

Bullitt County

C o m p r e h e n s i v e
P l a n



Adopted
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Bullitt County 2015 Comprehensive Plan



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Bullitt County Comprehensive Plan

TABLE OF CONTENTS



SECTION	PAGE
<i>BULLITT COUNTY VISION STATEMENT</i>	
CHAPTER ONE: GOALS AND OBJECTIVES	
Introduction	1-1
Transportation	1-1
Community Facilities	1-2
Land Use/Environmental Factors	1-4
Residential Land Use	1-8
Commercial and Industrial Land Use	1-9
Environmental Design	1-10
CHAPTER TWO: POPULATION	
Introduction	2-1
Past Population Trends	2-1
Future Projections	2-5
Age and Sex Characteristics	2-6
Households and Family	2-9
CHAPTER THREE: ECONOMIC DEVELOPMENT	
Introduction	3-1
Employment By Industry	3-1
Manufacturing & Other Large Industrial Employers	3-3
U.S. Economic Census	3-5
Agriculture	3-6
Tourism	3-7
Civilian Labor Force	3-8
Education Levels	3-10
Commuting Patterns	3-11
Personal and Household Income	3-11
Local Community Economic Development Activities	3-12
Bullitt County Economic Development Authority	3-13
Bullitt County Chamber of Commerce	3-15
Shepherdsville Bullitt County Tourist & Convention Commission	3-16

Bullitt County Comprehensive Plan

TABLE OF CONTENTS CONTINUED



SECTION	PAGE
CHAPTER FOUR: ENVIRONMENTAL DESIGN	
Introduction	4-1
Location	4-1
Climate	4-2
Physiography & Geology	4-3
Soils	4-8
Prime Farmland Soils	4-12
Slopes	4-14
Floodplains	4-15
Superfund Sites	4-16
Air Quality	4-19
Noise	4-20
Endangered Species	4-22
Summary	4-27
CHAPTER FIVE: HOUSING & HISTORIC PRESERVATION	
Introduction	5-1
Housing Tenure	5-2
Housing Characteristics	5-3
Housing Conditions	5-4
Current Housing Trends	5-6
Future Housing Needs	5-8
Publicly Assisted Housing	5-9
Historic Resources	5-13
Archeological and Natural Resources	5-14
Cemeteries and Burial Sites	5-14
Historic Preservation	5-14
National Register Designation	5-15
Local Historic District Designation	5-16
Additional Options and Requirements	5-18

Bullitt County Comprehensive Plan

TABLE OF CONTENTS CONTINUED



SECTION **PAGE**

CHAPTER SIX: COMMUNITY FACILITIES

Introduction	6-1
Education	6-2
Bullitt County School District	6-2
Private Schools	6-6
Jefferson Community & Technical College	6-6
Bullitt County Public Library	6-6
Parks and Recreational Facilities	6-7
Public Utilities	6-12
Water Service	6-14
Wastewater Service	6-15
Storm Water Management	6-24
Natural Gas Service	6-30
Electric Service	6-30
Solid Waste Service	6-30
Government Buildings	6-31
Emergency Services	6-34
Bullitt County Emergency Management Agency	6-34
Fire Protection	6-34
Police Protection	6-37
Bullitt County Ambulance Service	6-39

CHAPTER SEVEN: TRANSPORTATION

Introduction	7-1
Louisville (KY-IN) Metropolitan Planning Organization (MPO)	7-1
Bullitt County Roads	7-1
National Highway System	7-2
Trucking Classifications	7-2
Functional Classification System	7-3
KYTC Six Year Highway Plan	7-8
Bullitt County Corridor Concept	7-14
Concept for Central Bullitt Co. Parkway	7-17
Central Bullitt Co. Long Range Transportation Plan	7-18

Bullitt County Comprehensive Plan

TABLE OF CONTENTS CONTINUED



SECTION	PAGE
CHAPTER SEVEN: TRANSPORTATION CONTINUED	
Local Streets and Roads	7-21
Access Management & Street Connectivity	7-21
Public Transportation	7-22
Bicycle Facilities	7-23
Pedestrian Facilities	7-25
Rail Transportation	7-25
Air Transportation	7-26
CHAPTER EIGHT: LAND USE	
Introduction	8-1
Land Use Categories	8-2
Existing Land Use	8-3
Incorporated Cities Existing Land Use	8-4
Bullitt County Unincorporated Areas Existing Land Use	8-8
Future Land Use	8-9
Bullitt County Unincorporated Areas Future Land Use	8-10
Incorporated Cities Future Land Use	8-10
Development Strategies	8-17
CHAPTER NINE: IMPLEMENTATION	
Introduction	9-1
Local Leadership	9-1
Customer Service	9-2
Subdivision Regulations	9-3
Zoning Ordinances and Maps	9-4
Site Plan & Development Review	9-6
Road Management Plan	9-6
Public Improvements Program and Capital Budget	9-7
Public Participation	9-7
Land Acquisition	9-8
State and Federal Assistance	9-8
CHAPTER TEN: ACRONYMS & DEFINITIONS	
Acronyms	10-1
Definitions	10-3

Bullitt County Comprehensive Plan

LIST OF FIGURES



FIGURE	TITLE	PAGE
2-1	Bullitt County Population	2-2
2-2	City Population Trends	2-3
2-3	Population Change by Census Tract	2-4
2-4	Bullitt Co. Population Pyramid 2000 to 2050	2-7
2-5	Bullitt Co. Population by Age Group	2-8
3-1	Bullitt County Employment by Industry	3-2
3-2	Average Weekly Wages in Bullitt Co. 2011	3-4
3-3	Bullitt County Labor Market Area	3-9
3-4	Annual Unemployment Rates	3-10
4-1	Physiographic Regions of Kentucky	4-3
4-2	Seismic Zones	4-4
4-3	Generalized Geologic Map for Land Use Planning	4-5
4-4	Bullitt County Topographic Map	4-6
4-5	Bullitt County Mineral Resources	4-7
4-6	Bullitt County General Soils Map	4-10
4-7	Fort Knox CDNL Noise Contours	4-23
4-8	Fort Knox Small Arms PK15 Noise Contours	4-24
4-9	Louisville Intl. Airport Noise Exposure Map	4-25
4-10	Critical Habitat Map for Kentucky Glade Cress	4-27
5-1	Residential Building Permits by Year	5-7
5-2	Bullitt County Historic Structures	5-17
6-1	Bullitt Co. School District Enrollment	6-3
6-2	Jefferson Memorial Forest Master Plan	6-13
6-3	Bullitt County Water Lines	6-16
6-4	Bullitt County Sewer Districts	6-17
6-5	Bullitt County Sanitation District	6-20
6-6	Lebanon Junction Sewer Lines	6-25
6-7	Mount Washington Sewer Lines	6-26
6-8	Shepherdsville Sewer Lines	6-27
6-9	Bullitt County Natural Gas Service Area	6-32
6-10	Bullitt County Electric Service Areas	6-33
6-11	Bullitt County Fire Districts	6-36

Bullitt County Comprehensive Plan

LIST OF FIGURES CONTINUED



FIGURE	TITLE	PAGE
7-1	Bullitt County Truck Weight Road Classicfications	7-5
7-2	Bullitt County Functional Road Classicfications	7-6
7-3	Bullitt County Six Year Road Plan	7-9
7-4	Bullitt County Corridor Map	7-16
7-5	Bullitt County Parkway Map	7-19
7-6	Central Bullitt Co. Long Range Transportation Plan	7-20
7-7	KIPDA Bicycle Corridors	7-24
8-1	Bullitt County 100 Year Floodplain Map	8-5
8-2	Bullitt County Existing Land Use Map	8-6
8-3	Bullitt County Future Land Use Map	8-11
8-4	Future Land Use - North West Bullitt County	8-12
8-5	Future Land Use - North East Bullitt County	8-13
8-6	Future Land Use - South West Bullitt County	8-14
8-7	Future Land Use - South East Bullitt County	8-15

LIST OF TABLES

TABLE	TITLE	PAGE
2-1	Bullitt Co. Population Change by Census Tract	2-4
2-2	Person Per Household	2-9
3-1	Bullitt Co. Employment by Major Industry	3-5
3-2	Bullitt Co. Agricultural Information	3-6
3-3	Bullitt Co. Farms by Size in 2012	3-6
3-4	Bullitt Co. Farms by Value of Sales in 2012	3-6
3-5	Bullitt Co. Civilian Labor Force Estimates	3-9
3-6	Bullitt County Education Levels 2010	3-10
3-7	Bullitt County Commuting Patterns	3-11
3-8	Bullitt County Personal Per Capita Income	3-12
3-9	Bullitt County Median Family Income	3-12
3-10	Bullitt County Industrial Sites	3-13
3-11	Bullitt County Available Industrial Buildings	3-14

Bullitt County Comprehensive Plan

LIST OF TABLES CONTINUED



TABLE	TITLE	PAGE
4-1	Slope Suitability for Urban Development	4-14
4-2	Floodplain Percent of Urban Impact	4-16
4-3	Bullitt County Endangered Species	4-22
5-1	Housing Units by Tenure 2010	5-3
5-2	Bullitt Co. Summary of Housing Units	5-4
5-3	Housing Conditions	5-5
5-4	Bullitt Co. Building Permits 2000-2012	5-6
5-5	Bullitt Co. Assisted Rental Housing	5-10
5-6	Bullitt Co. National Register Historic Sites	5-16
6-1	Bullitt County Public School Facilities	6-4
6-2	Bullitt County Private Schools	6-6
6-3	Bullitt County Water Service Providers	6-15
6-4	Bullitt County Wastewater Service Providers	6-18
6-5	Bullitt County Sewer Projects Ranked by KIPDA	6-29
7-1	Bullitt Co. Functional Classification Report	7-3

Bullitt County Vision Statement

Discover the Nature of Bullitt County



Bullitt County is an excellent place to live and to raise a family. We are a growing, thriving and progressive community providing convenient proximity to the amenities of the Louisville metropolitan area while affording the rural and friendly atmosphere of southern living. We offer quality education, recreational opportunities, community involvement and quality jobs for the future. We are dedicated to preserving our rustic natural spaces, our forests, hills and abundant wildlife. We welcome visitors to come and travel the Bourbon Trail, visit our many wineries and distilleries, partake in our hunting and fishing resources and enjoy the natural beauty of Bernheim Forest. Arrive a visitor, become part of our family.

Bullitt County



CHAPTER ONE GOALS & OBJECTIVES

INTRODUCTION

KRS 100.193 mandates that a Planning Commission adopt statements of goals and objectives that will act as guides to the preparation of the plan. The update has entailed extensive review of goals and objectives established by previous updates. This review has allowed the Commission to reconfirm their applicability to this current effect, and has permitted their serving as a guide to preparation of other plan elements. The following remain as the goals and objectives for the *Bullitt County Comprehensive Plan Update*.

TRANSPORTATION

Goal I: *A transportation system should be provided that is sensitive and responsive to the planned growth and development of the community.*

Objective A: Transportation facilities and services should be designed to conform with other policies contained herein.

Objective B: Transportation facilities and services should be implemented concurrently with land use projects in order to minimize the resulting inadequacy of transportation systems.

Objective C: Travel incentives should be developed to improve the attractiveness of ride-sharing for all trip purposes so that travelers have a workable alternative to driving alone.

Objective D: Provisions should be made to expand the public transportation system as justified by local growth and development.

Bullitt County



Goals & Objectives

Goal II: *The transportation system should preserve open space, recreational, historical and natural sites while allowing accessibility to ensure their utilization.*

Objective A: New transportation facilities should be planned so as not to be disruptive to the community.

Objective B: Construction or reconstruction of new or existing transportation facilities should be undertaken with minimum disruption to public land and buildings.

Goal III: *A safe transportation system should be provided.*

Objective A: Improvements to existing transportation facilities should be made to optimize the flow of traffic while reducing the accidents at intersections, at bends in roadways, at bridges, and other locations where free flow of travel is hindered.

Objective B: Minimum design and construction standards for roads and bridges would allow emergency vehicle access to all areas of the county.

COMMUNITY FACILITIES

Goal IV: *Community residents should be made aware of their responsibility for facilities and services (fire and police protection, schools, libraries, public open spaces, recreation, government offices, courts, hospitals, community centers) provided for them and ultimately paid for by them, and mechanisms should be developed to ensure their input into the policy-making process regarding such facilities.*

Objective A: Citizen-users should be encouraged to participate in the policy-making decisions (locations, design, review, etc.) establishing facilities in the community.

Goals & Objectives

Objective B: Citizen-users should be encouraged to determine the need for the community's facilities and services.

Goal V: *Wise, frugal, equitable use of the community's resources (volunteer, monetary, physical, human) should be encouraged in the provision of facilities and services.*

Objective A: Priority should be placed on maintenance and use of existing structures rather than construction of new facilities.

Objective B: Operating costs should be determined as a part of the consideration in deciding whether to construct a new facility.

Objective C: Creation and maintenance of dual and multi-purpose facilities and services is encouraged, including private or semi-public facilities which can be used to accommodate a public need.

Goal VI: *Site selection for commercial, industrial, residential, and community facilities should consider the availability of public support facilities and services.*

Objective A: Adequate water supply should be available. Water supply availability should depend in part on the proposed demand not disrupting service to existing development.

Objective B: Sewage collection and disposal facilities should be adequate prior to approval of new development.

Objective C: When approving sewage disposal techniques, priority should be given to those that do not pollute the community's water, that are most conducive to the environment, and that do not present a hazard to public health.

Bullitt County



Goals & Objectives

Goal VII: *Immediate and long term solutions to the problem of solid waste disposal should be sought.*

Objective A: Proposed sites for solid waste disposal facilities should take into consideration environmental factors such as potential air and water pollution.

Objective B: Local controls on solid waste disposal with the intent of all environmental policies obtained herein should be encouraged.

LAND USE/ENVIRONMENTAL FACTORS

Goal VIII: *Growth and development within the county should take place in a planned, orderly manner in order to protect and preserve the community's natural and man-made amenities.*

Objective A: Various types of land uses in adjacent areas are not necessarily incompatible. The development of adjacent land uses should be made so as not to prejudice for or against mixed uses.

Objective B: Zone districts should be used to guard against premature development of land prior to its being adequately served by transportation, education, water, fire protection and other vital community facilities.

Objective C: In the allocation of land for development, priority should be established based on the current and planned sewage disposal system, its capacity and ability to meet environmental standards.

Objective D: All new developments in Bullitt County should provide plans to ensure adequate drainage of storm water in order to protect adjoining land uses as well as natural features. The

Goals & Objectives

site plan review process should be used as the vehicle whereby drainage standards are enforced.

Objective E: Development should be discouraged in the one percent (100 year) floodplain when precautions such as the design of structures to withstand flood conditions are not taken. General zoning regulations should be enforced to regulate development in floodplains.

Objective F: Land outside the range of existing or planned sewage disposal facilities should not be developed when one of the following soil conditions exist:

- Soils are classified as having slow permeability (0.90 to 0.20 inches per hour).
- Soils have a high or fluctuating water table that falls within six feet of the natural, undisturbed surface.
- Soils repose slope greater than 20 percent.

Goal IX: *The counties natural and scenic resources should be protected for the enjoyment and safety of all citizens.*

Objective A: Woodlands and wildlife are important to the community's rural character, and therefore should be preserved.

Objective B: Areas with steep slopes greater than 20 percent should be reserved from structural development except in cases where sufficient safeguards can be enacted to minimize degradation of the environment.

Bullitt County



Goals & Objectives

Objective C: Undisturbed stream beds should be retained in their natural locations and conditions and those already disturbed should be preserved from further degradation.

Objective D: Extensive grading should be avoided and natural contours of the land should be respected.

Objective E: Stream banks and critical natural areas such as aquifers should not be disturbed.

Objective F: Conservation or resource protection zones should be used to promote preservation of land with limited development potential.

Goal X: *Commercial and industrial land uses support residential land use and planning should consider this relationship and associated questions of energy conservation, pollution control, and aesthetic quality.*

Objective A: Commercial facilities to serve residential development should be planned so as to not duplicate existing services or “over-serve” a particular area at the expense of other areas.

Objective B: Commercial and industrial facilities should be so located as to have a positive and not a negative impact on the natural environment and upon existing development.

Objective C: Decisions on locations appropriate for commercial and industrial development will consider the availability of public support facilities and services including utilities and access to major transportation means.

Objective D: Small industrial sites should be dispersed to allow for closer home-to-work distances, air pollution control, and decreased traffic congestion.

Objective E: Industrial nuisances such as dust, odor, noise, and smoke should be controlled.

Goals & Objectives

Objective F: In areas of mixed uses, commercial and industrial developments should provide buffering, screening, or other techniques to mitigate nuisances such as automobile lights, outdoor lighting, noise, odor or noxious smells, dust, litter, outdoor storage or visual nuisances.

Objective G: Commercial and industrial facilities should be encouraged to contribute to the provision of safe, efficient community facilities, such as water and sewage systems and roads in areas where infrastructure is in need of upgrading or does not exist.

Objective H: Outdoor advertising, such as billboards, should be regulated through conditional use permits to preserve scenic resources and to minimize adverse impacts on the general welfare of the community.

Goal XI: *The County's prime farmlands are important because of their high yields of food and fiber and therefore should be protected.*

Objective A: An agriculture zone should be used to protect important farmland from development, and not as a reserve for land awaiting development.

Objective B: Agriculture should be treated as a land use activity of equal importance with other land uses.

Goal XII: *Growth and development should occur in ways that respect and will not further degrade the county's valuable air, water, and land resources.*

Objective A: Best management practices should be used on-site to control soil erosion into lakes and streams.

Objective B: Industrial and residential sewage systems should be regulated to allow for the attainment of state and federal water quality goals.

Bullitt County



Goals & Objectives

Objective C: Agencies such as the Health Department and the Soil Conservation District should be asked to review site development proposals for adverse environmental effects and possible pollution control techniques.

Objective D: When restrictive soil conditions exist, unsewered land should be reserved for or devoted to activities appropriate in agricultural or other protected areas.

Objective E: Storm water runoff should be controlled to eliminate property damage and downstream flooding.

Objective F: Environmentally acceptable solutions to the county's immediate and long range solid waste problems should be developed.

RESIDENTIAL LAND USE

Goals XIII: *Housing construction and rehabilitation should be located in areas with adequate facilities and support services which do not excessively burden the community's financial resources or harm the natural environment.*

Objective A: Residential development should be designed with proper water and sewer facilities, and adequate storm water drainage.

Objective B: The existing housing stock should be conserved and maintained, and programs with promote community conservation, housing maintenance, and rehabilitation should be promoted.

Objective C: The location of new housing should be discouraged where provision of public facilities and services would put an unnecessary strain on local public financial resources.

Objective E: **Residential** development should be planned in such a way as to protect and enhance the natural environment.

COMMERCIAL AND INDUSTRIAL LAND USE

Goal XIV: *Commercial and industrial development should be expanded to provide for increased revenues and a larger employment base to satisfy the needs of the county labor force.*

Objective A: Employment opportunities should be expanded through the promotion for compatible new commercial and industrial businesses.

Objective B: Emphasis should be placed on attracting smaller industries that are more in keeping with the county's rural atmosphere.

Objective C: Well drained, flat to gently rolling land should be set aside in sufficient amounts near transportation facilities and utilities to accommodate future industrial growth.

Objective D: The City of Shepherdsville, serving as the county seat, should be maintained as an attractive center for government, banking, and related business activity.

Objective E: Commercial activities located on interchanges should be beneficial not only to highway users, but to the citizens of Bullitt County.

Objective F: Locations at interstates and expressway interchanges should be developed with high intensity land uses to take best advantage of the excellent accessibility of these sites, in conformance with other objectives contained herein.

Objective G: Commercial and industrial developments should be designed so as to provide adequate access for vehicles and pedestrian traffic, promote good transition between adjacent buildings and land uses in terms of size, height, and materials, and provide aesthetic visual appearance.

Objective H: Commercial and industrial facilities should be concentrated in specific areas so as to discourage the formation and continuation of strip development.

Bullitt County



Goals & Objectives

ENVIRONMENTAL DESIGN

Goal XV: *Encourage, to the extent possible, visual interest and diversity in the ongoing development of the county. This can be encouraged in new development through innovative subdivision design, landscaping, competitive designs for public improvements, and continual sensitivity for the visual impact of new development.*

Objective A: Protect open space, major forest areas, publicly owned parks and other areas with significant landscape features to the extent possible.

Objective B: Preserve buildings, sites, and districts that are recognized as having historical and architectural value.

Objective C: Assist the preservation of historic landmarks and districts by providing technical advice on seeking funds, determining appropriate reuses, formulating rehabilitation strategies and disseminating information regarding preservation-related tax incentives.

Objective D: Insure that new land uses are compatible in terms of height, bulk, scale, architecture and placement when such uses will be located near landmarks or areas of recognized historic or architectural significance.

Objective E: Design community facilities within residential areas so that the exterior of the structure will not detract from the residential character of the immediate neighborhood.

Objective F: Provide adequate buffering, screening, or other techniques that mitigate nuisances when a residential development will be located next to a land use that produces such nuisances.

CHAPTER TWO POPULATION

INTRODUCTION

Bullitt County is located in north central Kentucky, just south of the city of Louisville and consists of a total area of approximately 300.20 square miles or 192,128 acres. The county includes eight incorporated cities of which, Shepherdsville is the county seat. Bullitt County is the home to about 74,319 residents according to the 2010 census. The County added over 13,000 residents and over 8,000 households between 2000 and 2010 Censuses. The greatest concentrations of population are in the northern portions of the county along interstate 65, in Shepherdsville and Mt. Washington. According to the U.S. Census Bureau and the Kentucky State Data Center the county's population increased by over 21 percent between 2000 and 2010, from approximately 61,200 people to over 74,000. Recent projections from the Kentucky State Data Center suggests that the population of Bullitt County will increase to over 114,000 residents by the year 2040.

The analysis of current and future population trends serves as a fundamental basis for many planning decisions. The size of the population, its composition, and spatial distribution can significantly impact future social, economic, and physical land use needs. An examination of the current and future population size as well as composition also serves as a reference point to predict future demand for additional facilities and services.

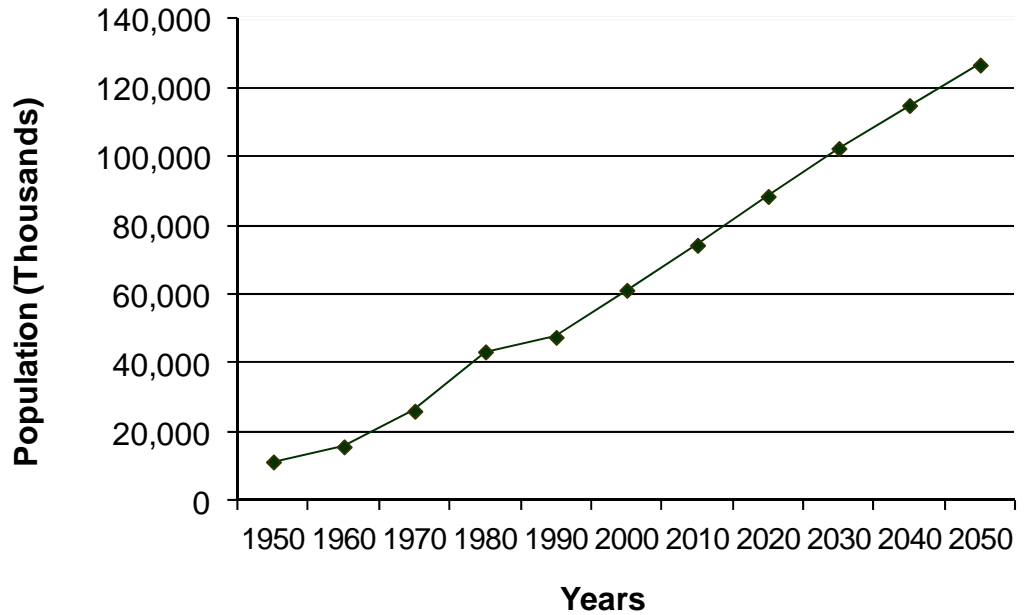
PAST POPULATION TRENDS

It is necessary to examine past population trends for an area to understand future projections. Figure 2-1 shows the change in population for Bullitt County from 1950 to 2010 based on the U.S. Census. The projected county population growth from 2020 to 2050 is also shown. It can be seen that the population of Bullitt County has experienced high rates of growth since 1950. The population of the county more than doubled between 1960 and 1970 and then more than doubled again from 1970 to 1980. The slowest period of growth was 9.74% from 1980 to 1990, however this compares to a statewide growth rate of less than one percent during the same period. Of 120 Kentucky counties, Bullitt County ranked 13th in population in 2000. It moved up to 10th in population in 2010. The county was the 8th fastest growing county in Kentucky from 2000 to 2010.

Bullitt County



**FIGURE 2-1
Bullitt County Population**

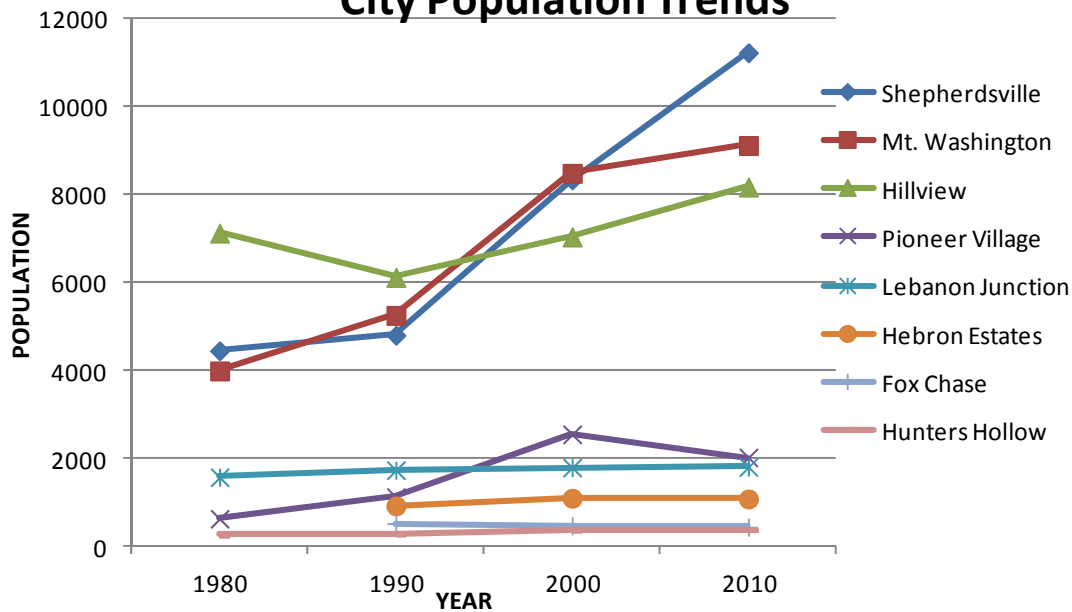


YEAR	POPULATION	% CHANGE
1950	11,349	
1960	15,726	38.57%
1970	26,090	65.90%
1980	43,346	66.14%
1990	47,567	9.74%
2000	61,236	28.74%
2010	74,319	21.36%
2020	88,508	19.09%
2030	102,461	15.76%
2040	114,952	12.19%
2050	126,708	10.23%

Source: 1950-2010 US Census; 2020-2050 University of Louisville, Ky State Data Center, 2011 Projections

Figure 2-2 shows the population of the eight incorporated cities in Bullitt County from 1980 to 2010 along with the city's class, year established and the approximate area in square miles. The City of Shepherdsville, the county seat, is the largest of the eight in both land area and population. Shepherdsville more than doubled in population (133%) from 1990 to 2010. According to the KSDC esti-

**Figure 2-2
City Population Trends**



City	Class	Year Est.	Area	1980	1990	2000	2010
Shepherdsville	4th	1793	10.0	4,454	4,805	8,334	11,222
Mt. Washington	4th	1822	6.1	3,997	5,256	8,485	9,117
Hillview	4th	1974	3.3	7,124	6,119	7,037	8,172
Pioneer Village	4th	1974	0.7	637	1,130	2,555	2,030
Lebanon Junction	5th	1895	5.7	1,581	1,741	1,801	1,813
Hebron Estates	5th	1984	0.6		930	1,104	1,087
Fox Chase	6th	1983	0.4		528	476	447
Hunters Hollow	6th	1979	0.1	260	286	372	386

Source: 1980-2010 US Census, Ky Secretary of State

Area in square miles

mate, the City of Shepherdsville ranks 32nd out of 422 cities in Kentucky in terms of population size in 2010. Mt. Washington also experienced significant growth (73%) during the same time period. It is likely that Mt. Washington’s 2010 census population is actually higher than the current official census numbers. The city has challenged their 2010 census counts through the 2010 Census Count Question Resolution (CQR) Program. The basis for the challenge is that a wrong geographic boundary was used to produce the official census population and housing counts for the city as city maps were not up to date and did not include some areas annexed by the city since the 2000 census. The City of Mount Washington estimates that their population was actually about 14,500 in 2010.

Bullitt County



Population

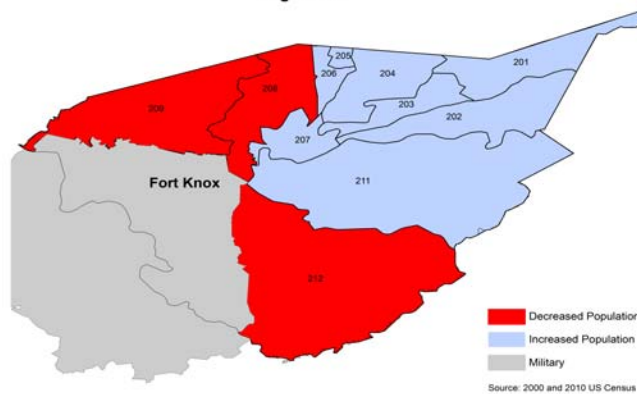
The greatest concentrations of population are in the northern portions of the county along Interstate-65, in Shepherdsville, Hillview, Pioneer Village, and Brooks and in the Mt. Washington area along the Highway 44 East corridor and Bardstown Road.

Table 2-1 shows population trends by census tract for Bullitt County from 2000 to 2010. As shown on Figure 2-3, the census tracts in the northeast third of the county grew in population while the areas to the northwest and south lost population. The largest percentage increase (57.4% and 61.6%) occurred in Census Tracts 202 and 203 which are in the Mt. Washington area of Bullitt County.

Table 2-1
Bullitt County Population Change By Census Tract

Census Tract	2000 Population	2010 Population	% Change
201	8,350	10,409	24.7%
202	5,942	9,350	57.4%
203	2,935	4,744	61.6%
204	5,272	6,065	15.0%
205	4,928	5,612	13.9%
206	7,097	7,122	0.4%
207	6,593	8,222	24.7%
208	5,630	5,067	-10.0%
209	2,800	2,731	-2.5%
211	6,809	10,172	49.4%
212	4,880	4,825	-1.1%
Total	61,236	74,319	21.4%

Figure 2-3



FUTURE PROJECTIONS

Population projections are derived from statistical analysis that considers both recent and historic population trends. Population forecasts for counties such as Bullitt are typically fairly accurate while those for cities are generally considered less accurate due to the possibility of annexations and potential for larger scale development due to the availability of infrastructure. Such possibilities could significantly alter the population of an area in a short period of time and are not easily predicted.

Population projections for Bullitt County are shown on Figure 2-1. These projections were obtained from the Kentucky State Data Center at the University of Louisville which produces and regularly updates projections of Kentucky state and county resident populations by age and sex. In general, the forecast assumptions are based on recent history and trends for county-level components of change, births, deaths, and migration. Kentucky county populations are then projected for five year intervals from 2015 to 2050 using the demographic cohort-component method. Projections were made for the total population with the delineation of males and females for each of the five year age groups through 85 years and above. Components of change (live births, deaths, and net migration) are also projected for each interval. The projections used for the development of the Bullitt County Comprehensive Plan were released by the Kentucky State Data Center in 2011. These projections show that the population of the county will continue to grow over the next forty years. By the year 2050, the Kentucky State Data Center projects that population of Bullitt County will reach 126,708.

Bullitt County is being influenced by the same population trends as the United States overall, as well as much of western civilization which is entering a period of little or no growth. The birth rate is substantially lower than in earlier periods. Although the death rate has declined, more deaths are occurring due to the aging of the population overall. For the 2006 calendar year, Bullitt County residents reported a total of 805 births, a 92.6% increase since 1960. The number of deaths for the same year was 403, marking a 190% increase since 1960. The next gain in

Bullitt County



population for 2006 was 402. Over the ten years period from 2001 to 2010, births over deaths accounted for a population gain of roughly 3,400. The actual population gain in Bullitt County for the period was over 13,000. This shows that migration is the key component of growth and the major determinant of population growth rates.

AGE AND SEX CHARACTERISTICS

A population pyramid shows the proportion of a population by sex and age group. Age groups are broken into five year increments up to the age of eighty-five. Those 85 and older are typically shown as one group. A population pyramid for a growing population is in the shape of a true pyramid, wide on the bottom and tapering smaller at the top. A large base of young and working aged persons support a smaller number of elderly persons. An inverted pyramid, with fewer younger persons than older persons, indicates that a population is declining.

Figures 2-4 shows the population pyramids for Bullitt County for the years 2000 to 2050 as projected by the Kentucky State Data Center. During this time period, the number of school aged children and younger persons in the workforce steadily decline while middle aged workers age toward retirement. The pyramid is becoming increasingly inverted. It is anticipated that the median age of Bullitt County residents, which was 34.5 in 2000 and 38.2 in 2010, will continue to gradually increase to 44.3 by 2050. The pyramids also show that females account for the majority of elderly persons in the population. These shifts may indicate a greater need for housing for empty-nesters, retirement housing, and assisted living facilities over the next thirty years.

Figure 2-5 shows that the number of school aged persons and those in the workforce will steadily decline as a proportion of the county's population into the year 2050. While those aged 65 and older were 11.2% of the population in 2010, they will double to 22.2% of the population by 2050.

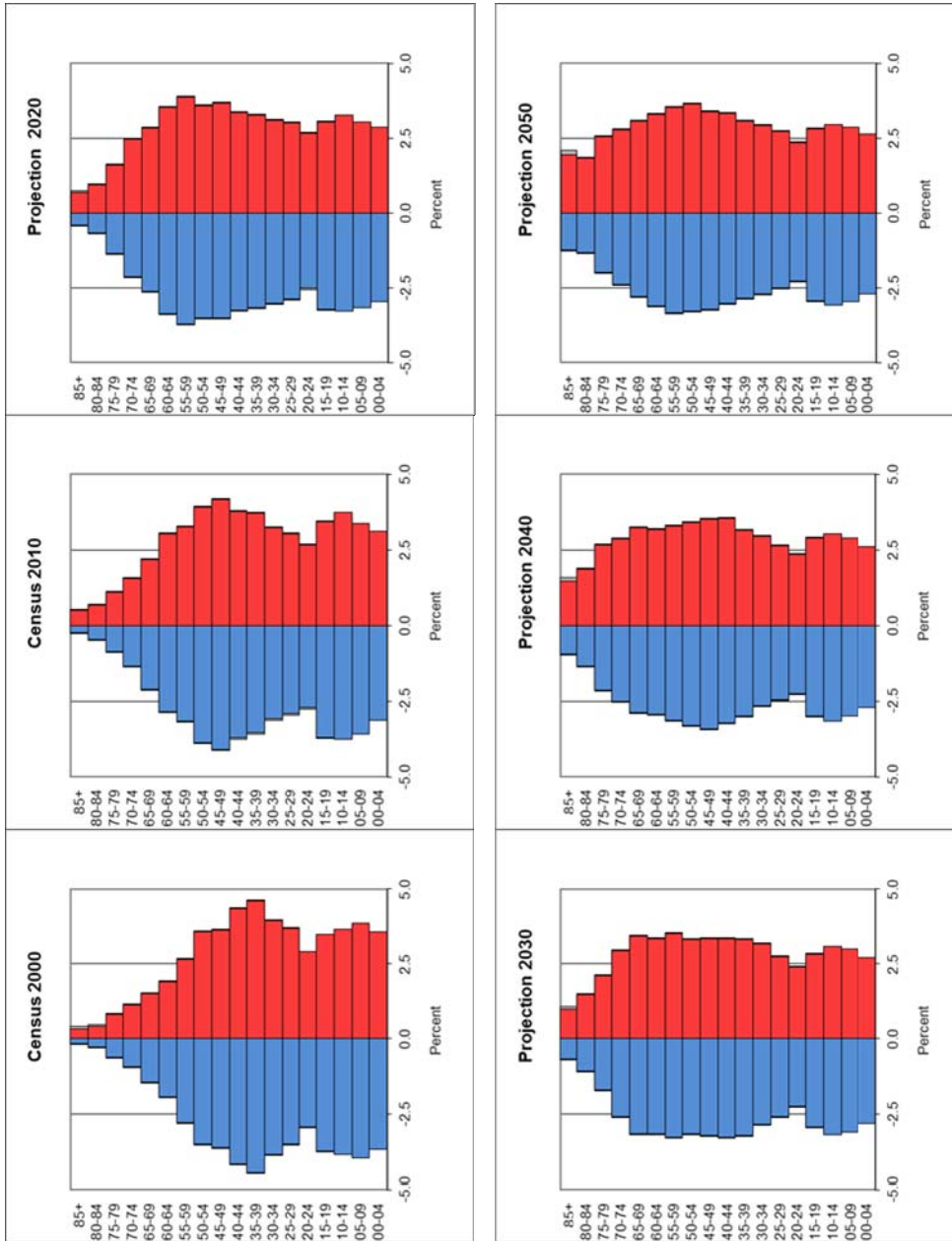


Figure 2-4

Bullitt County Population Pyramids 2000 to 2050

Sex-age data are shown as percent of total population.

