

## CHAPTER EIGHT LAND USE

### INTRODUCTION

The land use plan is a guide for the physical development of Bullitt County, including its eight unincorporated cities. Land use recommendations are based upon goals and objectives outlined in Chapter 1 of this plan. Specific application of the guidelines to new development will occur through zoning regulations, official zoning map amendments, subdivision regulations and through the day to day development decisions of the planning commission and legislative bodies.

The process of developing land use policy guidelines includes an analysis of present land use patterns, assessment of the problems associated with these land use trends, and recommendations for future land use. A general evaluation of existing land use patterns is discussed first and is based upon generalized existing land use maps and official zoning map. The future land use maps, accurate to GIS standards, must be used in conjunction with the comprehensive plan when considering zoning map amendments and development proposals.

### LAND USE CATEGORIES

The following land use categories are used in the discussion of existing and future land uses. These land use categories are broader than specific zoning districts and are not intended to replicate the specific zones. Zoning regulations will be specific in the uses allowed and may contain several zones for a single land use. As zoning regulations are specific to the particular jurisdiction, the allowed uses and requirements will vary between communities although the name of the zone is similar or the same.

#### ***Fort Knox Military Reservation***

Fort Knox is a United States Army post which was set up in 1918 and currently holds the Army Human Resource Center of Excellence to include the Army Human Resource Command, United States Army Cadet Command and the United

Bullitt County



States Army Accessions Command. The Fort Knox Military Reservation consists of approximately 109,000 acres (170 square miles) and covers parts of Bullitt, Hardin and Meade Counties. Because this is federally owned land it is used for military purposes only. The impact of development on Fort Knox and its military personnel will be considered in this plan for development outside of the reservation boundaries for future land use planning. Considerations when determining the surrounding land use will be noise pollution, air quality pollution, air space usage and safety.

***RESIDENTIAL LAND USES*** - The specific listing of uses permitted and their densities are determined by the adopted zoning ordinance.

***PUBLIC/SEMI-PUBLIC USES*** - Public and semi-public land uses include three categories : (1) enterprises engaged in providing transportation services, communication services or utilities; (2) public buildings and lands, including government buildings, public schools, public parks and recreational facilities; (3) semi-public, including churches, private schools, hospitals, cemeteries, charitable and social service organizations.

***COMMERCIAL LAND USES*** – The Commercial zonings in this County fall under either B-1 or B-2 zones. The uses within these zones are defined under current commercial zoning.

***INDUSTRIAL LAND USES*** - An industrial land use is that type of establishment, its attendant buildings and lot area which is primarily engaged in the mechanical or chemical transformation of organic or inorganic substances into new products whether the products are sold back into the manufacturing process or sold wholesale or retail. Uses primarily engaged in the warehousing, storage of commodities and recycling and other primary waste handling facilities are also included in the industrial classification. Uses which are of a less intense nature and those which are considered to have lower levels of noise, sound and other annoyances are considered light industrial uses. Large scale, intense uses and those which may be considered a nuisance are considered heavy industrial uses. Rock quarries and other mining activities allowed in the Earth Products Zone are included as industrial use.

**PARKS & RECREATION LAND USE** – This land use category includes larger scale parks and recreational complexes. Park and recreation land uses may be public or private such as a private golf course. This category may also include open space uses and larger cemeteries. Small pocket parks, cemeteries and other recreational uses may also be located within other land use designations.

**FLOODPLAIN/ENVIRONMENTALLY SENSITIVE** – There are four main watersheds in Bullitt County that contribute to floodplain conditions: they are Cedar Creek and Floyds Fork Creek in the northeastern part of the county that join the Salt River just east of Shepherdsville and in the southern portion of the county is the Rolling Fork River. It is recommended that areas along these streams be used for parks, conservation and recreational use to preserve the natural beauty and protect the waterways.

Development in a flood zone is not recommended, but it is possible through careful planning, mitigation and abatement and by following the strict guidelines set by the Kentucky Division of Water and the Federal Government, a well planned development can occur in a flood prone area. For those who choose to develop property in a flood prone area the Federal Government does require Federal Flood Insurance on any property with a mortgage. The 100 year floodplain is shown on Figure 8-1.

**AGRICULTURAL/OPEN SPACE/RURAL RESIDENTIAL LAND USES** - Refer to Chapter 3 for more detailed information.

## **EXISTING LAND USE**

Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. Existing land use maps were prepared based on a window survey, Google Maps and photography and PVA information about the lot. The existing land uses shown may not be 100% accurate as activities on the land are not always visible. Sometimes the use simply could not be determined as a structure had no obvious identifying information. Sometimes there were multiple uses of a property and the most predominate

Bullitt County



was noted. Due to these reasons, the existing land use maps are often only produced as work maps. As they are helpful in determining existing land use and development patterns, an existing land use map for Bullitt County is included in this plan as Figure 8-2 and is one of the basis from which recommendations for future land use were developed.

It should also be noted that existing land use does not always equate current zoning. In many cases, a use may be in existence before zoning is approved. If the use is not in conformance with the approved zoning, it is known as a non-conforming use. For example, a commercial business in an area zoned only for residential use would be a non-conforming use. Non-conforming uses are “grandfathered in” meaning that they can continue as long as the use is not changed or expanded. The specific requirements for non-conforming uses are detailed in the zoning ordinance.

## **CITY OF HUNTERS HOLLOW EXISTING LAND USE**

Hunters Hollow is a small city of only about 46 acres located in the north central end of the county just east of I-65. It was incorporated in It 1979. It is predominately low density residential use with mostly single family homes. A commercial area is located on the west side of Blue Lick Road at Brooks Run Road.

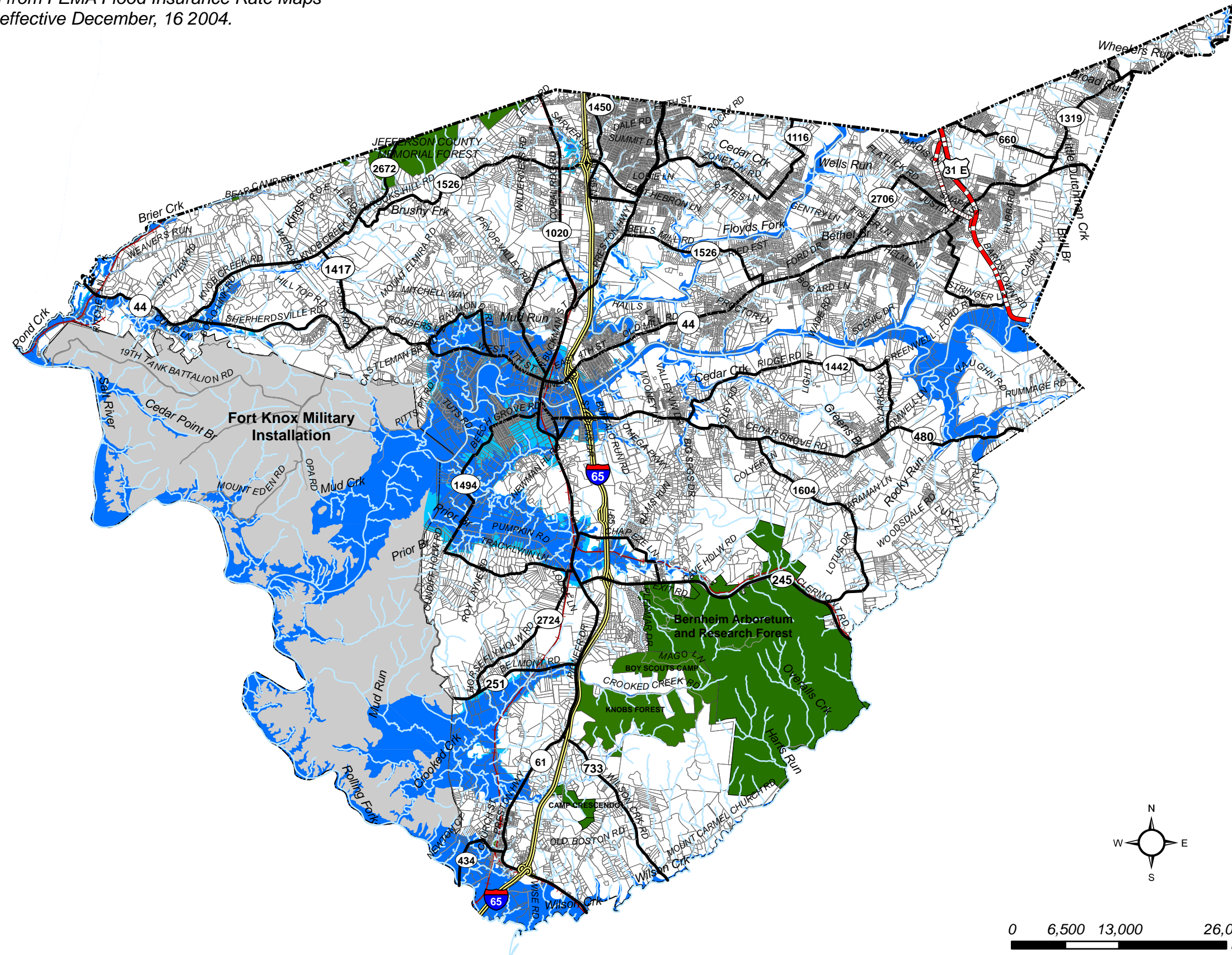
## **CITY OF FOX CHASE EXISTING LAND USE**

Fox Chase is a small city of about 312 acres located in the north central end of Bullitt County just east of I-65. The majority of the city is low density residential with approximately 178 single family homes. Brooks Run stream crosses the city from north to south.

## **CITY OF HEBRON ESTATES EXISTING LAND USE**

Hebron Estates is a fifth class city somewhat larger than Fox Chase with about 352 acres. It is also located in the north central end of Bullitt County just

The floodways identified in the map are compiled from FEMA Flood Insurance Rate Maps (FIRMs) effective December, 16 2004.



