE PLAN

Public Spaces & Placemaking

"Expand parks and public spaces and events and programming that bring people together."

STRATEGIES	RATE THESE STRATEGIES (Use a sticker to rate the importance of each strategy)			COMMENTS (Use a sticky note to add comments)
	LOW	MEDIUM	HIGH	
STRATEGY 1: Reinforce Charlestown's character through placemaking and design projects. a. Identify and implement gateway improvements into the city, with priority placed on the SR 62 / SR 3 intersection b. Continue to build local pride and define the city's values through placemaking programs, such as the light pole banners. c. Develop and adopt streetscape design standards for key corridors.		● ● ● ●	● ●	▪ Economic Development at 3/62 is critical high priority of next 5 years
STRATEGY 2: Improve existing and new public spaces, parks, and open spaces. a. Design and construct a new park and community center to serve existing and future residents that provides year-round use. b. Continue to host regular events for all ages and all abilities, such as farmers markets, concerts, and movie nights. c. Determine if a Main Street organization would benefit programming and business support. d. Identify necessary upgrades and expansion of existing parks.	● ● ● ●		● ● ●	
STRATEGY 3: Improve the function and design of Charlestown Square to better accommodate events and daily use of this space. a. Update regulations to require new developments to provide adequate transitions in density, land use, and scale. b. Consider requiring preservation of large, healthy canopy trees and similar features within new developments. c. Review and update current design standards based on the desired level of regulation and character within various areas within the city. d. Update regulations to require an appropriate amount of parks, open spaces, and amenities within new developments to meet the needs of the neighborhood.	● ●	● ● ●	● ● ●	▪ YMCA for Charlestown

Use a sticky note to share your comments.

City of CHARLESTOWN COMPREHENSIVE PLAN

Downtown

"Enhance downtown to establish it as a key destination that defines Charlestown."

STRATEGIES	RATE THESE STRATEGIES (Use a sticker to rate the importance of each strategy)			COMMENTS (Use a sticky note to add comments)
	LOW	MEDIUM	HIGH	
STRATEGY 1: Improve the function and design of Charlestown Square to better accommodate events and daily use of this space. a. Complete design and construction of capital improvements identified in the Charlestown Square Vision Plan. b. Work with INDOT to improve crossings and the sidewalk along SR 3 at the Square. c. Expand programming and events within the Square. d. Continue the façade improvement program for buildings located around the Square to encourage design that reflects a historic character.	● ●		● ● ● ● ●	▪ Crossing HWY 3 from square to park feels risky today. Would like to see this made safer
STRATEGY 2: Incentivize and attract desirable uses within downtown. a. Attract a mixed-use development in the vacant lot on Short Street that supports the Commons public space and incorporates public restrooms. b. Identify specific incentives that can be offered to attract or retain uses that are desirable around the Square and downtown. c. Create a Dora District..		●	● ● ● ● ●	▪ Mixed-use development feels better long term. Visiting other cities with this are nice and less empty lots. ▪ I see no mention of economic development. That should be highest priority for next 5 years.

Use a sticky note to share your comments.

City of CHARLESTOWN COMPREHENSIVE PLAN

Housing

"Expand housing options to meet the needs of a variety of households and people at all stages of life."

STRATEGIES	RATE THESE STRATEGIES (Use a sticker to rate the importance of each strategy)			COMMENTS (Use a sticky note to add comments)
	LOW	MEDIUM	HIGH	
STRATEGY 1: Accommodate and attract quality and diverse housing options. a. Update development standards to easily allow infill housing to be constructed on existing lots. b. Update zoning codes to allow for senior housing, townhomes, smaller multi-family, accessory dwelling units (ADUs), and accessible single-level homes in a variety of districts. c. Update zoning and subdivision regulations to ensure new residential development is high-quality with appropriate mixed uses, open space, trails, amenities, and connectivity to continue to meet the housing demands.	●	● ●	● ● ●	
STRATEGY 2: Prioritize housing for seniors, the workforce, and those with accessibility needs that is mixed-use, walkable, and near services, healthcare, and employment centers. a. Identity specific development incentives (e.g., density bonuses, reduced parking, tax abatements, etc.) that could be available to projects that dedicate a specified percentage of units to these target groups. b. Identify specific areas or parcels for housing redevelopment and support the use of state incentives through IHCDA and/or IEDC or targeted local incentives.	●	●	● ● ● ●	
STRATEGY 3: Support rehabilitation programs for aging or substandard housing to ensure existing residents have safe housing options within their own neighborhoods. a. Develop a "toolkit" for residents that provides state and private resources they can access for assistance. b. Create a Residential Façade Grant Program to improve the character of specific areas within the city.	●	● ●	● ● ● ●	▪ Maybe tax incentives for economic development