Kentucky State Data Center
University of Louisville
September, 2011

Males in households



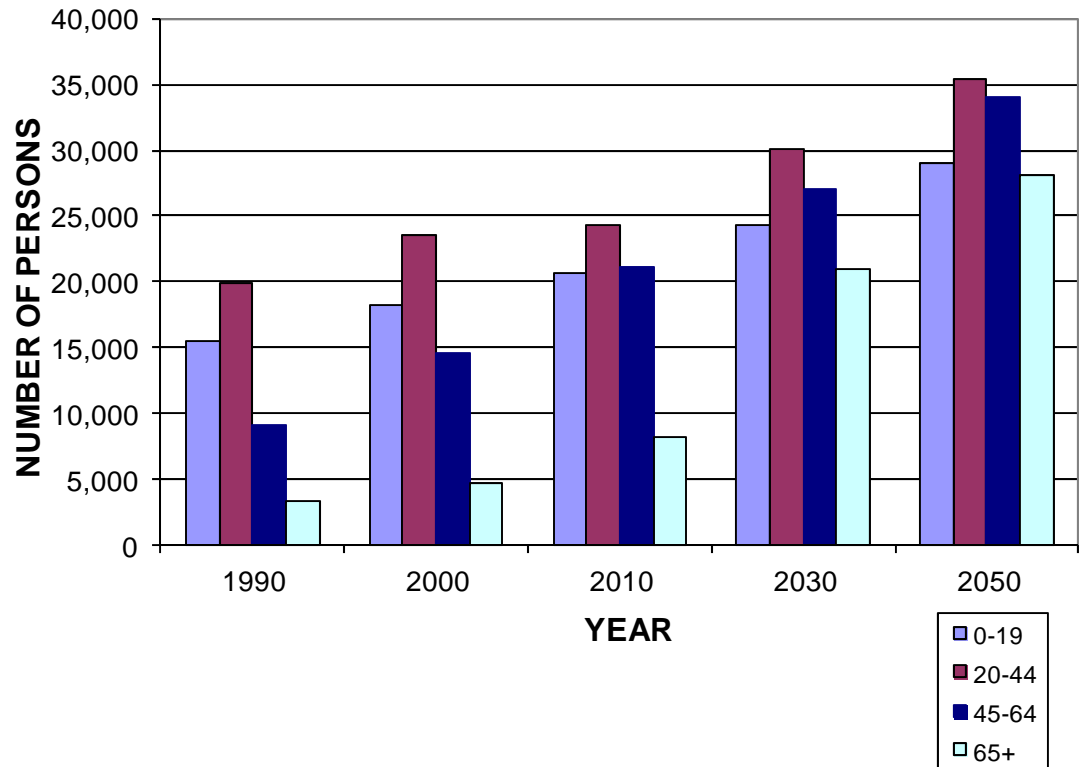
Females in households



Bullitt County



**FIGURE 2-5
BULLITT COUNTY POPULATION BY AGE GROUP**



AGE	1990	2000	2010	2030	2050
0-19	15,467	18,302	20,682	24,325	29,069
20-44	19,964	23,609	24,239	30,157	35,462
45-64	9,179	14,533	21,111	27,059	34,056
65+	3,287	4,792	8,287	20,920	28,121
Total	47,897	61,236	74,319	102,461	126,708

Source: University of Louisville, Urban Studies Institute, Projections of Total Resident Populations by Age and Sex, Dec. 2011

HOUSEHOLDS AND FAMILY

The basic reporting unit, in terms of demographic data, is the household. The household is also the most prevalent living arrangement in American society. A household can either be classified as a family household or non-family household. A family household is comprised of two or more persons, related by blood, legal adoption, or marriage. In the year 2000, there were 2.59 persons per household in United States with slightly less than that (2.47) in the state of Kentucky.

As shown in Table 2-2, Bullitt County has consistently had more persons per household than the state or the KIPDA Area Development District. This trend is expected to continue in the future with the number of persons per household for Bullitt County leveling off at 2.4 by the year 2040.

**TABLE 2-2
PERSONS PER HOUSEHOLD**

	US Census		KSDC Projections		
	2000	2010	2020	2030	2040
Bullitt County	2.75	2.67	2.52	2.43	2.40
KIPDA	2.43	2.42	2.37	2.34	2.33
Kentucky	2.47	2.45	2.38	2.34	2.32

Bullitt County



CHAPTER THREE ECONOMIC DEVELOPMENT

INTRODUCTION

An analysis of the structure and vitality of a community's economy is fundamental to develop a strategic plan for economic development and for future land use planning. Studies of the structure of the existing local economy identify the important economic activities within the community. The extent of economic activity and the population supported by such activity influences future economic development. The health and growth of the local economy is a key determinant of how rapidly land will be converted to various land uses and can be gauged by its stability and balance. Stability is the ability to withstand fluctuations in the regional and national economies. Balance is the degree to which diversification allows the local economy to withstand fluctuations in a particular sector of the economy.

EMPLOYMENT BY INDUSTRY

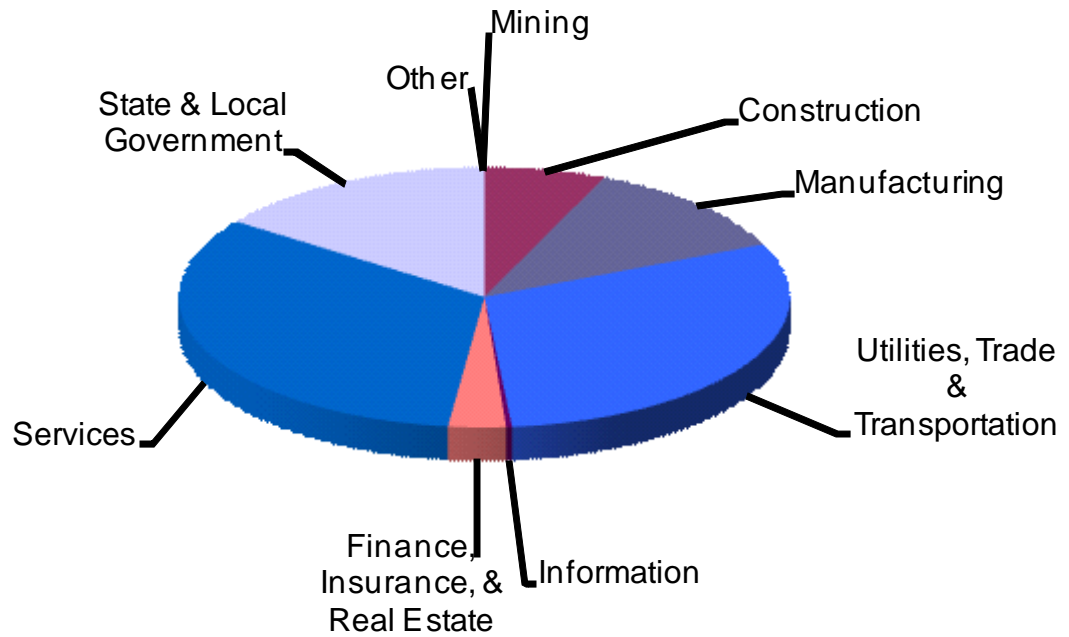
Employment information at the county level is available for industries covered by unemployment insurance. This generally includes all workers except self-employed individuals, unpaid family members, some student workers, agricultural workers, domestic workers, rail workers, employees of certain religious organizations, and certain government employees. A summary of employment in industries covered by unemployment insurance for 2007, 2009 & 2011 is shown in Figure 3-1.

Bullitt County had a net increase of 3,007 jobs from 2007 to 2011 (19.6%). This is a significant increase considering the state of Kentucky overall had a job loss rate of four percent for the same period due to the economic downturn following the collapse of the housing market in 2008. As of 2011, the services sector provided the largest number of jobs in Bullitt County accounting for 32.9% of the jobs in the county covered by unemployment insurance. The utilities, trade and transportation sector, which includes warehousing and trucking, had the second largest number of jobs at accounting for 30.1% of the total. Both of these sectors saw significant growth during the period and now account for 63 percent of the jobs in the county.

Bullitt County



**FIGURE 3-1
BULLITT CO 2011 EMPLOYMENT BY INDUSTRIES
COVERED BY UEMPLOYMENT INSURANCE BY NAICS
INDUSTRIAL DIVISION**



INDUSTRY	2007	2009	2011	% CHANGE
				2007-2011
Mining	-	-	-	
Construction	1,498	1,187	1,171	-21.83%
Manufacturing	2,755	2,439	2,181	-20.83%
Utilities, Trade & Transportation	3,716	4,005	5,521	48.57%
Information	82	39	55	-32.93%
Finance, Insurance, & Real Estate	409	446	555	35.70%
Services	4,032	4,920	6,022	49.36%
State & Local Government	2,749	2,823	2,765	0.58%
Other	-	-	-	
TOTAL	15,326	15,932	18,333	19.62%

Source: Ky Education & Workforce Dev. Cabinet, Dept. for Workforce Investment
 Note: A dash indicates data not disclosed due to privacy requirements.

The construction, manufacturing and information sectors all experienced a loss of jobs from 2007 to 2011.

Figure 3-2 shows the average weekly wages in 2011 for industries in Bullitt County covered by unemployment insurance. Of the industries disclosed, the information sector paid the highest wages per week followed by manufacturing. Unfortunately there are very few information sector jobs in Bullitt County. In Kentucky, the mining sector pays the highest average weekly wages. Mining industry wages in Bullitt County are not disclosed due to the small number of businesses. The lowest average weekly wages in Bullitt County are service industry wages. The exact number is not disclosed to prevent calculation of mining industry wages. During the period from 2007 to 2011 there has been a trend of job loss in the higher paying industries such as construction and manufacturing and job increases in lower paying sectors such as services and utilities, trade and transportation. The average weekly wages for all industries in Bullitt County were only 81.8 % of the average for Kentucky overall.

MANUFACTURING & OTHER LARGE INDUSTRIAL EMPLOYERS

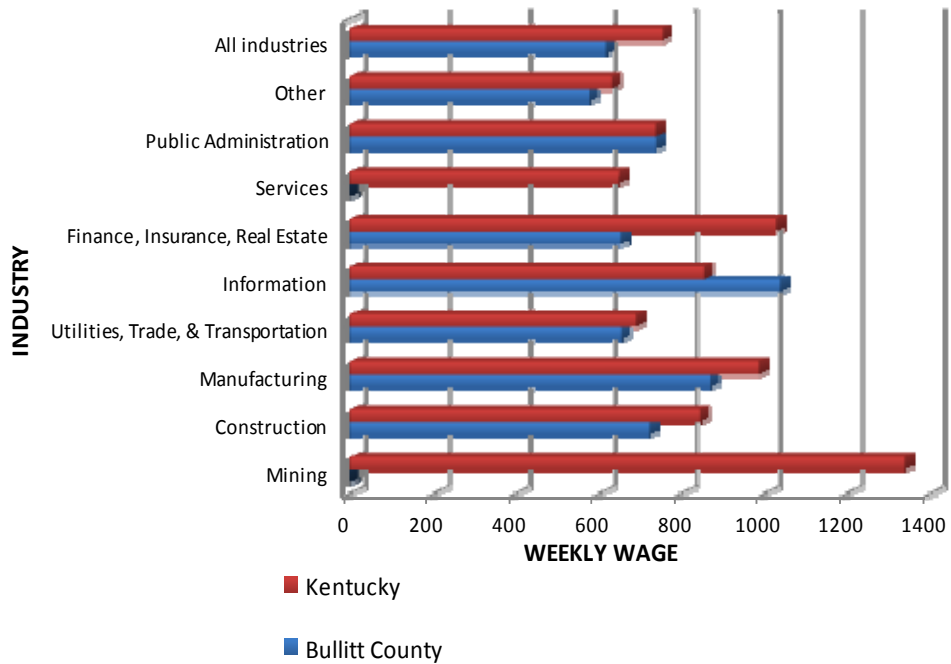
The Kentucky Cabinet for Economic Development publishes the Kentucky Directory of Manufacturers that list manufacturers by county and community. They also publish the Kentucky Directory of Business and Industry which includes other large industry employers in addition to manufacturers. These documents include facilities with ten or more employees that participate in Economic Development Cabinet programs. They do not include all industrial facilities in the county. It should also be noted that the number of employees are the average number of full time permanent employees and do not include part time, temporary or contractual workers. According to the directory, there are a total of 15 manufacturing firms in Bullitt County with a 2012 full time employment of 2,213.

Table 3-1 shows the impact of the warehousing and distribution industry on Bullitt County. There are 18 firms in the warehousing and distribution industry in Bullitt County with most established since 2002. The total employment for these 18 firms in 2012 was 5,337.

Bullitt County



**FIGURE 3-2
AVERAGE WEEKLY WAGES IN BULLITT COUNTY 2011**



INDUSTRY	Avg. Weekly Wage 2011	
	Bullitt County	Kentucky
Mining	-	\$1,340
Construction	\$721	\$847
Manufacturing	\$871	\$987
Utilities, Trade, & Transportation	\$654	\$689
Information	\$1,037	\$856
Finance, Insurance, Real Estate	\$652	\$1,028
Services	-	\$648
Public Administration	\$737	\$736
Other	\$578	\$631
All industries	\$616	\$753

Source: Ky Education & Workforce Dev. Cabinet, Dept. for Workforce Investment
 Note: A dash indicates data not disclosed due to privacy requirements.

TABLE 3-1
Bullitt County Employment of more than 5% by Major Industry 2012

	Persons Employed	% Total of Employment
All Industries	20,290	100.0
Construction	1,063	5.2
Manufacturing	2,579	12.7
Trade, Transportation & Utilities	5,678	28.0
Services	6,370	33.2

Other Industries attributing for less than 5% of employment include Agriculture, Financial Activities, Fishing & Hunting, Forestry, Information, Mining, Public Administration and Others.

Source: U.S. Dept. of Labor, Bureau of Labor Statistics

U. S. ECONOMIC CENSUS

The U.S. Department of Commerce conducts an Economic Census every five years to provide a detailed portrait of the U. S. economy from the national to the local level. The Economic Census covers nearly all of the U.S. economy in its basic collection of establishment statistics. Censuses of agriculture and governments are conducted at the same time.

The latest available Economic Census was conducted in 2007. An Economic Census is currently being conducted for the year ending December 2012, however that data will not be available in time to include it in this document. Data for economic sectors with few establishments in Bullitt County is not available at the county level as publication of the data could reveal the identity or activity of an individual or business.

Bullitt County



AGRICULTURE

Table 3-2 presents agricultural statistics for Bullitt County. According to the U.S. Census of Agriculture, there were 488 farms in Bullitt County in 2012, a decrease of 6% since 2007. In the five years from 2007 to 2012, the number of farm acres 46,149 decreased by 10%. The predominant crops are corn and soybeans. The market value of products sold from crop sales are \$4,619,000 (60%) and from Live-stock, \$3,127,000 (40%) for a total value of \$7,746,000, the average per farm equals \$15, 873. These numbers are up 23% from the 2007 census for total sales and up 31% per farm. The 2012 Census of Agriculture reports that the average size of a farm in Bullitt County is 95 acres with the median size 41 acres. The average estimated value of all land and buildings per farm was \$344,716 with an estimated market value of \$3,645 per acre. The estimated average value of all machinery and equipment was \$48,629 per farm. Tables 3-3 shows Bullitt County farms by farm size. Table 3-4 shows the number of farms by the value of sales.

**TABLE 3-2
BULLITT COUNTY AGRICULTURAL INFORMATION**

YEAR	# OF FARMS	# OF FARM ACRES	HARVESTED CROPLAND
2012	488	46,149	16,502
2007	519	51,148	17,153
2002	616	61,342	19,097
1997	654	61,667	18,272

**TABLE 3-3
BULLITT CO. FARMS BY SIZE IN 2012**

ACREAGE	NUMBER
1-9	41
10-49	225
50-179	147
180-499	66
500-999	7
1,000 +	2

Source: Census of Agriculture

**TABLE 3-4
FARMS BY VALUE OF SALES IN 2012**

VALUE	NUMBER
< \$2,500	260
\$2,500 - \$4,999	73
\$5,000 - \$9,999	50
\$10,000 - \$24,999	43
\$25,000 - \$49,999	30
\$50,000 - \$99,999	19
\$100,000 <	13

Overall, agriculture represents a relatively small portion of the Bullitt County economy. Opportunities for growth in agriculture include agritourism such as the Wine & Bourbon Tour of Bullitt County. This tour includes the Brooks Hill, Millanova, Wight-Meyer and Forest Edge Wineries and the Jim Beam Bourbon Distillery in Clearmont. There is also a farmer's market that operates in Mt. Washington from June to September each year. According to the 2007 Census of Agriculture the total income from agritourism and recreational services was \$6,000 and there were only 25 acres of harvested vegetable acres.

TOURISM

Information on the impact of tourism in Bullitt County can be found in a 2012 study prepared by Certec, Inc. for the Kentucky Tourism, Arts and Heritage Cabinet. The State of Kentucky is divided into nine tourism and travel regions. Bullitt County is part of the 15 county Bourbon, Horses & History Region. All nine tourism regions showed gains in revenues between 2011 and 2012. The largest increase occurred in the Bourbon, Horses, & History Region with a 6.3 percent increase between the two years. According to the study, total tourism and travel expenditures (both direct and indirect) in Bullitt County were \$115,374,615 in 2011 and \$123,360,845 in 2012, a 6.9 percent increase. The total tourism and travel expenditures for the Bourbon, Horses & History Region in 2012 were approximately 3.7 billion with 2.9 billion in Jefferson County. Bullitt County had the third highest total expenditures in the region after Jefferson and Hardin Counties. This indicates that the tourism industry is an important part of the county's economy. The Jim Beam American Stillhouse Visitor Center in Clermont, which opened in October 2012, had over 100,000 visitors in its first year of operation. This is an increase of some 20,000 visitors to the Jim Beam Distillery from the prior year.

Home to many of Bullitt County's popular tourist attractions, Highway 245 would be an excellent area to recognize a 200 foot wide strip that centers on Highway 245 as a tourism corridor overlay. This corridor should begin at Highway 61 and run the length of Highway 245 to the Bullitt/Nelson County line. This corridor would offer the Planning Commission and local government the opportunity to recommend or require tourism oriented guidelines to the property owners of new developments or

Bullitt County



requested zoning changes. These guidelines should maintain the aesthetics expected in a tourism area. This could be accomplished through the use of lowering sign impact, directional and/or low wattage lighting, evergreen hedges or trees, berms, natural or tourism themed building facades, move parking or high traffic areas to the rear of the business among other things. This overlay would simply identify the tourism area for future zoning purposes and as such no current zoning would be changed by the addition of this overlay.

CIVILIAN LABOR FORCE

The civilian labor force is defined as the sum of both employed and unemployed persons 16 years of age and older, excluding armed forces personnel and persons in penal and mental institutions, sanitariums and homes for the aged, infirm, and needy. Persons “not in the labor force” include those not classified as employed or unemployed and include retired persons, persons engaged in their own housework, persons not working while attending school, persons unable to work because of a long term illness, persons discouraged from seeking work because of personal or job market factors, and persons who are voluntarily idle.

Table 3-5 compares the civilian labor force of Bullitt County with the labor market area. A labor market area includes counties which are substantially within a 60 minute drive of the originating county’s county seat. In addition to Bullitt County, the Bullitt County labor market area (Figure 3-3) includes Jefferson, Hardin, Hart, Larue, Meade, Nelson, Oldham, Spencer, and Shelby Counties in Kentucky as well as Clark, Floyd, Harrison and Scott Counties in Indiana.

In January of 2013 Bullitt County had a civilian labor force of 38,417 with an unemployment rate of 8.6%. This is slightly higher than the Bullitt County labor market area unemployment rate of 8.3%. Figure 3-4 shows the annual unemployment rates for the U.S., Kentucky, the Louisville-Jefferson County KY-IN Metropolitan Statistical Area (Louisville MSA), and Bullitt County over the past five years. Unemployment rates for Bullitt County have typically been slightly

higher than the Louisville MSA and the State of Kentucky with the U.S. overall rate lower than local rates. The Louisville MSA is somewhat different than the Bullitt County Labor Market Area. It includes Jefferson, Bullitt, Henry, Meade, Nelson, Oldham, Shelby, Spencer and Trimble Counties in Kentucky as well as Clark, Floyd, Harrison and Washington Counties in Indiana.

**TABLE 3-5
CIVILIAN LABOR FORCE ESTIMATES
BULLITT COUNTY LABOR MARKET
January 2013**

COUNTY	CIVILIAN LABOR FORCE	EMPLOYED	UNEMPLOYED	UNEMPLOYMENT RATE
Bullitt	38,417	35,114	3,303	8.6%
Labor Market Area Totals	683,502	626,754	56,748	8.3%

Source: U.S. Department of Labor, Bureau of Labor Statistics

**FIGURE 3-3
BULLITT COUNTY LABOR MARKET AREA**

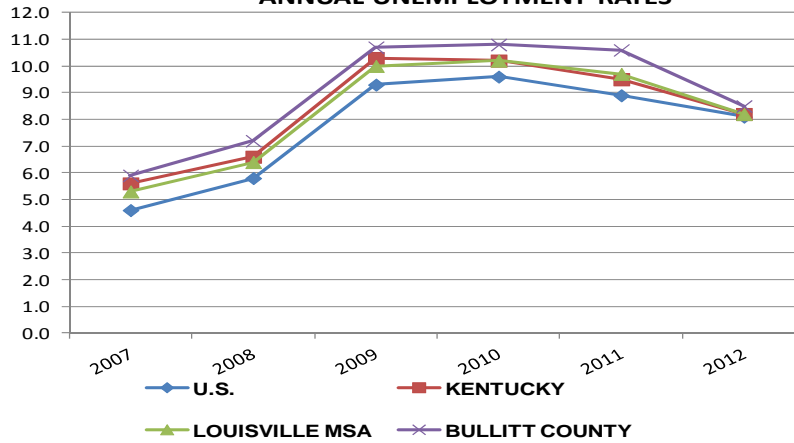


Bullitt County



Comprehensive Plan

**FIGURE 3-4
ANNUAL UNEMPLOYMENT RATES**



YEAR	U.S.	KENTUCKY	LOUISVILLE MSA	BULLITT COUNTY
2007	4.6	5.6	5.3	5.9
2008	5.8	6.6	6.4	7.2
2009	9.3	10.3	10.0	10.7
2010	9.6	10.2	10.2	10.8
2011	8.9	9.5	9.7	10.6
2012	8.1	8.2	8.2	8.5

Source: Labor Market Statistics, Local Area Unemployment Statistics Program

EDUCATION LEVELS

An important characteristic of the labor force is the level of education attained by the workforce. Table 3-6 shows education levels at the time of the 2011 American Community Survey. In Bullitt County, 85% of the population 25 years and over were high school graduates or higher. This compares to 83.1% for Kentucky and 85.9% for the United States overall. In 2010, 15% of Bullitt County's population 25 years and older had a Bachelor's degree or higher. These educational levels are lower than the State of Kentucky (21.1%) and the U. S. (28.5%).

**TABLE 3-6
EDUCATION LEVEL 2010**

	High School Graduates %	Bachelor's Degree or Above %
Bullitt County	85.0	15.0
Kentucky	83.1	21.1
USA	85.9	28.5

Source: 2011 American Community Survey

COMMUTING PATTERNS

Table 3-7 details the commuting patterns of Bullitt County residents according to the U.S. Census Bureau. As of 2010 there were 33,495 workers who lived in Bullitt County. Only 18.6% also work in Bullitt County with 81.4 % or 27,266 persons commuting out of the county to work. The majority of Bullitt County residents who commute travel to Jefferson County to work. Out of 120 Kentucky counties, Bullitt County was ranked seventh in percentage of its residents commuting out of the county to work. In 2010, there were 9,489 workers who commuted to Bullitt County to work representing 60.4% of the workers in Bullitt County. Such large numbers of commuters into and out of the county undoubtedly contribute to traffic congestion.

**TABLE 3-7
BULLITT COUNTY COMMUTING PATTERNS**

	2010	Percent
Residents of Bullitt County:		
Working and Residing in County	6,229	18.6
Commuting Out of County	27,266	81.4
Total Residents	33,495	100
Employees of Bullitt County		
Working and Residing in County	6,229	39.6
Commuting Into County	9,489	60.4
Total Employees	15,718	100

Source: US Census Bureau, Journey-to-Work & Migration Statistics Branch

PERSONAL AND HOUSEHOLD INCOME

The U.S. Dept. of Commerce, Bureau of Economic Analysis provides annual estimates of personal per capita income. Personal per capita income includes income received from all sources such as wages and salaries, other labor income (employer contributions to private pension funds, jury and witness fees, etc.) proprietor's income, rental income, dividend and interest earnings by individuals and transfer payments not for services rendered (such as food stamps and welfare payments). Personal contributions for social security are deducted. Table 3-8 shows that the 2011 personal per capita income for Bullitt County is lower than that for Kentucky, the U.S. and Louisville MSA. It has increased at a faster rate than the U.S. and Louisville MSA between 2007 and 2011, but slower than the state overall.

Bullitt County



**TABLE 3-8
PERSONAL PER CAPITA INCOME**

	PER CAPITA INCOME		
	2007	2011	% Change
Bullitt County	\$28,758	\$30,533	6.2%
Louisville MSA	\$37,095	\$39,037	5.2%
Kentucky	\$31,175	\$33,989	9.0%
United States	\$39,506	\$41,560	5.2%

Source: U.S. Dept. of Commerce, Bureau of Economic Analysis

The U.S. Census Bureau provides annual estimates of median household income. When median household income is considered, Bullitt County income levels fare better as shown in Table 3-9. While median household income for the U.S. overall declined slightly between 2007 and 2011, in Bullitt County it increased at twice the Kentucky state rate. In 2011 the median household income for Bullitt County was three percent higher than the U.S. overall and 26.5% higher than the average for Kentucky.

**TABLE 3-9
MEDIAN HOUSEHOLD INCOME**

	MEDIAN HOUSHOLD INCOME		
	2007	2011	% Change
Bullitt County	\$49,861	\$52,033	4.4%
Kentucky	\$40,299	\$41,141	2.1%
United States	\$50,740	\$50,502	-0.5%

Source: US Census Bureau, Small Area Income & Poverty Estimates

LOCAL COMMUNITY ECONOMIC DEVELOPMENT ACTIVITIES

A component to the overall economic condition of an area or region is the extent to which the community engages in economic development activities in order to promote the area and maintain a diversified economy. The following organizations are dedicated to assisting Bullitt County in local economic development activities.

BULLITT COUNTY ECONOMIC DEVELOPMENT AUTHORITY

The Bullitt County Economic Development Authority works towards recruiting new industries and assisting existing industries to expand. It is important that a county have a diverse mixture of industrial and commercial facilities to allow for growth. Continued growth of a balanced mix allows an economy to grow and support expanding populations. The Economic Development Authority is the lead agency in Bullitt County in support of the needs of small industries and distributors and to support new industrial developments. The creation of a positive business climate will assist in the expansion of existing industry and attraction of new industries. In addition, due to a growing need for commercial growth, the Authority needs to assist in locations of service industries to provide for the growing population.

Currently there are seven industrial sites and four industrial buildings listed as available in Bullitt County on the Kentucky Cabinet for Economic Development web site as shown on Table 3-10 and 3-11. Sites listed by the Cabinet must be shovel ready sites of at least 15 acres and meet other criteria. Buildings must be at least 10,000 square feet and ready for occupancy by an industry, corporate office or support services. There may be other available industrial sites or buildings in Bullitt County that do not meet the Cabinet’s listing criteria.

TABLE 3-10
Bullitt County Available Industrial Sites

Site ID	Site Name	Total Ac.	Largest Possible Tract	Rail	Min. Distance To	
					Inter-state/ Parkway	Airport
029-009	Lebanon Junction	143	143	Possible	0.1	26
029-026	Bourbon Trail Industrial Park	221.7	126.9	Possible	1.7	22
029-022	Shepherdsville - Cedar Grove Business Park Phase 3	134.8	99	No	1.75	14
029-005	Shepherdsville Business Center	133	89	No	0.2	14
029-001	Mt. Washington Business Centre	91.1	75.6	No	6.5	19
029-025	The I-65 Overlook	36	36	No	1.6	29
029-006	Shepherdsville - Settlers Point	56.6	35.9	Possible	0.09	14

Bullitt County



Comprehensive Plan

TABLE 3-11
Bullitt County Available Industrial Buildings

Bldg. ID	Building Name	Square Feet	Ac.	Min. Ceiling Ht.	Rail
029-014	100 W. Thomas P. Echols Lane	624,000	52	32.0' minimum	No
029-009	Crossdock-Cedar Grove	257,998	52	36.0' minimum	No
029-018	Former Integrity Manufacturing	103,000	10.6	17.5' minimum	No
029-016	Medline Industries	90,000	33	35.0' minimum	No

Source *Ky Cabinet for Economic Development*

The best industrial sites require large parcels of land that are out of the floodplain, not too steep or have other environmental restrictions. They are near transportation facilities including major highways, airports and sometimes rail. Utilities are available including sanitary sewer service. Communication systems have become a vital portion of economic growth and must be considered for any available siting of a new industry. The sites must also not have a negative impact on other land uses especially residential areas. As sites meeting all of these requirements are difficult to locate, it is important to determine the best sites in the community for industrial use first when preparing future land use maps. These sites should be protected from other types of development in order to insure available land for industrial growth and to provide employment for the current and future residents of the community

The Bullitt County Economic Development Authority must continually monitor the business climate to determine how individual laws and regulations affect the local industries and new industries which might want to locate. This includes taxation, utility costs, land costs, education opportunities, health care facilities and other issues which fall under the general category of quality of life. These items are all important to facilitate jobs for the citizens and a healthy economy.

In addition to the need for sites for economic development, the greatest local economic development requirement is for a skilled work force. Kentucky communities can document to potential employers that they have a skilled work force by becoming a Kentucky Certified Work Ready County. This program, sponsored by the Kentucky Workforce Investment Board and the Kentucky Education and Workforce

Development Cabinet, certifies counties as being work ready by using established documented criteria such as high school graduation rates, the population's access to broadband internet service, community commitment, educational attainment, the number of National Career Readiness Certificate holders in the county and measurement of soft skills such as work ethic, attendance/punctuality, communication, teamwork, leadership and critical thinking. Bullitt County is starting the process to become a Kentucky Certified Work Ready county at the current time.

BULLITT COUNTY CHAMBER OF COMMERCE

The Bullitt County Chamber of Commerce is located at 295 N. Buckman Street in Shepherdsville. The Chamber of Commerce offers marketing, networking and educational opportunities to its members. This group of business leaders encourages and participates in quarterly chamber breaks and ribbon cuttings to welcome and develop members to be the business voice of the county. The Ambassador Group is consistently involved in recruiting and maintaining membership. The Woman's Council is instrumental in the organization of a monthly luncheon the membership is invited to attend. There are a variety of speakers that encourage not only entrepreneurial spirit but also philanthropic leadership. There are also committees that organize Kidsfest, Showcase Bullitt County, career fairs, the golf scramble health fair and annual dinner. Leadership Bullitt County is a monthly program that graduates outstanding new business leaders to set and carry out new goals to improve the community. Recently the Chamber has been directly involved in creating an evolving strategic plan for the county and is working to integrate and enhance the relationship of the business community with the city and county government.

As of May 2013 the Chamber has approximately 350 members and 15 Board members. All policies governing the activities and operation of the Chamber are set by the board of directors. Each member shares an equal vote and is encouraged to serve on committees. A full time director and professional staff manage the daily operation of the Chamber office.

Bullitt County



SHEPHERDSVILLE BULLITT COUNTY TOURIST & CONVENTION COMMISSION

The Shepherdsville Bullitt County Tourist & Convention Commission promotes tourism in Bullitt County and operates the Paroquet Springs Conference Centre at 395 Paroquet Springs Drive in Shepherdsville near I-65 Exit 117. There are separate directors and staff for tourism and the conference center. The Commission's source of funding is primarily a 2% restaurant tax and 4% transient room tax. The 2% restaurant tax and one percent of the hotel tax goes towards operation of the Conference Centre. The remaining three percent of the transient room tax provides approximately \$390,000 a year in funding for tourism development.

Tourism marketing activities include operation of a tourist information center at the Conference Centre. Local tourism is promoted through a tourism web site, online marketing, print ads, as well as television and radio advertisements. Tourism staff attend travel and trade shows to promote Bullitt County. Local events are highlighted as well as tourism related businesses. The tourism office provides administrative assistance for the Bullitt County Hospitality Association.

The Paroquet Springs Conference Centre attracts many meetings and events to the City of Shepherdsville. It has 40,000 square feet of banquet, meeting and exhibit space. The facilities are flexible and can accommodate groups up to 1500. There are break-out rooms for small meetings and 12,000 square feet of exhibition space for larger events. The Banquet Room can comfortably seat 200 to 300 persons. There are complete audio-visual capabilities throughout the Centre and full scale catering services in house.

CHAPTER FOUR ENVIRONMENTAL DESIGN

INTRODUCTION

The physical geography of an area affects the amount, type, and direction of development. Natural factors such as climate, topography, geology, hydrology and soils are important because they influence the costs of construction and are determining factors in assessing an area's suitability for a given type of development or use. The purpose of this comprehensive plan element is the identification of environmental resources and the assessment of developmental impacts on these resources.

Rapid growth and development can have dramatic and long-term adverse effects on the physical and social environment. As Bullitt County continues to grow, many environmental issues will continue to arise. Issues such as water quality, air quality, noise and light pollution, increased storm water runoff, and decreased open space can combine to affect the overall quality of life for residents. The depletion of natural features such as wooded hillsides, scenic valleys, rivers, creeks, and open fields will become increasingly important as residents realize that these elements contribute to the unique character of an area and are unrecoverable once a parcel of land is developed. In addition, these types of amenities also provide less visible qualities, such as cleaner air, recreational areas and wildlife habitat, all of which are equally important to the community.

LOCATION

Bullitt County, located in north central Kentucky immediately south of Louisville, has an area of approximately 300 square miles and is ranked 37th out of 120 counties in terms of land area. The Salt River and its tributaries, the Rolling Fork and Floyd's Fork drain to the west and empty into the Ohio River at West Point in Hardin County. The county contains Knob State Forest, the Bernheim Arboretum and Forest and ten lakes including, Jim Beam Lake, Duck Lake, and Ben-

Bullitt County



nett Lake. The City of Shepherdsville is the county seat and is located along I-65 near the center of the county.

CLIMATE

The climate in Bullitt County is temperate and humid. Prevailing wind direction is from the south-southwest. The most common severe weather conditions are in the form of thunderstorms, which can bring heavy flooding along the rivers and creeks. Data from the Spatial Hazard Events and Losses Database (SHELDUS, Version 10.1) at the University of South Carolina states that twenty-three floods/flash floods have occurred in the county since 1970. Tornadoes are the most devastating severe weather condition occurring in the area. Tornadoes can occur almost anywhere in Kentucky and in any terrain, hilltop or valley bottom. Since 1970, seven tornadoes have touched down in Bullitt County. Severe storms can occur in any month but are most frequent from March to July. These storms may produce damaging winds and hail. There have been nineteen incidents of hail since 1970.

Long term climatological data for the county is available from a Shepherdsville Weather Station (ID: GH#CND, USC00157334, SHEPHERDSVILLE 5 NE, KY US) and the Bernheim Forest Weather Station (ID: GHCND:USC00150630, BERNHEIM FOREST, KY US). Weather data is available from these station's from the year 1948 to 2013. The coldest days occur in January when the average monthly temperature is 38.3 degrees F. The warmest days occur in July with an average monthly temperature of 82.6 degrees F. During the period from April to November, an average of 19 days will have a maximum temperature of 90 degrees F or higher. The minimum temperature is expected to be 32 degrees F or less for an average of 33 days from December through March. The coldest temperature on record is -24 degrees F on January 20, 1994. The hottest recorded temperature was 106 degrees F on July 9, 1988.

Precipitation averages 44.9 inches annually. Records indicate that April tends to be the wettest month and August the driest. Precipitation is generally evenly distributed throughout the year. An average of seventeen days per year will have precipitation of one inch or more.

PHYSIOGRAPHY AND GEOLOGY

The physiographic regions of Kentucky are shown in Figure 4-1. Most of Bullitt County is located in the Knobs physiographic region (shown in dark-green) with the northeast tip of the county in the Outer Bluegrass region. The Knobs region is characterized by conical shaped hills and long, narrow sloping ridges in the south-east and vey steep hillsides in the western part of the county. The Outer Bluegrass is characterized by deep valleys, with flat land. The bedrock in this area is mostly composed of Ordovician limestone and shale that are easily eroded.