**FIGURE 8-1**  
**BULLITT COUNTY**  
**FLOODPLAIN**  
 2015 Comprehensive Plan  
 Bullitt County, Kentucky

**LEGEND**

-  500 Year Floodplain
-  100 Year Floodplain
-  Water
-  Local Roads
-  State Routes
-  US Routes
-  I-65
-  Railroad
-  Military
-  Parks & Recreation
-  Bullitt County

**MAP INFORMATION**

Data Sources:

Federal Emergency Management Agency (FEMA)  
 Kentuckiana Regional Planning & Development Agency  
 2012 U.S. Census TIGER Line Data

Cartography by:  
 Nikita Moye

Kriss Lowry & Associates Inc.  
 227 S. Rays Fork Rd.  
 Corinth, KY 41010-3027  
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# FIGURE 8-2 BULLITT COUNTY EXISTING LAND USE MAP

2015 Comprehensive Plan  
Bullitt County, Kentucky

## LEGEND

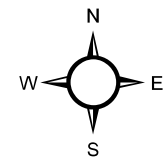
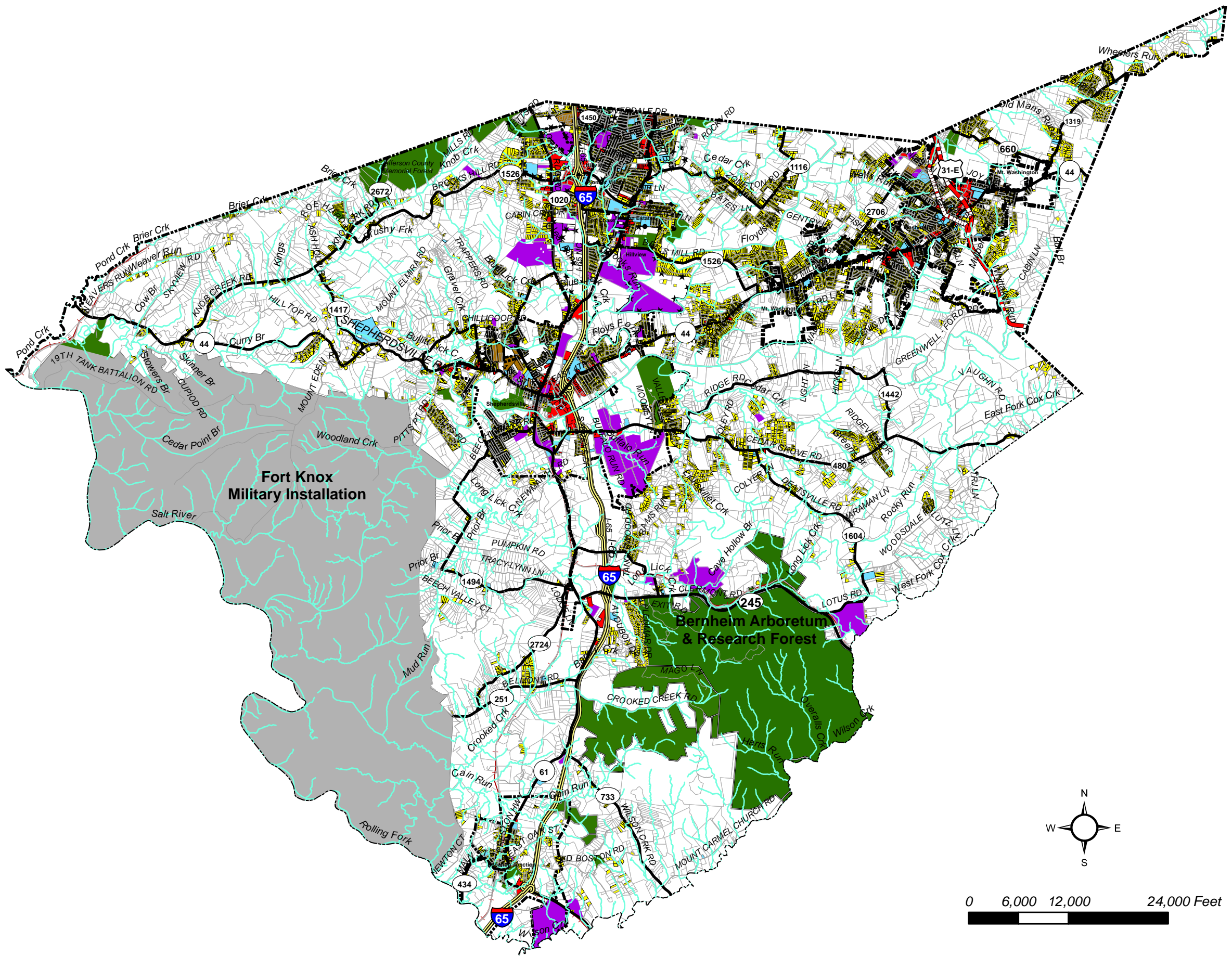
- Agricultural
- Low Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Industrial
- Parks and Recreation
- Water
- Local Roads
- State Routes
- I-65
- Railroad
- Military
- Bullitt County

## MAP INFORMATION

Data Sources:  
Bullitt County PVA  
Kentuckiana Regional Planning  
& Development Agency  
2012 U.S. Census TIGER Line Data

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Nikita Moye

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east of Fox Chase on the east side of Preston Highway. The majority of the city is low density residential consisting mostly of single family homes. There are some small areas with higher density housing. There are commercial areas on the west side of the city along Preston Highway.

## **CITY OF PIONEER VILLAGE EXISTING LAND USE**

Most of Pioneer Village is developed as low density residential use. There are two areas for potential new development. One is along Summit Drive near Preston Highway and the other is the area along John Harper Highway. Due to their proximity to these arterial routes and the limited area available for commercial use in Pioneer Village, both would be suitable for future commercial development.

## **CITY OF LEBANON JUNCTION EXISTING LAND USE**

Lebanon Junction developed as a railroad town between 1857 and 1955. Lebanon Junction has a central business district which consists of a mixture of commercial, residential and public/semi-public uses. Low density residential uses extend out from the central business district mostly to the north. The City of Lebanon Junction has Industrial, Commercial, recreational areas and various types of housing inside the city. Fort Knox is located to the west.

## **CITY OF HILLVIEW EXISTING LAND USE**

The City of Hillview was incorporated in 1974 and has since increased in size through annexation. The city is located in the north central portion of Bullitt County and extends from the Bullitt-Jefferson County line on the north to the City of Shepherdsville near Floyds Fork on the south end. Hillview has a mixture of housing types, commercial areas located at the I-65 interchange area, industrial areas, recreational uses and public facilities.

## **CITY OF MT. WASHINGTON EXISTING LAND USE**

The original downtown of Mt. Washington is a mix of commercial and public/semi-public facilities located on Old Bardstown Road. Commercial development

Bullitt County



is also found at the intersection of KY 44 and the new Bardstown Road and along KY 44 west of US 31 E. Light industrial development is found in and around the city proper. The major growth of Mt. Washington has been primarily in single family residential development but multi-family facilities may be found in several areas.

## **CITY OF SHEPHERDSVILLE EXISTING LAND USE**

Shepherdsville is the County Seat of Bullitt County. Public facilities and commercial development may be found in the central business district and throughout the city. Residential development has occurred on roadways extending in all directions from the center city. Most commercial development is located along East Street (KY 44) to Interstate 65. Shepherdsville has a thriving industrial base with most of the facilities near the two interchanges of Interstate 65.

## **BULLITT COUNTY UNINCORPORATED AREAS EXISTING LAND USE**

Commercial, Industrial, Public Use, Agricultural and Residential is spread throughout the unincorporated areas of the county. The most intensive growth has occurred near the northern cities and the unincorporated areas between Shepherdsville and Mount Washington. Future plans will involve growth along Cedar Grove Rd. (Hwy 480) and Hwy 245. The larger agricultural areas are located along the Salt River.

***AGRICULTURAL USE/OPEN SPACE*** – Agricultural uses are mixed in with residential uses in many rural areas of the county. Typical agricultural operations include cattle and other livestock, pastureland, hay, corn and soy beans. Land that is undeveloped as an agricultural use is included in this use including lots of more than ten acres with houses on it. Charts located in Chapter 3 show the census profiles of Farms by Size and the Land in Farmland use by percentages.



## FUTURE LAND USE

The Future Land Use Plan is intended as a guide for the physical development of Bullitt County. The plan includes proposals for the amount and location of land that will be needed as growth and development continues. Its purpose is to serve as a basis for creating an environment or pattern of development where the various uses of land compliment rather than conflict with each other.

The future land use plan includes both the future land use map and the associated text. As stated before, the map, text of this comprehensive plan and the goals and objectives should be used together when making land use decisions. In some areas the map shows that little or no change from the existing land use pattern is anticipated. In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five to ten years due to unpredictable economic trends and other factors such as the extension of wastewater services and road improvements. As stated before, the map and text of this comprehensive plan and the goals and objectives should be used together when making land use recommendations.

The second major element of the future land use plan is the land use policy recommendations included in the text. These strategies and policies supplement the maps by providing a framework for managing and directing the changes that will occur during the planning period. Application of strategy and policy guidelines in accordance with the Goals and Objectives will help determine when an area is ready for the changes anticipated on the land use map.

In addition to determining the appropriateness of the location and intensity of various land uses, policy guidelines, strategies, and goals and objectives provide a framework for reviewing and ensuring the quality of new development. They also assist the planning commission in regulating the impacts of new development on surrounding uses, the environment and existing public service delivery systems. In accordance with the Goals and Objectives, the strategies and policies

Bullitt County



will be implemented through the Zoning Ordinances and Subdivision Regulations, and review of subdivision and site plan development proposals.

Figure 8-3 is the Bullitt County Future Land Use Map which covers all of Bullitt County including the eight cities. Figures 8-4 to 8-7 show the map in four quadrants.

## **BULLITT COUNTY UNINCORPORATED AREAS FUTURE LAND USE**

Bullitt County's unincorporated areas will continue to see a decline in agricultural acreage with an increase towards industrial, commercial and residential. The Highway 245 and Interstate Exit will see an expansion of commercial, educational and tourism facilities. Growth will continue in all of the unincorporated areas at a fairly steady pace. Figure 8-3 shows the future land use plan within Bullitt County.