Use a sticky note to share your comments.

City of CHARLESTOWN COMPREHENSIVE PLAN

Connectivity

> ***Enhance the transportation system to support safe, connected, and efficient travel for automobiles and people.***

STRATEGIES	RATE THESE STRATEGIES (Use a sticker to rate the importance of each strategy)			COMMENTS (Use a sticky note to add comments)
	LOW	MEDIUM	HIGH	
STRATEGY 1: Improve connectivity and expand the existing transportation infrastructure. a. Coordinate with local and state partners to improve access to I-65 along CR 403 and SR 62. b. Identify strategic locations to install roundabouts to improve congestion and safety. c. Prioritize and expand sidewalks and crosswalks in strategic locations, such as sidewalks along High Jackson Road to connect to the middle school and crosswalks on SR 3. d. Work with developers and landowners to create a new road connection between SR 62 and CR 403 as development occurs. e. Complete a trails and sidewalks master plan that prioritizes new trails, sidewalks, and similar facilities within the city as well as to the state park and larger region.		●	● ● ●	▪ New road from 62 to 403 should be part of economic development for new businesses.
STRATEGY 2: Improve roads to create safer experiences for all users. a. Complete safety improvements at high-injury and high-accident locations and corridors, such as those identified in the Safe Streets and Roads for All (SS4A) plan. b. Identify corridors or locations with accessibility issues and prioritize construction projects in these areas to make streets safer for people of all abilities. c. Identify roads that should incorporate traffic calming to increase safety. d. Work with INDOT to make improvements to the SR 62 and SR 3 intersection to make it safer for all users.		●	● ● ●	▪ Prioritize: 1.) Walk/chair, 2.) Bike, 3.) Car ▪ Public Transportation

Use a sticky note to share your comments.