FIGURE 4-1

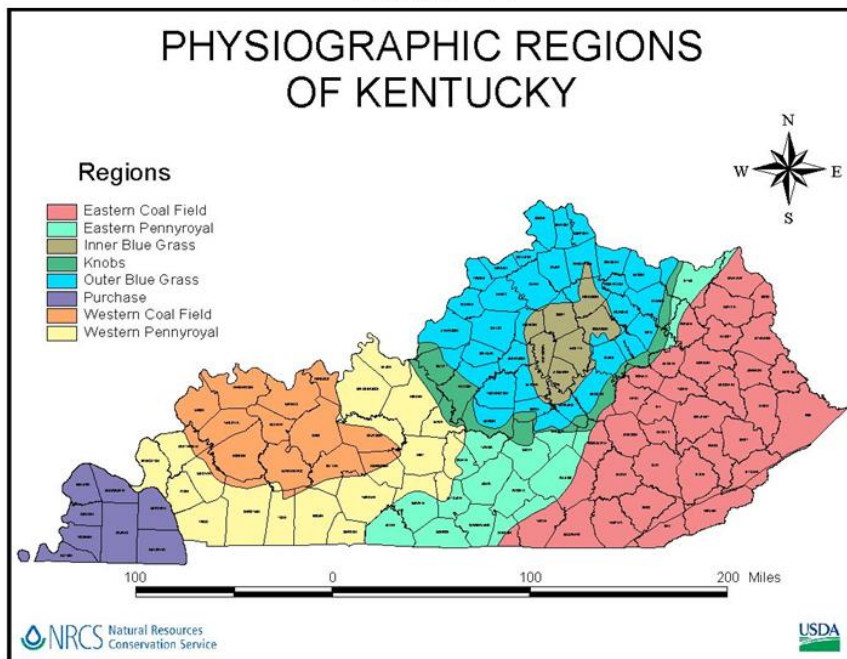


Figure 4-3 is a generalized geologic map of Bullitt County Kentucky prepared by the Kentucky Geologic Survey. According to the geologic map sink holes occur mostly in north central Bullitt County near Hillview and north east Bullitt County near Mt. Washington. Sink holes can also be found in Lebanon Junction and the north western edge of the county. The construction implications of these features must be addressed before any type of development occurs. Bullitt County is underlain by rocks from the Mississippian, Devonian, Silurian, Ordovician and Quaternary age. Alluvium (Quaternary age) is deposited along the western border of the county on the bottom of the Salt River. Big Clifty Sandstone (Upper Missis-

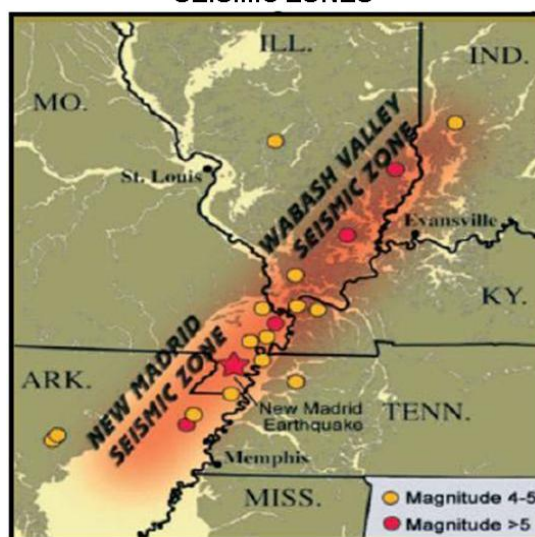
Bullitt County



sippian age) can be found in eastern Bullitt County near Mount Washington. The Louisville Limestone (Silurian age) can be found in the central-north region near Hillview. The primary formations found within the county are limestone and shale. Limestone occurs throughout the county whereas interbedded clay shales, siltstones and sandstones of the Borden Formation (Lower Mississippian age) occur primarily in the north-west and central sections of the county. The New Albany Shale, also called black shale, formed during the Devonian age can be found in the central region near Blue Lick Creek.

The faults zones that lie near Bullitt County include New Madrid fault and the Wabash Valley fault. The fault zones are formed along the edges of a broad rift or crack in the Earth's crust that occurs deep beneath the surface. The New Madrid Seismic zone shown in Figure 4-2 is located in central Mississippi Valley bordered on the north by the Ohio and Mississippi Rivers. The zone runs southwest, through eastern Missouri and western Tennessee and ends in northern Arkansas. The Wabash Valley fault zone shown extends north to southeastern Illinois, west to southwestern Indiana (near Indianapolis) and east into parts of northwest Kentucky.

FIGURE 4-2
SEISMIC ZONES



Source: KIPDA "Regional Hazard Mitigation Plan." 2011

The topography and elevation in Bullitt County is shown in Figure 4-4. Figure 4-5 shows the location of known mineral resources in the county. There are various types of mineral resources in Bullitt County which include but are not limited to gas and oil wells, above and below ground mines for Rock Quarrying, Artesian Springs, Sand Pits, Shale Pits and any other type of operation that would fit in an EPA and EPB Zone. According to the Kentucky Geological Survey, there are 74 oil and gas wells within Bullitt County. A well is abandoned when it reaches the

Generalized Geologic Map for Land-Use Planning: Bullitt County, Kentucky

Bart Davidson, Stephen F. Greb, and Daniel I. Carey

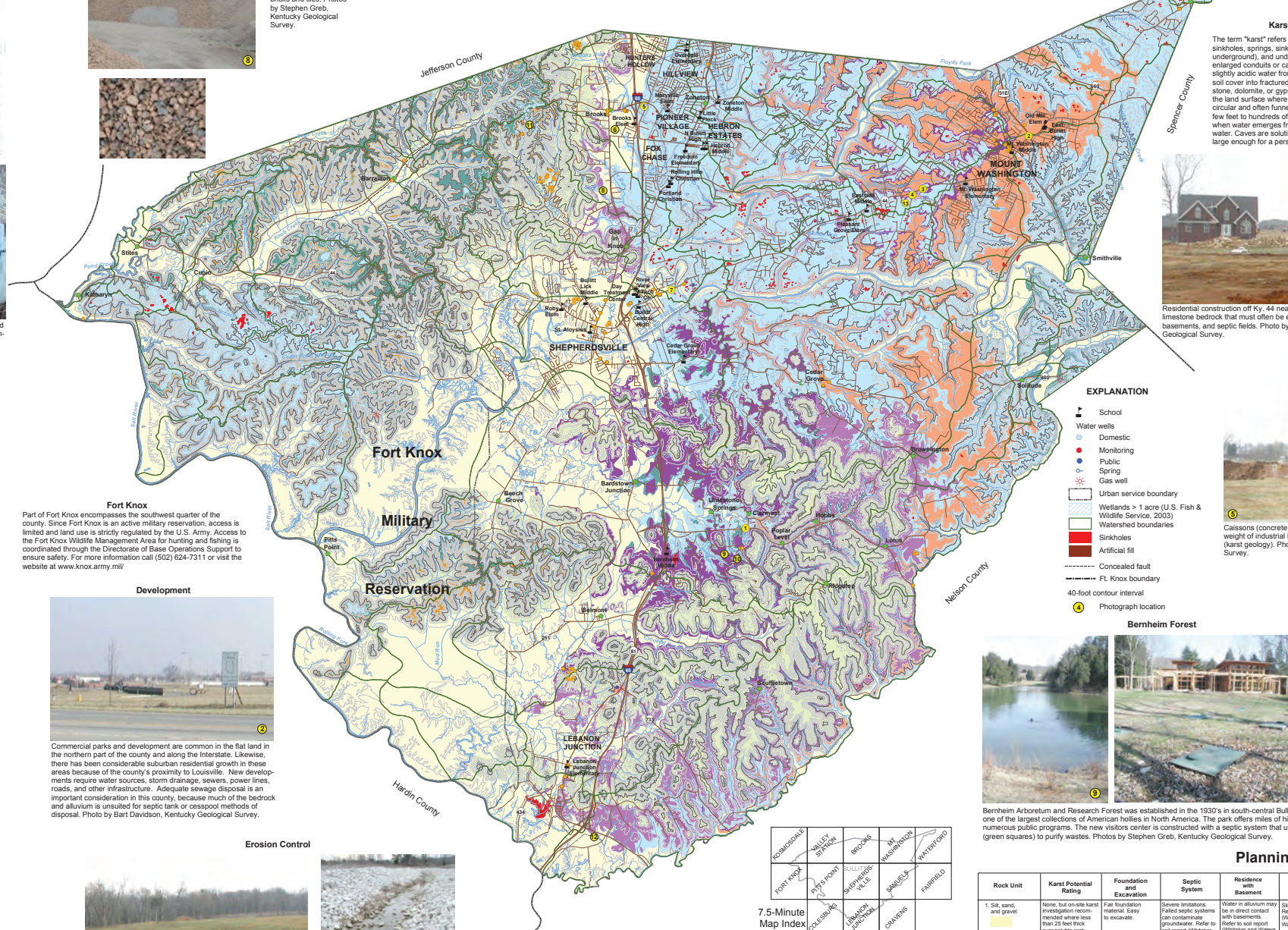
Acknowledgments
Geology adapted from Bhattarak (2005a-c), Nelson (2001, 2002a-c), Nelson and Sparks (2002a-b), and Zhang (2002a-c). Thanks to Paul Howell, U.S. Department of Agriculture—Natural Resources Conservation Service, for point construction illustrations. Sinkhole data from Taylor and others (2004). Thanks to Jim Currans, Kentucky Geological Survey, for karst illustrations.

For Planning Use Only

This map is not intended to be used for selecting individual sites. Its purpose is to inform land-use planners, government officials, and the public in a general way about geologic bedrock conditions that affect the selection of sites for various purposes. The properties of thick soils may supercede those of the underlying bedrock and should be considered on a site-to-site basis. At any site, it is important to understand the characteristics of the soils and the underlying rock.

For further assistance, contact the Kentucky Geological Survey, 859.257.5500. For more information, and to make custom maps of your local area, visit our Land-Use Planning Internet Mapping Web Site at kgmap.uky.edu/website/kyulplan/viewer.htm.

FIGURE 4-3



EXPLANATION

- School
- Water wells
 - Domestic
 - Public
 - Spring
 - Gas well
- Urban service boundary
- Wetlands > 1 acre (U.S. Fish & Wildlife Service, 2003)
- Watershed boundaries
- Sinkholes
- Artificial fill
- Concealed fault
- FL Knox boundary
- 40-foot contour interval
- Photograph location

Groundwater

In the Salt River Valley bottoms, and in the bottoms of the larger tributaries, most drilled wells less than 100 feet deep will produce enough water for a domestic supply. Wells located in the rest of the larger valleys, and in the uplands of central Bullitt County, will produce enough water for a domestic supply except during dry weather. In the remaining upland areas in Bullitt County (approximately half of the county), most drilled wells will not produce enough water for a dependable domestic supply. Wells along drainage lines in this area may produce enough water for a domestic supply, except during dry weather.

Throughout the county, groundwater is hard or very hard, and may contain salt or hydrogen sulfide, especially at depths greater than 100 feet.

For more information on groundwater in the county, see Carey and Stokney (2001).

Swelling Shales and Soils

A problem of potential concern in Bullitt County is swelling of some of the clay minerals in shales in units 5, 6, and 7. This process is exacerbated when the shale contains the mineral pyrite (fool's gold). Pyrite is a common mineral and can be found distributed throughout the black shale, although it is not always present and may be discontinuous both laterally and horizontally. In the presence of moisture and oxygen, pyrite oxidizes and produces sulfuric acid. The acid reacts with calcium carbonates found in water, the rock itself, crushed limestone, and concrete. This chemical reaction produces sulfate and can form the mineral gypsum, whose crystallization can cause layers of shale to expand and burst, backfill to swell, and concrete to crack and crumble. It can heave the foundation, the slab and interior partitions, and can even damage upper floors and interior partitions. This phenomenon has been responsible for extensive damage to schools, homes, and businesses in Kentucky.

We strongly suggest that anyone planning construction on these shales seek professional advice from a geologist or engineer familiar with the problem.

Swelling Shale and Foundation Damage



Successful pond construction must prevent water from seeping through structured soils into limestone solution channels below. A compacted clay liner, or artificial liner, may prevent pond failure. Getting the basin filled with water as soon as possible after construction prevents drying and cracking, and possible leakage, of the clayey soil liner. Ponds constructed in dry weather are more apt to leak than ponds constructed in wet weather. The U.S. Department of Agriculture—Natural Resources Conservation Service can provide guidance on the application of these liners to new construction, and for treatment of existing leaking ponds. Illustration by Paul Howell, U.S. Department of Agriculture—Natural Resources Conservation Service.

Dams should be constructed of compacted clayey soils at slopes flatter than 3 units horizontal to 1 unit vertical. Ponds with dam heights exceeding 25 feet, or pond volumes exceeding 50 acre-feet, require permits. Contact the Kentucky Division of Water, 14 Reilly Rd., Frankfort, KY 40601, telephone: 502.564.3410.

Some shales, and the soils derived from them, swell when exposed to water or air. These swelling shales and soils can have severe impacts on building foundations and other structures (e.g., bridges, dams, roads). Photograph by John Kiefer, Kentucky Geological Survey.

Slope Stability

Steep-sided hills with deeply incised drainages are common in the county. The shales and siltstones from which the hills are formed are susceptible to slumping and sliding, especially where clay shales of unit 5 occur in slopes. Clay shales can become plastic when wet and may yield or slump if construction or roads built on them are not adequately drained. Builders should avoid cutting into the toe (base) of hills or past slides. Bent trees on slopes and water seeps at the base of slopes may indicate past or potential movement.

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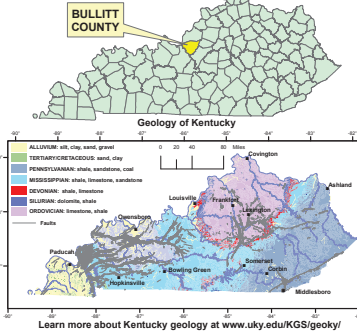
Additional Information Resources

Listed below are Web sites for several agencies that may be of assistance with land-use planning issues in Bullitt County:
www.ky.edu/bullitt/—University of Kentucky Cooperative Extension Service
www.kivnet.net/ky/cgibin/kyulplan/—Kentucky Resource Conservation and Development
www.kgmap.uky.edu/—Kentucky Geological Survey
www.kentucky.gov/—Kentucky Economic Development Information System
www.kentucky.gov/development/—Kentucky Economic Development Information System
<http://www.kentucky.gov/development/>—Kentucky Economic Development Information System
<http://www.kentucky.gov/development/>—Kentucky Economic Development Information System
<http://www.kentucky.gov/development/>—Kentucky Economic Development Information System

Radon

Radon gas, although not widely distributed in Kentucky in amounts above the U.S. Environmental Protection Agency's maximum recommended limit of 4 picocuries per liter, can be a local problem. The black shales in units 5, 6, and 7 may have high levels of radon. Homes in these areas should be tested for radon, but the homeowner should keep in mind that the health threat results from relatively high levels of exposure over long periods of time, and the remedy may simply be additional ventilation of the home.

Radon Level (pCi/L)	Estimated Annual Lung Cancer Deaths	Estimated Annual Lung Cancer Deaths	Estimated Annual Lung Cancer Deaths
1.0	1,000	1,000	1,000
2.0	440	440	440
4.0	220	220	220
8.0	110	110	110
16.0	55	55	55
32.0	28	28	28
64.0	14	14	14
128.0	7	7	7
256.0	4	4	4
512.0	2	2	2



Economic Resources

Shale is quarried in the northern part of the county to make a lightweight aggregate for use in construction materials. The shale is the latest in a long history of natural resources that have been excavated in the county, including salt and pig iron (in the 1800's), limestone for aggregate, siltstone for dimension stone, and clay shales for bricks and tiles. Photos by Stephen Greb, Kentucky Geological Survey.



Part of Fort Knox encompasses the southwest quarter of the county. Since Fort Knox is an active military reservation, access is limited and land use is strictly regulated by the U.S. Army. Access to the Fort Knox Wildlife Management Area for hunting and fishing is coordinated through the Directorate of Base Operations Support to ensure safety. For more information call (502) 624-7311 or visit the website at www.knox.army.mil

Commercial parks and development are common in the flat land in the northern part of the county and along the Interstate. Likewise, there has been considerable suburban residential growth in these areas because of the county's proximity to Louisville. New developments require water sources, storm drainage, sewers, power lines, roads, and other infrastructure. Adequate sewage disposal is an important consideration in this county, because much of the bedrock and alluvium is unsuitable for septic tank or cesspool methods of disposal. Photo by Bart Davidson, Kentucky Geological Survey.

Steep-sided drainages and washouts are common in the hills of northeastern Bullitt County. Residential development is mostly restricted to the tops of hills and the floodplains between hills in this area because of the steep slopes. Slumps and slides are possible on sharp, steep-sided hills or excavations into shale and siltstone bedrock (like the Interstate interchange below). Photos by Stephen Greb, Kentucky Geological Survey.

Steep-sided hills with deeply incised drainages are common in the county. The shales and siltstones from which the hills are formed are susceptible to slumping and sliding, especially where clay shales of unit 5 occur in slopes. Clay shales can become plastic when wet and may yield or slump if construction or roads built on them are not adequately drained. Builders should avoid cutting into the toe (base) of hills or past slides. Bent trees on slopes and water seeps at the base of slopes may indicate past or potential movement.

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Development

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Erosion Control

Riprap drainage control and erosion protection. Photo by Stephen Greb, Kentucky Geological Survey.

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Residential Construction

Caissons (concrete columns) must be constructed to support the weight of industrial buildings in areas with caves and sinkholes (karst geology). Photo by Bart Davidson, Kentucky Geological Survey.

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Environmental Protection

Never use sinkholes as dumps. All waste, but especially pesticides, paints, household chemicals, automobile batteries, and used motor oil, should be taken to an appropriate recycling center or landfill. Make sure runoff from parking lots, streets, and other urban areas is routed through a detention basin and sediment trap to filter it before it flows into a sinkhole.

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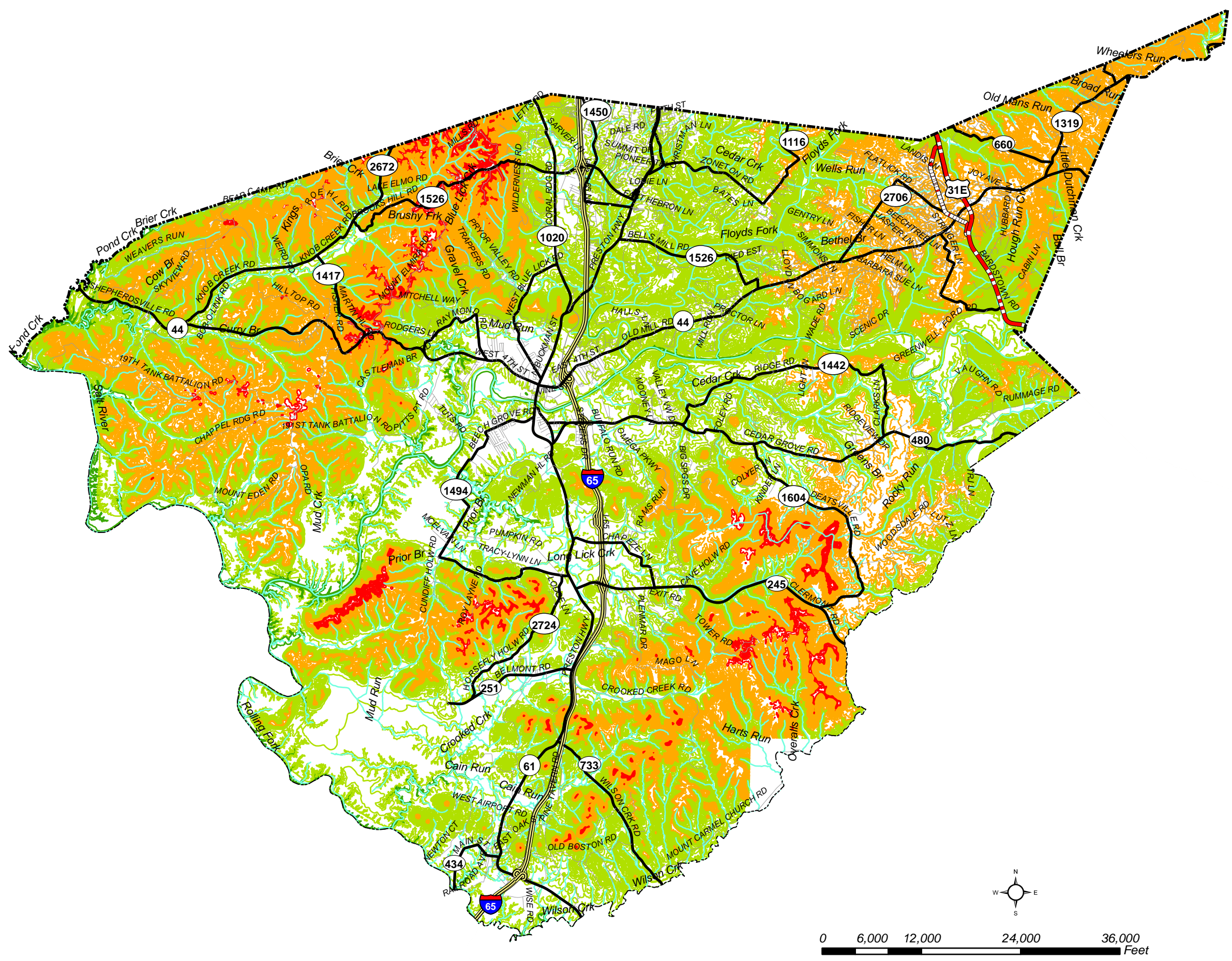
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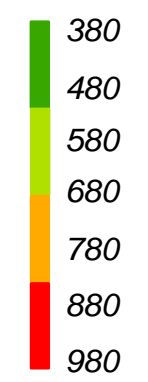
FIGURE 4-4 BULLITT COUNTY TOPOGRAPHIC MAP






2015 Comprehensive Plan
Bullitt County, Kentucky



LEGEND

Elevation (20 ft Contour)

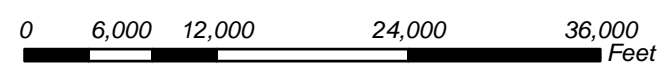
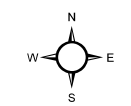


-  Local Roads
-  State Routes
-  US Routes
-  I-65
-  Bullitt County

MAP INFORMATION

Data Sources:
Kentucky Division of Geographic Information
Kentuckiana Regional Planning
& Development Agency
2012 US Census TIGER Line Data

Cartography by:
Nikita Moye



end of its useful life or is a dry hole. At this point, there is nothing visible on the surface or on the site to indicate the presence of an abandoned well. The Kentucky Department for Natural Resources has established well abandonment procedures that ensure public safety. There are no coal exploration sites Bullitt County.

SOILS

Detailed soil information and general soil maps can be found in the Soil Survey of Bullitt County, Kentucky published by the U.S. Department of Agriculture, Natural Resource Conservation Service. The general soil map found in the Soil Survey shows that there are seven soil associations in Bullitt County as described below. More specific soil information is shown on Figure 4-6 which show soils series for the county.

Soil associations are generalized groupings of similar soils with common relief and drainage patterns. While specific soil information must be consulted to determine the suitability of a particular site for various land uses, the associations can provide information for general planning purposes. The following paragraphs summarize the seven associations found within Bullitt County.

NOLIN-OTWELL-SENSABAUGH- The Nolin-Otwell-Sensabaugh soil association is found on the western edge of Bullitt County. Formed on floodplains, foot slopes, and along major streams, these soils are deep, well drained and have moderate and moderately rapid permeability. General woodlands are the primary land uses of this soil association. Soils in this association are most suited for woodland. The hazard of flooding is the main limitation for urban uses.

GARMON-CRIDER - The Garmon-Crider soil association is very steep to gently sloping, located in north-west Bullitt County, primarily in the Fort Knox Military Reservation. Formed on hillsides and ridgetops it tends to be moderately deep with well drained soils that are mainly loamy throughout. Farmland is the primary use of this soil with a few small communities and housing units. Due to the steepness of slope, soils located on hillsides are poorly suited for urban use. Soils located on ridgetops are most suited for urban uses.

Bullitt County



Environmental Design

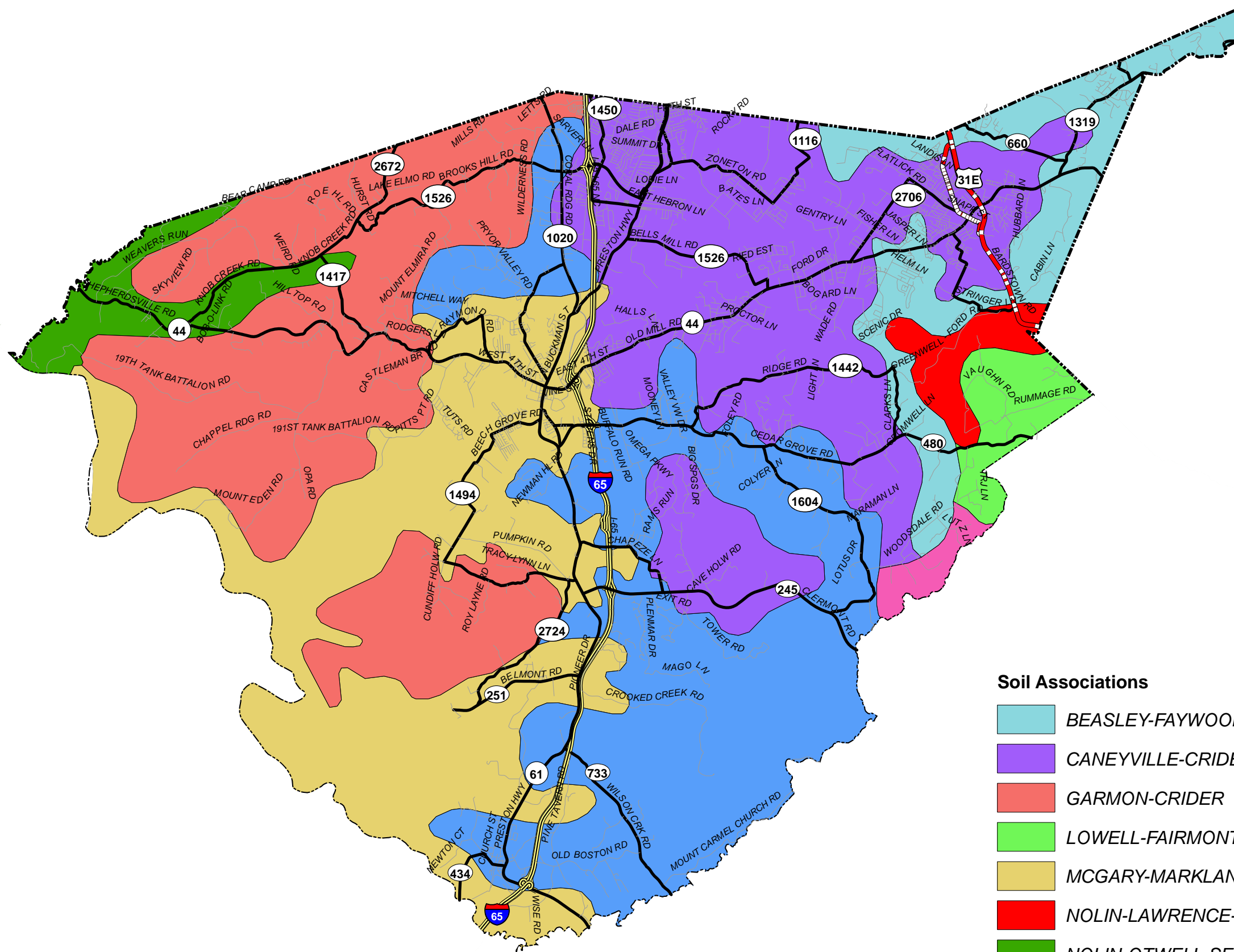
MCGARY-MARKLAND - The McGary-Markland soil association contains nearly level to steep soil found on stream terraces. These poorly drained to well drained soils that have a clayey subsoil, and are found in central and west Bullitt County, in the Fort Knox Military Reservation, and in part of Shepherdsville and Lebanon Junction. About a 18% of Bullitt County is covered by this soil association and it is primarily used for urban development. The soils in this association are poorly suited for most urban uses. Very slow permeability and the hazard of flooding are the main limitations to most urban uses.

ROCKCASTLE-COLYER-TRAPPIST- The Rockcastle-Colyer-Trappist soil association is located on hillsides and ridgetops. These shallow, excessively drained, strongly sloping to steep soils have a fined textured to moderately fine textured subsoil. Located in south-east and north Bullitt County this soil association covers 23% of the county. Most of the acreage found in this soil association is wooded. The soils in forested areas are well suited to woodland and wildlife habitat. This soil association is not suited for most urban uses due to the danger of slippage in the unstable clay shales and the steepness of slope.

CANEYVILLE-CRIDER - The Caneyville-Crider soil association is gently sloping to very steep. It is located in north-west Bullitt County in parts of Hillview, Fox Chase, Hebron Estates, Pioneer Village and Mount Washington. Formed on hillsides and ridgetops it tends to be moderately deep and deep with well drained soils that have clayey and loamy subsoil. This soil association makes up 26% of the county with urban development being the primary land use of the soil. Most of the gently sloping and sloping soils in this association are suitable for urban uses. The moderately slow permeability of the subsoil and depth to bedrock are limitations in some areas.

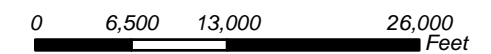
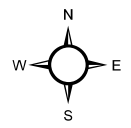
BEASLEY-FAYWOOD - The Beasley-Faywood soil association contains gently sloping to very steep soil found on hillsides and ridgetops. These deep to moderately deep well drained soils have a clayey subsoil. They are found in the western edge of north Bullitt County and in parts of Mount Washington. About seven per-

**FIGURE 4-6
BULLITT COUNTY
GENERAL SOILS
MAP**
2015 Comprehensive Plan
Bullitt County, Kentucky



LEGEND

- Local Roads
- State Routes
- US Routes
- I-65
- Bullitt County



Soil Associations

- BEASLEY-FAYWOOD
- CANEYVILLE-CRIDER
- GARMON-CRIDER
- LOWELL-FAIRMONT-SHELBYVILLE
- MCGARY-MARKLAND
- NOLIN-LAWRENCE-NEWARK
- NOLIN-OTWELL-SENSABAUGH
- PEMBROKE-BEASLEY-CORYDON
- ROCKCASTLE-COLYER-TRAPPIST

MAP INFORMATION

Data Sources:
Natural Resources Conservation Services (NRCS)
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

Cartography by:
Nikita Moye

cent of Bullitt County is covered by this soil association. It is primarily used for urban development with some pasture. Most soils in this association are poorly suited for urban use due to the steepness of slope, depth of bedrock, and the moderately slow to slow permeability. The gently sloped hills are suited for some urban uses.

NOLIN-LAWRENCE-NEWARK- The Nolin-Lawrence-Newark soil association is located on floodplains and low stream terraces. These nearly level, deep well drained and somewhat poorly drained soils are loamy throughout. Located along the Salt River and Cox Creek in east Bullitt County, this soil association covers one percent of the county. Most of the land with this soil is woodland with some residential. This soil association is not suited for most urban uses due to wetness and the hazard of flooding. Most of the soil in this association is suited to cultivated crops.

LOWELL-FAIRMONT-SHELBYVILLE- The Lowell-Fairmont-Shelbyville soil association is located on ridgetops and shoulder slopes. These deep well drained soils have moderately slow permeability. Most of the land with this soil is woodland with some residential and can be found on eastern tip of Bullitt County. Most of the soil in this association is suited to cultivated crops. This soil association is not suited for most urban uses due to the hazard of erosion and shallow soil depths.

PEMBROKE-BEASLEY-SORYDON- The Pembroke-Beasley-Corydon association has deep to shallow well drained to somewhat excessively drained soils. They range from nearly level to moderately steep slopes. The land with this soil is woodland and is found on the eastern tip of Bullitt County near Bernheim Forest. This soil is most suited for raising livestock and farming enterprise. This soil association is not suited for most urban uses due to erosion hazards.

Bullitt County



PRIME FARMLAND SOILS

According to the U.S. Department of Agriculture, Natural Resource Conservation Service, prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and is also available for these uses. Prime farmland can be cropland, pastureland, rangeland, forest land or land other than those used for urban purposes or covered with water. Prime farmland has the soil quality, growing season and moisture supply needed to economically produce sustained high yields of crops when treated and managed according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time. They either do not flood frequently or are protected from flooding. The following soils found in Bullitt County are considered to be potential prime farmland soils:

Symbol	Name	
BeB	Beasley Silt Loam	2-6 percent slopes
Bo	Boonesboro Silt Loam	
CaB	Caneyville Silt Loam	2 to 6 percent slopes
CrB	Crider Silt Loam	2 to 6 percent slopes
EkA	Elk Silt Loam	0 to 2 percent slopes
EkB	Elk Silt Loam	2 to 6 percent slopes
	2 to 6 percent	
EIA	Elk Silt Loam	0 to 2 percent slopes
EIB	Elk Silt Loam	2 to 6 percent slopes
La	Lawrence Silt Loam	(1)
Le	Lawrence Silt Loam	(1)
LoB	Lowell Silt Loam	2 to 6 percent slopes
MaB	Markland Silt Loam	2 to 6 percent slopes
Mc	McGary Silt Loam	(1)
Mv	McGary Variant Silt Loam	(1)
Mo	Montgomery Silty Clay Loam	(1)
Ne	Newark Silt Loam	(1, 2)

List of potential prime farmland soils continued on page 4-15.

Symbol	Name	
NhA	Nicholson Silt Loam	0 to 2 percent slopes
NhB	Nicholson Silt Loam	2 to 6 percent slopes
No	Nolin Silt Loam	2 to 6 percent slopes
OtA	Otwell Silt Loam	0 to 2 percent slopes
OtB	Otwell Silt Loam	2 to 6 percent slopes
OwB	Otwell Silt Loam	2 to 6 percent slopes
Sg	Sensabaugh Gravelly Loam	
ShB	Shelbyville Silt Loam	2 to 6 percent slopes
WoB	Woolper Silty Clay Loam	2 to 6 percent slopes
ZaB	Zanesville Silt Loam	2 to 6 percent slopes

1) Prime farmland if drained properly.

2) Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season.

In addition to prime farmland the Soil Conservation Service has also identified farmlands of statewide importance. This is land that is of statewide importance for the production of food, feed, fiber, forage and oilseed crops. Generally, farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high of a yield as prime farmlands when conditions are favorable. The following soils found in Bullitt County may indicate farmland of statewide importance:

Symbol	Name	
BeC	Beasley Silt Loam	6 to 12 percent slopes
CaC	Caneyville Silt Loam	6 to 12 percent slopes
CrC	Crider Silt Loam	6 to 12 percent slopes
EkC	Elk Silt Loam	6 to 12 percent slopes
FaC	Faywood Silt Loam	6 to 12 percent slopes
HaC	Hagerstown Silt Loam	6 to 12 percent slopes
LoC	Lowell Silt Loam	6 to 12 percent slopes
NhC	Nicholson Silt Loam	6 to 12 percent slopes
OtC	Otwell Silt Loam	6 to 12 percent slopes
WoC	Woolper Silty Clay Loam	6 to 12 percent slopes
ZaC	Zanesville Silt Loam	6 to 12 percent slopes

Bullitt County



SLOPES

Virtually flat land can be used for intensive activity, while slopes in excess of 20 percent present limitations unless efficient adjustment occurs. Residential development can take place on sites utilizing land that industrial development must forego if adjusted. The location and concentration of slopes in the form of hills, ridges, valleys and plains can force development into large clusters or break it up into dispersed patterns. Bullitt County's topography has structured the form of its small communities and guided the location of major transportation routes. The suitability of different degrees of unadjusted slope for development is shown in Table 4-1. Figure 4-4 shows the topography of Bullitt County. Testing for slope stability should be considered before any type of development takes place.

Visual indications of unstable slopes include previous slides or slumps, cracking of the top of the slope, tilting of fences, retaining walls, utility poles or trees, new cracks in foundations and sidewalks and slowly developing and widening cracks in the ground or paved areas.

Development of unadjusted steep slopes can accelerate erosion, increase runoff, and decrease the volume of water absorbed and filtered as groundwater. Damage to buildings and other man made structures can occur on unstable slopes. Commercial and industrial development should be restricted on unadjusted slopes steeper than 12%. Developers of residential property on such slopes should be required to meet standards of efficient techniques. In certain instances, the planning commission should consider requiring the submittal of geotechnical reports prior to approving a site plan or subdivision plat on land with excessive slopes.

Table 4-1

Unadjusted Slope Suitability for Urban Development

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

Source: Kiefer, Ralph W., "Terrain Analysis for Metropolitan Area Planning," Journal of the Urban Planning Division. Proceedings of the American Society of Civil Engineers. Dec, 1967.

FLOODPLAINS

Floodplains are low lying areas that are susceptible to flooding. Bullitt County has areas that have been officially designated by the Federal Emergency Management Agency (FEMA) as flood hazard areas. Bullitt County's effective Flood Insurance Rate Maps (FIRMs) displayed in Figure 8-1 are dated December, 16 2004. The effective FIRM maps are available in PDF and GIS format from FEMA. According to the KY Division of Water, the revised preliminary FIRMs were sent to the communities within Bullitt County on October 25, 2013. As final updated maps were not expected to be available in the near future, they are not included in this plan.