## **CITY OF HUNTERS HOLLOW FUTURE LAND USE**

Surrounded by the City of Hillview, Hunters Hollow has limited expansion capability. There is potential for redevelopment of commercial and industrial tracts on the northwest side of the city.

## **CITY OF FOX CHASE FUTURE LAND USE**

Fox Chase is land locked by other cities except for small pockets. The area along Preston Highway may be appropriate for new commercial growth. An area along Brooks Run may be considered for higher density residential development.

## **CITY OF HEBRON ESTATES FUTURE LAND USE**

Most of Hebron Estates will remain low density residential and public/semi-public uses. Commercial development may occur along Preston Highway.












## **CITY OF PIONEER VILLAGE FUTURE LAND USE**

Most of Pioneer Village is developed as low density residential. Two areas exist for potential new development – along Summit Drive near Preston Highway

This map must be used with the text of the 2015 Bullitt County Comprehensive Plan

# FIGURE 8-3 BULLITT COUNTY FUTURE LAND USE MAP

## LEGEND

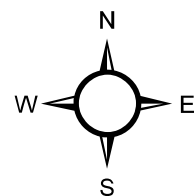
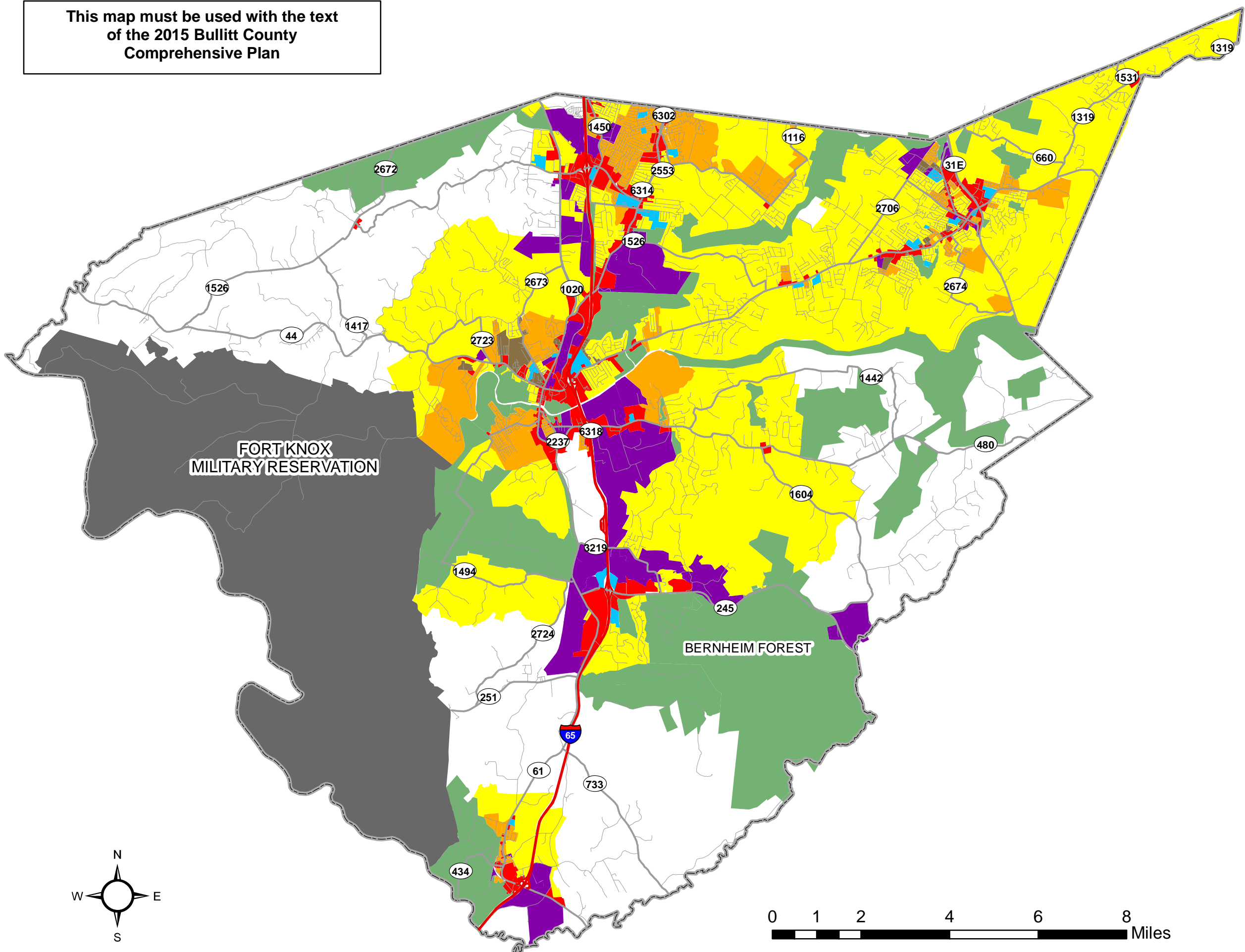
-  Expressways
-  Major Arterials
-  Local Roads
-  AG/Rural Res
-  Low Density Res
-  Medium Density Res
-  High Density Res
-  Public/Semi-Public
-  Commercial
-  Industrial
-  Conservation

## MAP INFORMATION

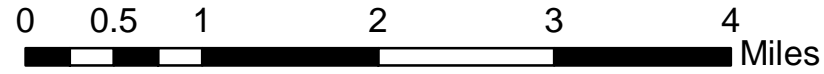
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KY GEO NETWORK  
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# FIGURE 8-4 BULLITT COUNTY FUTURE LAND USE MAP North-West

## LEGEND

- Expressways
- Major Arterials
- Local Roads
- AG/Rural Res
- Low Density Res
- Medium Density Res
- High Density Res
- Public/Semi-Public
- Commercial
- Industrial
- Conservation

## MAP INFORMATION

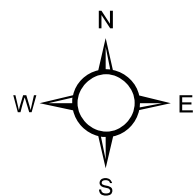
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KY GEO NETWORK  
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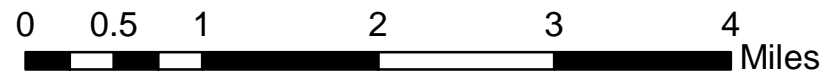
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**FORT KNOX  
MILITARY RESERVATION**




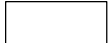









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# FIGURE 8-5 BULLITT COUNTY FUTURE LAND USE MAP North-East

## LEGEND

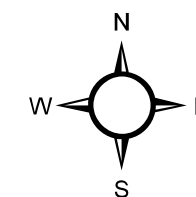
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-  Major Arterials
-  Local Roads
-  AG/Rural Res
-  Low Density Res
-  Medium Density Res
-  High Density Res
-  Public/Semi-Public
-  Commercial
-  Industrial
-  Conservation

## MAP INFORMATION

DATA SOURCES:  
LOJIC  
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# FIGURE 8-6 BULLITT COUNTY FUTURE LAND USE MAP South-West

## LEGEND

-  Expressways
-  Major Arterials
-  Local Roads
-  AG/Rural Res
-  Low Density Res
-  Medium Density Res
-  High Density Res
-  Public/Semi-Public
-  Commercial
-  Industrial
-  Conservation

## MAP INFORMATION

DATA SOURCES:  
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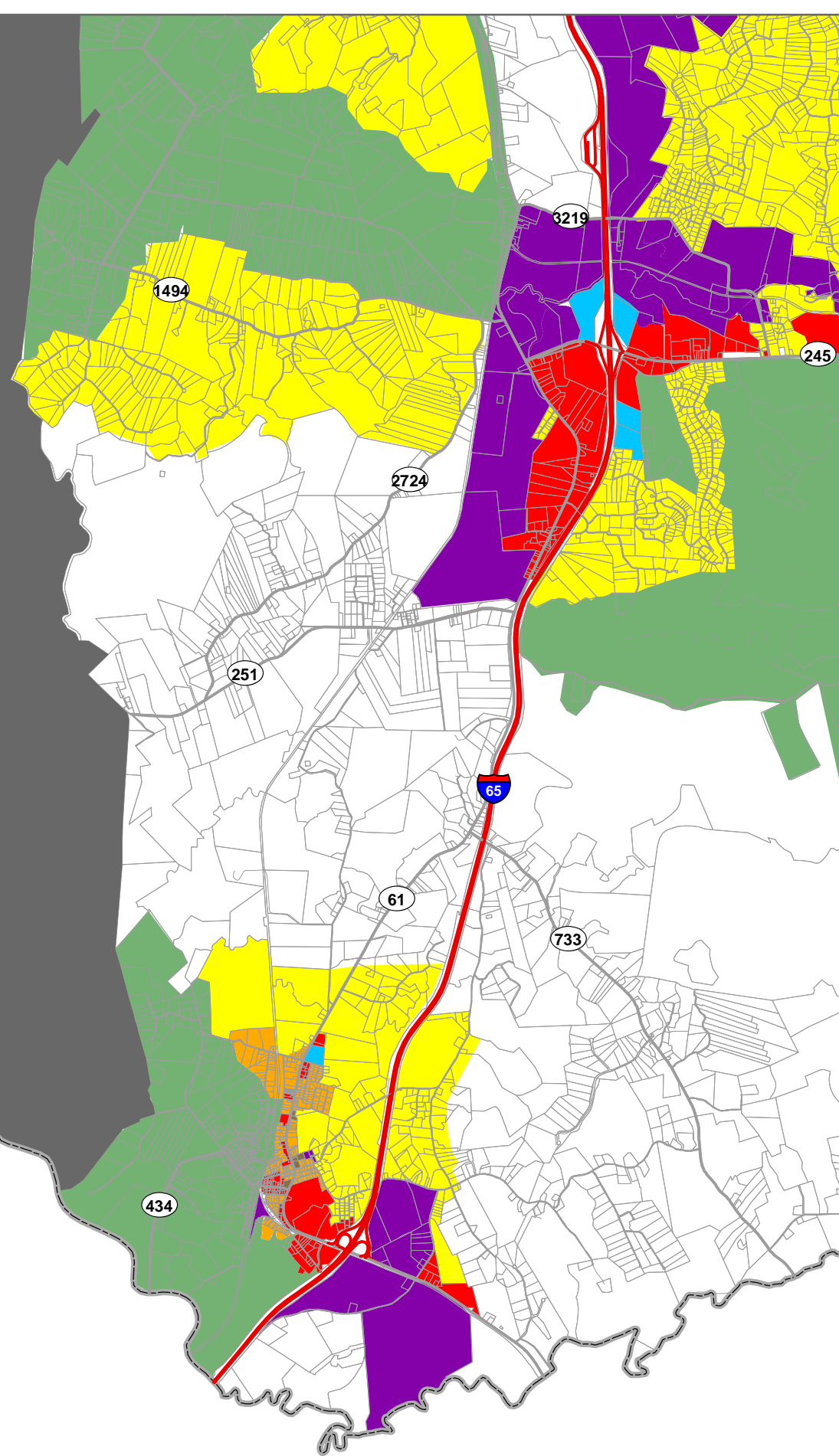
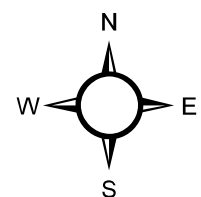
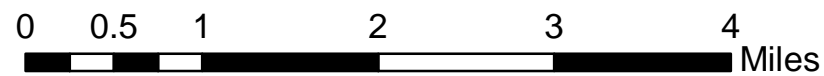
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# FIGURE 8-7 BULLITT COUNTY FUTURE LAND USE MAP South-East