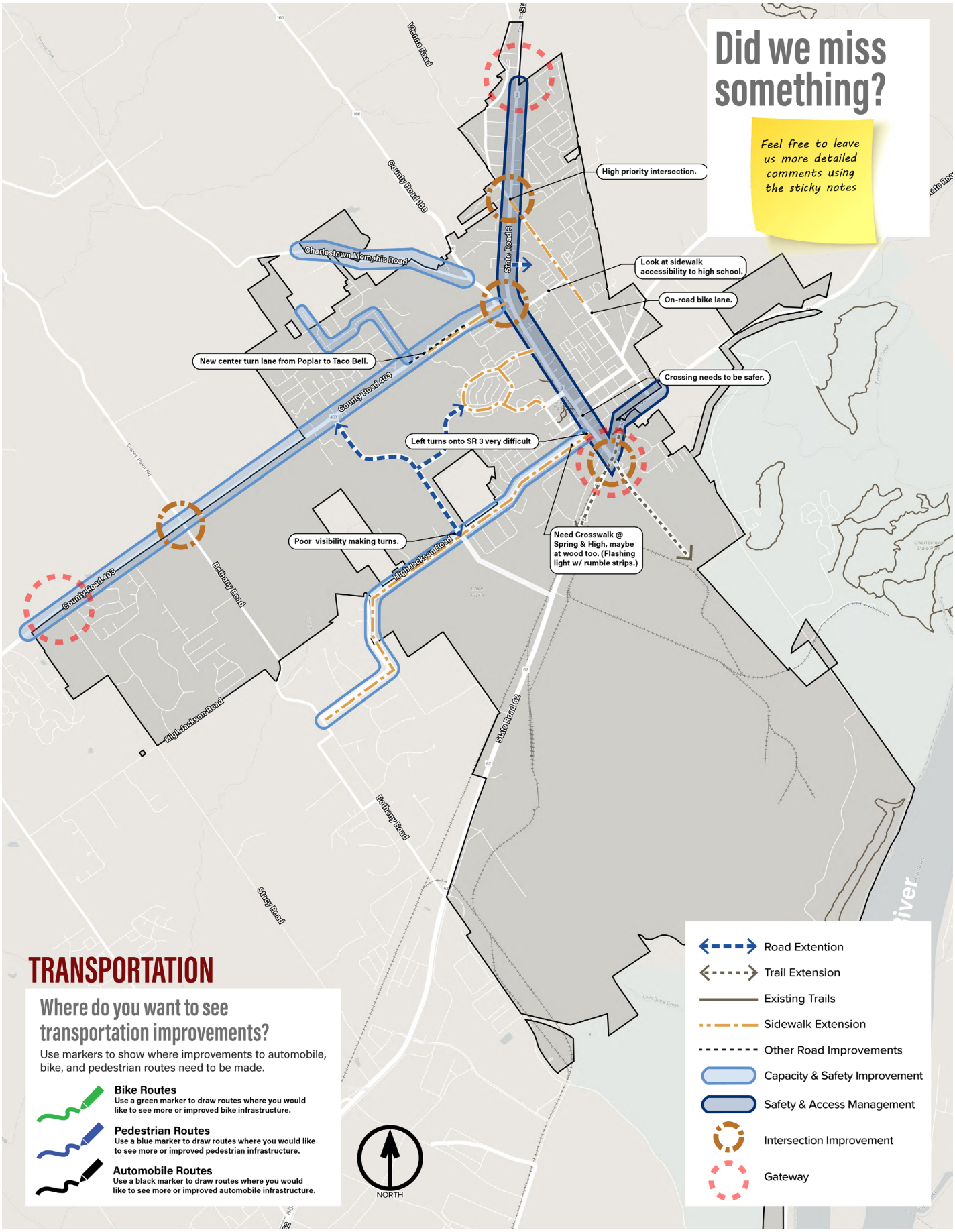
City of CHARLESTOWN COMPREHENSIVE PLAN

Economic Development

"Create a sound economic base for the city and attract uses that support a high quality of life for residents."

STRATEGIES	RATE THESE STRATEGIES (Use a sticker to rate the importance of each strategy)			COMMENTS (Use a sticky note to add comments)
	LOW	MEDIUM	HIGH	
STRATEGY 1: Ensure future development is adequately supported by quality utilities, infrastructure, and public services. a. Update regulations to require development to be adequately served by utilities and city services prior to it occurring. b. Identify any capacity issues with city-provided utilities and services for growth that is anticipated within the next ten years.		● ●	● ● ● ●	▪ Public health- need doctors and immediate care 24/7
STRATEGY 2: Encourage business growth within Charlestown. c. Develop specific thresholds for incentives the city uses for economic development so limited resources are prioritized. d. Continue to support and coordinate growth within River Ridge Commerce Center.		●	● ● ● ● ●	▪ Economic Development Should be the top priority. Need a professional to sell C-Town. ▪ Look for land to annex into city, not in city now.

Use a sticky note to share your comments.



TRANSPORTATION

Where do you want to see transportation improvements?

Use markers to show where improvements to automobile, bike, and pedestrian routes need to be made.

Bike Routes
Use a green marker to draw routes where you would like to see more or improved bike infrastructure.

Pedestrian Routes
Use a blue marker to draw routes where you would like to see more or improved pedestrian infrastructure.

Automobile Routes
Use a black marker to draw routes where you would like to see more or improved automobile infrastructure.