The Floodplain Ordinance for Bullitt County was adopted in December, 2004. Hillview, Shepherdsville, Lebanon Junction and Pioneer Village are the only cities within the County that currently participate in the flood management program. Shepherdsville Floodplain Coordinator is the Deputy City Clerk. Hillview adopted their Floodplain Ordinance in November, 2005 and the Coordinator the City Clerk. Lebanon Junction adopted their Floodplain Ordinance in October, 1989 and the Coordinator is the City Clerk. The Bullitt County Planning and Zoning Director is the Floodplain Coordinator for Bullitt County and Pioneer Village.

Figure 8-1 shows the location of flood hazard areas in Bullitt County, which run parallel to the creeks and rivers. Table 4-2 identifies the percentage of the city that is located within the floodplain. Subdivision or other higher intensity uses can increase flooding if proper storm water management techniques are not implemented during the planning and development process. Watersheds can also be impaired from improper sewage treatment and storm water run-off.

Bullitt County



TABLE 4-2
% OF AREA IMPACT

CITY	% IN FLOODPLAIN
Fox Chase	9.35%
Hebron Estate	1.84%
Hillview	5.21%
Hunters Hollow	0.00%
Lebanon Junction	39.82%
Mt. Washington	0.59%
Pioneer Village	1.72%
Shepherdsville	64.75%

Source: KIPDA "Regional Hazard Mitigation Plan: 2011"

According to the 2004 Flood Insurance Study, major floods have occurred in Bullitt County in January 1937, May 1961, March 1964, and March 1997. "The maximum flood stage recorded was that of the 1937 flood, which reached an elevation of 453.88 feet National Geodetic Vertical Datum of 1929 (NGVD) in Shepherdsville. The May 1961 flood reached an elevation of 447.42 feet NGVD, the March 1964 flood crested at 448.08 feet NGVD, and the March 1997 flood crested at 447.50 feet NGVD. The most recent flood in Bullitt County occurred in April 2011, and reached an elevation of 436.67 feet NGVD. These elevations were recorded at the State Highway 61 gaging station at the Salt River." (Flood Insurance Study, 2004)

SUPERFUND SITES

In 1980 Congress passed the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Superfund Amendments & Reauthorization Act (SARA), better known as Superfund. Superfund is EPA's program to identify, investigate and clean up uncontrolled or abandoned hazardous waste sites throughout the United States. There are currently three identified EPA Superfund sites in Bullitt County as listed below.

Tri-City Disposal Company

Location: KY 1526, Shepherdsville, KY

Affected Media: Ground water, Soil, Surface Water

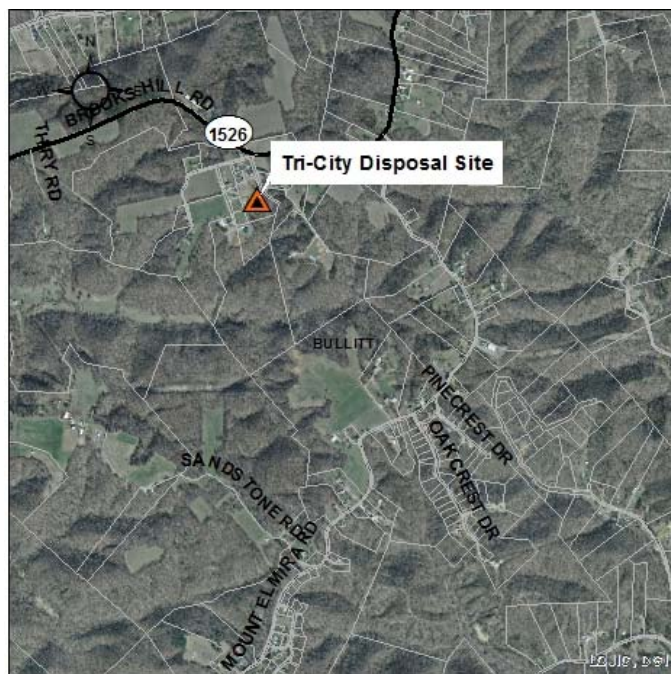
Cleanup Status: Construction Complete - physical cleanup activities have been completed.

Human Exposure Under Control: EPA is working to determine

Groundwater Migration Under Control: There is insufficient data to determine

Sitewide Ready for Anticipated Use: No

The 349 acre site includes a 57-acre landfill and several residential properties. From 1964 to 1967, the Tri-City Disposal Company operated a landfill at the site. The company disposed of highly volatile liquid wastes, lumber scraps and fiberglass insulation materials from various Louisville area industries at the on-site landfill. EPA placed the site on the National Priorities List (NPL) in 1989 because of contaminated ground water, soil and surface water resulting from landfill operations. EPA, the Kentucky Department for Environmental Protection (KDEP) and the site's potentially responsible parties (PRPs) have investigated site conditions and taken steps to clean up the site in order to protect people and the environment from contamination.



Bullitt County



Environmental Design

Smith's Farm

Location: Pryor Valley Rd., Brooks, KY

Affected Media: Ground water, Leachate, Sediment, Soil, Surface water

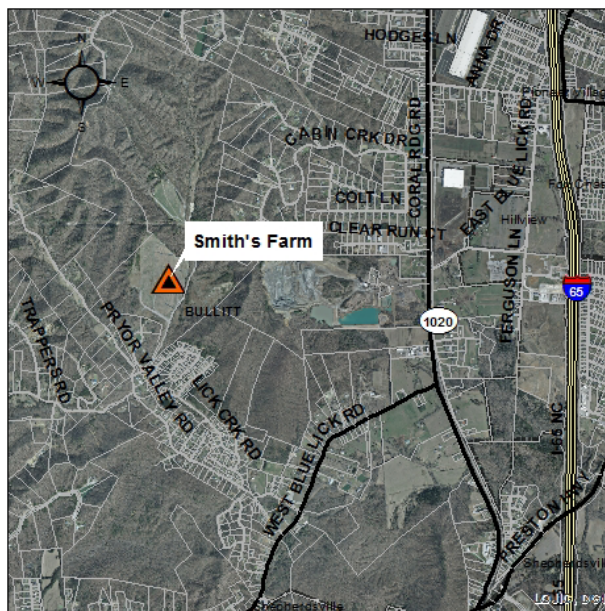
Cleanup Status: Construction complete - physical cleanup activities have been completed

Human Exposure Under Control: Yes

Groundwater Migration Under Control: NA

Sitewide Ready for Anticipated Use: Yes

The Smith's Farm site includes both an uncontrolled dump that received industrial waste from around the 1940s until the 1970s and an industrial landfill operated until 1989. The site originally included an 80-acre unpermitted former drum disposal area; a 40-acre formerly permitted landfill; and several smaller, isolated disposal areas where unpermitted disposal of hazardous waste occurred over at least 30 years. EPA placed Smith's Farm on the National



Priorities List (NPL) in 1986 because of contaminated ground water, sediment, soil, and surface water resulting from waste disposal activities at the site. EPA, the Kentucky Department for Environmental Protection (KDEP) and the site's potentially responsible parties (PRPs) have investigated site conditions and taken steps to clean up the site in order to protect people and the environment from contamination. Site contamination does not currently threaten people living and working near the site.

A.L. Taylor (Valley of the Drums)

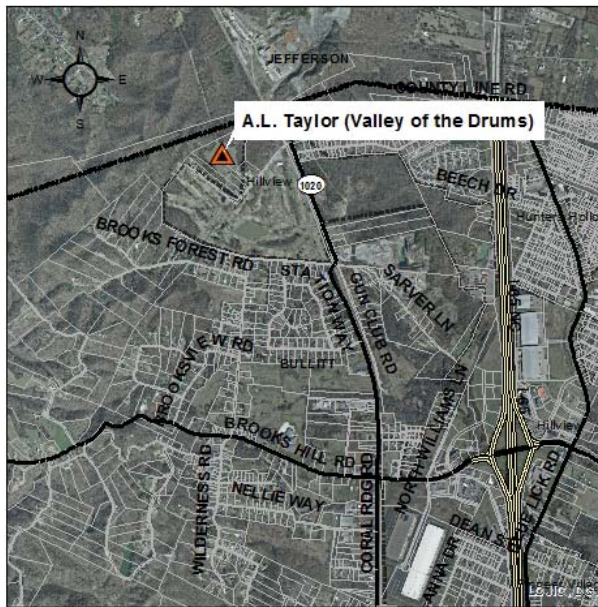
Location: KY 1020, Brooks, KY

Affected Media: Ground water, Soil, Surface water

Cleanup Status: Deleted from the National Priorities List (NPL)

Human Exposure Under Control: Yes

The A.L. Taylor site was used for a waste disposal operation from 1967 to 1977. The owner dug up pits on site and emptied the contents of waste drums from area paint and coating industries into the pits before recycling the drums. After the Commonwealth of Kentucky stopped the owner from burying solvents, the site owner used soil from the nearby hillsides to cover the disposal pits. In addition, the owner stored thousands of drums on site, especially during the later years



of site operations. The owner received and disposed of waste at the site until 1977. EPA placed the site on the National Priorities List (NPL) in 1983 because of contaminated ground water, soil and surface water resulting from waste handling practices. EPA, the Kentucky Department for Environmental Protection (KDEP) and the site's potentially responsible parties (PRPs) investigated site conditions and took steps to clean up the site in order to protect people and the environment from contamination. Site contamination does not currently threaten people living and working near the site.

AIR QUALITY

Air quality is monitored by the Division of Air Quality Control of the Kentucky Natural Resources and Environmental Protection Cabinet, Department for Environmental Protection. The "Kentucky Ambient Air Quality Report" which is produced by the Technical Services Branch of the Kentucky Division of Air Quality is issued annually. The last report issued summarizes statistical results of monitoring conducted during the year 2007 to measure outdoor concentrations of air pollutants in the Commonwealth. The primary source of data for the report is the Air Quality Surveillance Network operated by the Kentucky Division for Air Quality which has operated an air quality monitoring network since July 1967.

Bullitt County



Bullitt County is located within the Appalachian Intrastate North Central Kentucky Intrastate Air Quality Control Region which includes the following 14 counties: Bullitt, Breckinridge, Grayson, Hardin, Henry, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble and Washington. In 2007, the Air Quality Surveillance Network had three monitors in this area as follows:

LOCATION	AQS ID
2nd Carpenter St.- Shepherdsville, KY, Bullitt County	21-029-0006
801 N. Miles St. - Elizabethtown, KY, Hardin County	21-093-0006
DOT Garage, 3995 Morgan - Buckner, KY, Oldham County	21-185-0004

The Division of Air Quality also has an Air Quality Index (AQI) used for reporting daily air quality for the five major air pollutants regulated by the Clean Air Act: ground level, ozone, particulate pollution, carbon monoxide, sulfur dioxide, and nitrogen dioxide. An AQI value of 50 represents good air quality with little potential to affect public health while an AQI value over 300 represents hazardous air quality. An AQI value of 100 generally corresponds to the national air quality standard. Therefore, AQI values of 100 are generally satisfactory while values above 100 are considered to be unhealthy - at first for certain sensitive groups of people, then for everyone as AQI values get higher. As part of the 2007 Kentucky Ambient Air Quality Report, a map was generated showing the Air Quality Index for the number of days in which the AQI is above 100 for each county (if data is available). On this map, it shows that Bullitt County had 6-10 days above an AQI of 100.

NOISE

Excessive noise levels can impact the quality of life, health and safety. The most offensive noise is primarily created from air traffic, vehicles, railroad, military reservations, earth products and industrial uses. Transportation Corridors are primary sources. Mitigation requirements will be addressed.

As a portion of Fort Knox Military Reservation is located within Bullitt County, noise levels should be considered when new development is proposed. According to the 2008 "Fort Knox Joint Land Use Study" noise from blasting extends off the Fort Knox military installation along the eastern and southeastern boundary

near the city of Lebanon Junction. Figure 4-7 illustrates the noise contours for the large caliber weapons. For the small caliber weapons peak noise levels must also be considered. Figure 4-8 illustrates the noise contours for small arms at Fort Knox. Exposure to noise within this area is severe and development within this area should be limited to activities such as industrial, manufacturing, transportation and resource production. Residential within the Noise II Zone should be prohibited.

The Louisville International Airport (KSFDF) is the only large commercial airport within 15 miles of Bullitt County. Figure 4-9 illustrates the 2011 noise contours for KSFDF. The Bluelick airport is the only airport within Bullitt County but it does not carry commercial traffic. Godman Army Airfield is located on Fort Knox on the west end near Muldraugh and is used exclusively for military aviation missions.

One primary highway of concern for noise in Bullitt County is Interstate 65 (I-65) which runs from north to south through the county. The 2011 average daily traffic count (ADT) at the north end of I-65 is between 76,935 and 91,625; and at the south end, the ADT is between 52,017 and 66,576. A preliminary noise analysis based on this ADT indicates that a site specific noise assessment should be conducted if any noise sensitive uses such as a residential use, hospital, nursing homes etc are proposed within 1000 feet of I-65 on the north end; 700 feet of I-65 on the south end. Other highways of concern are US 31-E, KY 44 and KY 61.

The CSX Railroad, which crosses Bullitt County from north to south is the only major railroad in Bullitt County. An average of 18 trains per day pass through the Bullitt County planning area. RJ Corman maintains a railroad line that runs from east to west from Belmont to Nelson County; this track has a limited amount of railroad traffic. (For more information on CSX see Chapter 7 Rail Transportation).

The main issues involved in any noise analysis are how much noise a site is exposed to, what types of activities are affected and what design or attenuation measures can be used to keep noise to an acceptable level. Outdoor noise levels are of greatest concern in residential areas especially at night when sleep is disrupted.

Bullitt County



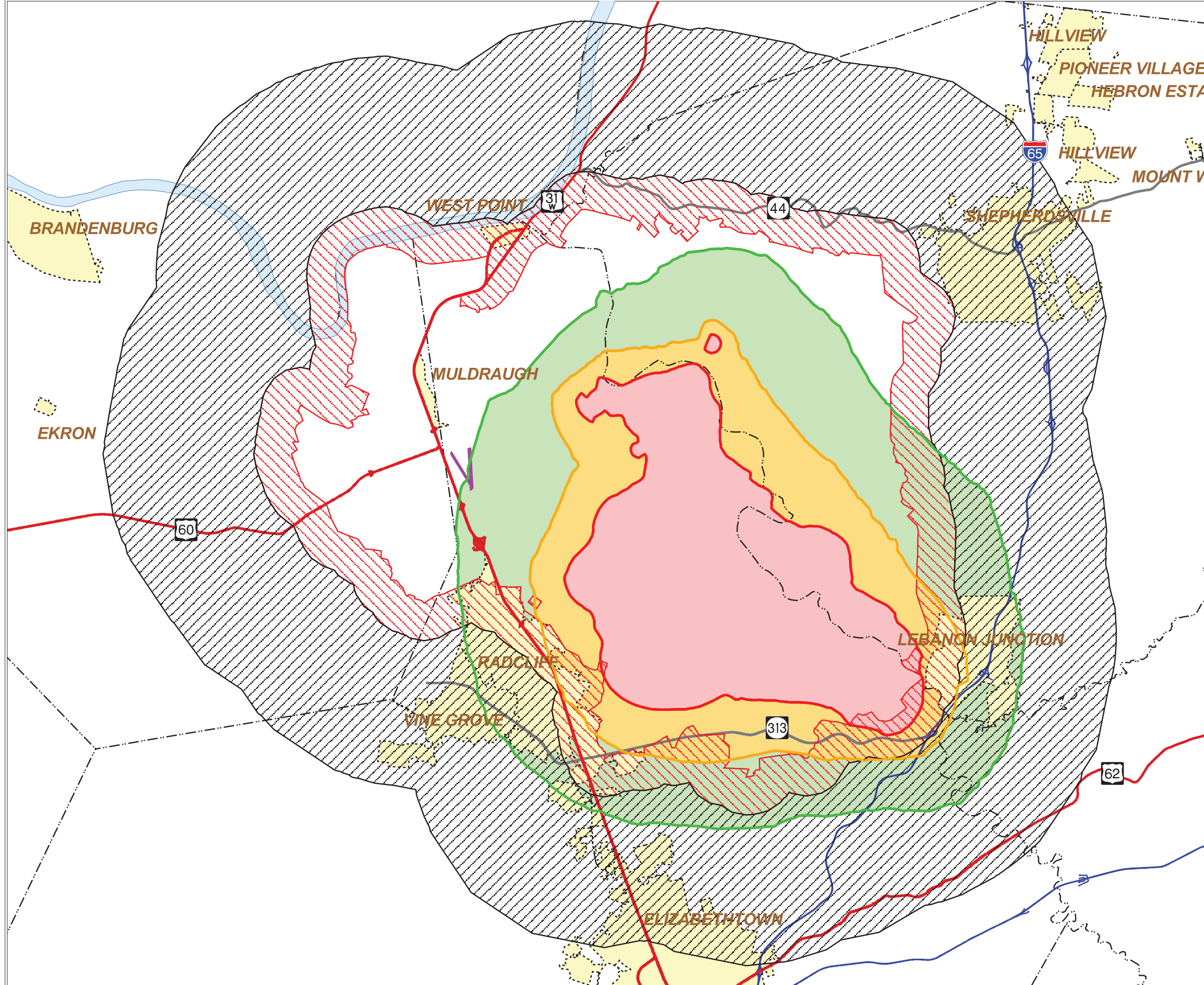
There are three basic way to mitigate high noise exposures. Relocating noise sensitive uses out of the high noise areas is the best and most desirable approach. A second mitigation approach is a noise barrier. Barriers can be actual walls, earthen mounds (called berms) or even other buildings. The barrier has to break the line of sight between the noise source and the noise sensitive use to be effective. The effectiveness of a noise barrier can be reduced by as much as 50% if the barrier is not long enough or tall enough to completely break the line of sight. The third noise mitigation approach is to incorporate noise attenuation measures into the building's themselves. This is not a desirable mitigation method because it leaves the outside areas of the building exposed to high noise levels. Noise attenuation measures incorporated into buildings include: sealing off leaks around windows, doors and vents; reducing the need for open windows by providing central air conditioning; locating windows away from the noise source; and designing exterior walls which attenuate noise.

ENDANGERED SPECIES

The primary concern for the impacts of development on plant and animal life is the effect on rare and endangered species. A total of five species of Federally listed Endangered species potentially exist in Bullitt County according to the Kentucky Department of Fish and Wildlife Resources. Of this number, three are mollusks (or freshwater mussels) and two are bats. In addition one plant species, the Kentucky glade cress has been proposed for listing as a federally threatened species. The species are listed in Table 4-3 as follows:

**TABLE 4-3
BULLITT COUNTY ENDANGERED SPECIES**

Endangered Species	Federal Status	State Status	Location
Gray Myotis Bat	Endangered	Threatened	Area cave or cave like habitats
Indiana Bat	Endangered	Endangered	Caves with 39-46 deg. f. temps.
Rink Pink Mussel	Endangered	Endangered	Area Rivers and Streams
Orangefoot Pimpleback Mussel	Endangered	Endangered	Area medium to large Rivers
Club Shell Mussel	Endangered	Endangered	Area Rivers and Streams



LEGEND

- Ft Knox Radius
 - 1 Mile
 - 5 Miles
- HIGHWAYS
 - US ROUTE
 - INTERSTATE/PARKWAY
 - State Route
- Airport
- COUNTY BOUNDARY
- Incorporated City
- CDNL (Decibels)
 - 57 LUP Zone
 - 62 Zone II
 - 70 Zone III

C-weighted Day-Night Level (CDNL)
 NOISE ZONES DESCRIPTIONS AND LAND USE GUIDELINES
 Day Night Level Descriptions.

(a) The Noise Zone III consists of the area around the source of the noise in which the level is greater than 70 decibels (dB). C-weighted day-night sound level (CDNL) for large caliber weapons. The noise level within Noise Zone III is considered so severe that noise-sensitive land uses should not be considered therein.

(b) The Noise Zone II consists of an area where the day-night sound level is between 62 and 70 dB CDNL for large caliber weapons. Exposure to noise within this area is considered significant, and use of land within Noise Zone II should normally be limited to activities such as industrial, manufacturing, transportation, and resource production. However, if the community determines that land in Noise Zone II areas must be used for residential purposes, then noise level reduction features of 25 to 30 decibels should be incorporated into the design and construction of the buildings.

(c) The Noise Zone I include all areas around a noise source in which the day-night sound level is less than 62 dB CDNL for large caliber weapons. This area is usually acceptable for all types of land use activities.

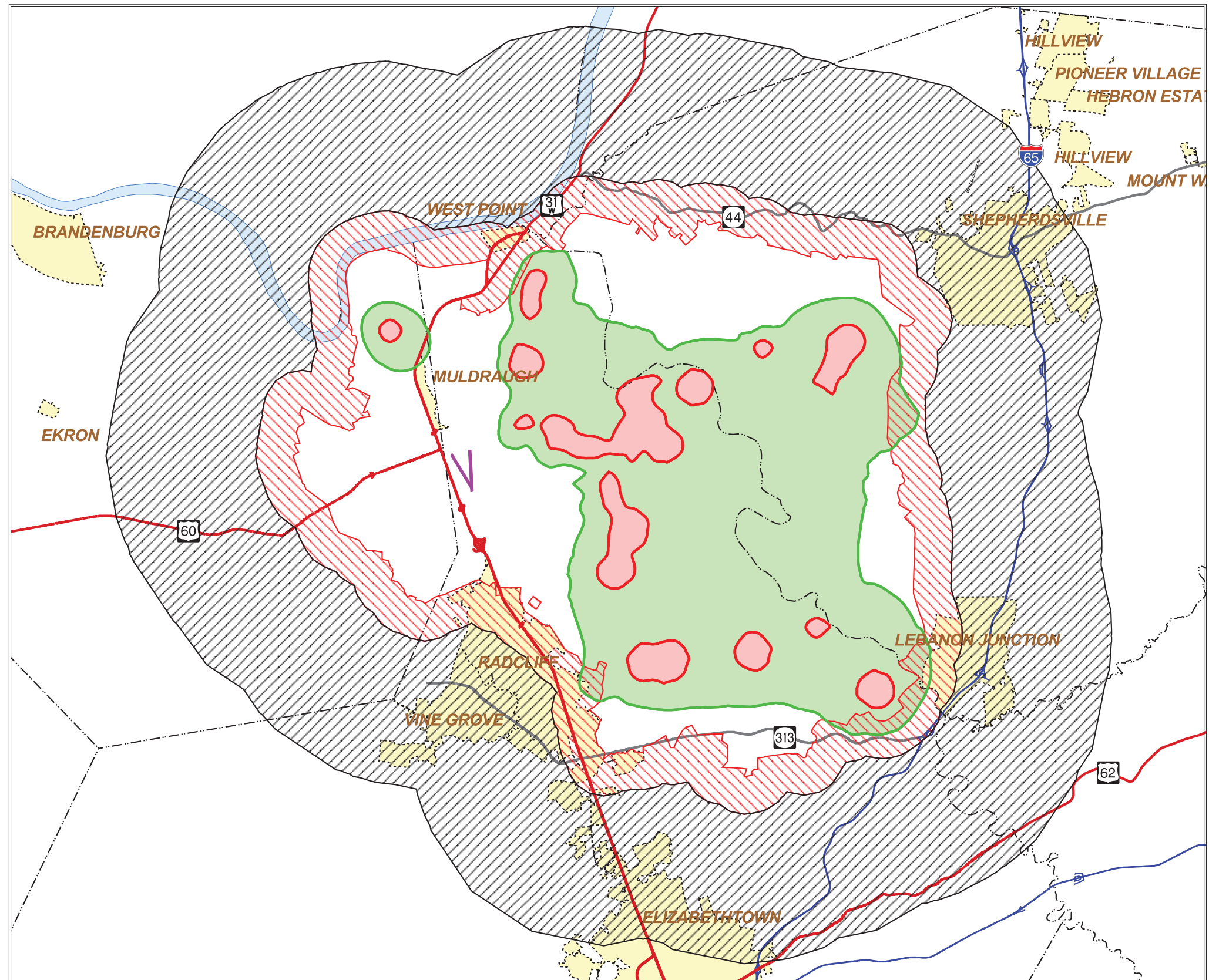
(d) The Land Use Planning Zone (LUPZ) DNL noise contours, 57 dB CDNL, represent an annual average that separates the Noise Zone II from the Noise Zone I. Taking all operations that occur over the year and dividing by the number of training days generates the contours. But, the noise environment varies daily and seasonally because operations are not consistent through all 365 days of the year. In addition, the Federal Interagency Committee on Urban Noise document states "Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider." For residential land uses, depending on attitudes and other factors, a 57 CDNL may be considered by the public as an impact on the community environment. In order to provide a planning tool that could be used to account for days of higher than average operations and possible annoyance, the LUPZ contour is being included on the noise contour maps.



FORT KNOX JOINT LANDUSE STUDY

Figure 4-7
 Noise Contours
 CDNL





LEGEND

Ft Knox Radius

- 1 Mile
- 5 Miles

HIGHWAYS

- US ROUTE
- INTERSTATE/PARKWAY
- State Route
- Airport
- COUNTY BOUNDARY
- Incorporated City

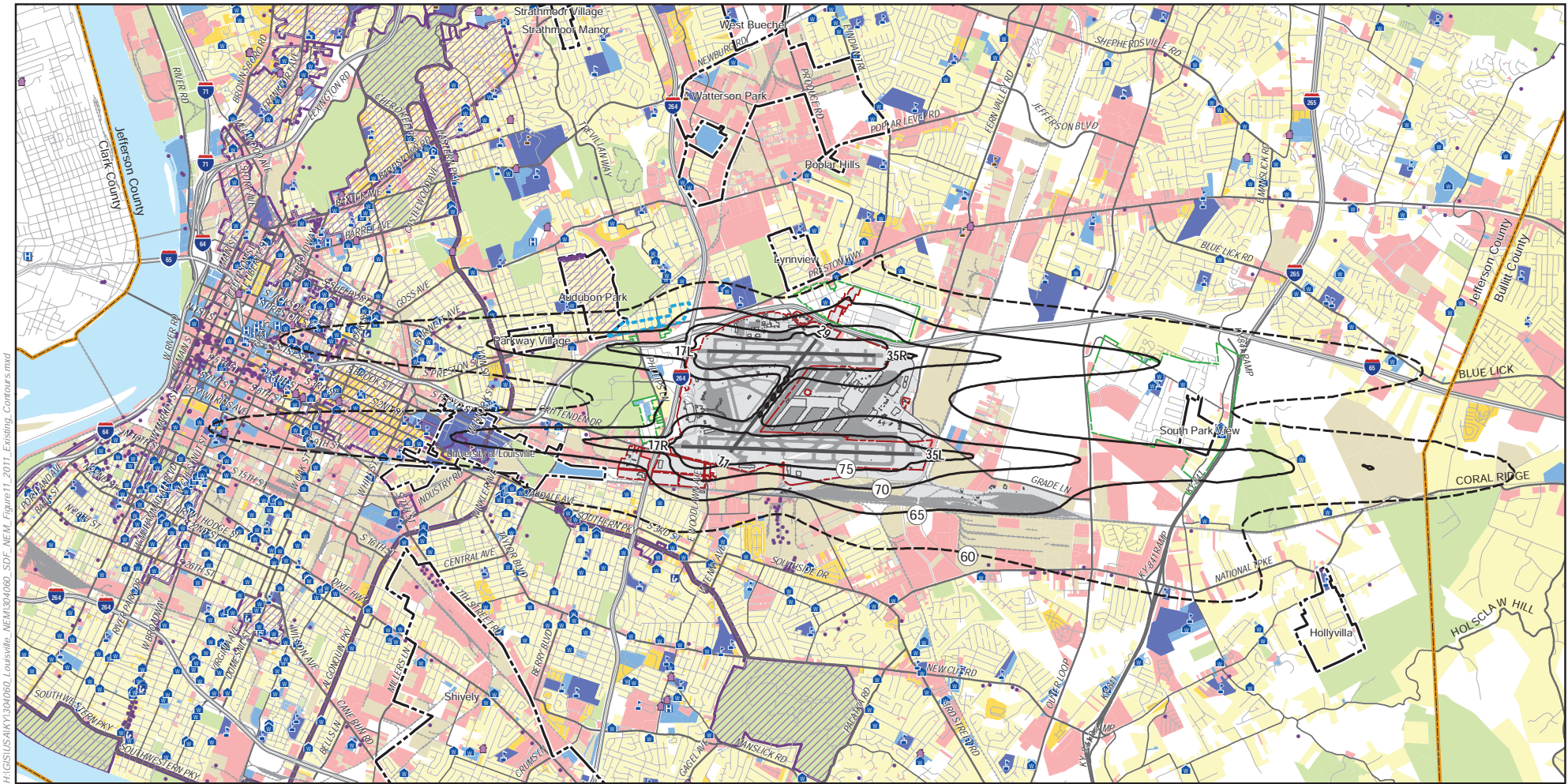
Small Arms PK15 (decibels)

- 87 Zone II
- 104 Zone III

Small Arms PK15
NOISE ZONES DESCRIPTIONS AND LAND USE GUIDELINES
 1. Day Night Level Descriptions.
 (a) The Noise Zone III consists of the area around the source of the noise in which the level is greater than 104 PK15(met) for small arms. The noise level within Noise Zone III is considered so severe that noise-sensitive land uses should not be considered therein.
 (b) The Noise Zone II consists of an area where the day-night sound level is between 87 and 104 PK15(met) for small arms. Exposure to noise within this area is considered significant, and use of land within Noise Zone II should normally be limited to activities such as industrial, manufacturing, transportation, and resource production. However, if the community determines that land in Noise Zone II areas must be used for residential purposes, then noise level reduction features of 25 to 30 decibels should be incorporated into the design and construction of the buildings.
 (c) The Noise Zone I include all areas around a noise source in which the day-night sound level is less than 87 PK15(met) for small arms. This area is usually acceptable for all types of land use activities.

FORT KNOX JOINT LANDUSE STUDY

Figure 4-8
Noise Contours
 Small Arms PK15



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Legend

- | | | | |
|-------------------------|----------------------------|---------------------------------|---|
| College/University | Expressway | Residential/Single Family | 2011 DNL Contour |
| Schools | Arterial | Residential Multi-Family | 2011 DNL Contour (60 dB, for Information Purposes Only) |
| Hospital | Collector | Commercial | |
| Nursing Home | Local | Manufacturing | |
| Library | Railroad | Parks / Cemeteries / Recreation | |
| Place of Worship | Runway | Public / Government Use | |
| Airport Boundary | Historic District | Educational | |
| Municipal Boundary | Non-District Historic Site | Transportation | |
| County Boundary | | Vacant / Undefined | |
| Airport Relocation Area | | | |
| Sound Insulation Areas | | | |

**Figure 4-9
Existing Condition (2011)
Noise Exposure Map**

**Noise Exposure Map Update
Louisville International Airport**



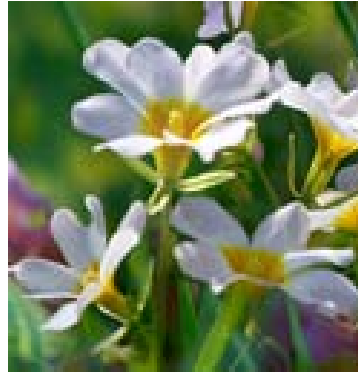
HARRIS MILLER MILLER & HANSON INC.

CMS Coulter Mapping Solutions (CMS), Inc.



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In May, 2013 the U.S. Fish and Wildlife Service proposed to designate critical habitat for the Kentucky glade cress which is only found in southern Jefferson County and Bullitt County, Kentucky. Glade cress grows on areas of flat soil, usually the thin soils and gravel around dolomite rock outcrops. It is also found in lawns and pastures where moist bare soil is predominant in the spring. The natural rock outcrops in this area are another important habitat for glade cress but very few remain today. The surface dolomitic limestone has created unusual conditions for plant growth, generally wet in the spring when water is held near the surface and then very dry due to the lack of soil and other vegetation throughout the summer. Glade cress takes advantage of this moist spring by flowering in March and dispersing its seed in May and June, before the other plants can establish. Figure 4-10 identifies 5 critical habitat areas located in Bullitt County: *Unit 2* - Old Mans Run; *Unit 3* - Mount Washington; *Unit 4* - Cedar Creek, *Unit 5* - Cox Creek; *Unit 6* - Rocky Run. Each unit contains all of the primary physical or biological features essential to the conservation of the Kentucky glade cress.



Unit 2 totals 1,014 acres and extends into Bullitt County and Jefferson County. It is located just south of the Jefferson/Bullitt County line and extends north of Old Mans Run. *Unit 3* consists of 42 acres primarily within or adjacent to the city limits of Mount Washington, north of Old Mills Road (KY 44). *Unit 4* consists of 547 acres and is located south of the Salt River and northeast of Cedar Grove. This seems to represent the core of the remaining high-quality habitat for Kentucky glade cress. The KY State Nature Preserve Commission currently owns 83 acres and the Nature Conservancy owns 91 acres within this unit.

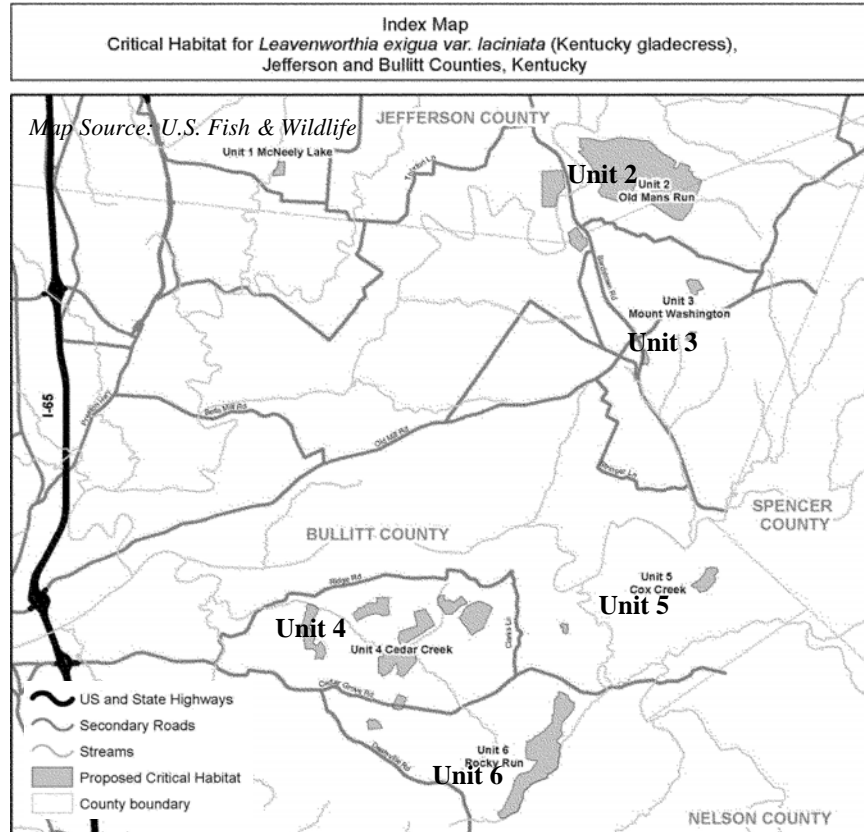
Unit 5 consists of 58 acres and includes two subunits north of Cedar Grove Road (KY 480) and east of Clarks Lane (KY 1442). These subunits are important for maintaining the distribution and genetic diversity of the species. *Unit 6* consists of 374 acres in Bullitt County, Kentucky. This unit appears to represent the largest intact glade habitat remaining within the range of the species. The designated critical habitat's may require special management considerations or protection to ad-

Bullitt County



dress potential adverse effects associated with development on private land, incompatible commercial, or agricultural practices, and horseback riding.

Figure 4-10



SUMMARY

The purpose of this chapter is to identify development impacts on the environment within the planning period and to determine how Bullitt County can continue to develop without destroying its natural resources and quality of life. The following paragraph summarizes recommendations that are a product of this chapter and the goals and objectives.

As Bullitt County continues to grow the environmental resources of the County will be heavily impacted as the need for additional housing, commercial and community facilities increase. As part of the development process, geologic hazards, such sinkholes and Superfund sites should be mapped. Standards should be created that outline the procedures necessary to mitigate the creation of addi-

Environmental Design

tional environmental hazards. Where development is planned a search should be performed for abandoned oil and gas wells near project sites. When environmentally sensitive areas are identified there should be greater collaboration between the County and City governments to discourage development in these areas.

Bullitt County



Comprehensive Plan

CHAPTER FIVE HOUSING & HISTORIC PRESERVATION

INTRODUCTION

The quality of life in any region is integrally related to the quality of its housing stock. Goals for the improvement of housing must focus simultaneously on issues of supply and demand. Demand factors include population growth, demographic patterns of household formation, income factors, and economic opportunities in the county and region. Additional local factors affecting demand include transportation, education, commercial and recreational facilities, and proximity to jobs. Housing supply factors include the availability of land, capital, financing, and appropriate infrastructure including road access and required utilities.

In a market economy the role of government in housing may not be well understood. Housing supply is typically considered a market matter, except where housing for the economically disadvantaged is concerned. However, government provision or withholding of designated areas for residential development or services, such as water and sewer availability, can affect housing supply. On the demand side, homebuyers' perceptions of local and regional amenities influence private decisions to locate in an area. Government actions affecting the transportation system, schools, parks, recreational facilities, and other local amenities can affect these perceptions and, in turn the desirability of an area as a place to live. Housing decisions, whether a result of deliberate policy initiatives or an accumulation of private choices, carry long-term consequences affecting community growth patterns and lifestyles. The potential benefits of a concerted, coordinated housing policy should therefore be clear.