## LEGEND

-  Expressways
-  Major Arterials
-  Local Roads
-  AG/Rural Res
-  Low Density Res
-  Medium Density Res
-  High Density Res
-  Public/Semi-Public
-  Commercial
-  Industrial
-  Conservation

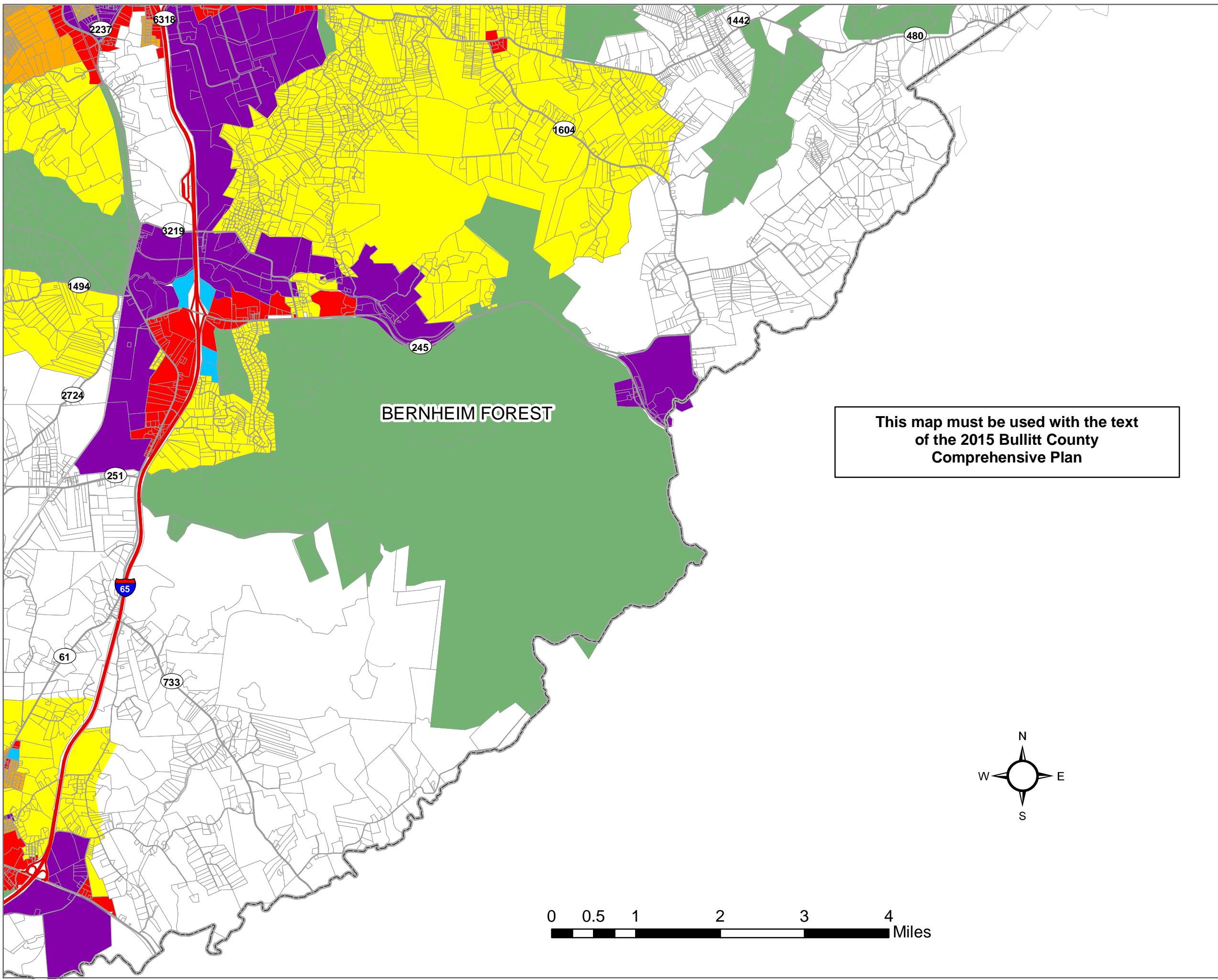
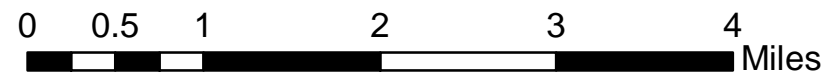
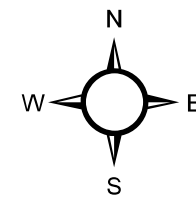
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## MAP INFORMATION

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and the area adjacent to John Harper Highway. Both areas provide suitable features for commercial development.

## **CITY OF HILLVIEW FUTURE LAND USE**

As most of Hillview is already developed, it is expected that current land uses will continue in most of the city. Also, higher density residential uses are appropriate for areas served by public sewers. There is the potential for new commercial development along Preston Highway, John Harper Highway and near the Brooks Interchange. Industrial development is appropriate along I-65 as it could act as a buffer between the interstate and surrounding residential areas.

A large remote area of the city south of Bells Mill Road is currently zoned for Earth Products. This area may not be suitable for residential development due to an existing Earth Products zone. Earth Products production could create negative impacts through blasting, noise, and air pollution. Areas adjacent to any existing Earth Products zone or active quarry operations would be best used for commercial activities to provide a buffer for local residential uses.

## **CITY OF LEBANON JUNCTION FUTURE LAND USE**

Much of Lebanon Junction's future growth will be located in close proximity to Interstate 65. Both Industrial and commercial areas will occur along this corridor.

## **CITY OF MOUNT WASHINGTON FUTURE LAND USE**

The City of Mount Washington has continued to see a high rate of growth in residential and commercial development. This growth will continue. Commercial development will expand near the intersection of Highway 44 and Bardstown Road. Residential developments will continue to occur along Highway 44. The primary industrial growth is the Mt. Washington Business Center along Griffin Way in the North.

Bullitt County





## **CITY OF SHEPHERDSVILLE FUTURE LAND USE**

The City of Shepherdsville has had tremendous growth in the travel and tourism industry; commercial development and industrial development sectors. Motels, restaurants and commercial have clustered around the Interstate 65 interchange at Highway 44. Industrial development sectors are found at the Interstate 65 interchanges for Highway 480 and Highway 44 East as well as along Highway 61 in the southern most section of the city. The expansion of Shepherdsville by annexation has created a diverse economic base. Its future will rely heavily on development near the interstate exits. \

## **DEVELOPMENT STRATEGIES**

### **ENVIRONMENTAL DEVELOPMENT STRATEGIES**

**Environmental Strategy 1** – Avoid development in areas with environmental limitations.

**Environmental Strategy 2** – Avoid locating urban development on steep slopes.

1. Limit maximum roadway grades to 12%
2. Permit residential lot development on slopes of more than 20% with appropriate engineering methods and qualified signatures of approval on all plans and plats.
3. Avoid development of sites requiring extensive re-grading.
4. Encourage development of large retail and business complexes on sites with slopes ranging from 3% to 7%.
5. Establish development patterns in a manner conforming with topographic conditions of the site.
6. Protect drainage ways associated with steep slopes.

**Environmental Strategy 3** – Restrict development in Karst (sinkhole) Regions of the county or where sinkhole activity is apparent.

**Environmental Strategy 4** – Develop in and around Karst regions when:

1. Geotechnical information demonstrates proper measures can be taken to address concerns over sinkholes and other Karst features.
2. Sinkholes will not serve as a primary means of stormwater management.
3. Techniques can be implemented to protect sinkhole formations or otherwise

demonstrate their compatibility with the development plan.

**Environmental Strategy 5** – Provide measures for long term maintenance of sinkholes located within development sites.

1. Provide general maintenance easements to and around sinkhole sites.
2. Identify possible sinkhole flood plains and limit development therein.
3. Stabilize entrances to sub-surface passages.
4. Provide secondary release systems for stormwater in sinkhole watersheds.
5. Establish bonding mechanisms to repair and stabilize sinkholes impacted by development.

**Environmental Strategy 6** – Protect residential neighborhoods from operations that store, treat, or handle hazardous materials, or otherwise are permitted under the Resource Conservation and Recovery Act (RCRA).

**Environmental Strategy 7** – Protect residential neighborhoods from sites identified under the Comprehensive Environmental Response Compensation and Liabilities Act (CERCLA).

**Environmental Strategy 8** – Carefully evaluate impacts of proposed processing operations requiring large quantities of water; large users of electric, gas or fossil fuels; or large waste stream generators.

**Environmental Strategy 9** – Locate potentially offensive or noxious industries on expansive sites that minimize impacts to surrounding neighborhoods and communities.