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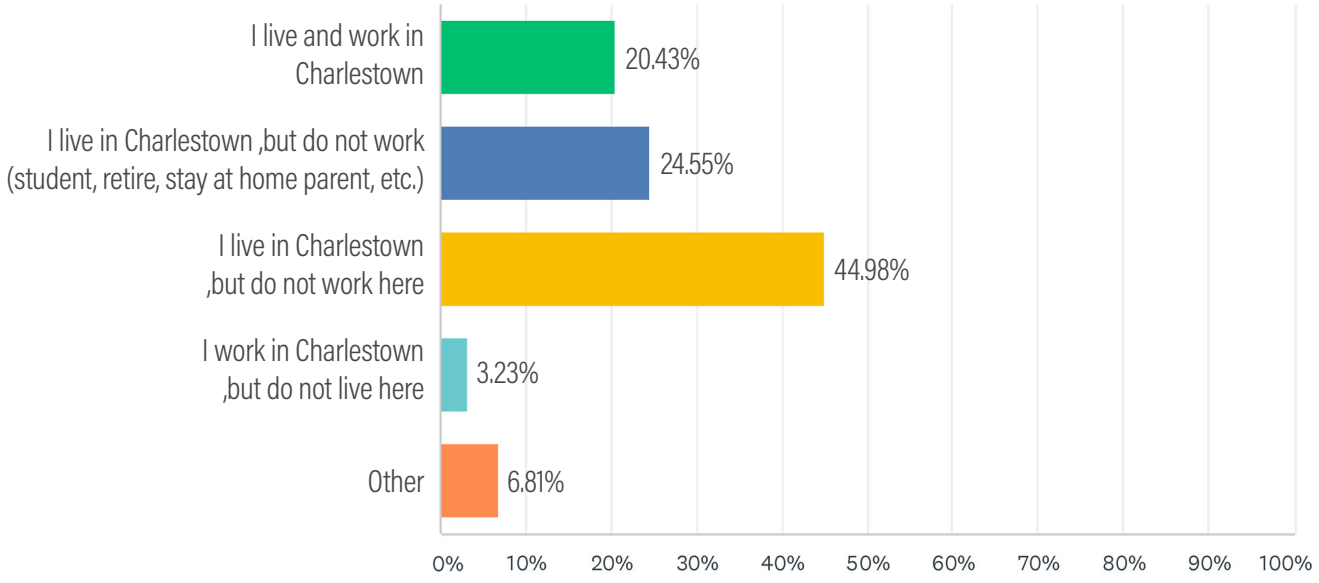
ONLINE SURVEY

Overview

An online survey was created and open to the public from June to August. The results helped shape the goals and strategies for the plan.

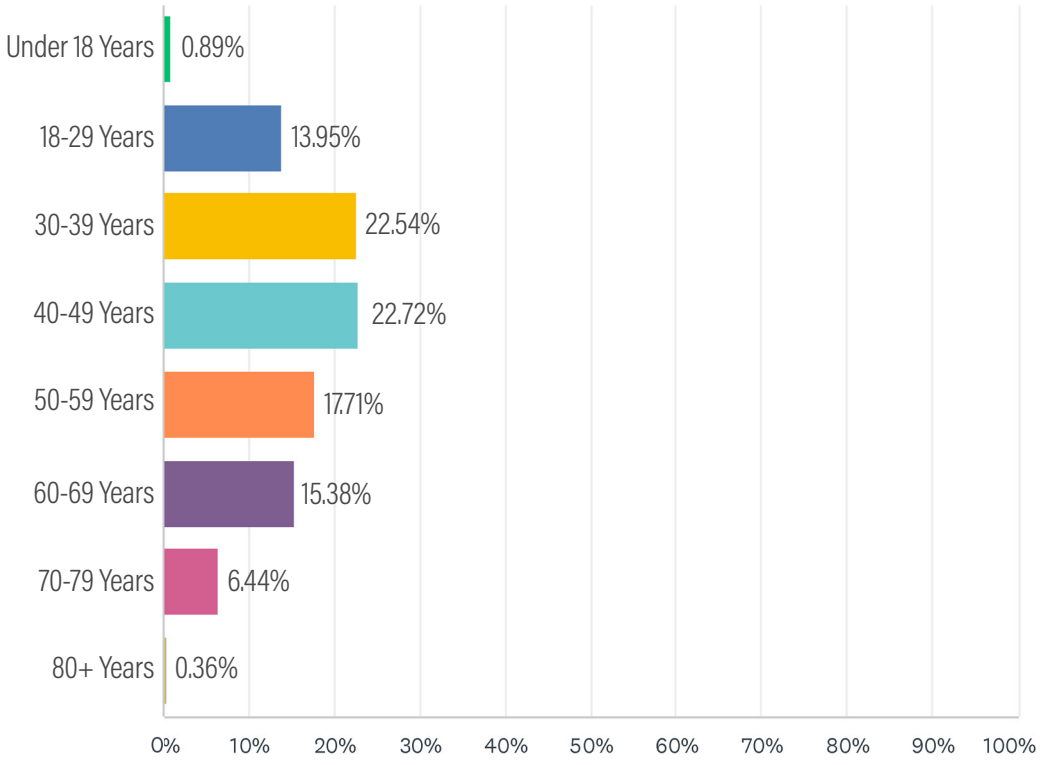
Do you live or work in Charlestown?