In Bullitt County population growth has been significant and continuous. It is projected to continue at a fairly high rate in the immediate future and then eventually taper to a more moderate rate. Housing construction will have to keep pace if decent, safe, and sanitary housing is to be made available to the expanding population. The county and cities must be concerned with the housing needs of the current and projected population in terms of location and affordability.

Bullitt County



In addition, an appropriate mix of housing types must be encouraged and maintained to ensure that local fiscal revenues will be sufficient to provide necessary services in an efficient manner. These two sides of the housing equation must be kept in balance if the county and cities are to maintain a decent standard of public health, safety, and welfare for its citizens.

The major tools that local governments have to influence the quantity, quality, type and location of housing are direct regulatory means such as building code enforcement, zoning, and aesthetic regulations and indirect means such as provision of services and amenities. Another direct means is the use of public money to build or rehabilitate low and moderate income housing or to subsidize housing costs.

HOUSING TENURE

Table 5-1 shows 2010 Census housing data by tenure for Bullitt County and the eight cities. In 2010 the 53.6% of the housing units in Bullitt County were located in the unincorporated areas of the county. Shepherdsville had the highest number of housing units within a city accounting for 15.3% of the housing stock. Overall 80.8% of the occupied units were owner occupied. Fox Chase had the highest percentage of owner occupied units at 98.8%. Shepherdsville and Lebanon Junction had the highest concentration of rental units at 39.4% and 32.6% respectively. The overall vacancy rate for Bullitt County in 2010 was 5.6%. The City of Lebanon Junction had the highest vacancy rate at 8.4%. The lowest vacancy rate was in Hebron Estates at 3.9%.

Vacancy rates of four to five percent are considered necessary to provide choice and mobility in the housing market and meet short term increases in demand. Too many vacancies reduce the demand for new units while too few vacancies will often force housing costs to increase as demand is generated for new units. An adequate supply of both rental and owner occupied housing units is also necessary to foster growth and meet the demands of new families moving into the area. In communities without a code enforcement program for existing structures, high vacancy rates can also be an indication of substandard housing units which are vacant due to their poor condition. In such cases, the community may need to consider imple-

Housing & Historic Preservation

**TABLE 5-1
HOUSING UNITS BY TENURE - 2010**

AREA	TOTAL UNITS	OCCUPIED UNITS	PERSONS PER HOUSEHOLD	OWNER OCCUPIED HOUSING UNITS		RENTER OCCUPIED HOUSING UNITS		VACANCY RATE
				TOTAL	%	TOTAL	%	
Bullitt County	29,318	27,673	2.67	22,366	80.8%	5,307	19.2%	5.6%
Unincorporated	15,705	14,797		13,097	88.5%	1,700	11.5%	5.8%
Shepherdsville	4,483	4,199	2.61	2,545	60.6%	1,654	39.4%	6.3%
Mt. Washington	3,687	3,474	2.62	2,701	77.7%	773	22.3%	5.8%
Hillview	3,051	2,934	2.79	2,239	76.3%	695	23.7%	3.8%
Pioneer Village	835	803	2.53	697	86.8%	106	13.2%	3.8%
Lebanon Junction	784	718	2.53	484	67.4%	234	32.6%	8.4%
Hebron Estates	456	445	2.44	333	74.8%	112	25.2%	2.4%
Fox Chase	178	171	2.61	169	98.8%	2	1.2%	3.9%
Hunters Hollow	139	132	2.92	101	76.5%	31	23.5%	5.0%

Source: 2010 U.S. Census

menting a code enforcement program along with housing redevelopment projects to eliminate substandard housing and create additional homeownership opportunities.

HOUSING CHARACTERISTICS

Table 5-2 shows the number and type of housing units from in Bullitt County for the 2000 Census and estimates from the American Community Survey (ACS) from survey data collected from 2007 to 2011. As different survey methods were used between the two periods, the numbers may not be exactly comparable. Single family housing units are the dominant housing type in the county. Mobile homes are the second most numerous housing type. Other than mobile homes which declined in number, all types of housing units increased during the period. The number of multi-family units more than doubled.

Bullitt County



**TABLE 5-2
SUMMARY OF HOUSING UNITS FOR BULLITT COUNTY**

HOUSING TYPE	2000 CENSUS		2007-2011 Estimates		% CHANGE 2000-2010
	#	%	#	%	
SINGLE FAMILY	18,267	78.9%	23,329	80.2%	27.7%
DUPLEX	168	0.7%	192	0.7%	14.3%
3-4 UNITS	532	2.3%	675	2.3%	26.9%
MULTI-FAMILY (5 or MORE)	1,234	5.3%	2,092	7.2%	69.5%
MOBILE HOME	2,921	12.6%	2,813	9.7%	-3.7%
OTHER (Boat, RV, Van, etc.)	38	0.2%	0	0.0%	-100.0%
TOTAL	23,160	100.0%	29,101	100.0%	25.7%

Source: U.S. Census -2000; American Community Survey 2007-2011

HOUSING CONDITIONS

Housing conditions can be evaluated by analyzing selected census data measures and through visual surveys. Census data indicators of substandard housing include the age of the housing stock, structures lacking complete plumbing or kitchen facilities, and overcrowding. Those units lacking complete plumbing facilities are considered to be substandard. A housing unit is considered to have complete plumbing facilities if it has hot and cold piped water, a flush toilet, and a bathtub or shower. A unit is considered by the US Census Bureau to lack complete plumbing facilities if any of the three are not present. Housing units constructed prior to 1960 are considered to be potentially substandard due to the age of the structure. According to the US Department of Housing and Urban Development, overcrowding is considered to exist if there is more than one person per room in a household. In Kentucky, homes that lack a heat source or use coal or wood as the primary heat source are also an indication of potentially substandard housing as these homes may lack a means of maintaining interior temperatures above freezing in the winter. A summary of housing conditions using 2007 to 2011 American Community Survey five year estimates is presented in Table 5-3.

Housing & Historic Preservation

**TABLE 5-3
HOUSING CONDITIONS, 2007-2011**

AREA	TO-TAL	BUILT BEFORE 1960		LACK COMPLETE PLUMBING		MORE THAN 1.0 PERSON PER ROOM		WOOD OR NO PRIMARY HEAT	
		#	%	#	%	#	%	#	%
Bullitt County	29,101	2,820	9.7%	91	0.3%	460	1.6%	645	2.2%
Unincorporated	15,428	1,382	9.0%	7	0.0%	271	1.8%	579	3.8%
Shepherdsville	4,597	310	6.7%	0	0.0%	76	1.7%	33	0.7%
Mt. Washington	3,715	429	11.5%	43	1.2%	58	1.6%	7	0.2%
Hillview	3,045	305	10.0%	21	0.7%	47	1.5%	0	0.0%
Pioneer Village	880	87	9.9%	0	0.0%	7	0.8%	0	0.0%
Lebanon Junction	716	296	41.3%	17	2.4%	0	0.0%	19	2.7%
Hebron Estates	397	9	2.3%	3	0.8%	0	0.0%	5	1.3%
Fox Chase	206	2	1.0%	0	0.0%	1	0.5%	0	0.0%
Hunters Hollow	117	0	0.0%	0	0.0%	0	0.0%	2	1.7%

Source: 2007 - 2011 American Community Survey Five Year Estimates

Houses lacking complete plumbing facilities are found in about 0.3% of housing units in Bullitt County, with the most in the cities of Mt. Washington (43), Hillview (21) and Lebanon Junction (17). Bullitt County as whole also showed 2.2% of the total units (645) use wood as a primary heating source or had no heat source. The majority of these were in the unincorporated areas of the county. Overcrowding conditions exist in a total of 460 units (1.6%) of the county’s housing units, over half of these were in the unincorporated areas of the county with a remainder primarily located in the cities of Shepherdsville, Mt. Washington and Hillview.

Overall, 9.7% of Bullitt County’s housing stock was constructed prior to 1960. The greatest number of older homes are located in the unincorporated areas of the county (1,382). The city of Lebanon Junction had the highest percentage of older homes with 41.3% (296) constructed prior to 1960. A windshield survey of the county is underway to determine if there are some areas that could benefit from housing rehabilitation or neighborhood redevelopment efforts.

Bullitt County



Housing & Historic Preservation

CURRENT HOUSING TRENDS

Based on Census data and the American Community Survey, Bullitt County's housing stock grew by an estimated 5,941 units (25.7%) between 2000 and the 2007 to 2011 period. Housing trends since the 2000 Census can be analyzed by examining building permit information for Bullitt County from 2000 to 2012. Table 5-4 shows a summary of the building permits for the years 2000 to 2012 by community. Figure 5-1 shows totals for Bullitt County by year. A total of 6,414 single family homes (including row houses), 1,142 multi-family units and 438 manufactured homes were permitted during the period for a total of 7,994 housing units. When added to the units at the time of the 2000 census (April, 2000), the total units in Bullitt County at the end of 2012 would be 31,154. It should be noted that this does not account for attrition of housing units due to demolition, fire etc. As shown in Figure 5-1, housing construction in Bullitt County peaked in 2004 & 2005 then steeply declined. Multi-family permits jumped in 2011 due to the construction of the 192 unit Reserves at Thomas Glen apartment complex in Shepherdsville. In 2012, the number of permits were about one-third of peak levels.

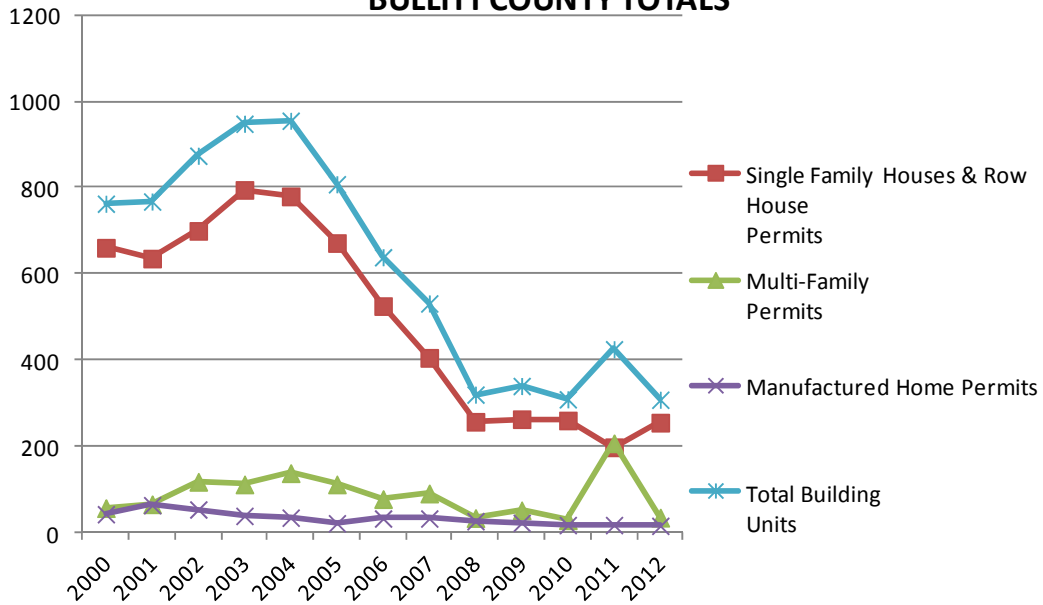
TABLE 5-4
BULLITT COUNTY BUILDING PERMITS 2000- 2012

Community	Multi Family Dwellings		Row Houses	Single Family	Manufactured Homes	Total Units by Community
	Blds	Units	Units	Units	Units	Units
Unincorporated Area	3	32	6	1980	412	2430
Shepherdsville	88	580	149	1457	8	2194
Mt Washington	46	324	196	2150	1	2671
Hillview	14	188	0	244	0	432
Hebron Estates	0	0	0	16	0	16
Pioneer Village	2	14	153	13	0	180
Lebanon Junction	1	4	16	30	17	67
Fox Chase	0	0	0	3	0	3
Hunters Hollow	0	0	0	1	0	1
Totals	154	1142	520	5894	438	7994

Source: Bullitt County Planning and Zoning Office

Housing & Historic Preservation

**FIGURE 5-1
RESIDENTIAL BUILDING PERMITS BY YEAR
BULLITT COUNTY TOTALS**



Year	Single Family Houses & Row House Permits	Multi-Family Permits	Manufactured Home Permits	Total Building Units
2000	661	58	44	763
2001	636	67	65	768
2002	700	119	55	874
2003	795	113	40	948
2004	780	139	36	955
2005	672	113	23	808
2006	526	79	34	639
2007	406	92	34	532
2008	258	35	28	321
2009	264	53	24	341
2010	261	30	19	310
2011	199	208	19	426
2012	256	36	17	309
Totals	6414	1142	438	7994

Source: Bullitt County Planning and Zoning Office

Bullitt County



The majority of the units permitted from 2000 to 2012 were single family homes (5,894 or 73.7%). Row houses are units with shared walls but with each unit sold on an individual lot. Townhouses and duplexes have shared walls, but are sold as a unit on a lot so there is more than one housing unit on the lot. They are counted as multi-family dwelling units for building permits. Multi-family units were 14.3% of the building permits, row houses 6.5% and manufactured homes 5.6%.

FUTURE HOUSING NEEDS

An estimate of the number of additional housing units needed can be made using population projections and some assumptions based upon demographic trends. Bullitt County had 2.67 persons per household in the year 2010; however, the Kentucky State Data Center estimates that this number will decrease to 2.43 by 2030 and level off to 2.40 by the year 2040. Therefore, 2.43 persons per household will be used to calculate housing needs to the year 2030.

Assuming a 2030 population of 102,461, a 6% vacancy rate, and 2.43 persons per household, a minimum number of 44,695 housing units will be needed in Bullitt County by the year 2030. This is an increase of 13,541 units or 43% from the estimated number of existing units in 2012. It is important to note that these numbers should be treated as minimums since it can be assumed that some existing units will be demolished or deteriorate beyond use over the next eighteen years.

Assuming that there is sufficient land zoned for residential use available, communities do not normally need to take action to provide housing for middle or upper income persons. Land use regulations can be used to encourage compact development rather than urban sprawl. Also providing or encouraging the provision of amenities such as parks, recreational facilities, good schools and so on will help to attract more upper scale housing development. The community may need to assist lower income persons and some elderly persons in finding decent, safe, and sanitary affordable housing. Current efforts to provide publicly assisted housing in the county are discussed below.

Housing & Historic Preservation

PUBLICLY ASSISTED HOUSING

A variety of financial assistance is available to help low income elderly, handicapped persons, and families find decent, safe, and sanitary housing. Assistance may be unit-specific or household specific. In unit specific housing, the housing subsidy stays with the housing unit for a contract period or indefinitely, as is the case with public housing. Household-specific assistance is committed to participating households. These households may relocate from one housing unit to another while continuing to receive the housing subsidy.

Assisted rental housing units in Bullitt County fall under a variety of programs as shown in Table 5-5. Public housing (PH) programs serve low and very low income families with rents based on income. Eligible tenants must pay the higher of either 30% of their adjusted gross income or 10% of their gross income. The Section 8 program helps low and very low income people pay their rent, with rents based on the same formula used for public housing assistance. Some assisted units are reserved for elderly people. Some are also specifically designed for handicapped persons. The former Farmers Home Administration (FmHA) program, now known as the Rural Development (RD) program, serves low and moderate income (LMI) households in rural areas. Low-income senior citizens or families paying rents of more than 30% of their adjusted annual incomes can qualify for rental assistance. In properties not offering rental assistance, tenants pay the greater of 30% of adjusted income or the base rent. Low interest rate loans are made to owners to reduce the rents (including utilities) paid by low-income tenants. The housing credit program (HC) is a Federal program administered by Kentucky Housing Corporation which increases availability of low-income rental housing by creating tax incentives for qualified developers to build affordable rental housing. Housing credits offer eligible property owners a ten-year tax credit for each unit set aside for low-income families. The units must be rent-restricted and available for long-term continuous rental use.

Bullitt County



Comprehensive Plan

**TABLE 5-5
BULLITT COUNTY ASSISTED RENTAL HOUSING**

As of April 2013

Property Name	Address	City	Phone Number	Total Assisted Units	Total Elderly Units	Total Accessible Units	Programs	1	2	3
Brooks Run Apartments	11650 Blue Lick Road	Hillview	(502) 955-2088	56	0	0	HOME; Housing Credit	35	10	11
Lebanon Junction Gates	11710 S. Preston Hwy	Lebanon Junction	(502) 833-2563	16	16	2	Rural Development	16 E	0	0
Lebanon Junction Greens	11885 S. Preston Hwy	Lebanon Junction	(502) 833-2563	20	0	2	Rural Development	20 A	0	0
Lebanon Junction Oaks	123 East Oak Street	Lebanon Junction	(502) 833-2563	16	0	1	Rural Development	0	16 A	0
Fox Den Apartments	174 Lynnwood Drive	Mt. Washington	(502) 491-2422	24	0	3	Rural Development	8 A	12 A	4 1-A
Allison Apartments	Winning Colors Drive	Mt. Washington		24	0	0	Housing Credit	0	12	12
Dove Field Manor	Cornell Dr.	Mt. Washington	(502) 451-2235	40	40	0	Housing Credit	0	40 E	0
Hillcrest Village	275 Meadows Dr.	Mt. Washington	(502) 491-2422	8	0	0	Project-Based Section 8	0	0	8
Lynnwood Village	275 Meadows Dr.	Mt. Washington	(502) 955-8824	8	0	0	Project-Based Section 8	0	0	8
Marilyn Heights	500 Starlite Dr.	Mt. Washington	(270) 259-5607	40	40	40	HOME; Housing Credit; Project-Based Section 8	0	40 E	0 40-A
Meadows Apartments I	500 Green Meadows	Mt. Washington	(502) 491-2422	52	0	0	Rural Development	28	24	0
Meadows Apartments II	500 Green Meadows	Mt. Washington	(502) 491-2422	48	0	0	Rural Development	16	24	8
Mt. Washington Apartments	4952 West St.	Mt. Washington	(502) 955-8824	24	0	0	HOME; Project-Based Section 8	0	24	0
Mt. Washington Place	12053 Highway 44 E.	Mt. Washington	(270) 259-5461	32	0	2	HOME; Housing Credit	16 A	16 A	0
Sunset Village Apartments	121 Louise Court	Mt. Washington	(502) 955-6103	24	24	2	Housing Credit; Rural Development	24 E	0	0 2-A

Housing & Historic Preservation

Household specific assisted rent is available under the Section 8 Housing Choice Voucher program. These rental vouchers are allocated in groups by the U.S. Department of Housing and Urban Development for a specific area which may cover more than one county. The type of assistance available is the same as that outlined for the Section 8 program. Tenants served under these programs locate rental housing of their choice in the geographic area. The housing unit may be an apartment, mobile home, duplex or house, and must meet HUD housing quality standards.

There are a variety of other forms of financial assistance available to low to moderate income persons for housing assistance. Assistance is available through both public and private non-profit groups. As these programs frequently change, current information on the types of assistance available should be obtained from the Kentucky Housing Corporation in Frankfort, Kentucky.

A total of 855 assisted rental units are currently available in Bullitt County in four cities (Table 5-5). Shepherdsville has the most assisted units at 423 with 84 elderly and 94 accessible units. Some units are designated as both elderly and accessible. Mt. Washington has 324 assisted units (104 elderly and 47 accessible) and Lebanon Junction has 52 assisted units (16 elderly and 5 accessible). The city of Hillview has 56 assisted units, none are designated as elderly or accessible. Of the total accessible units in Bullitt County, 259 have one bedroom, 450 have two bedrooms and 146 are three bedroom units.

Bullitt County



Comprehensive Plan

Housing & Historic Preservation

TABLE 5-5 (Continued)
BULLITT COUNTY ASSISTED RENTAL HOUSING
 As of April 2013

Property Name	Address	City	Phone Number	Total Assisted Units	Total Elderly Units	Total Accessible Units	Programs	1	2	3
Angela Homes	172 Sand Dollar Ct. #B	Shepherdsville	(502) 921-9505	1	0	0	Housing Credit	0	0	1
Autumn Manor Apartments	265 Highland Court	Shepherdsville	(502) 955-6103	24	24	24	Housing Credit; Project-Based Section 8; Rural Development	20 20-E 20-A	4 E 4-A	0
Cedar Grove Apartments I	210 Johnson Dr.	Shepherdsville	(502) 955-5330	36	0	2	Housing Credit; Rural Dev.	4 2-A	28	4
Cedar Grove Apartments II	190 Johnson Dr.	Shepherdsville	(502) 955-6103	36	0	2	Housing Credit; Project-Based Sec. 8 Rural Dev.	12 2-A	24	0
Lakeview Station	Alyssa Drive	Shepherdsville	(270) 259-5607	28	28	28	Housing Credit	0	28 E 28-A	0
Linda Villa	Highland Ct.	Shepherdsville	(270) 259-5607	32	32	32	Housing Credit	0	32 E 32-A	0
Northside Apartments	245 Northside Ave	Shepherdsville	(502) 955-6103	36	0	2	Housing Credit; Rural Dev.	12 2-A	20	4
Northside II Apartments	245 Northside Ave	Shepherdsville	(502) 955-6103	36	0	2	Housing Credit; Rural Dev.	8 2-A	24	4
Randolph Homes	Haley Avenue	Shepherdsville		2	0	0	SMAL Multifamily	0	0	2
Robin Crest Partners, LTD 1	Deerfield Court	Shepherdsville	(502) 778-5589	21	0	0	Housing Credit	0	0	21
Shepherds Garden Apartments	167 Joshua Court	Shepherdsville		4	0	0	Affordable Housing Trust Fund	0	0	4
Shepherdsville Station	147 Dustin Way	Shepherdsville	(502) 575-5923	11	0	0	HOME; SMAL Multifamily	0	0	11
Shepherdsville Village I	130 Landmark Court	Shepherdsville	(502) 543-2671	64	0	0	Project-Based Sec. 8	24	24	16
Shepherdsville Village II	130 Landmark Court	Shepherdsville	(502) 543-2671	40	0	2	Project-Based Sec. 8	16 2-A	24	0
Tanager Landing Apts	170 Tanager Ln.	Shepherdsville	(502) 634-9830	52	0	0	Housing Credit	0	24	28
Totals				855	204	146		259	450	146
								60-E	144-E	0-E
								38-A	107-A	1-A

E= Units reserved for the elderly (62 and older) A= Handicapped Accessible Blue: Administered by KHC
 Source: KY Housing Corporation Assisted Rental Housing Report, April 2013

Housing & Historic Preservation

HISTORIC RESOURCES

The historic preservation movement and restoration activities did not begin in the United States until the early nineteenth century. In the movement's beginning, the primary objective of historic preservation was to establish a national identity for the American culture and was implemented to celebrate the accomplishments and deeds of the country's forefathers. However, at the end of the nineteenth century, the preservation movement began to shift its focus to the historical and architectural merit of the structures themselves. Today, the importance of maintaining historic resources focuses on the great accomplishments of individuals and a community's history as well as architectural style. Both are fundamental to retaining a community's local character and quality of life.

The Bullitt County History Museum, which is housed in the county courthouse at 300 South Buckman Street in Shepherdsville, is staffed by volunteer members of the Bullitt County Genealogical Society. There are two display rooms featuring exhibits related to Bullitt County's heritage. There is also a free research room with computers to access the Internet and a growing collection of local historical and genealogical resources. Many of these resources have been digitized and can be found on the history museum's web site. The museum offers a microfilm reader/printer and a variety of microfilmed records.

Bullitt County was the 20th county in order of formation. The county was formed in December 1796 from parts of Jefferson and Nelson counties. It was named for Alexander Scott Bullitt, Kentucky's first lieutenant governor. The City of Shepherdsville, located where the western leg of the Wilderness Road crossed the Salt River, was founded in 1793 and is the county seat. Mt. Washington, which was first called Mt. Vernon, was established in 1818. It was an important stagecoach stop on the Louisville-to-Nashville turnpike. After construction of the Louisville Nashville Railroad (now CSX transportation) in the mid-1850's, communities sprang up at rail stops. One of these was Lebanon Junction. After Lebanon Junction was selected by the railroad as a site for a rail yard and a roundhouse for steam locomotives in the 1890's, it became one of the county's largest cities. As steam engines

Bullitt County



Comprehensive Plan

were gradually replaced with diesel engines, the rail yard and terminal were closed by 1949.

ARCHEOLOGICAL AND NATURAL RESOURCES

Bullitt County has significant natural and archeological resources. Archaeological discoveries along parts of the Salt River and Floyd's Fork indicate that Native Americans lived here 15,000 years ago. Although most damaged or aged architectural structures can be restored, archeological resources cannot be. Most resources of this type are fragile and irreplaceable. Since all are sensitive to the development that occurs around them, it is important to take precautionary measures when considering this type of preservation. Areas of concern should be identified during the development process. One site, the Ashworth Rock Shelter Site, is listed on the National Register of Historic Places. Due to the concern that archeological sites may be disturbed by those seeking artifacts, the locations of these sites are not identified in public documents. The Kentucky Heritage Council should be consulted to determine if known sites will be disturbed by new development.

CEMETERIES AND BURIAL SITES

Although it is not a complete listing, a good source for cemetery locations can be found at www.bullittcountyhistory.org/cem/bullittcem or contact the Bullitt County History Museum. Information is also available through the National Register of Historic Sites.

HISTORIC PRESERVATION

Bullitt County and its cities are defined by ties to local historic structures and events. The county and cities' unique historic character contribute to the community's potential as a tourist destination and helps to supplement regional economic development efforts. Continued efforts to restore and promote historical, archeological and natural sites will enhance both the historic features of the county while at the same time encouraging new development. The challenge will be to balance the preservation of the community's character with new development without detriment to either. There are several ways to encourage preservation of historic sites at the

Housing & Historic Preservation

local level. First, it is necessary to educate citizens about the community's resources and their significance. Next is to preserve buildings, sites and districts that are recognized as having historical and architectural value, which is one of the objectives of Bullitt County. To attain this objective in the future, the community has a variety of options. For further information or to include information or artifacts in our archives feel free to contact Bullitt County's History Museum or find us on the web at: www.bullittcountyhistory.org. Information is also available through the National Register of Historic Places.

NATIONAL REGISTER DESIGNATION

While there are numerous historic sites identified by the Kentucky Heritage Council within Bullitt County this does little to insure their preservation. The first and most obvious part of historic resource management is to identify suitable sites. To date, identification and documentation of sites has been conducted by local citizens in conjunction with the Kentucky Heritage Council. Once a structure or area is locally identified, the State Historic Preservation Officer (SHPO) should be contacted. The SHPO ensures that the proper nomination forms, documentation and photographs are used in order to nominate a structure or district to the National Register of Historic Places. All structures within a potential district do not have to be historic. A limited amount of "noncontributing" structures may also be included to give continuity to the boundaries of the district. It is recommended that local efforts to identify and nominate historic structures and districts to the National Register continue with the assistance of the SHPO. Currently, Bullitt County has seven buildings listed on the National Register. Table 5-6 shows the sites in Bullitt County currently listed on the National Register of Historic Places. Figure 5-2 shows the location of each of the seven buildings.

Bullitt County



Comprehensive Plan

Housing & Historic Preservation

**TABLE 5-6
BULLITT COUNTY NATIONAL REGISTER HISTORIC SITES**

HISTORIC STRUCTURE OR SITE	LOCATION	YEAR BUILT
Henry J. Barnes House	144 N. Mt Washington Rd, Mount Washington	circa 1885
Solomon Neill Brooks House	Near Hwy 61 and Hebron Ln in North Bullitt County	1847
James M. Lloyd House	103 S. Bardstown Rd, Mount Washington	circa 1880
Zack Stansbury House	1430 Bardstown Rd south east of Mt. Washington	circa 1867
Bank of the Commonwealth	411 S. Buckman Street, Shepherdsville	circa 1809
Henry Crist House	1322 Maraman Ln in Southeast Bullitt County	early 1800 ^s
T. Jeremiah Beam House	526 Happy Hollow Road at Jim Beams Distillery	before 1933
Ashworth Rock Shelters Site	Along Floyds Fork at KOA Campground, Shepherdsville	

LOCAL HISTORIC DISTRICT DESIGNATION

Regardless of whether an area is listed as a National Register Historic District, one can be established locally. These locally identified districts are usually designated because a specific neighborhood or city block has unique historic characteristics, architecture or significance to the community. The districts can include special zoning provisions governing existing structures, infill development, and design. These zones are typically referred to as “overlay” districts because they consist of requirements in addition to those regulated by the underlying zoning requirements (commercial or residential for example). An overlay district must be specifically tailored to the area of concern and can include a variety of provisions to encourage or regulate the preservation of neighborhood character. These provisions can include setback requirements so that new or infill structures conform with existing buildings, special sign regulations, restrictions on the demolition or modifications of buildings, and specifications concerning appropriate land uses. In addition, these regulations can include specific design standards for areas with important historic resources.

FIGURE 5-2 BULLITT COUNTY HISTORIC STRUCTURES

2015 Comprehensive Plan
Bullitt County, Kentucky

LEGEND

- ☆ Henry Crist House
- ★ Henry J. Barnes House
- ☆ James M. Lloyd House
- ★ Soloman Neill Brooks House
- ☆ T. Jeremiah Beam House
- ★ Zack Stansbury House
- ★ Bank of the Commonwealth
- Local Roads
- State Routes
- US Routes
- I-65
- Railroad
- Military
- Parks & Recreation
- Bullitt County

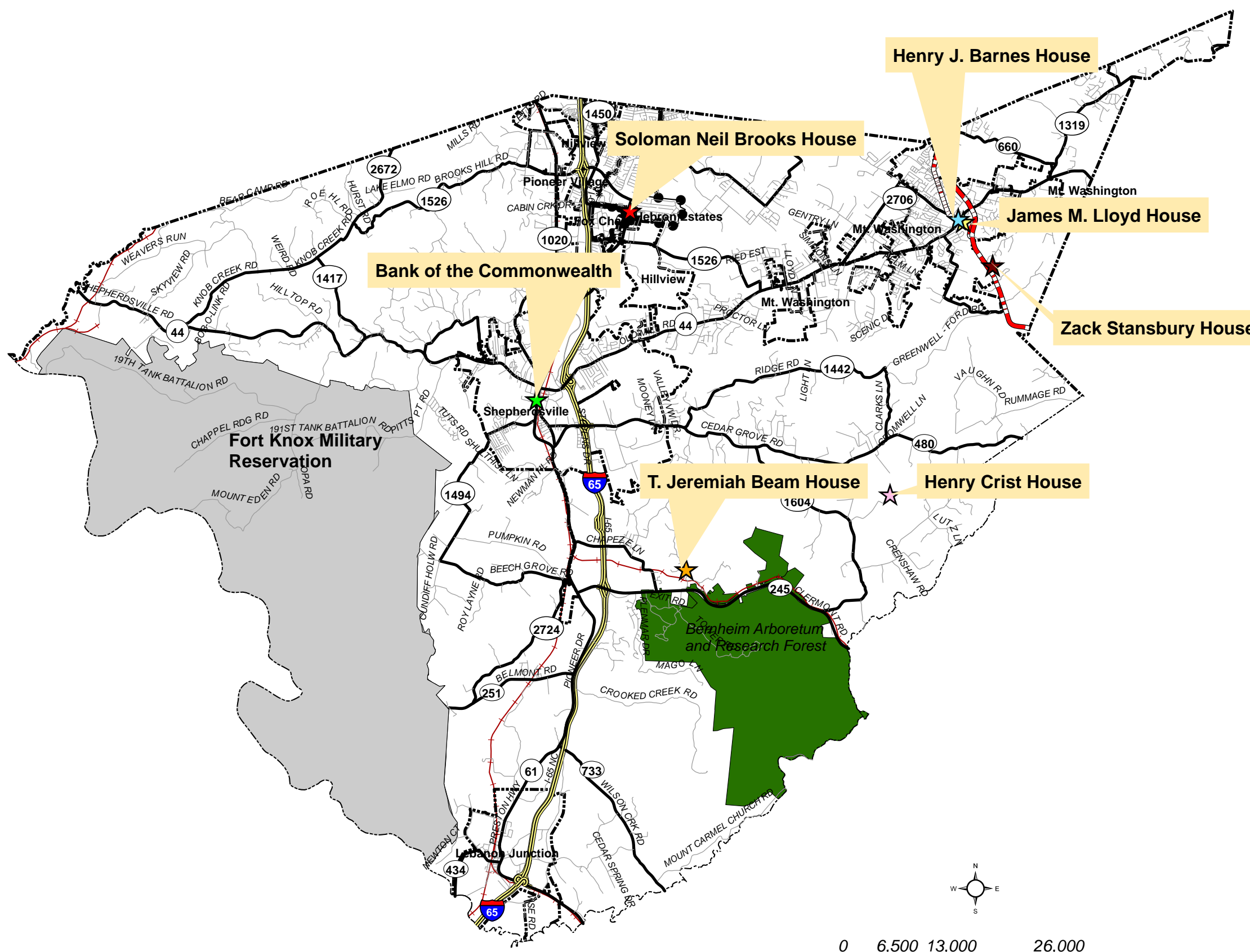
MAP INFORMATION

Data Sources:
National Register of Historic Places
Kentuckiana Regional Planning
& Development Agency
2012 US Census TIGER Line Data

Cartography by:
Nikita Moye



Kriss Lowry & Associates Inc.
227 S. Rays Fork Rd.
Corinth, KY 41010-3027
(502) 857-2800



ADDITIONAL OPTIONS AND REQUIREMENTS

Beyond nominating structures for the National Register or creating different districts or architectural review boards, a community can implement a variety of other initiatives to encourage the preservation of historic resources. One way to do this is to encourage greater local participation and control in the designation and regulation of significant sites. This can be accomplished by working with various property owners and the Kentucky Heritage Council. Another way to encourage local participation and visitation to significant sites is the provision of informational and educational materials to citizens and tourists by utilizing local and state newspapers as well as generating brochures on various sites. It is also important to coordinate historic preservation activities with all legislative bodies so that any proposed public improvement projects will be sensitive to adjacent historical resources.

An environmental assessment must be prepared for any project that involves Federal funding or a significant federal action such as a permit. During the environmental assessment, the potential impact of the project on properties either on or eligible for listing on the National Register of Historic Places must be determined. If there is a potential negative impact, mitigation measures are required. This may range from restoring a building in conformance with the Secretary of Interior's Standards to simply preparing detailed documentation about the site prior to demolition. No assessment of potential impact is generally required if the project is funded with state or local funds.

Bullitt County



CHAPTER SIX COMMUNITY FACILITIES

INTRODUCTION

Community facilities and services is a collective term used to describe a variety of essential activities that sustain and enhance the quality of life for residents within a community. The provision of utilities, public safety programs, and facilities for public health, safety, education, and recreation are all issues that increasingly challenge local governments. Planning is essential to ensure that the provision of these services and facilities meets the future needs of the community.

The provision of community facilities and services can also be used to guide future development. One example of this might be the decision to extend water and sewer service to an area targeted for development. As an economic development tool, the adequacy of facilities and services is also an important consideration. Industrial prospects making a decision to locate in a specific community will examine the quality of resources and services of an area. On the other hand, the limited provision of utilities and other services only within incorporated areas or an “urban services boundary” can enable the community to restrict growth to certain areas where provision of these services is cost effective and promote responsible development.

Planning for the future development of facilities and services must incorporate all of the aforementioned elements. Prioritizing community facilities and services can only be accomplished by careful analysis of the existing levels of provision and projecting future needs. Decisions of who gets what, when, and where are among the most critical issues facing service providers with limited revenue and increasing costs.

This chapter addresses the following community facilities and services in Bullitt County; education (schools and libraries), recreation, utilities (water, wastewater, storm water, natural gas, electricity, and solid waste) and emergency ser-

Bullitt County



vices (fire, police, rescue squad, emergency management, ambulance and hospitals).