**Environmental Strategy 10** – Encourage the development of industries, distribution operations and processing plants having minimal waste bi-products in the form of air pollution, solid waste or wastewater.

**Environmental Strategy 11** – Restrict development adversely impacted by noise.

1. Restrict noise sensitive development from locating in noise impacted zones having sound levels greater than 65 dBs on the “A” scale.
2. When noise sensitive developments are proposed in areas of high noise levels, demonstrate that adequate attenuation can be provided by shielding, insertion loss, sound proofing or effective buffering.
3. Avoid locating noise sensitive development in areas having high levels of processing noise associated with industry or commercials operations.
4. Avoid locating noise sensitive development adjacent to mechanical equipment, commercial loading zones, emergency response facilities, or other similar operations.
5. Avoid locating noise sensitive developments within the primary approach

Bullitt County



Comprehensive Plan

and departure routes for the Louisville International Airport or any other airport attracting commercial size planes.

6. Avoid locating noise sensitive developments in the western half of the county if they will be adversely impacted by tank ranges or other day to day operations associated with Fort Knox Military Reservation. Advise the development to attain a noise study for the area.

**Environmental Strategy 12** – Isolate developments emitting objectionable odors or air pollution.

1. Evaluate commercial and industrial land use for possible odors due to processing or air pollution.
2. Restrict development when processing pollutants in conjunction with prevailing climatological conditions may impose hardships on the surrounding community.
3. Locate treatment facilities, waste piles, refuse storage areas, pump stations, and other similar facilities in a manner that reduces possible impact on odor-sensitive neighboring developments.
4. Restrict odor-sensitive uses from locating within zones affected by air pollution or processing odors.
5. Restrict odor-sensitive uses from locating near livestock, feed lots, animal slaughtering or processing operations or other similar odor producing agricultural operations.
6. Require development proposals with potential odor and or air pollution concerns to demonstrate effectiveness of proposed pollution control measures.

**Environmental Strategy 13** – Identify and address federally protected wetlands.

1. Require the identification of federally protected wetlands to be depicted on subdivision proposals and development plans.
2. Include a review of development proposals by the U. S. Soil Conservation Service to determine the presence of hydric soils.
3. Assess the significance of wetland areas in terms of habitats and impact on hydrological systems.
4. Require evidence of permitting by the U. S. Army Corps of Engineers and State Division of Water for any planned disturbance of federally protected wetlands.
5. Permit development incentives and transferable development rights for wetland set asides.

**Environmental Strategy 14** – Protect blue line tributaries designated on U. S. Geo-

logical Survey Quadrangle Maps.

**Environmental Strategy 15** – Avoid any impact to creek channels and riparian zones.

1. Discourage re-channelization of blue line streams.
2. Avoid removal of trees and vegetation along channels and overbank areas.
3. Provide a mechanism for preservation of natural creeks and riparian zones as an incentive within the subdivision and plan review processes
4. Permit disturbances to channels when it can be proven that such a disturbance is permitted by the state.
5. Allow creek disturbances when adequate, state approved remediation is proposed as part of a development plan.

**Environmental Strategy 16** – Develop stream corridors and riparian zones for recreational purposes.

1. Encourage preservation of such zones as part of the land development and subdivision review process.
2. Provide continuity of stream corridors passing through adjacent and successive development sites.

**Environmental Strategy 17** – Permit channel crossings for roadways, pedestrian-ways and utilities when:

1. Adequate hydraulic information is provided to demonstrate impact on water surface elevations, channel widths, channel velocities, and other critical attributes.
2. Adequate restoration measures are included as part of the construction plans
3. No alternative exists to avoid a crossing.
4. Any necessary state approvals or permits have been attained.

**Environmental Strategy 18** – Avoid development in flood hazard areas.

1. Minimize safety hazards and property damage associated with flood zones.
2. Reduce inconvenience and disruption of public service imposed by periodic inundation.
3. Avoid damage to public services and utilities resulting from flood water.

**Environmental Strategy 19** – When utilizing floodplains as public or natural resources:

1. Limit encroachment in flood hazard zones.

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2. Include floodplains as part of community open space system
3. Encourage floodplains to be set aside as part of development proposals, but in turn, allow higher density development on associated property outside the floodplain
4. Allow development of a floodplain area when it can be proven that all State and Local Permits have been granted and all requirements for State and Local Governments have been satisfied.
5. All site plans, after engineer approval and signatures, should be submitted to the Bullitt County Planning Commission for final review but the Commission should hold all site plan approvals until it can be proven that all conditions set forth in Environmental Strategy 19 Element D have been met. These site plans should also include State of Kentucky and the local area government approved mitigation techniques and proper drainage methods.

**Environmental Strategy 20** - Avoid placement of structures, fills or other floodplain incursions in such a manner that the free flow of flood waters are not constricted to the extent that increases occur in flood levels.

1. Analyze bridges, culvert and roadway embankment to insure proper conveyance of flood waters.
2. Avoid overtopping of roadways and other system embankments during high water.
3. Restrict channel improvements resulting in damaging velocities and excessive stream scour.
4. Limit incursions into stream channels to only essential public improvements.

**Environmental Strategy 21** – Protect floodplain storage volumes.

1. Discourage placement of fill within floodplain limits.
2. Allow the placement of fill only when it is demonstrated that equal compensation can be provided at other locations within the same floodplain.
3. Insure proper permitting by the State Floodplain Management Branch.

**Environmental Strategy 22** – Allow development in flood hazard areas only when it can be demonstrated that life safety or property will not be threatened as a result of periodic inundation.

1. Construct buildings above 100 year flood levels.
2. Protect electrical and mechanical equipment against flood danger.
3. Insure emergency access routes are not adversely affected by high water.
4. Incorporate improvements that minimize damage to utilities and other community services during periods of high water.

**Environmental Strategy 23** – Insure adequate alternative drainage systems can be provided where natural or existing drainage courses are obstructed by proposed development.

1. Size through drainage systems for a minimum 100 year, one hour event
2. Insure storm systems are sized in consideration for future possible development in the watershed.
3. Establish minimum construction standards for through drainage systems.
4. Avoid systems that cannot be readily improved or enlarged.
5. Require through drainage systems to be included within easements that permit provisions for their long term maintenance.

**Environmental Strategy 24** – Protect downstream properties against impacts of increased run-off by:

1. Providing interceptor systems along perimeters of proposed development sites.
2. Installing controlled outlet structures that enable gradual release of storm-water.
3. Preserving hill slopes directly adjoining downstream properties
4. Preserving natural vegetative conditions as much as possible.

**Environmental Strategy 25** – Protect downstream properties from the effects of increased erosion by:

1. Requiring interceptor swales along the project perimeter.
2. Installing sedimentation basins at drainage outfalls.
3. Preserving natural vegetation as much as possible.
4. Restoration of vegetation immediately upon completion of construction activities
5. Installation and maintenance of adequate silt fences and silt checks on disturbed slopes.
6. Provide rock checks and energy dissipaters to reduce storm water turbulence and velocities.
7. Insuring adequate maintenance of silt controls during the development period by implementing bonding procedures as part of the development review process.

**Environmental Strategy 26** – Encourage use of publicly or privately operated wastewater collection, treatment and disposal systems when:

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1. It can be demonstrated that adequate capacity is available to sustain new development and that the system is properly operated and maintained.
2. Adequate line capacity is or can be made available to the collection system.
3. Verification of contractual or jurisdictional measures enable provision of wastewater services to the development.
4. Sanitary sewer lines can be practically extended to the development including evidence of required permanent and construction easements.
5. Adequate long-time maintenance of both collection and treatment facilities can be demonstrated.

**Environmental Strategies 27** – All development in Bullitt County should have adequate wastewater management measures.

1. Adequate wastewater measures could include access to either publicly or privately operated wastewater disposal systems.
2. Publicly operated wastewater disposal services include permitted collection, treatment and disposal systems that are maintained and operated at an acceptable standard established by the appropriate governing agencies.
3. Privately operated wastewater disposal services include permitted collection, treatment and disposal system maintained by private firms and which are operated at an acceptable standard as established by the appropriate governing agencies.

**Environmental Strategy 28** – Development which necessitates publicly or privately operated treatment facilities should provide adequate easements for line extensions to adjoining properties.

**Environmental Strategy 29** – Adequate wastewater systems may include on-site disposal.

1. On-site disposal can include the use of septic tanks and lateral fields
2. Septic tanks and lateral fields shall be permitted on residential lots no less than 3/4 of an acre in size.
3. Septic tanks and lateral fields can be permitted where it is demonstrated that soil condition will permit percolation at a rate acceptable with environment health policies.
4. Septic tanks and lateral fields shall be acceptable only when it is demonstrated that on-site disposal will not adversely impact surrounding streams, lakes, ponds, ground water systems or water supply systems.

**Environmental Strategy 30** – Holding tanks and other similar pump and haul systems should be used for interim or emergency purposes until such time as access can be provided to public operated collection, treatment and disposal systems. Re-

view and permitting of holding tanks should include:

1. Cost and viability of maintaining such systems for an interim period of time.
2. Adequacy of emergency warning systems.
3. Adequacy of containment measures.
4. Long-term bonding or maintenance responsibilities.

## RESIDENTIAL DEVELOPMENT STRATEGIES

**Residential Strategy 1** – Review residential development using the current Bullitt County Residential Zoning Regulations.

**Residential Strategy 2** – Encourage development of suburban communities in a manner having a variety of housing types and density ranges.

**Residential Strategy 3** - Medium density suburban communities should be developed when closely associated with adequate utilities and access systems.

**Residential Strategy 4** – All medium density suburban communities should have access to publicly operated water systems.

**Residential Strategy 5** – All suburban communities should have access to utilities and emergency services.

**Residential Strategy 6** – Develop residential areas in a manner responding to topographic conditions.

1. Restrict residential development on slopes ranging between 12% and 20% to the rural or low density categories.
2. Permit residential development on slopes 20% or greater in the rural residential or low density residential categories when it can be demonstrated by engineered plans and/or calculations that such construction adequately responds to topographic limitations.