Answered: 558

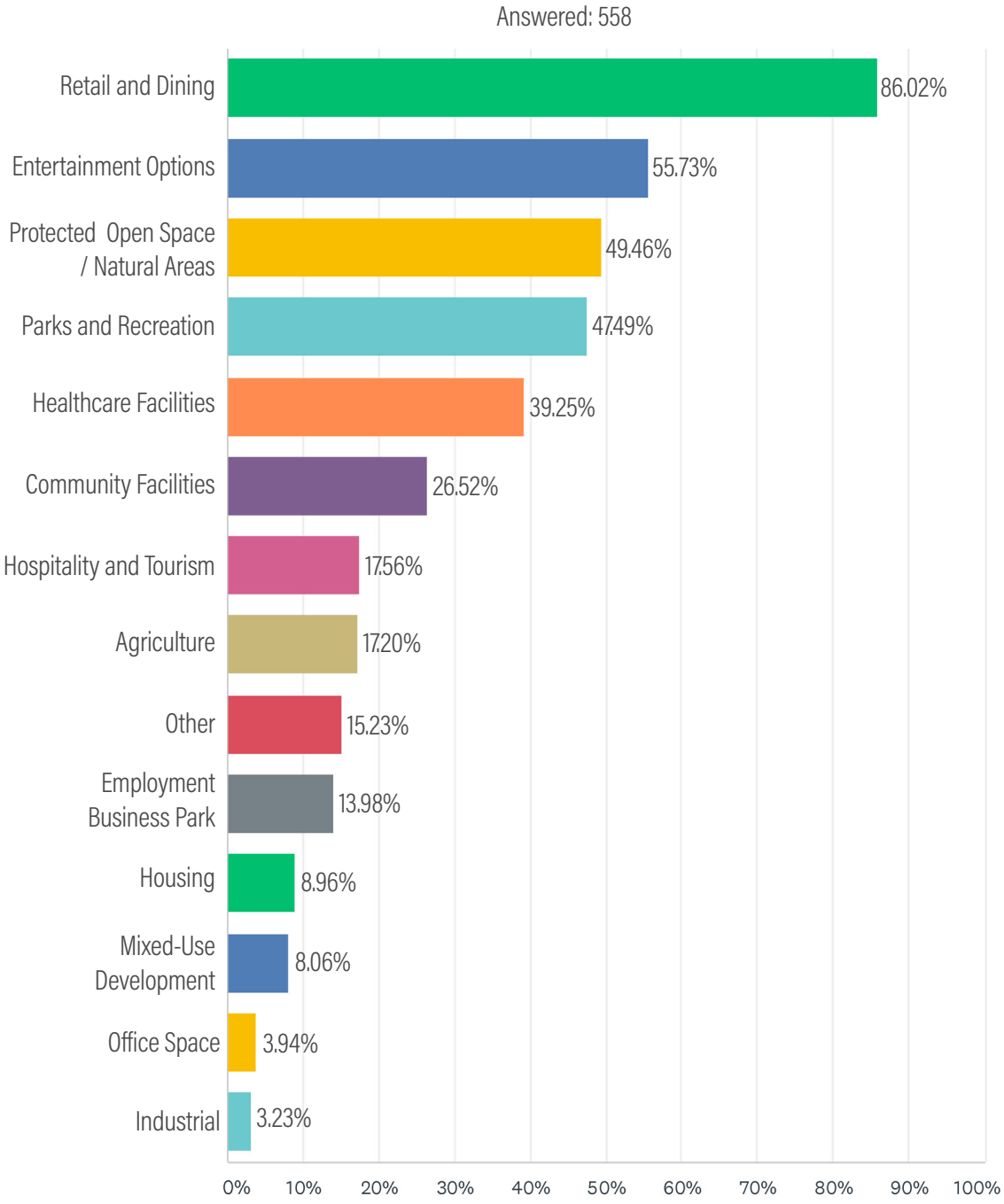


What is your age?

Answered: 559

