

## **High-Density Residential Criteria**

### **Intended Land Uses**

5. Single-Family Dwellings (typically about 6+ units per acre)
6. Townhomes or Patio Homes (typically about 14+ units per acre)
7. Two-Family Dwellings (typically about 14+ units per acre)
8. Multi-Family Dwellings (typically about 14+ units per acre)
9. Parks & Natural Areas
10. Supportive Uses (must support or serve an intended use):
  - a. Public Uses
  - b. Neighborhood Commercial (should serve the nearby residents rather than a larger market and be located on the same parcel/within a multi-family development or be located at a strategic crossroad within a residential development).
  - i. Neighborhood Retail & Services Uses (such as a “corner store,” dry cleaners, or daycare but should not include high traffic uses such as gas stations)
  - ii. Neighborhood Dining Uses (such as a small restaurant, bakery, or coffee shop but should not include high traffic uses such as fast food)
  - iii. Neighborhood Professional & Business Offices (such as an insurance agent or accountant but should not include high traffic uses such as offices with numerous on-site customers)

### **Compatibility & Character**

1. Development should consider and be compatible with the density of adjacent residential parcels.
2. Increased density should be considered in areas with adequate utilities and access if appropriate transitions and buffers are incorporated for any lower-density adjacent uses.
3. Landscaping and open spaces should be used to break up large parking areas.
4. Buildings should be oriented towards the street with parking in the rear when appropriate.

### **Utilities & Services**

## 2045 Bullitt County Comprehensive Plan Land Use Criteria Checklist

1. Residential should be served by adequate fire protection, including adequate water pressure and flows.

### **Transportation**

1. Large residential subdivisions should include multiple entrances, allow for future connectivity between developments for cars and pedestrians, and discourage excessive speeding.
2. Individual lots within a subdivision should not gain direct access to an existing public road.
3. Development should be located along an arterial or collector road that can adequately and safely serve the development. Road widths, the presence of acceleration or deceleration lanes, and other factors should be considered.
4. Sidewalks, or other pedestrian facilities, should be provided along all interior subdivision roads as well as all existing perimeter roads.

### **Commercial Criteria**

#### **Intended Land Uses**

1. Regional Commercial & Neighborhood Commercial
  - a. Retail & Services
  - b. Dining & Entertainment
  - c. Professional & Business Offices
2. Health & Medical Services
3. Public Uses
4. Supportive Uses (must support or serve an intended use):
  - a. Townhomes, Patio Homes, Two-Family Dwellings & Multi-Family Dwellings (if integrated into a mixed-use development)
  - b. Parks & Natural Areas

#### **Compatibility & Character**

1. Mixed use development should be encouraged, where appropriate.

## 2045 Bullitt County Comprehensive Plan Land Use Criteria Checklist

2. Development should consider and be compatible with the use on adjacent parcels.
3. Strip developments should be avoided, and connected, planned centers should be encouraged.
4. Development at highly visible locations and along highly visible corridors should have a higher level of design, such as streetscape improvements, limited or consolidated signs and monument-style signs, durable and higher-quality building materials, appealing architectural design, and landscaping.
5. Development in more dense areas should locate buildings closer to the road and locate the majority of parking to the rear of the site.
6. Service areas and loading docks should be screened or oriented so they are not visible from public roads and include landscaping and open spaces that break up large parking areas.

### **Utilities & Services**

1. Development should be served by adequate fire protection as necessary.

### **Transportation**

1. Impacts to the transportation system, including safety, congestion, and capacity, should be carefully analyzed.
2. Access points should be limited and shared driveways or frontage roads should be used when possible.
3. Development should be located along an arterial or collector road that can adequately and safely serve the development.
4. Sidewalks, or other pedestrian facilities, should be provided along all interior roads and drives and along all existing perimeter roads. Safe pedestrian connection should also be provided between the adjacent public road and the major entrances into the buildings.
5. Shared parking should be encouraged, where appropriate.

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Please refer to the previous text to illustrate how the requested zoning use fits with the proposed Land Use Designation. If it does not fit with the proposed Land Use Designation please explain why you feel the Land Use designation is incorrect.