**Residential Strategy 7** – Develop residential areas in a manner responding to geological limitations.

1. Limit development in areas of unstable geological conditions (Mississippian System) to the low density rural categories.
2. Limit development with moderate geological conditions (Devonian System) to the low density rural or suburban categories.
3. Permit construction in areas with high or moderate geological limitations

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when it can be demonstrated by engineered plans and /or calculations that such construction adequately responds to these limitations.

**Residential Strategy 8** - Insure that residential areas have adequate fire protection service.

1. Permit only rural residential uses outside fire-fighting service areas.
2. Located residential development only when it can be demonstrated that adequate fire protection is possible.
3. Residential development with residential density higher than one dwelling unit per five acres should be served by mains having adequate pressure and flows for firefighting purposes.
4. Residential streets should be constructed to a minimum of 18 feet in width and designed for emergency services.
5. Residential streets should be clearly marked for emergency response personnel.
6. Avoid lengthy dead end streets and streets with inadequate turn-rounds for emergency response vehicles.
7. Rural residential uses not served by fire mains should be considered only when adequate fire-fighting cisterns are provided.

**Residential Strategy 9** - Permit low density, rural or suburban residential development when access to wastewater treatment facilities is possible or when it can be demonstrated that on-site sewage disposal systems are sufficient.

**Residential Strategy 10** - Permit medium density residential development only where it can be demonstrated that:

- a. Access to state approved wastewater treatment facilities is possible.
- b. State approved on-site disposal systems are available.

**Residential Strategy 11** - Allow higher density residential development within designated town centers when the applicant has proved:

1. Protection of existing neighborhoods from impacts of higher density development by insuring adequate access.
2. Higher density development is in a manner supportive to retail and personal services offered in traditional town centers.
3. A design for higher density housing that blends with the physical and visual vernacular of the traditional town.
4. Inclusion of pedestrian linkages between housing and service areas.
5. Develop higher density housing alternatives within the prevailing height, scale and mass of the traditional town neighborhood.

6. Avoidance of large scale projects in traditional town centers.
7. Permit low density, rural or suburban residential development when access to wastewater treatment facilities is possible or when it can be demonstrated that State approved on-site sewage disposal systems are sufficient.

**Residential Strategy 12** - Higher density development should integrate elements of stand-alone structures by:

1. Avoiding expansive walls with little architectural details such as doors, windows, and entrance alcoves.
2. Avoid materials and colors substantially different than the surrounding neighborhood.
3. Providing separate exterior entrances to units.
4. Avoid expansive parking and service areas, instead utilizing smaller areas that are segmented by landscaping and open spaces.
5. Encouraging garages, carports and entry courts.
6. Adequately screen service functions and utilities.
7. Positioning multi-family structures fronting and relationally in the same manner as single-family homes, thereby allowing buildings to screen and separate parking and service areas from the street.
8. Limiting multi-family buildings to two-stories or 30 feet in height.

**Residential Strategy 13** - Encourage a mixture of housing types to meet the demands of the population.

1. Provide opportunities for the compatible arrangement of varying housing types within the same development.
2. Link housing types by a well-organized system of pedestrian ways, streets and open space.
3. Use varying density to create interest and transitional densities between housing types.

**Residential Strategy 14** - Mixed housing types should respond to the elderly and physically challenged.

1. Provide such housing opportunities in suburban communities and town centers where reasonable access to government, shopping and personal services can be demonstrated.
2. Encourage such alternatives when transportation linkages to basic services can be demonstrated.

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3. Allow higher densities when adequate availability to utilities can be demonstrated.

**Residential Strategy 15** - Arrange mixed residential development patterns in a manner that establishes a compatible relationship of size, height and mass.

1. Variation in size, height, and mass between housing types should be proportionately separated by roadway networks; open space; buffers; or other transitional uses.
2. Transitions in height, size and mass should be gradual and facilitated by a variety of possible housing types and densities.
3. Buffers, particularly fences and walls, should be used only when absolutely necessary to offset incompatibilities between housing types having varying height, scale and mass.

**Residential Strategy 16** - Restrict mobile homes to low density rural residential areas when:

1. Spacious setbacks for adjoining properties and right-of-ways are possible.
2. Conditionally-permitted as transitional use to development of a permanent residential structure.

**Residential Strategy 17** - Regulate development of parks, subdivisions, courts or other such areas exclusively for mobile homes.

1. Encourage the development of efficient and effective tornado shelters sufficient for all residents of the mobile homes that are intended within the developed area.

**Residential Strategy 18** - Encourage new investment and reinvestment in housing located in town centers by offering density and other such incentives available through planned unit development of innovative subdivision regulations.

**Residential Strategy 19** - Located medium density suburban developments where adequate roadways are available to suffice projected traffic demands or when roadway improvements are proposed to offset access issues.

**Residential Strategy 20** - Encourage medium density suburban developments when they can be located in close proximity to transit routes.

**Residential Strategy 21** - Design residential communities in a manner that encourages orientation and legibility.

1. Incorporate landmarks and other identifiable elements into residential plans.
2. Encourage reservation of usable community open space and green space.
3. Where possible keep existing old growth trees and add saplings where space

allows.

4. Avoid street patterns that are confusing and do not provide linkage to neighborhood services and other residential districts.
5. Require street names, markings and traffic signs that facilitate identity and understanding.
6. Encourage the development of biking trails, walking paths, and sidewalks.

**Residential Strategy 22** - Discourage residential street patterns that facilitated excessive speed, through traffic and safety problems.

## COMMERCIAL DEVELOPMENT STRATEGIES

**Commercial Strategy 1** - Preserve interchange locations for industrial, business, services and distribution facilities requiring close association with the interstate system and which recognize the unique character of each of the five interchanges. Such facilities should conform with detailed interchange area plans.

**Commercial Strategy 2** - Encourage the vitality and expansion of existing commercial districts to better sustain current shopping trends, particularly those located in town centers.

1. Link public improvements to private reinvestment as an incentive for enhancing older retail centers and shopping districts.
2. Avoid overly burdensome standards that inhibit redevelopment efforts.

**Commercial Strategy 3** - Develop commercial uses that demonstrate provision of an intended trade area.

**Commercial Strategy 4** - Avoid the disjointed arrangement of commercial and employment centers along arterial and collector systems.

1. Encourage commercial land uses as part of planned centers
2. Locate commercial and employment centers near the intersection of arterial and/or collector systems.
3. Allow residential streets to serve as secondary access to commercial and employment centers provided that such access does not adversely impact surrounding neighborhoods by encouraging through traffic.
4. Encourage the provision of frontage roads that link commercial parcels into

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shared access systems.

5. Allow for the sharing of parking, driveways and service areas between commercial tracts provided that such linkage does not impede the operation of the overall development.
6. Closely assess parking requirements of commercial users and service providers. Encourage reduction of expansive paved areas by imposing parking maximums.
7. Establish mass transit by encouraging maintained easements for bus-stops or bus waiting areas.

**Commercial Strategy 5** - Allow separate and freestanding commercial development when linkage to a planned center is not practical and when:

1. Access is safely and conveniently provided on an arterial or collector systems.
2. It can be demonstrated that such use is supportive to the surrounding neighborhood.
3. Such use does not adversely impact the surrounding neighborhood.
4. It can be demonstrated that such use is uniquely compatible with the conditions of the site.
5. Adequate utilities and public service are available to service such facilities.
6. The characteristic of the setting uniquely fills the requirements of the proposed use.

**Commercial Strategy 6** - Locate Commercial land uses on geological formations with severe or moderate limitations when:

1. Adequate engineering plans and calculations respond to those limitations.
2. Adequate slope stabilization measures are sufficient to prevent impacts to surrounding properties.
3. Adequate storm water management and erosion control are provided to counteract development impacts on down slope properties.

**Commercial Strategy 7** - Encourage location of commercial uses and services when adequate access to transit systems is available.

**Commercial Strategy 8** - Develop a legible system of identification by limiting the height, size, shape illumination and method of construction for business signs in a manner that best responds to the view corridor and speeds of the adjoining roadway networks.

**Commercial Strategy 9** - Permit commercial and employment centers only when it can be demonstrated that adequate access systems can be provided to suffice expected traffic demands.

1. Require improvements when required to maintain acceptable roadway capacity.
2. When appropriate, encourage the provision of secondary access routes or alternative modes to commercial areas and employment centers.
3. Strategically locate traffic signals serving commercial and employment centers in a manner that encourages their mutual use by multiple development interests.

**Commercial Strategy 10** - Design commercial/employment centers in a manner to minimize impacts to existing or future residential neighborhoods.

1. Require adequate spatial, vegetative or physical buffers to offset adverse visual impacts.
2. Require supplemental screening of refuse areas, utilities and mechanical equipment.
3. Provide pedestrian linkages in such a manner so as not to be an intrusion to residential neighborhoods.
4. Impose reasonable standards to minimize intrusion of vagrant light to adjoining residential neighborhoods.
5. Install mitigation measures where necessary to offset adverse noise-related impacts.
6. Encourage the use of architectural styles and building materials that positively reinforces surrounding residential neighborhoods.
7. Discourage outdoor sales, vending machines, merchandise storage and other outside activities that may adversely impact residential neighborhoods.

**Commercial Strategy 11** -Provide amenities such as benches, plazas, transit shelters, bike racks, clock towers, and pedestrian systems that create a sense of convenience, enjoyment and identity to commercial and employment centers.

**Commercial Strategy 12** - Where appropriate, provide ample improvements for access by buses.

**Commercial Strategy 13** - Encourage new commercial and employment uses in a manner that is supportive to similar existing uses.

## INDUSTRIAL DEVELOPMENT STRATEGIES

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**Industrial Strategy 1** - Preserve interchange locations for industrial, business, services and distribution facilities requiring close association with the interstate system and which recognize the unique character of each of the five interchanges. Such facilities should conform with detailed interchange area plans.

**Industrial Strategy 2** - Develop Linkage between Bullitt County and the Louisville International Airport.

1. Identify potential new sites for airport-related uses.
2. Establish a partnership with the Regional Airport Authority to facilitate a location of airport related uses in Bullitt County.
3. Strengthen linkages between the airport and Bullitt County in the form of transportation connections.