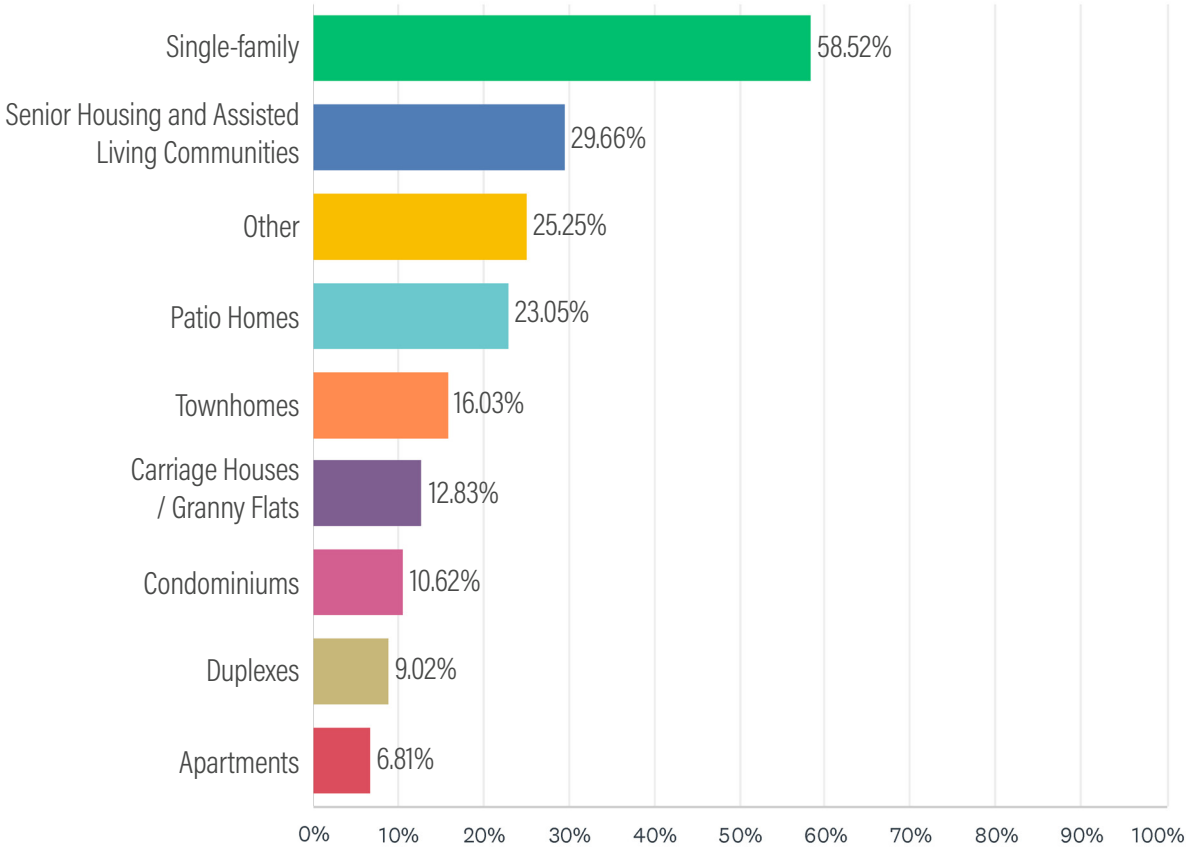


What are the top five types of development that are needed in Charlestown?