EDUCATION

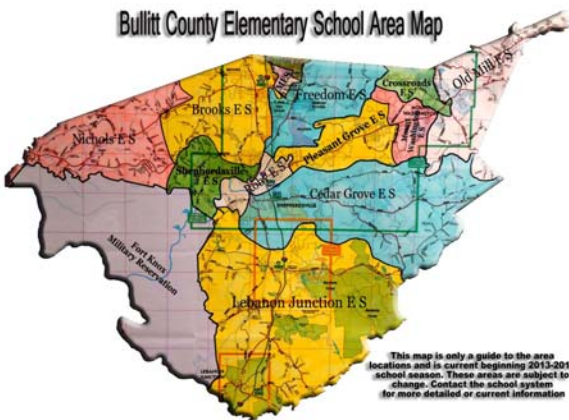
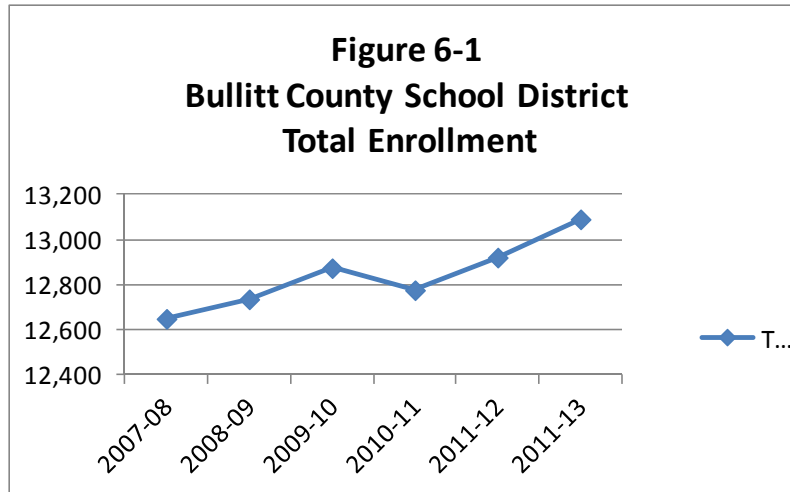
BULLITT COUNTY SCHOOL DISTRICT

The residents of Bullitt County are served by one public school district, the Bullitt County Public School District. The Bullitt County Public School District has thirteen elementary schools, six middle schools and three high schools. There are also two alternative schools. The Bullitt Alternative Center serves students in grades 6 through 12 with behavioral needs who are not performing well in a traditional school setting. The Riverview Opportunity Center houses two programs. These are the Bullitt Academy of Math and Science (BAMS) and the Career Readiness Center. BAMS is a program for students who are interested in math or science related college careers. This is an application and interview process held in the spring of the year prior to attending the program. Approximately twenty-five 8th graders are invited to be a part of the program as the incoming freshmen cohort. BAMS students earn most, if not all, of their high school credits within the first two years of the program. For their junior and senior years, the students move off campus and attend Jefferson Community & Technical College classes where they have the opportunity to also earn an Associate's Degree. The Career Readiness Center is a program that includes the opportunity to earn certificates in one of the following areas: Welding, Automotive, Carpentry, Health Sciences and Graphic Design. In the fall of 2013, Masonry, Childcare Certification and Computer Information Technology will be offered as well. Three hours of the day are spent in the chosen vocation; the remaining three hours are spent earning high school credits through APEX on-line courses.

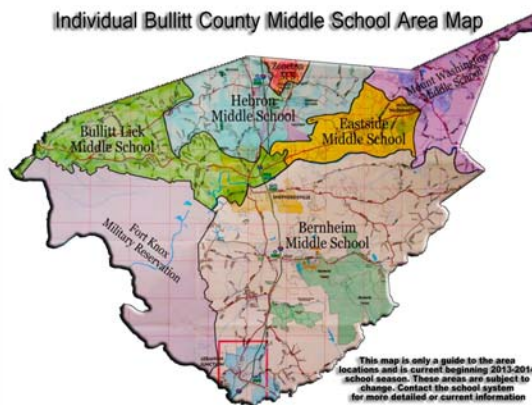
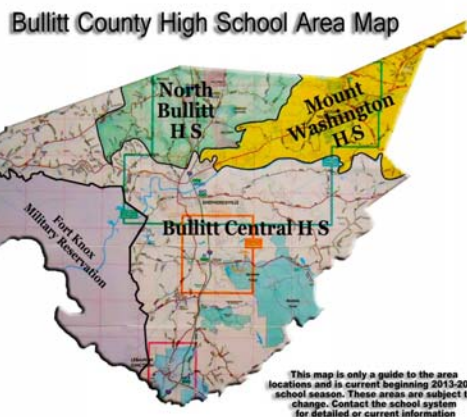
Table 6-1 is a list of Bullitt County public schools and a summary of their facilities. In addition to the schools listed and their associated buildings, Bullitt County school facilities include the Central Office, three maintenance buildings, a bus garage/transportation office, the Bullitt County Technical Center and the Community Education Building, all located in Shepherdsville. In all the Bullitt County

Community Facilities

Facilities Department is responsible for the maintenance of 32 buildings with over 1.9 million square feet of space and over 480 acres of land. Figure 6-1 shows the total enrollment for the Bullitt County School District from the 2008-09 school year to the 2012-13 school year. Other than a small decline in the 2010-11 school year, the Bullitt County School District has seen a slow rate of growth since 2007-08, with a five year growth of 3.5%.



Year	Total
2007-08	12,649
2008-09	12,736
2009-10	12,874
2010-11	12,776
2011-12	12,921
2011-13	13,091



Bullitt County



Community Facilities

**TABLE 6-1
BULLITT COUNTY PUBLIC SCHOOL FACILITIES**

School Address	2012-13 Enrollment/ Capacity	Site Acreage/ Sq. Ft.	Year Built/ Renovated
Secondary Schools			
Bullitt Central High 1330 Hwy 44 East Shepherdsville, KY	1,257 1,225	150,576	1969, 78, 94, 05, 2008
Bullitt East High 11450 Hwy 44 East Shepherdsville, KY	1,364 1,060	138,569	1979, 80, 2008
North Bullitt High 3200 E. Hebron Ln Shepherdsville, KY	1,234 1,297	146,657	1976, 78, 05, 2008
Bullitt Alternative Center/ Bullitt Opportunity Center 395 High School Dr. Shepherdsville, KY	50 150	31,000	1998
Middle Schools			
Bernheim Middle 700 Audubon Dr Shepherdsville, KY	500 441	18.7 66,108	1993
Bullitt Lick Middle 555 W Blue Lick Rd Shepherdsville, KY	485 565	29.9 72,263	1980
Eastside Middle 6925 Hwy 44 East Mt. Washington, KY	599 833	99,554	2006
Hebron Middle 3300 E Hebron Lane Shepherdsville, KY	443 476	68,276	1971, 2010
Mt. Washington Mid- dle 269 Water Street Mt. Washington, KY	513 692	8.9 89,403	1995
Zoneton Middle 797 Old Preston Hwy N Shepherdsville, KY	536 833	99,554	2006

**TABLE 6-1
BULLITT COUNTY PUBLIC SCHOOL FACILITIES**

Elementary Schools			
PS-5			
Brooks Elementary 1430 Brooks Hill Rd Brooks, KY	495 600	82,433	2010
Cedar Grove Elementary 1900 Cedar Grove Rd. Shepherdsville, KY	438 663	11.8 67,676	1963, 78, 89, 92, 01, 2010
Cross Roads Elem. 156 Erin Circle Mt. Washington, KY	545 600	72,281	2010
Freedom Elementary 4682 N Preston Hwy Shepherdsville, KY	479 650	14.8 69,937	2002
Lebanon Junction Elem. 10920 S Preston Hwy Lebanon Junction, KY	484 427	10.7 56,056	1962, 75, 92 01, 2010
Maryville Elementary 4504 Summers Dr Louisville, KY	360 400	9.7 52,966	1972, 94, 1996
Mt. Washington Elem. 9234 Hwy 44 East Mt. Washington, KY	493 741	14.2 51,991	1974, 77, 1992
Nichols Elementary 10665 Hwy 44 West West Point, KY	167 223	5.4 30,200	1959, 68, 94, 2010
Old Mill Elementary 11540 Hwy 44 East Mt. Washington, KY	447 600	14.7 57,896	1987, 89, 92 2005
Overdale Elementary 651 Overdale Dr. Louisville, KY	576 600	12.2 77,900	2010
Pleasant Grove Elem. 6415 Hwy 44 East Mt. Washington, KY	576 625	15.8 75,848	1997, 2003
Roby Elementary 1148 Hwy 44 East Shepherdsville, KY	476 600	72,281	2010
Shepherdsville Elem. 527 W. Blue Lick Rd. Shepherdsville, KY	574 650	14.7 70,015	2005

Bullitt County



Community Facilities

PRIVATE SCHOOLS

There are three private elementary/secondary schools in Bullitt County. These are as follows:

**TABLE 6-2
BULLITT COUNTY PRIVATE SCHOOLS**

Private School	Grades	Enrollment
Little Flock Christian Academy 5500 N. Preston Hwy. Shepherdsville, KY	K-12	192
Micah Christian School 130 Smith Lane (Hillview) Louisville, KY 40229	PK-12	196
Rolling Hills Christian School 4290 N. Preston Hwy Shepherdsville, KY	PK-12	29

JEFFERSON COMMUNITY & TECHNICAL COLLEGE

The Kentucky Community and Technical College System (KCTCS) is comprised of sixteen community and technical colleges across the state. Of these, Jefferson Community & Technical College (JCTC) is the largest. It has a Bullitt County campus located in the City of Shepherdsville at 505 Buffalo Run Road near the Cedar Grove Business Park. Overcrowding at the Bullitt County campus is a concern. In 2007 the Bullitt County Fiscal Court pledged to donate land for a new 40 acre college campus on Clermont Road (KY 245) near Interstate 65.

BULLITT COUNTY PUBLIC LIBRARY

Bullitt County is served by four branches of the Bullitt County Public Library. The Ridgway Memorial Library is located at 127 N. Walnut Street in Shepherdsville. The other three branches are located at 155 Terry Boulevard in Hillview, 11382 S. Preston Highway in Lebanon Junction, and 311 Snapp Street in Mt. Washington. Library materials can also be dropped off and picked up at an easy access site in front of the Nichols Elementary School at 10665 Highway 44 West in

the west end of Bullitt County. Technical Services and the library's Outreach Program are located in the Dorothea Stottman Annex at 1251 Hillview Boulevard in Hillview. Planning is underway to expand the Mt. Washington branch of the library on N. Bardstown Road. An outdoor amphitheater at the Hillview branch will be used for community programs including concerts and plays.

PARKS AND RECREATIONAL FACILITIES

Leisure and recreational activities are increasingly important elements contributing to the overall quality of life in a community. Unlike other community facilities discussed in this chapter, the provision of recreational facilities and programs is not always viewed as essential. Therefore, securing public funds can often be difficult. However, the citizens of Bullitt County have a variety of opportunities for recreation. In addition, the county is rich in natural resources that have recreational potential, including the Bernheim Arboretum and Research Forest, Floyd's Fork, Jefferson Memorial Forest, Knob State Forest and the Salt River.

BULLITT COUNTY PARKS & RECREATION

There are three public outdoor swimming pools in Bullitt County which are open during summer months. They were all built by Bullitt County on Bullitt County Public School District property. They are operated by the Bullitt County YMCA. The Shepherdsville Pool, located at 133 Hwy 44 E next to Bullitt Central High School, and the Maryville Pool, located at 4504 Summers Drive behind Maryville Elementary in Pioneer Village, are both 25 yard pools. The Mt. Washington Pool located at 269 Water Street next to Mt. Washington Middle School, is a smaller pool. There is also a Spray Park located in Lebanon Junction at 10920 S. Preston Hwy. behind Lebanon Junction Elementary School. There is a county owned park near the Maryville Pool with a walking trail, picnic tables and a picnic shelter.

The Bullitt County Fairgrounds is located at 964 Clermont Road (KY 245) at I-65 Exit 112. It is adjacent to the northeast side of I-65. The fairgrounds property which is approximately 27 acres is owned by Bullitt County and leased to the

Bullitt County



Community Facilities

Fair Board of Bullitt County, Inc. The Fair Board is responsible for maintenance and operations of the fairgrounds. In addition to the annual Bullitt County Fair, events held at the fairgrounds include demolition derbies, tractor pulls, music festivals and a wine festival. Facilities include a pavilion, exhibit hall, an outdoor arena, ticket booths and cattle barns. There are four public 18-hole and two miniature golf courses in Bullitt County.

BULLITT COUNTY SCHOOL RECREATIONAL FACILITIES

Twelve of the thirteen Bullitt County elementary schools have an indoor gymnasium. Nicolas Elementary has a multipurpose cafeteria/gym. All elementary schools have separate preschool playgrounds and school playgrounds. Overdale Elementary has a tennis court as well. The six middle schools have gymnasiums only. The three high schools each have a baseball field, softball field, football field, soccer field, tennis courts and a track. The new college and career centers at each high school will have multipurpose gyms when construction is completed.

CITY OF HILLVIEW

The City of Hillview owns a gymnasium with a basketball court located at the Hillview Community Center at 298 Prairie Dr. in Hillview. The gym is used for a youth basketball league and is also available for rent. The adjacent park has a picnic area with a covered pavilion, picnic tables, grill and a softball/football field. The city also has two basketball goals and a soft ball field located at the Hillview Government Center at 283 Crestwood Lane.

CITY OF LEBANON JUNCTION

The City of Lebanon Junction owns one baseball field located at the end of Ball Park Rd. They also own and maintain Wall Street Park located on Wall Street which has a water spray park, picnic gazebo and playground equipment.

CITY OF MT. WASHINGTON

The City of Mt. Washington owns and maintains Mt. Washington City Park located behind the Mt. Washington Elementary School at 9234 Hwy. 44 East. The park has five softball fields, a volleyball court, two tennis courts, a walking path, a picnic pavilion, picnic tables, a playground, horse shoe pit and restroom. There is a concession stand near the soft ball fields open during games only. City Plaza is located between Bardstown Road and Snapp Street. The Plaza features a fountain, gazebo, park benches, landscaped areas, and a brick memorial walkway. The city also owns and maintains Cornell Park off Waterford Rd.

CITY OF SHEPHERDSVILLE

The City of Shepherdsville owns and maintains Shepherdsville City Park located between Hwy 44 West, First Street and the Salt River in Shepherdsville. The city has future plans to extend a landscaped walking trail from the old stone jail then south to Salt River across Buckman St. to the city park. The city park is about 110 acres and has playground equipment, a walking trail along the Salt River, two baseball fields, a soccer complex, an outdoor pavilion with picnic tables and basketball courts. There are also public boat/canoe ramps to allow access to the Salt River located behind the Paroquet Springs Conference Centre and at Shepherdsville City Park.

The Bullitt County Family YMCA is located at 409 Joe B Hall Avenue in Shepherdsville. The facility includes a Wellness Center with exercise equipment and weights, an indoor cycling room, a group fitness studio, two racquet ball courts and a youth gym. Outside there is a playground and a boot camp workout area. The YMCA also has a 50 child capacity Kids Club child care center in the building.

BERNHEIM ARBORETUM AND RESEARCH FOREST

The Bernheim Arboretum and Research Forest is located at 2499 Clermont Rd., one mile east of I-65 Exit 112. It is owned by the nonprofit Isaac W. Bernheim Foundation Inc. founded in 1930. At 14,378 acres, Bernheim Forest is a significant block of contiguous forest in Kentucky, forming a portion of the largest

Bullitt County



forest block outside of the Appalachian Plateau. Much of the forest is between 80-100 years of age, with much of it being logged in the period before acquisition by Isaac W. Bernheim in 1929. Bernheim Forest is designated as Kentucky's Official State Arboretum.

The mission of Bernheim Forest is to strengthen the bond between people and nature through education and research. The vision statement is "Bernheim will be a nationally treasured leader in ecological stewardship that inspires the exploration of our deep connections with nature". Bernheim's strategic plan for fulfilling this vision will focus on four bid ideas which are: (1) Exploring Deep Connections with Nature, (2) Leadership in Ecological Stewardship, (3) Actions Beyond our Borders, and (4) Thought Leadership.

Facilities at Bernheim Forest include a new LEED Platinum visitor center with an open, airy design. The visitor center has educational exhibits, a gift shop and a restaurant open from March to October. Outdoor facilities include an edible garden, picnic areas, a canopy tree walk, air in nature exhibits, hiking trails and walkways. There are extensive interpretive and educational programs throughout the year. One goal for the future is to acquire additional tracts of land to make the Forest a more rounded and ecologically sound shape.

KNOB STATE FOREST AND WILDLIFE MANAGEMENT AREA

The Knob State Forest is owned by the State of Kentucky and operated by the Kentucky Division of Forestry. The Division of Forestry purchased two tracts consisting of 1,110 acres and 429 acres in 2006 to create the 1,539 acre forest. It is located about 1.5 miles south of I-65 Exit 112 at end of Pioneer Drive off of KY 61. Knobs State Forest and Wildlife Management Area is managed using the principles of ecosystem management. These principles allow the forest to be managed for sustainable timber production while ensuring the protection of water quality and the enhancement and/or protection of biological diversity. The forest is open for day use only unless hunting regulations specify extended hours. Hiking, wildlife viewing and regulated hunting such as deer hunting with bow and crossbow only are permitted. Off-road vehicles, including ATVs and horseback riding are prohibited.

FLOYDS FORK PARK SYSTEM

Floyds Fork Creek was named for John Floyd, a surveyor. The stream originates in Henry County, Kentucky, and flows southwest for 62 miles through Oldham, Shelby, Jefferson, and Bullitt Counties before flowing into the Salt River in Bullitt County. The entire watershed is 284 square miles, which is more than 180,000 acres. The watershed contains all or part of the following municipalities: LaGrange, Peewee Valley, Simpsonville, Smithfield, Crestwood, Forest Hills, Louisville, Mount Washington, Hillview, Hunters Hollow, Pioneer Village, Fox Chase, and Shepherdsville, Kentucky.

The *Parklands of Floyds Fork* is a project initiated by the Louisville parks system in 2011 that includes four major parks, Beckley Creek Park, Pope Lick Park, Turkey Run Park and Broad Run Park. Future Funds Park System currently manages the park development process. Efforts are underway to connect the portions of Floyd's Fork located in Bullitt County to this park system, which is referred to as the Waterfall section. It is envisioned that Phase 1 of the Bullitt County section will continue from the Jefferson County line to the Salt River. A Stream Reserve area of approximately 200 feet from both sides of the banks of Floyd's Fork may be established along the route so that a nature trail can be developed as part of the park.

JEFFERSON MEMORIAL FOREST

The Jefferson Memorial Forest is located at 11311 Mitchell Hill Road, Fairdale, KY 40118 south of the Gene Snyder Freeway and between I-65 and Dixie Highway. Jefferson Memorial Forest encompasses approximately 6,191 acres in southwest Jefferson County and portions of northern Bullitt County near Brooks. The forest is owned by the nonprofit Jefferson County Forest Commission established in 1945 and operated by the Louisville Metro Parks Department. The Forest has over 35 miles of hiking trails; nature-based experiential education for schools and community groups; seven family campsites and four group campsites. Fishing

Bullitt County



is permitted at the 5.5 acre Tom Wallace Lake. A Kentucky fishing license is required, but fishing is otherwise free. Electric trolling motors, rowboats, and canoes are permitted although there is no boat ramp or canoe launch at the lake.

Louisville Metro Parks completed the development of the Jefferson Memorial Forest Master Plan in July 2009. Figure 6-2 is a map summarizing the plan's recommendations. Recommendations affecting Bullitt County include the acquisition of additional land to decrease the current fragmentation of the forest and allow more ecologically sound forest management. New walk-in camp sites and park trails are also proposed within Bullitt County.

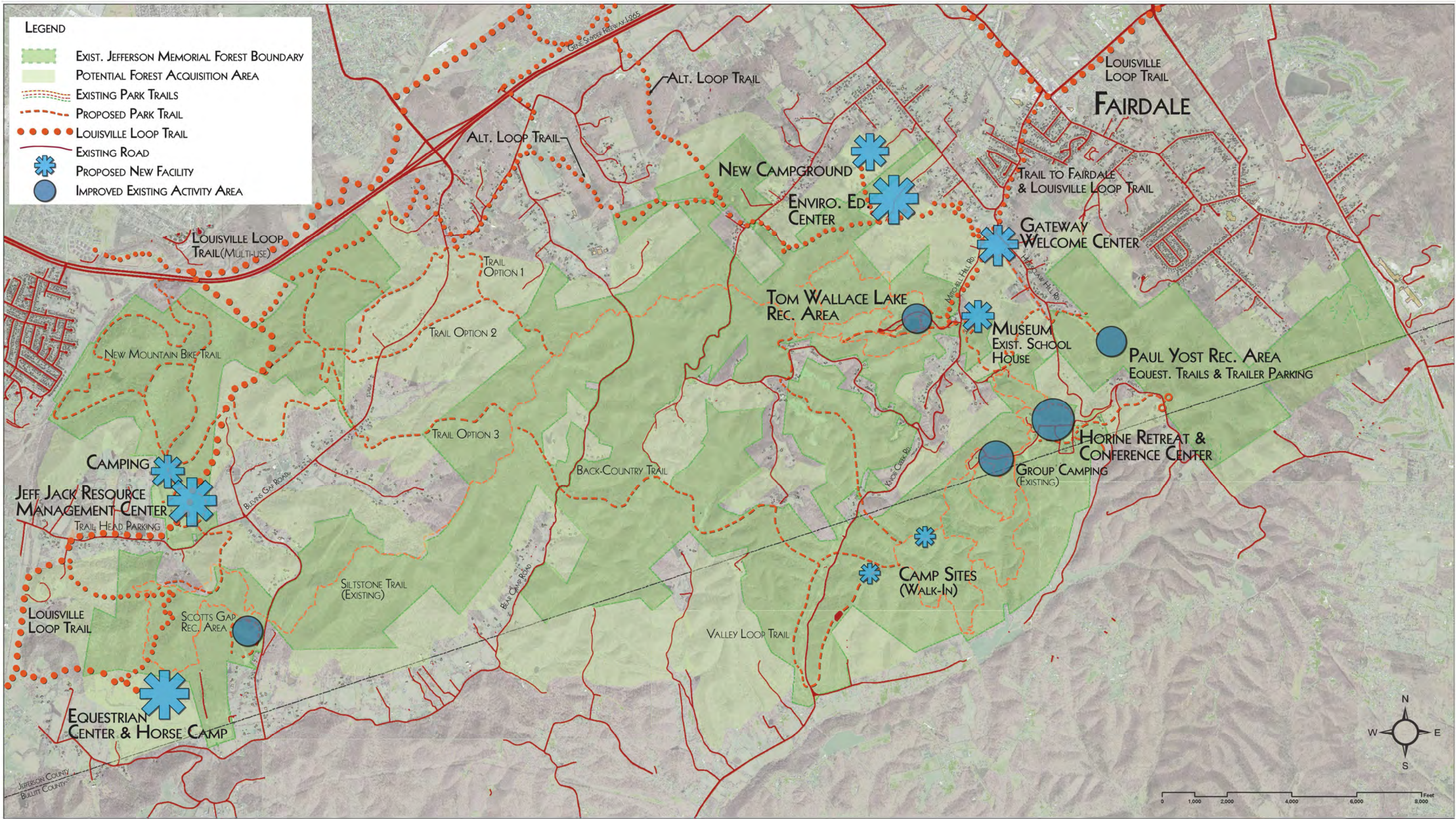
PARKS & RECREATION NEEDS

As communities grow, it is important to insure that land is available for parks, recreation, open space and greenways to meet the future needs of the community. The recreational needs of communities vary greatly. While there are a number of facilities for group recreation such as baseball fields and soccer fields in Bullitt County, the facilities for individual recreational activities are more limited. Studies have shown that adults are more likely to remain physically fit when they can participate in an individual sport or exercise such as running, swimming, bicycling, aerobics, resistance training etc. that does not require group participation. It is recommended that a comprehensive guide to parks, recreation, and exercise facilities within Bullitt County be developed for public use.

PUBLIC UTILITIES

KENTUCKY WATER RESOURCE INFORMATION SYSTEM (WRIS)

In 2000, Area Water Management Councils were created in each of Kentucky's Area Development Districts (ADDs) with the ADDs responsible for facilitating their meetings. The Councils are a forum for local utilities and local officials to discuss and identify each area's drinking water and wastewater needs. The Councils are tasked with reviewing and prioritizing projects that address the local needs. For the Councils to successfully plan for the future, they must have information about the location and condition of existing infrastructure. The Kentucky Infrastructure Authority (KIA) was given the responsibility for maintaining and



Jefferson Memorial Forest

MASTER PLAN

Figure 6-2



updating the Water Resource Information System (WRIS). The WRIS is a geo-database of existing infrastructure and of the projects reviewed by the Councils. The ADDs work with both the Councils and with each individual utility to gather information about the system, its infrastructure and its proposed projects through the creation of Project Profiles. The WRIS facilitates a bottom up planning process and is truly a collaborative effort between the Councils, the ADDs and KIA. Information about Kentucky's drinking water and wastewater utilities, existing drinking water and wastewater infrastructure and the projects needed to maintain and improve the existing drinking water and wastewater infrastructure can be found in the WRIS. Information from WRIS was used by the Kentucky Infrastructure Authority to prepare the Kentucky Wastewater Management Plan (April, 2013) and the Kentucky Water Management Plan (February, 2013). More detailed information about Bullitt County's water and wastewater services including proposed projects can be found in these two plans and in the WRIS system online.

WATER SERVICE

Bullitt County is served by five public water systems including four municipal water systems and one water district. North Nelson Water District, Lebanon Junction Water Works, Mt. Washington Water and Sewer Company, and Taylorsville Water Works all purchase treated water from Louisville Water Company and do not operate their own water treatment plants. The service area and major facilities for each public water system from current WRIS GIS data are shown on Figure 6-3.

Table 6-3 shows the most recently available number of residential customers in Bullitt County for each water service and the estimates of serviceable households and population from the Kentucky Water Management Plan.

WATER SERVICE NEEDS

Over the next ten years, public water service needs to be extended to the areas of Bullitt County that are not served by public water lines. The next need is to upgrade and repair older lines. Zoning and subdivision regulations should be updated to require all new subdivisions to be provided with an approved public water distribution system including fire hydrants no less than an average of 500 feet

Bullitt County



Community Facilities

apart before the final plat is recorded. In areas with high density housing, older water mains should be upgraded to a minimum of eight inch lines with fire hydrants to provide fire protection.

Proposed public water projects must be reviewed and approved by the KIPDA Water Management Council before they are listed in the state WRIS system or eligible for public financing. Each fiscal year this council reviews the proposed projects and ranks the top projects for the region. Proposed projects can be viewed in the WRIS system and on the KIPDA website.

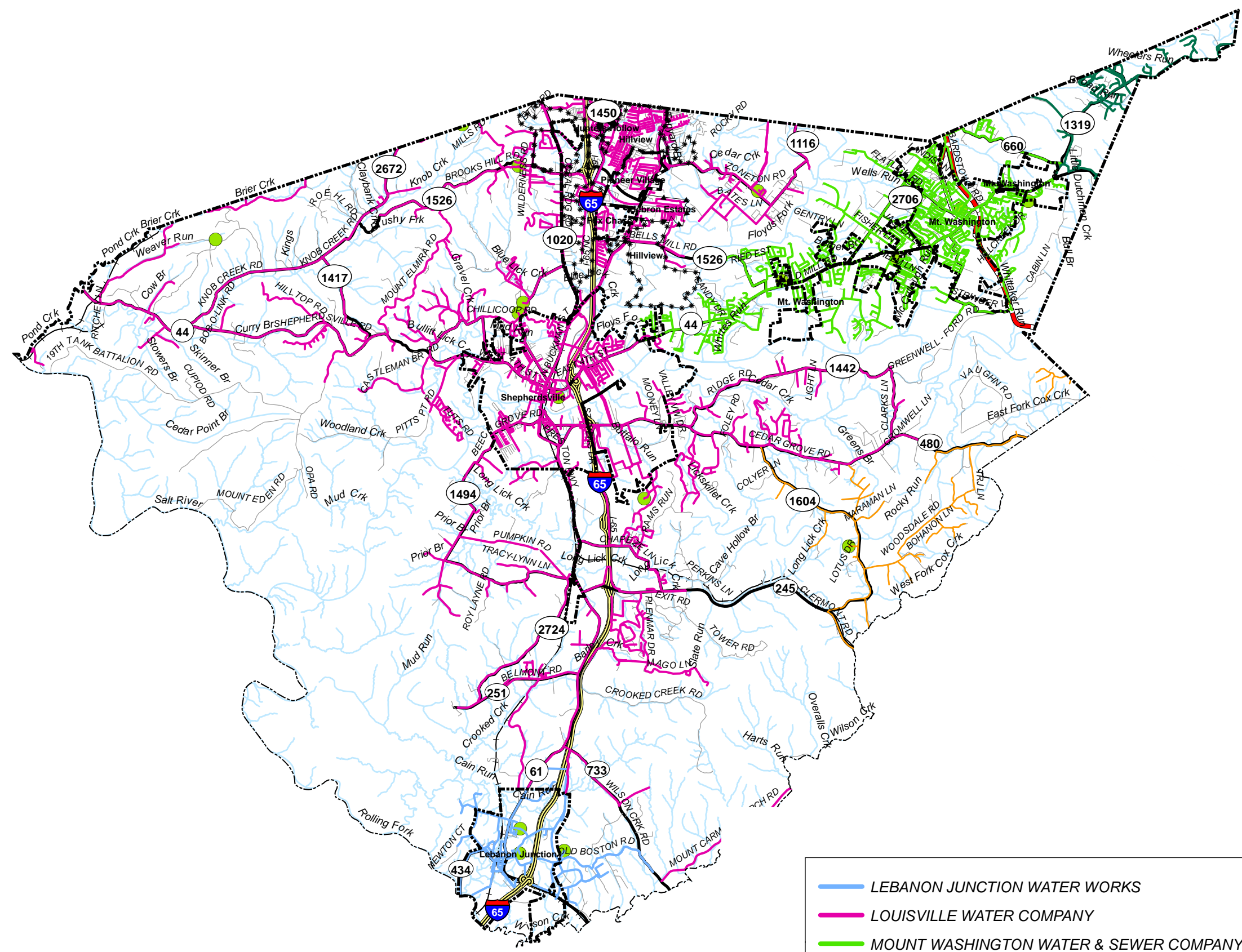
**TABLE 6-3
BULLITT COUNTY WATER SERVICE BY KIPDA - FY2013**

WATER DISTRICT/ COMPANY	RESIDENTIAL SERVICE CON- NECTIONS	SERVICEABLE POPULATION	SERVICEABLE HOUSEHOLDS
Lebanon Junction Water Works	886	2,137	910
Louisville Water Company	15,090	46,004	18,060
Mt. Washington Water and Sewer Company	8,355	19,162	7,624
North Nelson Water District	418	1,313	525
Taylorsville Water Works	584	1,997	735
Totals	25,333	70,613	27,854

WASTEWATER SERVICE

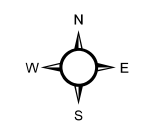
Bullitt County is served by numerous public wastewater collection systems. These systems, illustrated in Figure 6-4, are the Bullitt County Sanitation District (BCSD), Lebanon Junction Wastewater, the Mount Washington Water and Sewer Company and Shepherdsville Sewer. All of the wastewater districts own and operate wastewater treatment plants. Nine other wastewater facilitates operate package treatment plants in Bullitt County but do not provide public wastewater service to any customers in Bullitt County. Table 6-4 shows the most recently available number of residential customers in Bullitt County for each sanitary sewer service and

**FIGURE 6-3
BULLITT COUNTY
WATER LINES**
2015 Comprehensive Plan
Bullitt County, Kentucky



LEGEND

- WaterTank
- Water
- Local Roads
- U.S. Routes
- State Routes
- I-65
- Bullitt County



0 6,500 13,000
Feet

MAP INFORMATION

Data Sources:
Kentucky Division of Geographic Information
Kentuckiana Regional Planning
& Development Agency
2012 US Census TIGER Line Data


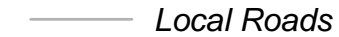


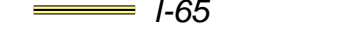

- LEBANON JUNCTION WATER WORKS
- LOUISVILLE WATER COMPANY
- MOUNT WASHINGTON WATER & SEWER COMPANY
- NORTH NELSON WATER DISTRICT
- TAYLORSVILLE WATER WORKS

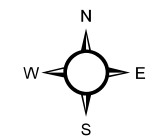
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FIGURE 6-4 BULLITT COUNTY SEWER SANITATION DISTRICTS

2015 Comprehensive Plan
Bullitt County, Kentucky

LEGEND

-  Water
-  Local Roads
-  State Routes
-  US Routes
-  I-65
-  Bullitt County

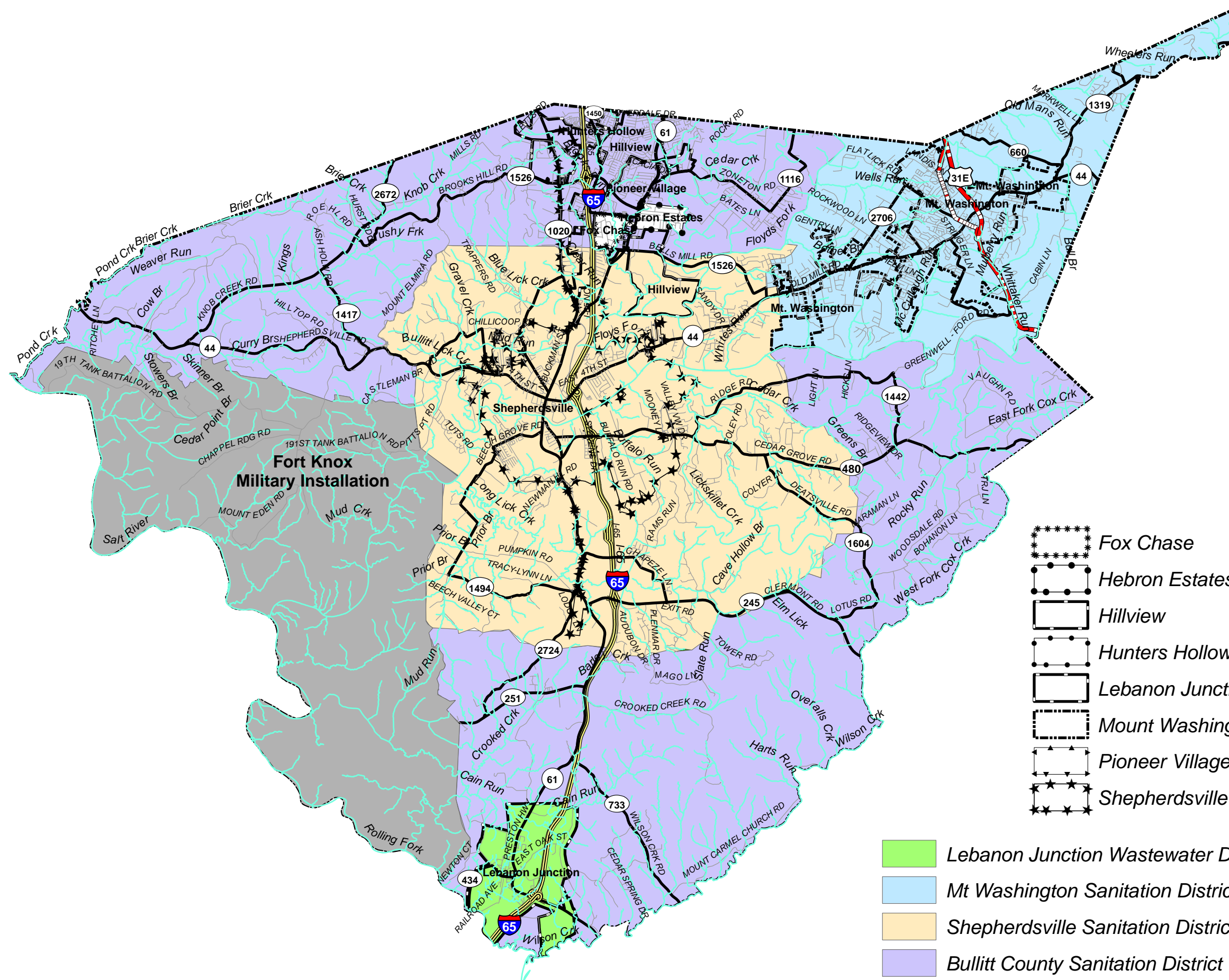



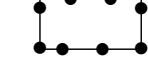

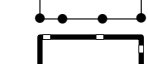

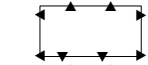
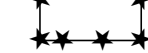

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Miles


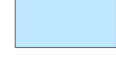

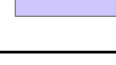
MAP INFORMATION

Data Sources:
Mt. Washington 201 Facilities Plan
Shepherdsville 201 Facilities Plan
Lebanon Junction 201 Facilities Plan
Bullitt County Sanitation District
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

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-  Fox Chase
-  Hebron Estates
-  Hillview
-  Hunters Hollow
-  Lebanon Junction
-  Mount Washington
-  Pioneer Village
-  Shepherdsville

-  Lebanon Junction Wastewater District
-  Mt Washington Sanitation District
-  Shepherdsville Sanitation District
-  Bullitt County Sanitation District

the estimates of serviceable households and population from the Kentucky Wastewater Management Plan.

**TABLE 6- 4
BULLITT COUNTY WASTEWATER SERVICE - 2013**

WASTEWATER DISTRICT/COMPANY	RESIDENTIAL SERVICE CONNECTIONS	SERVICEABLE POPULATION	SERVICEABLE HOUSEHOLDS
Bullitt County Sanitation District	3,079	9,649	3,749
Lebanon Junction Wastewater	550	1,624	708
Mt. Washington Water and Sewer Company	5,201	14,575	5,836
Shepherdsville Sewer	4,163	12,227	4,922
Louisville & Jefferson County MSD - Derek R. Guthrie	0	88	34
Totals	12,993	38,163	15,249

Bullitt County had a 2010 census population of 74,319 (29,318 households). According to the Kentucky Wastewater Management Plan public sanitary sewer service is available to an estimated 38,163 persons or 15,249 households which represents approximately 52 percent of the county's households. It is anticipated that over the next ten years approximately 408 serviceable households will be added through the construction of 11 miles of sewer line extensions. Again, this does not mean that 52 percent of the county's households are actually connected to public sewer lines as a house along a line that still uses a septic system and is not actually connected to the sewer line would be counted as "serviceable". While Bullitt County households near the Louisville MSD sewer lines in Jefferson County are counted as "serviceable", they do not have any customers in Bullitt County. Based on the number of residential sewer service connections, approximately 44 percent of the households in the county are connected to a public sewer system. In addition to the public wastewater systems above, there are a number of package treatment plants within Bullitt County which serve some subdivisions, mobile home parks and other facilities such as the camps.