**Industrial Strategy 3** - Encourage the development of employment centers and business parks reflecting a standardized system of public improvements for right-of-ways, drainage systems, utilities and other public and private amenities by:

1. Generous allocation of right-of-way and internal roadway.
2. Expansive setback requirements.
3. Emphasis on landscaping and pedestrian zones.
4. Restrictive and appropriate signage.
5. Alternative provisions for pedestrian, transit and shuttle access.
6. Establish mass transit by encouraging maintained easements for bus-stops or bus waiting areas.
7. Underground and/or unobtrusive utility systems.
8. Controlled and uniform building standards.

**Industrial Strategy 4** - Insure adequate area is set aside for industrial, business and employment centers.

1. Identify suitable sites having access to wastewater treatment facilities, publicly operated water supply system, natural gas, and electric services.
2. Preserve sites that have convenient access to interstate, arterial and/or collector systems.
3. Preserve sites that have interstate highway visibility.
4. Establish industrial, business and employment centers as composite developments allowing for a range of compatible uses at a single location.
5. Encourage the development of secondary services supportive to primary

employment centers.

6. Encourage the development of adequate facilities for employment training.

**Industrial Strategy 5** - Preserve suitable sites having rail access.

1. Develop business parks in a manner that provides systematic extension of rail spurs to potential users.
2. Avoid closure or abandonment of railroad rights-of-way having potential benefit for rail users.
3. Encourage the concentration of rail users in planned business centers having collective rail access.
4. Avoid grade crossings of arterial collector and mainline tracks.

**Industrial Strategy 6** - Avoid stand-alone manufacturing, distributing or industrial sites. Allow such stand-alone facilities when:

1. It can be demonstrated that adequate alternative sites in planned industrial or business parks are unavailable.
2. Adequate access is provided to arterial of collector systems.
3. Adequate utilities can be provided.
4. It can be determined that such facilities are compatible and will not impose a social, physical or economic hardship to the surrounding neighborhood.
5. Operational requirements for rail, high volume truck traffic, or visibility is not accommodated within planned business parks.
6. The objectionable character of the facility make it unsuitable for location within planned business parks.

**TRANSPORTATION STRATEGIES**

**Transportation Strategy 1** - Develop a roadway network based on the following hierarchy:

Roadway Type	Required Right-of-Way Width	Required Pavement Width
Interstate Highway	varies	varies
Urban Minor Arterial	120 feet	varies

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# Land Use

Urban Collector	100 feet	varies
Rural Arterial	70 feet	48 feet
Rural Major Collector	70 feet	36 feet
Rural Minor Collector	60 feet	24 feet
Local Streets	60 feet	20 feet
Private Streets	50 feet	varies
Alley	15 – 20 feet	10-15 feet
Scenic Corridor	(corridor restrictions)	

**Transportation Strategy 2** - Require adequate right-of-way in accordance with anticipated traffic volume and the intended use of the roadway system.

**Transportation Strategy 3** - Require right-of-way dedication in conjunction with Planning Commission reviews of subdivision and development proposals.

**Transportation Strategy 4** - Require roadway designs in accordance with anticipated traffic volumes and loads.

1. Require roadways to be constructed on the basis of a minimum 20 year pavement life.
2. Develop pavement sections on the basis on soil conditions, anticipated traffic loads and recommendations of a geotechnical engineer.
3. Require engineering inspection and testing of roadway construction.
4. Avoid locating roadways in unsuitable soils or areas with unsuitable sub-grade conditions.
5. Develop a uniform system of roadway construction for both incorporated and unincorporated areas of the county.

**Transportation Strategy 5** - Require improvements to existing roadways, where necessary to offset impacts with new development.

1. Evaluate development proposals on the basis of possible impacts to the surrounding network.
2. Require traffic impact analyses on major subdivision and development proposals.
3. Require equitable participation in improvements commensurate with anti-

pated impacts.

4. Encourage joint participation between private development with local and state governments in the improvement of roadways impacted by natural growth and development.
5. Avoid roadway improvements disruptive to existing neighborhoods or sensitive environmental areas.
6. Require environmental impact statements for transportation improvements considered disruptive to existing neighborhoods or natural systems.

**Transportation Strategy 6** - Discourage commercial through traffic from using local streets, loops, or cul-de-sacs.

**Transportation Strategy 7** - Avoid traffic systems that cause higher intensity traffic through lower density zones and/or residential neighborhoods.

**Transportation Strategy 8** - Encourage use of local streets and minor collectors for general access while limiting points of access on major collectors and arterial systems.

**Transportation Strategy 9** - Grid streets into commercial centers and employment areas to provide access routes in and out of high traffic zones.

**Transportation Strategy 10** - Encourage expansion of transit systems by encouraging higher density land use patterns along arterial streets.

**Transportation Strategy 11** - Where applicable, encourage use of alternative transportation modes.

1. Provide pedestrian links to commercial shopping centers from arterial streets and transit stops.
2. Provide shelters for commercial and employment centers linked to transit systems.
3. Encourage the development of "park and ride" facilities.
4. Allow ample space for transit circulation within shopping centers.
5. Provide bike routes and bike storage facilities at commercial and employment centers.

**Transportation Strategy 12** - Develop a system of pedestrian ways linking together residential neighborhoods.

**Transportation Strategy 13** - Encourage networking of streets by requiring stubs

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and interconnecting access between adjoining subdivisions.

**Transportation Strategy 14** - Develop local streets and minor collectors in a manner that discourages high volumes of cut through traffic.

**Transportation Strategy 15** - Utilize American Society of State Highway and Transportation Officials (ASSHTO) Standards as a basis of City/County roadway networks.

**Transportation Strategy 16** - Implement roadway improvements based on a plan representing the most pressing needs of the community.

**Transportation Strategy 17** - Development transportation links to the Louisville International Airport.

1. Encourage the development of transit linkages between Bullitt County and the airport.
2. Promote shuttle links between the airport and Bullitt County's motel/conference centers at Brooks and Shepherdsville.

**Transportation Strategy 18** - Review development plans for compliance with guidelines of the American Disabilities Act.

1. Provide accessible routes to and within developments of all types.
2. Utilize ADA Guidelines in the design of walkways, ramps and pedestrian loading areas.
3. Provide proper signage and pavement markings in accordance with ADA Guidelines.
4. Provide ground surfaces that can be easily traversed by the physically challenged.
5. Avoid obstructions along accessible routes.

**Transportation Strategy 19** - Encourage regular spacing of roadway intersections.

**Transportation Strategy 20** - Require developer participation in traffic signalization when associated with a development.

## **DESIGN DEVELOPMENT STRATEGIES**

**Design Strategy 1** - Encourage use of landscaping to make developments more attractive.

1. Buffer potentially incompatible uses.
2. Soften visual impacts and glare associated with expansive parking lots.
3. Provide shade in parking areas.

4. Screen service areas, dumpster pads and parking areas.
5. Require minimum areas allocations for landscaping in parking lots.
6. Require minimum spacing for trees in parking areas.
7. Require minimum buffers between different land uses.
8. Require landscape screening, fences or walls between potentially incompatible uses.
9. Require walls or landscape buffers around service areas, outdoor storage facilities, refuse storage areas and delivery zones.
10. Require hedge rows around parking areas.
11. Encourage street trees in commercial and residential subdivisions.
12. Interchangeably use berms, open space, walls, fencing, and landscaping to creatively comply with landscaping strategies.
13. Avoid utilizing trees and landscape material in a manner that obstructs visibility into shopping areas.
14. Avoid placement of trees or landscape material in a manner that causes a safety hazard.

**Design Strategy 2** - Locate parks and recreational opportunities so as to not adversely impact adjoining properties.

1. Locate active recreation areas accessed mostly by automobiles on collector and arterial systems.
2. Locate lighted facilities so as not to impose a nuisance to surrounding residential areas.
3. Avoid locating facilities that adversely impact noise-sensitive areas.
4. Insure adequate buffers are provided to offset possible impact to surrounding properties.

**Design Strategy 3** - Recognize the significance of locally-designated scenic corridors by:

1. Imposing greater restrictions on commercial signs, billboards and other distractions adversely affecting the scenic character of these routes.
2. Adopting wider setbacks on frontage property.
3. Preserving the mixed rural/residential character along corridor routes.
4. Avoiding strip commercialization of scenic routes near urban fringes.

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5. Preserving and augmenting the natural vegetation and scenic character along these routes.
6. Developing corridor plans facilitating designation of scenic vantage points and historical/cultural monuments.

**Design Strategy 4** - Protect and preserve historical and archeological sites in Bullitt County.

1. Identify sites potentially impacted by development as part of the subdivision or plan review process.
2. Avoid development proposals that substantially alter the setting and character of historical sites.
3. When practical, preserve archeological sites by incorporating them as an amenity of the development proposal.
4. Provide access through developments to archeological sites.
5. Preserve roadway approaches to historical sites.

**Design Strategy 5** - Provide context to historical markers in Bullitt County by:

1. Developing safe pull-off zones that facilitate their viewing.
2. Provide landscaping, paving and other features enhancing the setting around historical markers.
3. Discouraging the loss of context by encroachment of incompatible development.

**Design Strategy 7** - Develop regulations that preserve the natural character and heritage of Bullitt County.

1. Preserve stream corridors.
2. Protect view corridors of significant natural, historic or cultural features.
3. Preserve woodland areas by reasonable restriction of timbering operations.
4. Protect knobs and other distinctive geological features from mass grading, tower installations, and tree removal.
5. Identify and protect homes, silos, ponds, tree lines, fence rows barns, and other rural improvements of local significance.
6. Protect and encourage redevelopment of traditional rail and roadway junctions such as Brooks, Cedar Grove, Bardstown Junction, Belmont and Lebanon Junction.

**PLANNING DEVELOPMENT STRATEGIES**

**Planning Strategy 1** - Institute a program of storm water management whereby development proposals are reviewed on the basis of:

1. Possible impacts to adjacent and downstream properties.
2. Possible system impacts.
3. Proposed mitigation measures such as stormwater detention or system improvements.
4. Measures to control erosion and sedimentation.