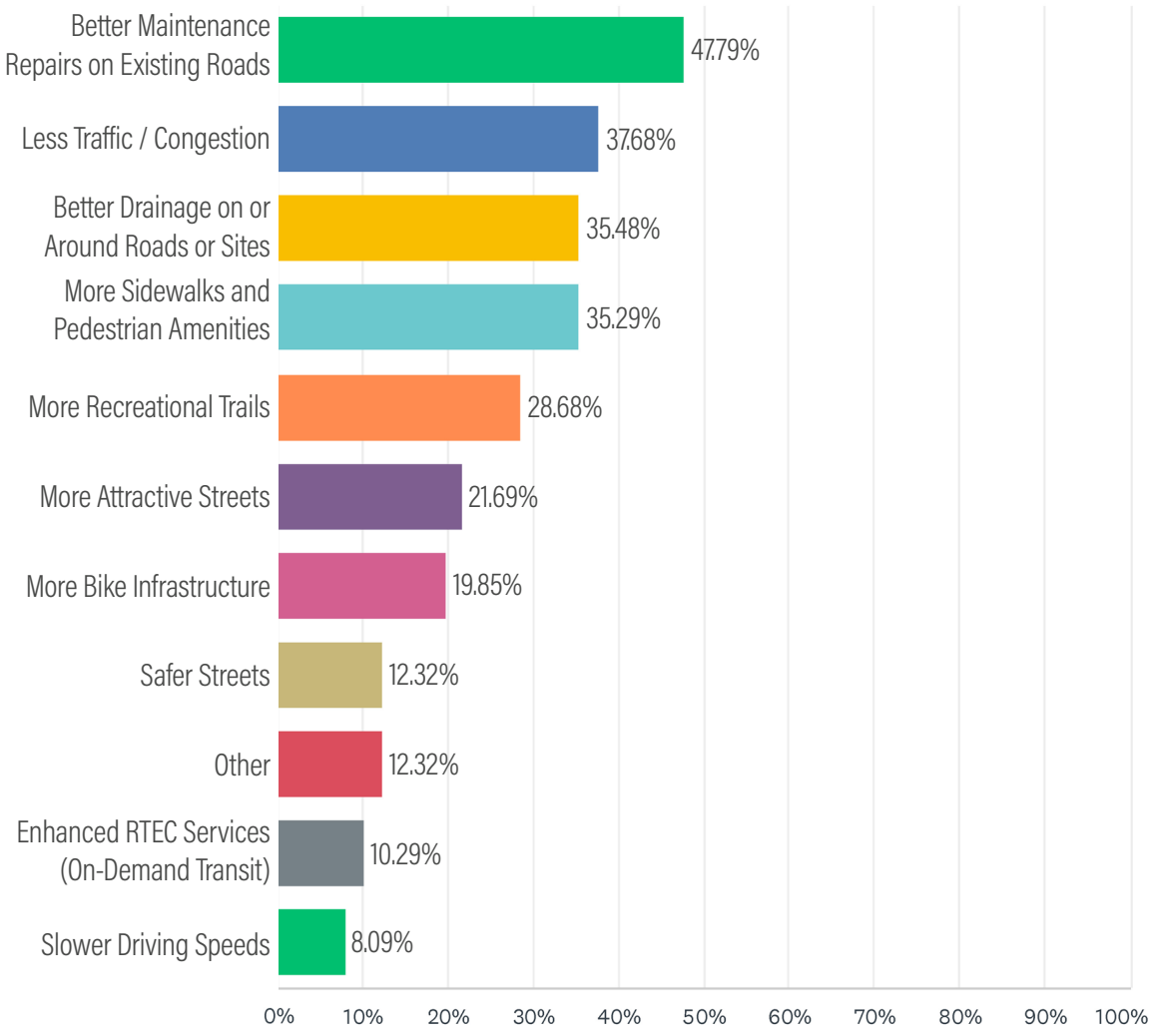
What type of housing is needed in Charlestown?

Answered: 499



What are the top three transportation improvements that are needed in Charlestown?

Answered: 514



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