Bullitt County



BULLITT COUNTY SANITATION DISTRICT TWENTY YEAR MASTER PLAN

PREFACE

The Bullitt County Sanitation District was established in 1997 and began acquiring privately owned wastewater systems in Northern Bullitt County in 2001. The formation of the District and subsequent wastewater plant acquisitions resulted from the Kentucky Division of Water indicating no new wastewater plants or expansions would be allowed in Northern Bullitt County without government intervention.

The Sanitation District is unique relative to the other municipal systems (Shepherdsville, Mt. Washington and Lebanon Junction) in Bullitt County. Although the system is compact in size (Mudd Lane to the North, John Harper to the South, Zoneton Road to the East and Coral Ridge Road to the West), the District owns and maintains seventeen pumping stations, seven wastewater plants and is the Court Ordered Receiver of the Big Valley Mobile Home Park. The Bullitt County Sanitation District service area and facilities are shown on Figure 6-5.

WWTP (located in the Shepherdsville 201 Planning Area).

- Hillview WWTP TWO, Capacity: 330,000 GPD
- Hillview WWTP Three, Capacity: 148,000 GPD
- Bullitt Hills WWTP, Capacity: 350,000 GPD
- Willabrook WWTP, Capacity: 120,000 GPD
- Pioneer Village WWTP: Capacity: 330,000 GPD
- Hillview (Prologis) WWTP, Capacity: 150,000 GPD
- Big Valley WWTP, Capacity: Unknown

Remaining under private or public ownership are eight additional wastewater plants in Northern Bullitt County which the District believes will be acquired and/or phased out as part of the BCSD Master Plan.

- Hunters Hollow WWTP, Capacity: Unknown
- Lake Columbia WWTP, Capacity: Unknown
- Whispering Oaks Mobile Home Park, Capacity: Unknown
- North Bullitt High School, Capacity: Unknown

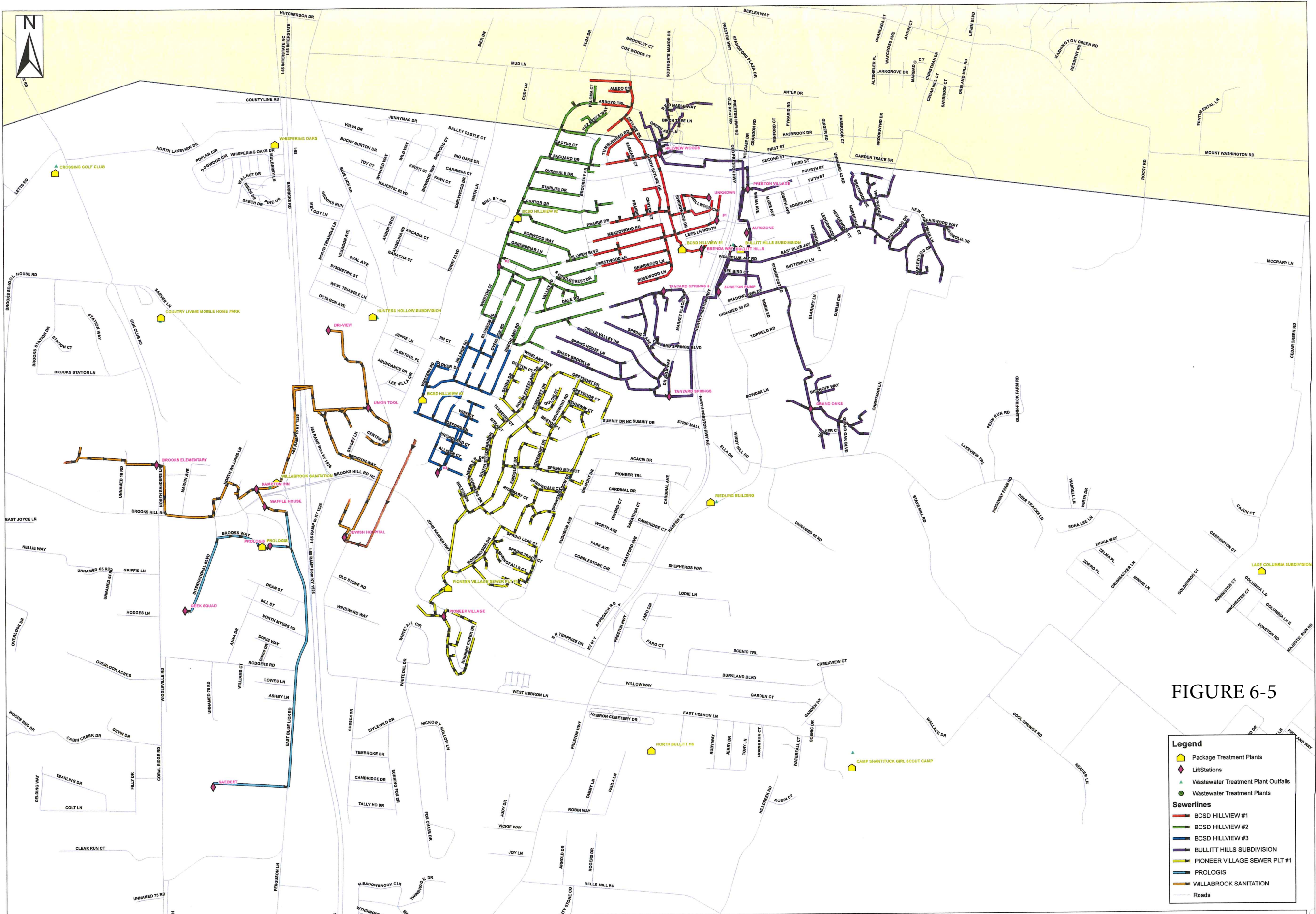


FIGURE 6-5

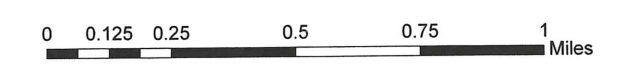
Legend

- Package Treatment Plants
- Lift Stations
- Wastewater Treatment Plant Outfalls
- Wastewater Treatment Plants

Sewerlines

- BCSD HILLVIEW #1
- BCSD HILLVIEW #2
- BCSD HILLVIEW #3
- BULLITT HILLS SUBDIVISION
- PIONEER VILLAGE SEWER PLT #1
- PROLOGIS
- WILLABROOK SANITATION
- Roads

Bullitt County Sanitation District



- Girl Scout Camp Shanituck, Capacity: Unknown
- Country Living Mobile Home Park, Capacity: Unknown
- Riedling Building, Capacity: Unknown
- The Crossings Golf Course, Capacity: Unknown

Difficulties the District has faced and will continue to contend with in the near future are:

- Lack of adequate revenue stream
- Antiquated facilities (plants and collection systems are fifty years of age and have not been upgraded with modern equipment or controls)
- Infiltration/Inflow affects on plant operations and reportable overflows
- Lack of growth (no new customers generating tap fees for capital improvement and contributing to the revenue stream)
- Developed areas within the District which are not on public sanitary sewers (Hebron Estates, Fox Chase, part of Pioneer Village, Ruhl Acres and Un- incorporated areas of Bullitt County such as the Dublin Estates area off Zoneton Road). Citizens of these areas do not currently want sewers due to cost (capital and monthly operating) and their septic systems are not failing in large numbers.
- Unfunded EPA and DOW mandates of more stringent environmental regulations (nutrient removal)
- No Federal or State Grants
- Lack of equipment (jet sewer cleaning truck or sewer television) to maintain, evaluate the condition and plan for collection system repairs

The Bullitt County Sanitation District has made their “best effort attempt” to determine how the District will expand services over the next twenty years in the Northern Bullitt County Area. Our “best effort attempt” is based on unsubstantiated projections of economic growth, population, land use and zoning objectives, commercial and industrial development. Although current sanitary sewer expansion is driven by and paid for by the developer, the District reviews each Project with respect to future usage and participates in the cost of upgrading the proposed system for future users when funds are available.

With our current rate structure and revenue stream, the District has no funds available to extend interceptor sewers to eliminate private package treatment plants. In addition, the District has no funds to extend sewers to serve existing residential

Bullitt County



Community Facilities

and commercial properties on septic systems. Any growth in customer base now occurs when new developments are in close proximity to existing District sewers, in which case, the developers pay for the construction of collector sewers and interceptor sewers and dedicates them to the District.

ZERO TO FIVE YEARS

- Phase out the Bullitt Hills WWTP and Hillview One WWTP and build a new 950,000 gallon per day facility on the Hillview One existing site. This expansion will allow capacity for approximately 1,800 new homes, primarily in the Zoneton Road area and along Preston Highway South of Tanyard Springs.
- Phase out the Zoneton Road Pump Station and Brenda Way Pump Station with the plant expansion.
- Upgrade the Tanyard Springs Pump Station Two for present and future growth along Preston Highway.
- Acquire the Hunters Hollow System
- Extend existing sanitary sewer line South along Coral Ridge Road to Hoyle Lane for proposed development
- Phase Two of Highway 61 widening from John Harper towards Shepherdsville may allow for sewer expansion in the corridor. This should allow the phase out of the North Bullitt High School WWTP. This area would be served with the Pioneer Village WWTP existing capacity.
- Participate in the Regional Wastewater Commission Work Group for the Salt River Basin

FIVE TO TEN YEARS

- Expand the Prologis WWTP to approximately 500,000 gallons per day and allow for additional capacity within ten years if regionalization is not feasible.
- Phase out the Hunters Hollow WWTP, Hillview Plant Three and the Willabrook WWTP
- Extend existing sanitary sewer line North along Coral Ridge Road for existing and future development
- Plan for future development along the Zoneton Road corridor towards Jefferson County
- Plan for the phase out of the Lake Columbia WWTP
- Phase out the Riedling Building WWTP
- Expand sewer service to areas of the City of Hillview currently on septic tank systems (Overdale Drive and the Rogers Road Area)

TEN TO FIFTEEN YEARS

- Expand sewer service into Hebron Estates, Fox Chase and the Preston Highway side of Pioneer Village and Ruhl Acres
- Phase out the Girl Scout Camp Shanutuck WWTP
- Continue extending existing sanitary sewer service along Coral Ridge Road to pick up the Crossing Golf WWTP and the Country Living Mobile Home Park WWTP
- Plan for expanding the Pioneer Village WWTP or phasing it out in favor of expanding Prologis
- Expand sanitary sewer service in un-incorporated Bullitt County with failing septic tank systems within the area of Mudd Lane to the North, Blue Lick Road to the East, I-65 to the West and John Harper to the South.

FIFTEEN TO TWENTY YEARS

- Begin planning for new multi-million gallon per day wastewater treatment facility to be located closer to Floyds Fork or plan for connection to larger regional plant on Salt River. This will allow phasing out the remaining wastewater plants of Pioneer Village, Hillview Two and Prologis.
- The previously expanded Bullitt Hills WWTP is anticipated to remain.

LEBANON JUNCTION WASTEWATER

Lebanon Junction operates a wastewater treatment plant located 1130 Railroad Ave. in Lebanon Junction. The Lebanon Junction sanitation sewer service lines are shown in Figure 6-6. The plant has a treatment capacity of .350 MGD. As of May 2013, the plant provides wastewater collection service to 550 residential and 39 commercial customers in Bullitt County. Lebanon Junction's primary need is to extend sewer service to un-served areas.

MOUNT WASHINGTON WATER AND SEWER COMPANY

Mount Washington operates a wastewater treatment plant located at 291 Red Bud Rd. in Mt. Washington. The Mount Washington sanitation sewer service lines are shown in Figure 6-7. The plant was recently upgraded and now has a treatment capacity of 3.5 MGD. As of May 2013, the plant provides wastewater collec-

Bullitt County



tion service to 5,201 residential, five institutional, eight industrial, and 386 commercial customers in Bullitt County.

SHEPHERDSVILLE SEWER

Shepherdsville operates a wastewater treatment plant located at 291 Red Bud Rd. in Mt. Washington. The Shepherdsville sanitation sewer service lines are illustrated in Figure 6-8. The plant has a treatment capacity of 4 MGD. The plant needs to be upgraded to 5 MGD with a peak capacity of 23 MGD. As of May 2013, the plant provides wastewater collection service to 4,163 residential, and 417 commercial customers in Bullitt County.

BULLITT COUNTY SEWER PROJECTS

Table 6- 5 shows the proposed sewer projects within Bullitt County in order of ranking for FY 2013. Additional unranked proposed projects can be viewed in the WRIS system.

STORMWATER NEEDS











Untreated or uncontrolled stormwater runoff is a major source of water pollution to local waterways. Stormwater runoff can harm surface waters such as rivers, lakes, and streams which in turn cause or contribute to water quality standards being exceeded. Stormwater runoff can change natural hydrologic patterns, accelerate stream flows, destroy aquatic habitats, and elevate pollutant concentrations and loadings. Development substantially increases impervious surfaces thereby increasing runoff from city streets, driveways, parking lots, and sidewalks, on which pollutants from human activities settle. Common pollutants in runoff include pesticides, fertilizers, oils, metals, pathogens, salt, sediment, litter and other debris are transported via stormwater and discharged - untreated - to water resources through storm sewer systems.

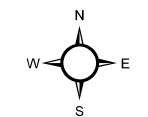
The Stormwater Program for MS4s is designed to reduce the amount of sediment and pollution that enters surface and ground water from storm sewer systems to the maximum extent practicable. Bullitt County and the cities of Shepherdsville,

FIGURE 6-6 LEBANON JUNCTION WASTEWATER SEWER LINES

2015 Comprehensive Plan
Bullitt County, Kentucky

LEGEND

-  Sewage Treatment Plant
-  Package Treatment Plant
-  Proposed Sewer Lines
-  Lebanon Junction Wastewater
-  Water
-  Local Roads
-  State Routes
-  I-65
-  Railroad
-  Bullitt County

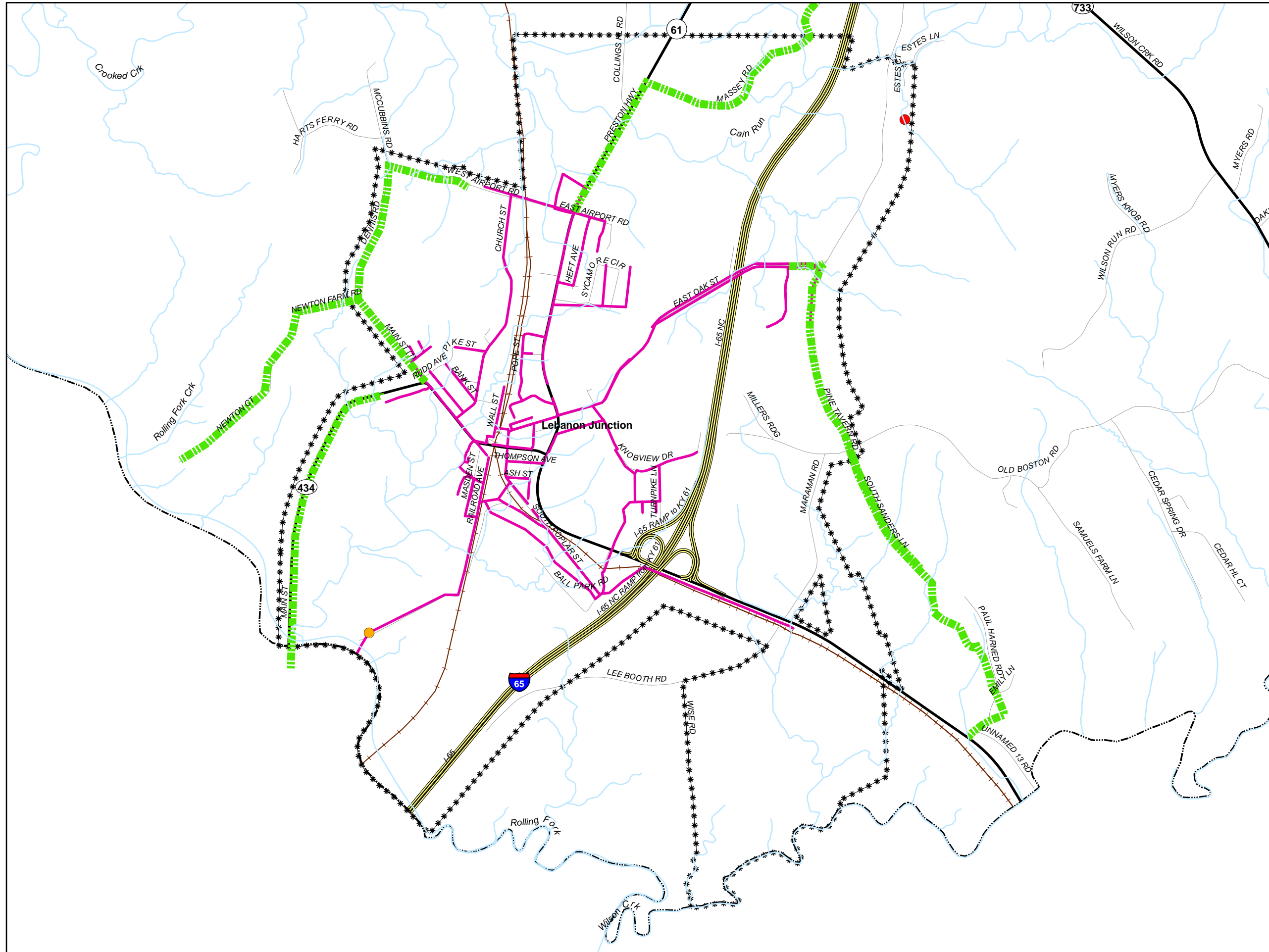


0 1,000 2,000 Feet

MAP INFORMATION










Data Sources:
Kentucky Infrastructure Authority
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

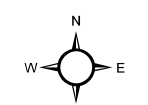
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**FIGURE 6-7
MT. WASHINGTON
WATER & SEWER
COMPANY
SEWER LINES**
2015 Comprehensive Plan
Bullitt County, Kentucky

LEGEND

-  Sewage Treatment Plant
-  Package Treatment Plant
-  Proposed Sewer Lines
-  Mt. Washington Water and Sewer Company
-  Local Roads
-  State Routes
-  US Routes
-  I-65
-  Bullitt County



0 1,500 3,000 Feet

MAP INFORMATION

Data Sources:
Kentucky Infrastructure Authority
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

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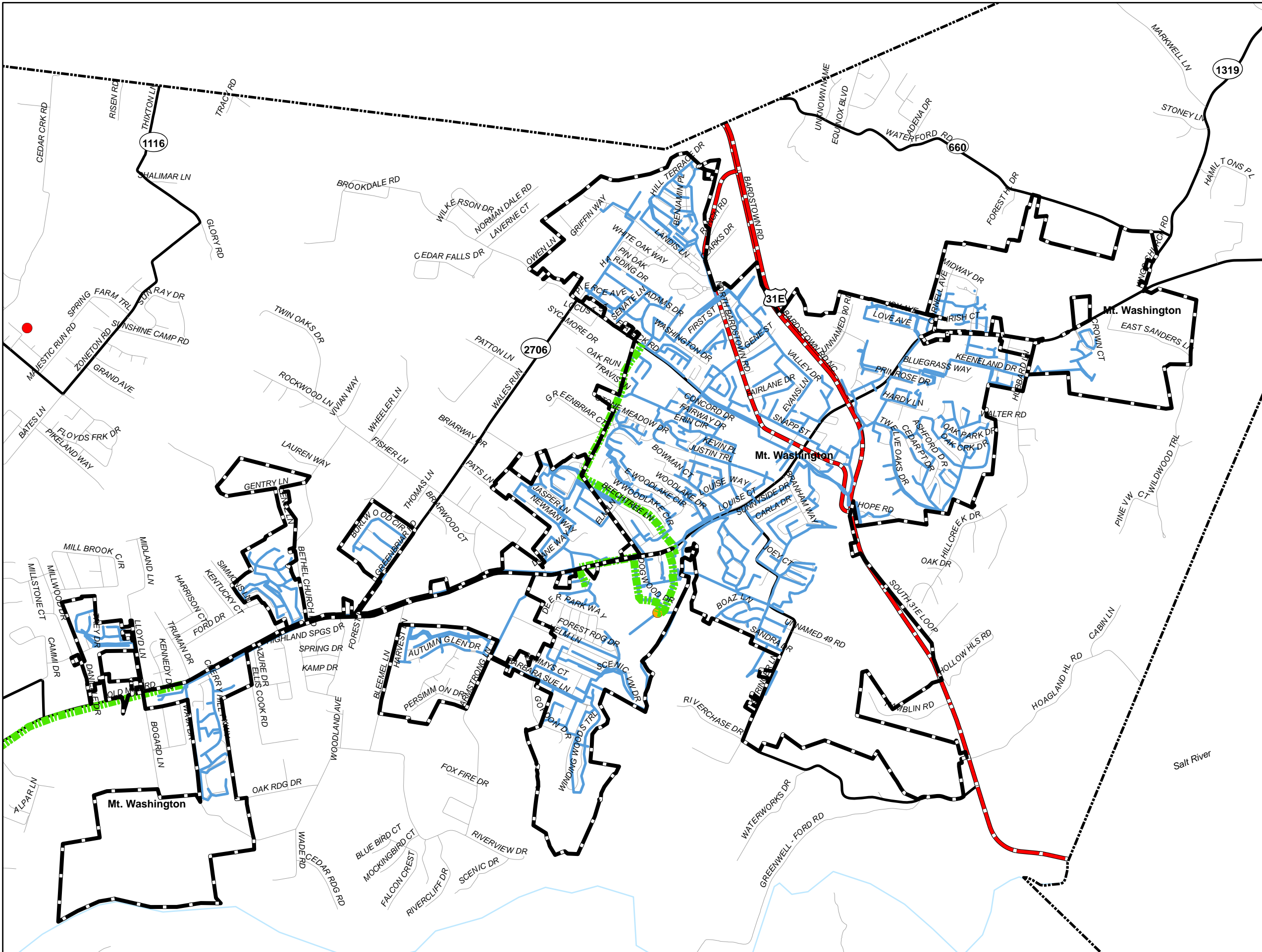
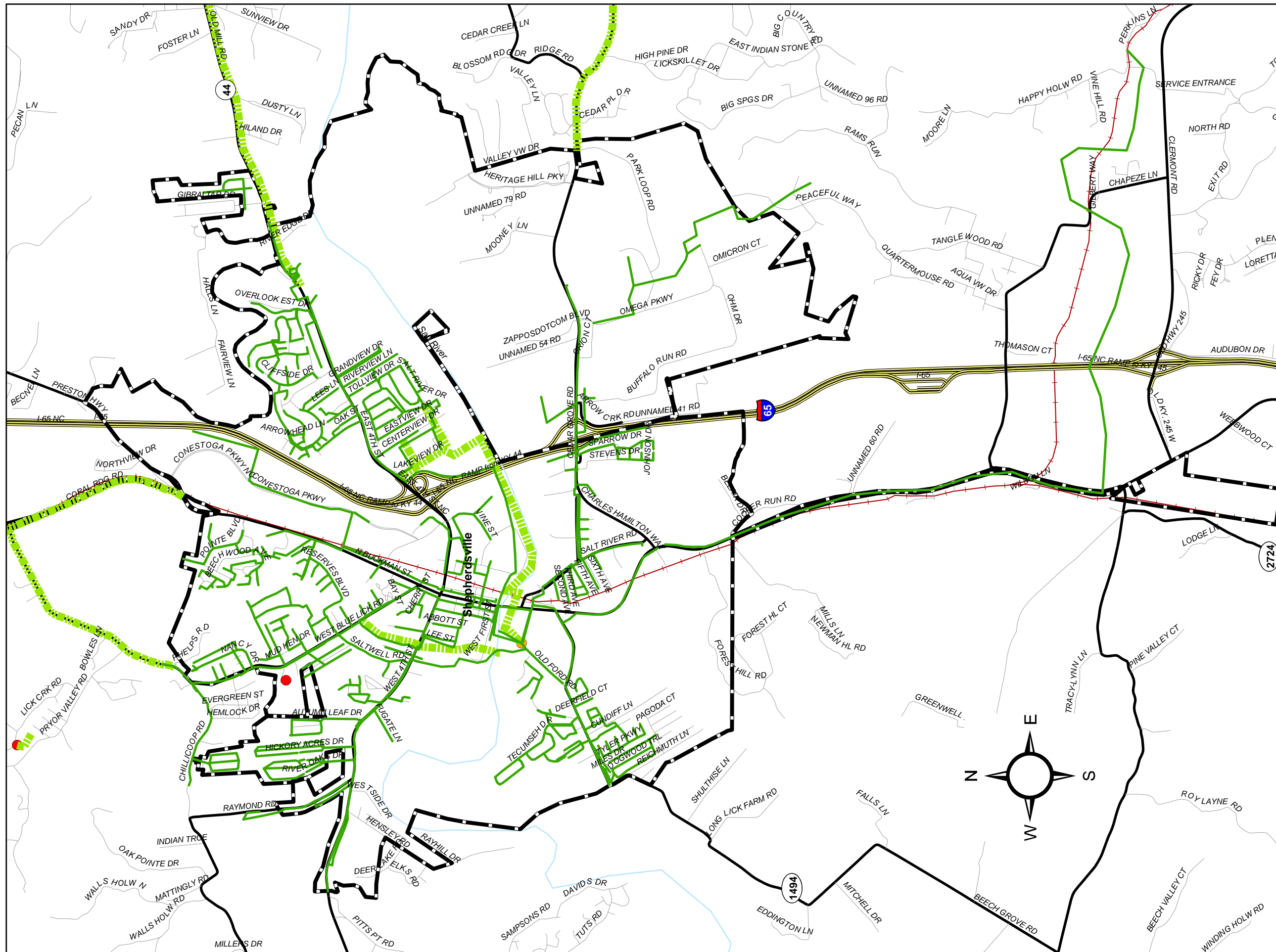
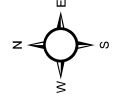



FIGURE 6-8
SHEPHERDSVILLE
SEWER LINES
 2015 Comprehensive Plan
 Bullitt County, Kentucky



LEGEND

- Sewage Treatment Plant
- Package Treatment Plant
- - - - - Proposed Sewer Lines
- Shepherdsville Sewer
- Local Roads
- State Routes
- I-65
- Railroads


 0 1,650 3,300 Feet


MAP INFORMATION

Data Sources:
 Shepherdsville 201 Facilities Plan
 KY Infrastructure Authority
 Kentuckiana Regional Planning
 & Development Agency
 2012 U.S. Census TIGER Line Data

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Mount Washington, Hillview, Hunters Hollow, Pioneer Village, Hebron Estates and Fox Chase have been designated a "Municipal Separate Storm Sewer System" (MS4) communities by the United States Environmental Protection Agency (U.S. EPA) and the Kentucky Division of Water (DOW). Stormwater discharges associated with MS4s are regulated through the use of National Pollutant Discharge Elimination System (NPDES) permits. Through this permit, the owner or operator is required to develop a stormwater pollution prevention program (SWPPP) that incorporates best management practices (BMPs) applicable to their MS4.

Each MS4 community in Bullitt County has adopted a stormwater ordinance which details their SWPPP. The stormwater management program has six elements termed "minimum control measures" which when implemented should result in significant reduction in pollutants discharged into receiving waters. The six minimum control measures and the actions required are outlined below.

Public Education and Outreach - Distribute educational materials and conduct outreach to inform citizens about the impacts that stormwater runoff has on water quality.

Public Participation/Involvement - Provide opportunities for citizens to participate in the stormwater management program or other programs which improve water quality.

Illicit Discharge Detection and Elimination - Develop and implement a plan to detect and eliminate non-stormwater discharges into the storm water system.

Construction Site Runoff Control - Develop, implement and enforce an erosion and sediment control program for construction site activities that disturb one acre or greater.

Post-Construction Runoff Control - Develop, implement and enforce a program to address discharges of post-construction storm water runoff from new development or redevelopment areas.

Pollution Prevention/Good Housekeeping - Develop and implement a program that reduces or prevents pollutant runoff from municipal operations.

Bullitt County



Community Facilities

**TABLE 6-5
BULLITT COUNTY SEWER PROJECTS RANKED BY KIPDA - FY2013**

PROJECT NUMBER	APPLICANT	PROJECT TITLE	DESCRIPTION
SX20129009	City of Shepherdsville	Shepherdsville Salt River Interceptor Sewer Line (Under Construction)	Will eliminate 5 pump stations: Best Western, Eastview, Centerview, Lakeview and Cedar Grove and includes a dual 8" siphon crossing the Salt River.
SX20129014	Bullitt County Sanitation District	Bullitt Hills Subdivision & Hillview Wastewater Treatment System (Under Construction)	Improvements to the Hillview wastewater treatment systems numbers 1, 2, and 3 and the Bullitt Hills Subdivision system. Includes repairs to manholes and sewer lines to reduce excessive infiltration and inflow.
SX20129015	Bullitt County Sanitation District	Willabrook Wastewater Treatment Plan Expansion	The Willabrook WWTP requires expansion from the existing 120,000 GPD capacity for future expansion for industry. The BCSD will purchase the Jim Beam WWTP for use to expand the plant to 900,000 gallons per day.
SX20129029	City of Shepherdsville	Shepherdsville Blue Lick Stormwater Project	Installation of approx. 5,250 l.f. of 5-ft. diameter stormwater interceptor from the Blue Lick Road area through the Frank E. Simon Park to the Salt River to reduce standing water and infiltration and infow into the sanitary sewer system.
SX20129002	City of Shepherdsville	Shepherdsville Sewer Rehabilitation	Repair and rehabilitate existing sewers to reduce inflow and infiltration
SX20129006	City of Shepherdsville	Shepherdsville Woodland Acres Package Plant Project	Removal of Woodland Acres package plant.

NATURAL GAS SERVICE

Natural gas service in Bullitt County is provided by Louisville Gas & Electric Company (LG&E). Natural Gas service is available in the north end of Bullitt County including all seven cities in this area as shown on Figure 6-9. Natural gas service is also available in a small section of the southern tip of the county including a part of the City of Lebanon Junction. LG&E has approximately 17,053 residential and 1,087 commercial customers in Bullitt County as of June, 2013.

ELECTRIC SERVICE

Electric service in Bullitt County is provided by three suppliers. These are Kentucky Utilities Company, Louisville Gas & Electric Company and Salt River Electric Cooperative. In 1998, LG&E acquired Kentucky Utilities and both are now owned by PPL Corporation of Allentown, Pennsylvania. Their approximate service areas are shown on Figure 6-10.

SOLID WASTE SERVICE

Each of the incorporated cities in Bullitt County has mandatory door-to-door trash removal and contract for those services independently. Private haulers provide door-to-door collection services in the remainder of Bullitt County. The County operates a registration process, where private haulers must fill out a registration and report form to be submitted no later than February 1st of each year. The registration process and enforcement is managed by the Bullitt County Solid Waste Coordinator. Waste collected in the county is taken to three landfills outside of Bullitt County.

Door-to-door recycling service is available in Hillview, Mount Washington and Shepherdsville. There is no door-to-door recycling program available in the remainder of the county. There is a drop-spot for recyclables at the Recycling Center at 1675 South Preston Hwy. for city and county residents. Additionally, clean-up days are scheduled to give the residents of Bullitt County an opportunity to get rid of large items such as: mattresses, old appliances, furniture, etc. On designated days, receptacles are available across the county for disposal of these items. Future plans include the establishment of a recycling center to offer glass recycling and

Bullitt County



Community Facilities

office paper recycling. The county also intends to pursue a partnership with Jefferson County to offer a hazardous waste drop off service for Bullitt County residents.


GOVERNMENT BUILDINGS

Facilities owned by the City of Shepherdsville include the City Government Center located at 634 Conestoga Parkway, Probation and Parole/Fire Department at 170 Frank E. Simon Avenue, the Bullitt County Drug Court at 200 Frank E. Simon Avenue, and the Shepherdsville City Garage located 190 Frank E. Simon Avenue. Facilities owned by the City of Mt. Washington include Mt. Washington City Hall/Water and Sewer at 275 Snapp Street, the City Garage at 385 Evans Lane, the City Council Meeting Hall at 186-A Branham Way and the Public Works Department at 186 Branham Way. Facilities owned by the City of Hillview include the Government Center/City Hall at 283 Crestwood Avenue, the Hillview Public Works Department at 635 Prairie Drive and the Hillview Recreation Department at 298 Prairie Drive. Facilities owned by the City of Lebanon Junction include City Hall at 271 Main Street, the Fire House at 291 Main Street, the Police Department at 276 Main Street and the Public Works building at 100 Masden Road. Facilities owned by the City of Pioneer Village include the City Hall/Community Center located at 4700 Summit Drive.

Facilities owned by Bullitt County include the Bullitt County Courthouse located at 300 S. Buckman Street, the Nina Mooney Annex Building at 149 North Walnut Street, the Bullitt County Detention Center at 1671 S. Preston Highway, the Bullitt County Recycling Center at 1675 S. Preston Highway, the 911 Dispatch Center at 911 N. Walnut Street, the Red Cross Building at 200 Saltwell Court, the EMS Building at 238 Saltwell Road, the Bullitt County Judicial Center at 250 Frank E. Simon Avenue and the Bullitt County Road Department at 1679 S. Preston Highway. There are also a number of regional state and Federal offices located in Bullitt County such as the KIPDA Area Agency on Aging at 220 E. Main St. in Lebanon Junction and KY Child Protective Services at 445 Highway 44 East in Shepherdsville.