**Planning Strategy 2** - Require verification of State and Federal permitting of facilities that treat, store, handle, or process hazardous waste.

**Planning Strategy 3** - Initiate planning for a systematic approach to wastewater collection, treatment, and disposal in both incorporated and unincorporated areas of Bullitt County.

1. Discourage continued reliance and expansion of privately-owned and operated packaged treatment plants.
2. Initiate a planning process for the long term unified provision of wastewater services, particularly in northeast sectors of the county severely underserved by these facilities.
3. Encourage improvement and expansion of municipally operated systems.

**Planning Strategy 4** - Develop a systematic approach to the provision of parks and open spaces.

1. Prepare a detailed recreation and open space plan.
2. Utilize the subdivision and land development review process as a mechanism for implementing recreation and open space improvements.
3. Provide recreational opportunities in areas central to the greatest demand or association with new residential development.
4. Establish development agreements to insure strategic location of parks and open space in areas having the greatest demand.
5. Encourage the development of neighborhood parks in conjunction with residential subdivisions in order to provide "walk to" facilities.
6. Link pedestrian systems to parks and open spaces.
7. Encourage the organization of homeowners associations as a mechanism for

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long-term maintenance of parks and recreational opportunities developed as part of the subdivision process.

8. Utilize lot set asides as a way to fund community and regional recreation improvements.
9. Set aside floodplains; wetlands; stream corridors; and areas with poor soils or steep slopes as community open space.
10. Provide development incentives for open space allocations.

**Planning Strategy 5** - Avoid and eliminate the proliferation of incompatible uses from adversely impacting Bullitt County's scenic and tourist-related facilities.

1. Establish scenic corridors leading to major tourist-related facilities.
2. Concentrate commercial activity in a manner supportive but not detractive to Bullitt County's scenic sites and tourist related facilities.
3. Develop the functional and scenic qualities of roadways leading to Bullitt County's tourist facilities.
4. Promote a system of locally designated scenic corridors.
5. Protect the scenic quality along rail corridors.
6. Restrict further proliferation of billboards along I-65 and other scenic routes.

**Planning Strategy 6** - Develop an I-65 corridor master plan establishing the most resourceful allocation of land uses in and around interchange locations.

**Planning Strategy 7** - Institute procedures for development plan review by the Planning Commission.

1. Require general development plans for rezoning proposals and preliminary plan reviews.
2. Require detailed plan for construction approvals.
3. Insure compatibility between general plans and detailed plans.
4. Require adequate information be provided on both general and detail plans to allow reasonable assessment by the Planning Commission and governing agencies.
5. Require other information as necessary to demonstrate compliance with applicable implementation strategies.

**Planning Strategy 8** - Provide information on general development plans that

demonstrate:

1. Adequacy of site for proposed use.
2. Availability of utilities.
3. Sufficiency of proposed access systems, parking and service areas.
4. Compliance with sign regulations.
5. Sufficiency of proposed landscaping and open space requirements.
6. Appropriateness of proposals with adjoining and surrounding uses.
7. Compliance with use, yard, height, setback coverage, and other applicable requirements.
8. Adequacy of boundary limits, mapping and plan presentation requirements.
9. Compliance with floor area ratios and density requirements.

**Planning Strategy 9** - Institute design review procedures for construction purposes that provide:

1. Detailed drainage information showing run-off calculations, pipe information, inlet conditions, proposed outlets, outlet adequacy, and possible downstream impacts.
2. Utility information, including fire lines, domestic water lines, wastewater disposal systems, electric, gas and site lighting.
3. Layout and geometric information demonstrating adequacy of access systems, parking lots and service areas.
4. Pedestrian access systems.
5. Proposed landscaping.
6. Construction details and material specifications.
7. Existing and proposed easements.

**Planning Strategy 10** - Institute procedures for engineering review, testing and inspection of subdivisions and other public improvements.

1. Develop minimum plan requirements for roadway design, sanitary sewer, utilities, storm drainage systems, grading and material specifications.
2. Enact procedures to verify conditions during construction, including geotechnical testing, inspection, as-built plans and engineering certifications.

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3. Develop standardized procedures for estimating cost of public and private improvements in order to provide a linkage with bonding procedure.
4. Develop a bonding procedure that enables the Planning Commission and local governments to install public improvements in the event of default on developer improvements.

**Planning Strategy 11** - Update development codes responding to the community's vision established by the recommendation of this plan.

**Planning Strategy 12** - Develop area plans exploring the most resourceful use and protection of tourist-related facilities along the Highway 245 corridor.

**Planning Strategy 13** - Working with incorporated areas and communities, develop more detailed area plans.

**Planning Strategy 14** - Develop a plan for I-65 Corridor and interchanges.

**Planning Strategy 15** - Implement preservation policies for agricultural districts.

1. Avoid location of incompatible uses adjoining agricultural uses.
2. Institute buffers between residential subdivisions and potentially-offensive agricultural operations.
3. Provide a mechanism for reasonable transitions of farmlands in growth sectors while discouraging premature subdivision of viable agricultural areas.

## **TOURISM DEVELOPMENT STRATEGIES**

**Tourism Strategy 1** - Avoid and eliminate a proliferation of incompatible uses from adversely impacting Bullitt County's tourism related facilities.

1. Establish scenic corridors containing major tourist-related facilities.
2. Encourage a system of designated tourism corridors.
3. Concentrate commercial activity in a manner supportive but not detractive to Bullitt County's scenic areas and tourism related facilities.
4. Develop the functional and scenic qualities of roadways leading to Bullitt County's tourism facilities.
5. Protect the scenic quality along the railway branch where the railway begins at Bardstown Junction at the CSX Railroad and continues eastward to the Bullitt/Nelson County line.
6. Avoid locating facilities that adversely impact noise-sensitive areas.
7. Restrict billboards in tourism districts and along tourism corridors and other

scenic routes.

8. Preserve and augment the natural beauty and scenic character through-out tourism districts and corridors.

**Tourism Strategy 2** - Recognize and develop area plans, exploring the most resourceful use and protection of tourism related facilities within Bullitt County.

1. Determine the need and uses for the district or corridor while establishing the functionality within all recommended zones currently within the involved area.
2. Collaboration among government agencies, community leaders, business, and local residents toward a shared vision and common goals.
3. Establish the area parameters of the district or corridor (location, length, width)

**Tourism Strategy 3** - Implement comprehensive policies for tourism districts or corridors.

**Tourism Strategy 4** – Establish a tourism district or corridor.

1. Determine that an area is suitable under the comprehensive policies set forth in Tourism Strategy 3 of this Bullitt County Comprehensive Plan.

**Tourism Strategy 5** - The appropriate governing body establishes guidelines and standards for the district or corridor.

1. Create ordinances or regulations that build upon the historical and positive attractions of the district or corridor through a consistent, efficient and cohesive strategy.
2. Creation and implementation of multiple districting and attractions as catalysts for future development within the district or corridor.
3. Determine non-conforming land uses within the district or corridor.
4. Institute procedures for a development plan review by the Planning Commission.
5. Decision by the appropriate governing body as to methods of financing and maintaining the district or corridor.

**Tourism Strategy 6** – Establish necessary regulations for the district or corridor relating to:

1. Buildings, houses, out buildings or any other man-made structures

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2. Adoption of appropriate setbacks to the affected properties that will conform to the general theme of the corridor or district.
3. Establishing regulations for the use of signs, lighting and billboards that do not conform to the general theme of the corridor or district.
4. Developing of standardized requirements for buffering with acceptable materials that aesthetically compliment the district or corridor and offset possible negative impacts through the use of trees, berms, fences or masonry walls.
5. Establishing additional regulations as necessary for the development of a property beneficial to a district or corridor

**Tourism Strategy 7** - Impose other stipulations consistent with the Bullitt County Comprehensive Plan and the Bullitt County Zoning Regulations as necessary to insure development is complimentary and not detractive to Bullitt County's scenic areas, sites and tourism related strategies.

## **AGRICULTURAL DEVELOPMENT STRATEGIES**

In order for the county to continue to benefit from an agricultural economy, land must be reserved for this use and be protected from encroachment of urban and indiscriminate residential uses. This is important especially for those areas that consist of prime farmland. Many of the flood prone areas of the county are suitable for agricultural use. However, best management practices should be used to prevent agricultural activities from polluting adjacent streams, waterways and underground water resources.

The following criteria should be considered when development in agricultural areas is proposed:

1. Soils. Soils considered to be prime farmland by the U.S. Department of Agriculture are of major importance in providing food and fiber. They have properties favorable for economic production of high yields of crops with minimal inputs of economic resources. Farming these soils results in the least damage to the environment. Deterring urban development from areas with prime soils should be encouraged to be consistent with the goals related to agriculture.

2. Previous Land Use. A good method for determining which lands are no longer agriculturally viable is by looking at when the land was most recently farmed. Land currently being farmed or farmed within the last year may still be

economically productive while land not farmed for the last five years may have lost its utility.

3. **Surrounding Land Use.** Reducing conflict between various land uses is a central concern. Farming requires use of heavy noisy machinery and produces dust that can be disturbing to non-farm rural residents. On the other hand, farmers may be disturbed by vandalism to crops and fences that may occur when large numbers of people live near their operations. Residential developments should be discouraged in areas with active farming where little previous residential development has occurred.

4. **Availability of Urban Services.** This indicator is concerned with the costs of providing additional public services to previously undeveloped areas. Development in areas located great distances from existing city services, police and fire protection is inefficient and can cause the cost of providing the services to increase.

5. **Type and Width of Road.** This is another indicator of public service costs. New development on narrow or unpaved roads will eventually require road improvements. There are a large number of rural roads in Bullitt County that are very narrow, have pavement in poor condition, lack adequate drainage facilities or are unpaved gravel roads. New housing development should not be approved for areas served by inadequate roads unless the roads are first upgraded. An orderly plan for road improvements is the most desirable and cost efficient method of managing public road systems. Consequently, rural residential development should be located near or along already improved roads. However, lots for residential development should not front directly on collector or arterial roads.

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