**FIGURE 6-9
BULLITT COUNTY
NATURAL GAS
SERVICE AREA MAP
2015 Comprehensive Plan
Bullitt County, Kentucky**

LEGEND

 Louisville Gas & Electric Co. Natural Gas Service Area

 Water

 Local Roads

 State Routes

 US Routes

 I-65

 Bullitt County

MAP INFORMATION

Data Sources:
Louisville Gas & Electric (LG&E)
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

Cartography by:
Nikita Moye

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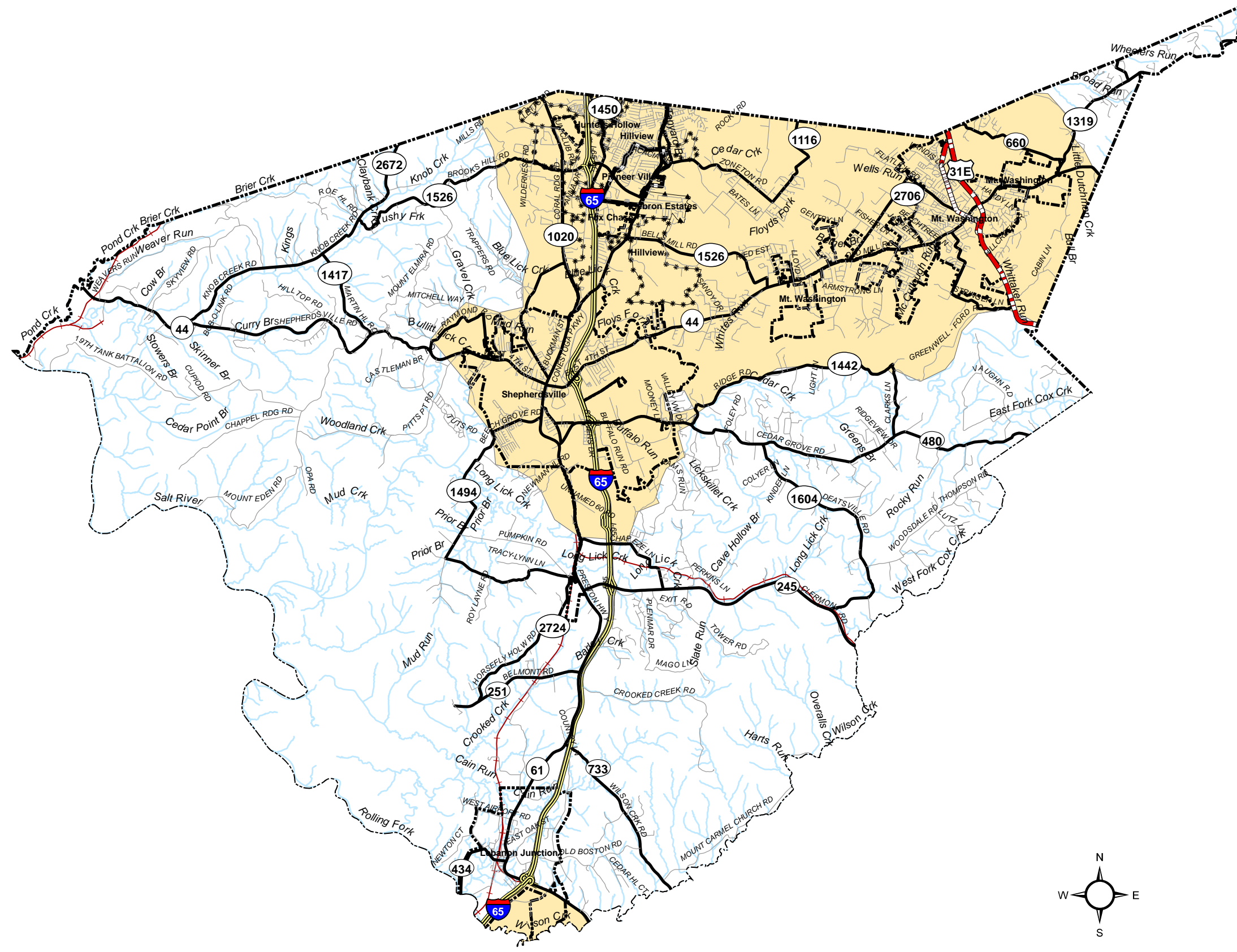
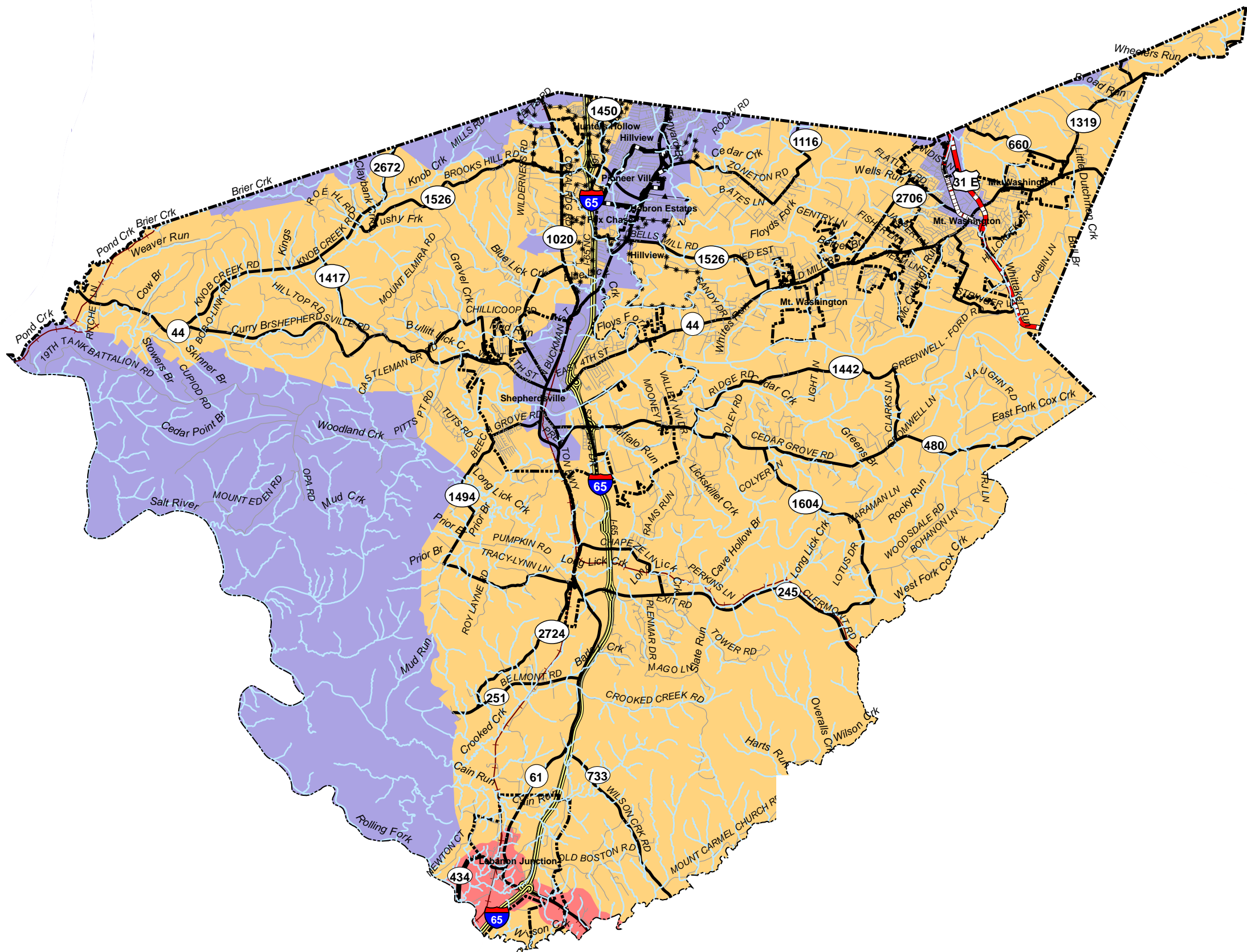


FIGURE 6-10
BULLITT COUNTY
ELECTRIC
SERVICE AREAS
 2015 Comprehensive Plan
 Bullitt County, Kentucky



LEGEND

- Kentucky Utilities Company (KU)
- Louisville Gas and Electric Company (LG&E)
- Salt River Electric Cooperative
- Water
- Local Roads
- State Routes
- US Routes
- I-65
- Railroads
- Bullitt County

MAP INFORMATION

Data Sources:
 Kentucky Division of Geographic Information
 Kentuckiana Regional Planning
 & Development Agency
 2012 US Census TIGER Line Data

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EMERGENCY SERVICES

Emergency services in Bullitt County are dispatched through the Bullitt County E-911 and Communications Center located at the 911 N. Walnut Street in Shepherdsville. It is an enhanced 911 system which uses a fully automated central computer aided dispatch. The Communications Center is staffed 24 hours per day by a supervisor and three to four dispatchers. They provide dispatch services for the following agencies: Bullitt County Sheriff's Department, Shepherdsville Police Department, Mt. Washington Police Department, Hillview Police Department, Pioneer Village Police Department, Lebanon Junction Police Department, Bullitt County Constables, Bullitt County EMA (Emergency Management), Bullitt County EMS, Shepherdsville Fire Department, Zoneton Fire Department, Lebanon Junction Fire Department, Nichols Fire Department, Mt. Washington Fire Department and the Southeast Bullitt Fire Department. The E-911 Center can activate the outdoor warning systems for severe weather. There are 27 outdoor warning systems located throughout the county in the highest populated areas.

BULLITT COUNTY EMERGENCY MANAGEMENT AGENCY

The Bullitt County Emergency Management Agency is responsible for coordinating mitigation, preparedness, response and recovery efforts in Bullitt County. This facility is located at 238 Saltwell Drive in Shepherdsville. It is staffed by the Bullitt County Emergency Management Director who is responsible for coordinating mitigation preparedness, response and recovery in Bullitt County and the cities therein.

FIRE PROTECTION

Mount Washington Fire District provides service in and around the City of Mount Washington. The primary service area for each fire department is shown on Figure 6-11. The Mount Washington fire department has 18 full-time firefighters and 30 volunteer firefighters. The fire department has 19 full time staff members that operate out of the following four city fire stations:

- Station 1: 772 North Bardstown Rd.
- Station 2: 3014 Kings Church Rd.

Bullitt County



Community Facilities

Station 3: 129 Sunview Dr.
Station 4: 8507 Highway 44 East

Mount Washington has an ISO Public Protection Classification (PPC) rating of 5 to 9 on a scale of 1 to 10. The department responds to all fire calls, medical assists with EMS, motor vehicle accidents, natural disasters, weather related emergencies, hazard material calls, some technical rescue calls, and other various good intent calls, such as gas leaks, carbon monoxide detectors sounding, and utility lines down across the road.

Shepherdsville Fire District provides service for the City of Shepherdsville. The Shepherdsville Fire Department currently employs 11 full time firefighters, three part time firefighters, a full time Fire Marshal, and a full time Fire Chief. The department has two volunteer command officers and 24 volunteer firefighters that operate at two city fire stations:

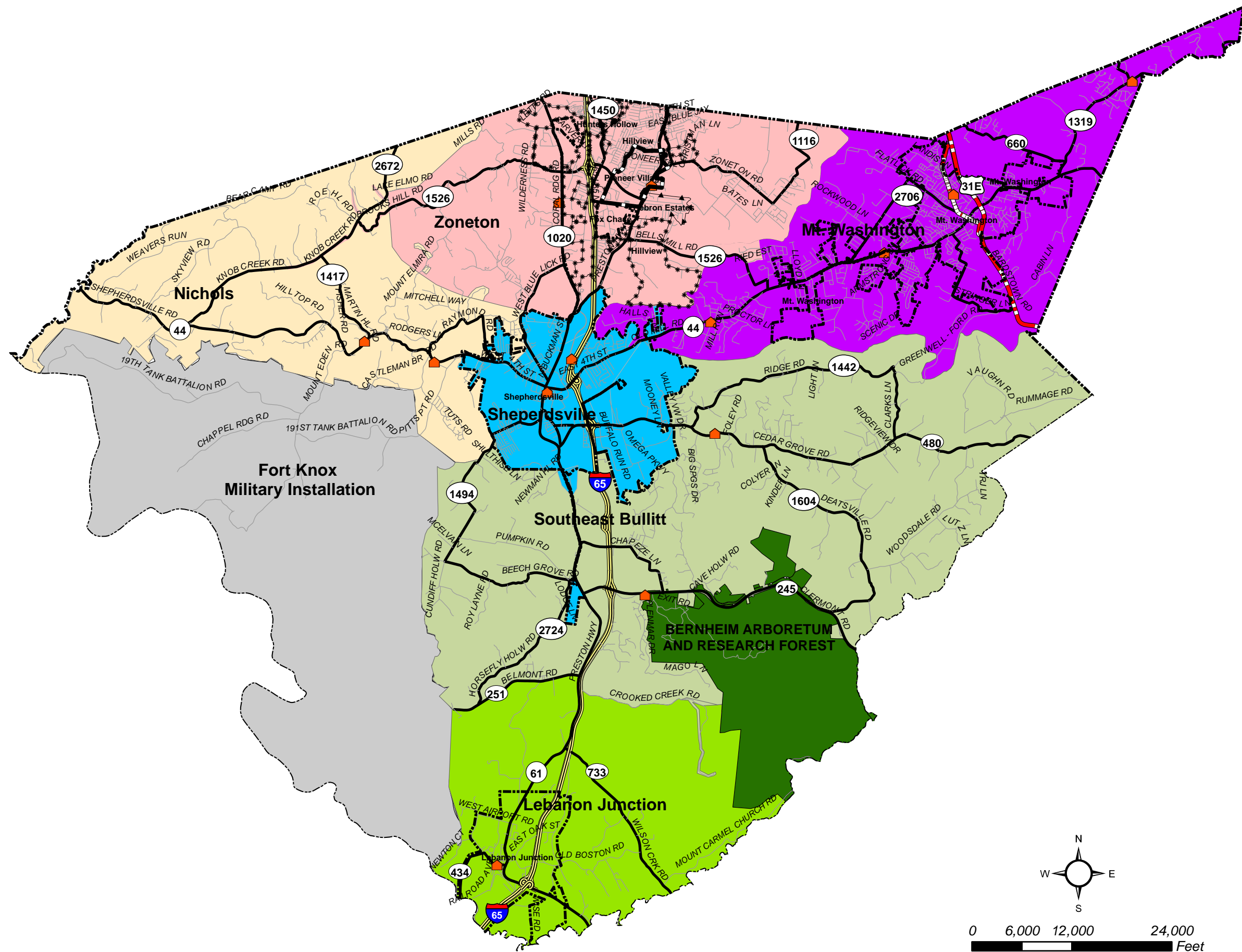
Station 1: 634 Conestoga Parkway
Station 2: 170 Frank E Simon Ave

The department responds to all fire calls, motor vehicle accidents, hazardous materials spills, gas emergencies, medical emergencies, and technical rescue incidents such as water and ice rescue, confined space rescue, vehicle extrication. In addition to emergency response, the department assists the City with fire and building code enforcement and provides inspections for business occupancies. The department is in the process of adding a new fire station on South Preston Hwy by Cooper Run Road. This station would replace the station that is currently at 170 Frank E. Simon.















Zoneton Fire District provides service in and around Hillview, Fox Chase, Pioneer Village, Hebron Estates, and Hunters Hollow. The Zoneton Fire District has nine full-time firefighters and 40 volunteer firefighters. The fire department has 12 full time staff members that operate out of the following two fire stations:

Station 1: 5328 N Preston Hwy
Station 2: 163 Overlook Acres Rd.

FIGURE 6-11
BULLITT COUNTY
FIRE DISTRICTS
 2015 Comprehensive Plan
 Bullitt County, Kentucky

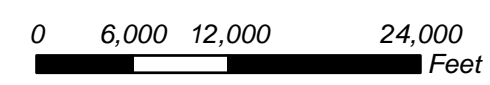
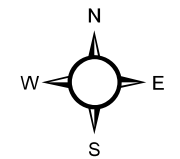


LEGEND

-  Fire Stations
-  Lebanon Junction
-  Mt. Washington
-  Nichols
-  Sheperdsville
-  Southeast Bullitt
-  Zoneton
-  Local Roads
-  State Routes
-  US Routes
-  I-65
-  Military
-  Parks and Recreation
-  Bullitt County

MAP INFORMATION

Data Sources:
 Bullitt County Emergency Management Services
 Kentuckiana Regional Planning
 & Development Agency
 2012 US Census TIGER Line Data



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The Zoneton Fire District has an ISO rating of four. The department responds to all fire calls, medical emergencies, public assistance calls (electrical and natural gas emergencies), animal rescue, Haz-Mat, natural disasters and motor vehicle accidents.

Southeast Bullitt Fire Department has six full-time firefighters and 34 volunteer firefighters that operate out of the following two fire stations:

Station 1: 128 Ironwood Trail

Station 2: 1515 Clermont Road

The Southeast Fire District has an ISO rating of six to nine. The department responds to all fire calls, medical emergencies, public assistance calls, animal rescue, natural disasters and motor vehicle accidents.

Lebanon Junction Volunteer Fire Department provides service in a around Lebanon Junction and has one fire station located at 291 Main Street in Lebanon Junction.

Nichols Volunteer Fire Department has two fire stations. Station 1 is located at 5234 Highway 44 West. Station 2 is located at 4706 Highway 44 West.

POLICE PROTECTION

Police protection within the City of Hillview is provided by the Hillview Police Department located at 283 Crestwood Lane, known as the Hillview Government Center. The Police Department employs 14 full time officer's and 1 part time officer along with one code enforcement officer. Along with police protection services the department provides the following services: Criminal Investigations, D.A.R.E., House Watch and Security Evaluations. Criminal Investigations handles all criminal investigations within the city limits. D.A.R.E. consist of one officer and promotes a positive relationship between the department and local youth. House Watch helps deter property crimes while residents are out of town or away from their homes for prolonged periods of time. Officers are notified of a resident's

Bullitt County



Community Facilities

departure and return dates and will make periodic checks on their property to ensure that it is secure. Security Evaluations consists of an officer providing a free risk assessment analysis and suggestions on how to reduce a company's security risk to make the workplace more secure.

Police protection within Shepherdsville is provided by the Shepherdsville Police Department located at 634 Conestoga Parkway. It is staffed by 24 officers and two civilian employees. The department consists of two primary divisions: Patrol and Administrative/Support Services. The Patrol division is composed of four sergeants and 12 officers. The patrol division specializes in public protection, patrol, homeland security, crime prevention, training and education, investigations. The Administrative/Support services division is staffed by one sergeant, three detectives, two officers, two clerks and is responsible for Criminal Investigations, School Resources, and Code Enforcement. The command staff consists of one Chief and one Assistant Chief.

Police protection within Mt. Washington is provided by the Mt. Washington Police Department located at 180 Landis Lane. The Department consists of 15 officers and one full time administrative assistant. The department has four patrol divisions. The patrol divisions specialize in public protection, patrol, crime prevention and investigations.

The Lebanon Junction Police Department located at 276 Main Street provides police protection to the City and consist of 4 full time officers and 2 part-time officers. Police protection within Pioneer Village and Hebron Estates is provided by the Pioneer Village Police Department located at 4700 Summit Drive and consist of 5 full time officers. The City of Hunters Hollow is currently contracting directly with an independent officer from the City of Pioneer Village for 20 hours of patrols per month. The total amount of patrol hours will increase beginning in October, 2013.

The Bullitt County Sheriff's Department is located in the Bullitt County Courthouse on Buckman Street. In addition to providing patrol services in the county and the city of Fox Chase, the Sheriff's Department responsibilities include collection of taxes, court security, warrant and civil process service. In addition,

Kentucky State Police Post 4 which serves Breckinridge, Bullitt, Grayson, Hardin, Jefferson, Larue, Meade, and Nelson is located in the City of Elizabethtown.

BULLITT COUNTY AMBULANCE SERVICE

Emergency and non-emergency ambulance service for all of Bullitt County is provided by the Bullitt County Emergency Management Agency. There are four ambulance stations in Bullitt County. The ambulance station located at 238 Saltwell Road in Shepherdsville is equipped with two ambulances and four personnel including two paramedics, and two emergency medical technicians. The station located at 1505 West Hebron Lane in Shepherdsville, is equipped with one ambulance and two personnel including one paramedic and one emergency medical technician. The ambulance station located at 545 Clermont Road in Shepherdsville is equipped with one ambulance and two emergency medical technicians. The station located at 186 Branham Way in Mount Washington is equipped with one ambulance, one paramedic and one emergency medical technician.

Bullitt County



CHAPTER SEVEN TRANSPORTATION

INTRODUCTION

Increased mobility, accessibility, and efficiency of a region's transportation system can be a stimulant to population growth, residential development, and have a pronounced effect on the location of industrial and commercial land uses. For this reason, it is important that a study of the county's transportation system be included in the Bullitt County Comprehensive Plan. As roadways are the predominate means of transportation in Bullitt County, roads will be discussed first, followed by bicycle, pedestrian, bus, rail, waterway and airport facilities.

LOUISVILLE (KY-IN) METROPOLITAN PLANNING ORGANIZATION (MPO)

The Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Division serves two purposes; one as the Louisville (KY-IN) Metropolitan Planning Organization (MPO), as designated by the Governors of Kentucky and Indiana, and the other as the transportation planning component of the Area Development District (ADD). For administrative purposes, the metropolitan transportation planning area includes Bullitt, Jefferson and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. This area is further defined as a Transportation Management Area by the Federal Highway Administration, and the MPO is responsible for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) for the metropolitan area. The KIPDA Transportation Division provides planning and technical assistance to help meet the transportation needs of all counties within the MPO area and the KIPDA region giving emphasis to bicycle, highway, paratransit, pedestrian and public transit modes of transportation.

BULLITT COUNTY ROADS

There are 16 major highways in Bullitt County which are part of the State primary or secondary road system and provide access to and through Bullitt County.

Bullitt County



These highways are: Interstate 65, US 31E, US 31EX (Business) and Kentucky Highways 44, 61 (Preston Highway), 245, 1526, 434, 480, 1020, 1116, 1450, 1494, 1526, and 2553. Shepherdsville lies at the crossroads of I-65, KY 44 and KY 61. Interstate 65 is one of the two major north-south interstates in Kentucky. Interstate 65 connects Bowling Green, Elizabethtown, and downtown Louisville. Outside the state it connects to Nashville, Tennessee; Indianapolis, Indiana and beyond. The route between Louisville and Nashville roughly follows the route of the Louisville & Nashville Railroad. US 31W passes through Bowling Green, Elizabethtown, and Fort Knox. US 31E passes through Mt. Washington, Glasgow and Bardstown. The two north-south routes run parallel to each other from the Tennessee border before joining just a few yards from the Ohio River in Louisville. The west-east KY 44 connects Shepherdsville, Mt. Washington and Taylorsville. KY 61 connects Louisville, Hillview, Pioneer Village, Hebron Estates, Shepherdsville, Lebanon Junction and Elizabethtown. A list of Bullitt County maintained roads is available from the Planning and Zoning Office or the Bullitt County Road Department.

NATIONAL HIGHWAY SYSTEM

The Kentucky Transportation Cabinet (KYTC) has developed the National Highway System (NHS) routes within Bullitt County. The significance of being designated as a NHS roadway is that improvements qualify for specific NHS funding. The only NHS route within Bullitt County is Interstate 65.

TRUCKING CLASSIFICATIONS

Bullitt County's road system consists of federal and state roads maintained by the State of Kentucky, county roads maintained by the Bullitt County Road Department, and city streets maintained by the various cities. State maintained roads are classified by truck weight capacity. Kentucky Revised Statute (KRS) 189.222 requires the KYTC to establish weight limits on the state maintained highway system. To implement this statute, Kentucky Administrative Regulations (KAR) designating these weight limits are promulgated and updated frequently. The last such update occurred on December 18, 2003. Designated "AAA" trucking highways have an 80,000 pound permitted gross load limit, while

“AA” highways have a 62,000 pound gross load limit. All other state maintained roads are designated as Class “A” trucking highways with a 44,000 pound gross load limit. Figure 7-1 shows the AAA, AA and A rated highways in Bullitt County.

FUNCTIONAL CLASSIFICATION SYSTEM

The analysis of existing roadway systems includes the assessment of the function performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. The definitions for the functional classification system for Bullitt County (Figure 7-2) as established by KYTC, are found in the definition section of this Bullitt County Comprehensive Plan. The KYTC functional classification report for selected routes in Bullitt County is as follows:

TABLE 7-1

Kentucky Transportation Cabinet

Functional Classification Report for Selected Routes

<u>ROUTE</u>	<u>BEGIN MP</u>	<u>END MP</u>	<u>FUNCTIONAL CLASS</u>	<u>URBAREA</u>	<u>DESCRIPTION OF ROUTE</u>
I-0065	103.308	115.574	Rural Interstate	Rural	From Hardin County line to KY 480
KY-0044	24.550	26.286	Rural Minor Arterial	Rural	From SEUL Louisville at CR 1021 (Hubbard Lane) to Spencer County line
KY-0061	0.000	12.575	Rural Minor Arterial	Rural	From Nelson County line to the SUL of Louisville at PR 1065 (Forest Hill Road)
KY-0245	0.000	7.178	Rural Minor Arterial	Rural	From Nelson County line to KY 61
US-0031E	0.000	2.621	Rural Minor Arterial	Rural	From Spencer County line to SEUL of Louisville at US 31EX
US-0031E	4.863	5.162	Rural Minor Arterial	Rural	From NUL of Louisville at US 31EX to Jefferson County line
KY-0044	0.000	9.285	Rural Major Collector	Rural	From Jefferson County Line to SWUL Louisville at KY 2723
KY-0480	1.164	5.141	Rural Major Collector	Rural	From SWUL of Louisville at KY 6318 to KY 1604
KY-0434	0.000	1.932	Rural Minor Collector	Rural	From Hardin County line to KY 61
KY-0480	5.141	11.723	Rural Minor Collector	Rural	From KY 1604 to the Nelson County line
KY-0660	0.000	2.617	Rural Minor Collector	Rural	From Jefferson County line to KY 1319
KY-0733	0.000	4.231	Rural Minor Collector	Rural	From KY 61 to Nelson County line
KY-1116	3.446	5.870	Rural Minor Collector	Rural	From SEUL of Louisville at CR 1049 (Bates Lane) to Jefferson County line
KY-1319	0.000	3.292	Rural Minor Collector	Rural	From KY 44 to Spencer County line
KY-1319	3.292	3.710	Rural Minor Collector	Rural	From Spencer Co. Line to Spencer Co. line
KY-1417	0.000	2.289	Rural Minor Collector	Rural	From KY 44 to KY 1526
KY-1442	0.000	7.372	Rural Minor Collector	Rural	From KY 480 to KY 480
KY-1494	0.000	6.675	Rural Minor Collector	Rural	From KY 61 to SUL of Louisville at CS 1229 (Reichmuth Lane)

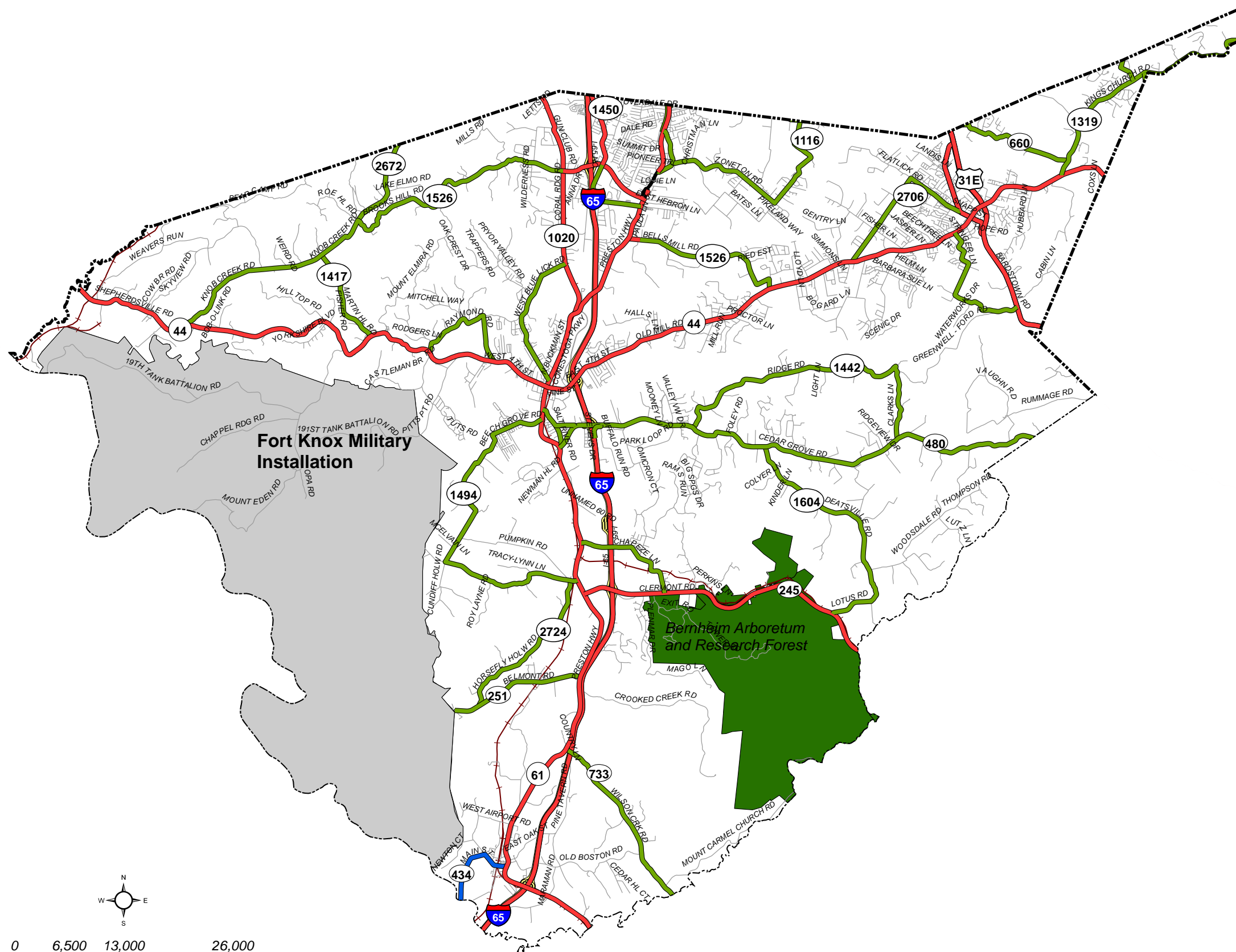
Bullitt County



Transportation

KY-1526	0.000	9.850	Rural Minor Collector	Rural	From KY 44 to SWUL Louisville at CR
KY-1531	0.000	0.670	Rural Minor Collector	Rural	From KY 1319 to the Jefferson County line
KY-1604	0.000	5.808	Rural Minor Collector	Rural	From KY 245 to KY 480
KY-3219	0.000	2.580	Rural Minor Collector	Rural	From KY 61 to KY 245
KY-0251	0.000	3.058	Rural Local	Rural	
KY-2672	0.000	2.102	Rural Local	Rural	
KY-2674	0.000	2.177	Rural Local	Rural	
KY-2706	0.000	2.311	Rural Local	Rural	
KY-2723	0.000	1.729	Rural Local	Rural	
KY-2724	0.000	3.806	Rural Local	Rural	
KY-2814	0.000	0.143	Rural Local	Rural	
KY-6318	0.000	0.380	Rural Local	Rural	
I-0065	115.574	123.180	Urban Interstate	Louisville	From KY 480 to Jefferson County line
KY-0044	9.285	24.550	Urban Minor Arterial St	Louisville	From SWUL Louisville at KY 2723 to SEUL Louisville at CR 1021 (Hubbard Lane)
KY-0044	12.692	13.164	Urban Minor Arterial St	Louisville	
KY-0061	12.575	21.659	Urban Minor Arterial St	Louisville	From the SUL of Louisville at PR 1065 (Forest Hill Road) to Jefferson County line
KY-0480	0.000	1.164	Urban Minor Arterial St	Louisville	From KY 61 to SWUL of Louisville at KY
KY-1020	0.000	5.082	Urban Minor Arterial St	Louisville	From KY 61 to Jefferson County line
KY-1450	1.895	3.554	Urban Minor Arterial St	Louisville	From KY 1526 to Jefferson County line
KY-1526	10.810	16.939	Urban Minor Arterial St	Louisville	From KY 1020 to KY 61 TO KY 44
KY-1526	11.253	11.833	Urban Minor Arterial St	Louisville	
US-0031E	2.621	4.863	Urban Minor Arterial St	Louisville	From SEUL of Louisville at US 31EX to NUL of Louisville at US 31EX
US-0031EX	0.000	2.487	Urban Minor Arterial St	Louisville	From US 31E South of Mt. Washington to US 31E North of Mt. Washington
CR-1061	0.000	0.184	Urban Collector Street	Louisville	From KY 1450 to CS 5071 (Earlywood Drive)
CS-1167	0.000	0.524	Urban Collector Street	Louisville	From KY 44 to KY 61
CS-1170	0.000	1.816	Urban Collector Street	Louisville	From CS 1167 (Adam Shepherd Parkway) to KY 61
CS-5036	0.000	1.456	Urban Collector Street	Louisville	From KY 61 to CS 5071 (Earlywood Drive)
KY-1116	0.000	3.446	Urban Collector Street	Louisville	From KY 61 to SEUL of Louisville at CR 1049 (Bates Lane)
KY-1494	6.675	8.011	Urban Collector Street	Louisville	From the SUL of Louisville at CS 1229 (Reichmuth Lane) to KY 61
KY-1526	9.850	10.810	Urban Collector Street	Louisville	From SWUL Louisville at CR 1308G (Brooksvew Road) to KY 1020
KY-2553	0.000	0.394	Urban Collector Street	Louisville	From KY 61 to KY 1116
KY-2673	0.000	3.233	Urban Collector Street	Louisville	From KY 61 to KY 1020
KY-6302	0.000	0.616	Urban Collector Street	Louisville	From KY 61 to the Jefferson County line
KY-0480C	0.000	0.916	Urban Local	Louisville	
KY-1450	0.000	1.895	Urban Local	Louisville	
KY-2237	0.000	0.452	Urban Local	Louisville	
KY-2674	2.177	3.287	Urban Local	Louisville	
KY-2706	2.311	3.637	Urban Local	Louisville	
KY-2723	1.729	2.830	Urban Local	Louisville	
KY-6303	0.000	0.087	Urban Local	Louisville	
KY-6313	0.000	0.132	Urban Local	Louisville	
KY-6314	0.000	0.161	Urban Local	Louisville	
KY-6317	0.000	0.070	Urban Local	Louisville	

**FIGURE 7-1
BULLITT COUNTY
TRUCK WEIGHT
ROAD
CLASSIFICATIONS**
2015 Comprehensive Plan
Bullitt County, Kentucky



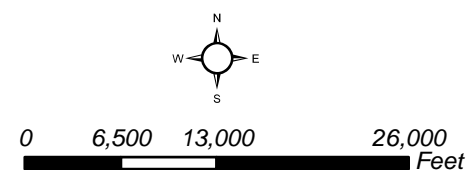
LEGEND

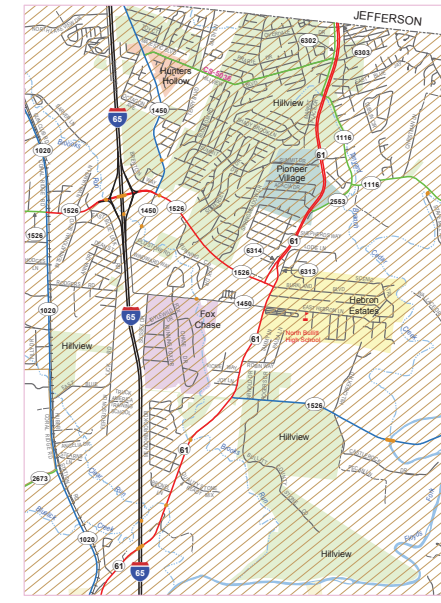
- A (44,000 LBS Gross)
- AA (62,000 LBS Gross)
- AAA (80,000 LBS Gross)
- Local Roads
- + + + Railroad
- Military
- Bullitt County

MAP INFORMATION

Data Sources:
Kentucky Transportation Cabinet
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

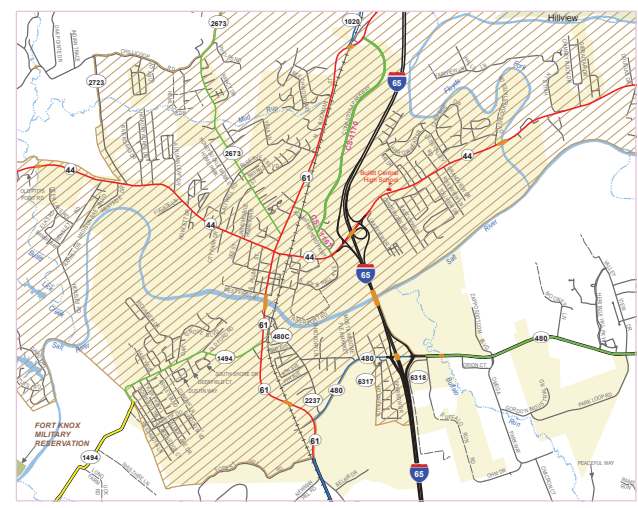
Kriss Lowry & Associates Inc.
227 S. Rays Fork Rd.
Corinth, KY 41010-3027
(502) 857-2800





NORTHERN COMMUNITIES

2,500 1,250 0 2,500 5,000 7,500
Feet



SHEPHERDSVILLE

2,500 1,250 0 2,500 5,000 7,500 10,000
Feet

Functional Classification BULLITT COUNTY KENTUCKY 015

- Functional Classification**
- Rural Interstate
 - Rural Principal Arterial
 - Rural Minor Arterial
 - Rural Major Collector
 - Rural Minor Collector
 - Urban Interstate
 - Urban Freeways & Expressways
 - Urban Principal Arterial
 - Urban Minor Arterial Street
 - Urban Collector Street
 - Rural & Urban Local
 - CS-0000 Functionally Classified Road No.
 - Bridge
 - Railroad
 - Stream
 - City/Town
 - Federal Aid Urbanized Area 2000
 - Incorporated Area
 - Lake
 - State Park
 - National Park or Recreation Area
 - Defense Facility
 - Wildlife Area
 - Geological Area
 - State, National, or Private Forest



The Kentucky Transportation Cabinet does not warrant that the information contained on this map is accurate or complete. The Kentucky Transportation Cabinet states that all attempts are made to insure the correctness of road network portrayal and it is based on the best available information at a given time but disclaims any and all representations and/or warranties made with respect to this map by any contributing source as to the contents, whether expressed, implied, or statutory, including, but not limited to, warranties of title, merchantability, and fitness for a particular purpose. Incorporated area boundaries are based on KRS 81A.470 filings recorded in the Kentucky Secretary of State's Office.

Figure 7-2

Division of Planning

Functional Classification

BULLITT COUNTY

2 1 0 2 4
Miles

Last map revision: JUNE 2012

Road centerlines collected using GPS technology
Kentucky State Plane Coordinate System (NAD83)

www.planning.kytc.ky.gov

The functional classification of a road should be considered when approving development proposals. The classification will be an indicator of road capacity. For example if a major subdivision is proposed along a rural local road, it is unlikely that the road will be able to handle the increased traffic in a safe and efficient manner. Therefore, the road may need to be upgraded or the proposal not approved. The factors which determine the capacity and safety of a specific road are numerous and include lane width, shoulder width, current traffic counts etc. Therefore, when the capacity of a road to handle the additional traffic from a development is in doubt, a traffic impact study using computer modeling should be required. New streets in subdivisions or developments should be designed to meet future as well as current transportation needs. Developers should be required to provide collector or arterial streets or the right of way for future extensions as appropriate considering long term traffic patterns.

Acquisition of necessary rights-of-way for the construction of new streets and the widening of existing major streets occur in many ways such as purchase, donations, and required dedications when land is subdivided, developed or redeveloped. Subdivision regulations require that the subdivider shall dedicate for public use the rights-of-way for widening existing streets or roads. Greater setbacks will be required along major existing streets and roads to provide this additional right-of-way.

When portions of rights-of-way are not required to be dedicated by the subdivider, the property owner may still choose to provide them by voluntary dedication as a public service. Such dedication may encourage the construction or upgrading of roads which will provide better access to the developer's property. In cases where the necessary rights-of-way are not available through dedication for constructing or upgrading streets or roads, it will be necessary for the appropriate jurisdiction to purchase the required rights-of-way. Purchases may be made by negotiation with the property owner, or if necessary, the rights-of-way may be condemned through the jurisdiction's power of eminent domain.

Bullitt County



KENTUCKY TRANSPORTATION CABINET'S (KYTC) SIX YEAR HIGHWAY PLAN (KYSYP)

The Kentucky Transportation Cabinet follows a six year highway plan for all 120 counties approved by the Kentucky State Legislature every two years. The current plan is for the period from Fiscal Year (FY) 2012 through FY 2018. This plan shows road improvement, bridge, weigh station, rest area rehab, interchange, and other highway related planned projects for the period. Figure 7-3 is the Bullitt County Six Year Plan Project Map. It shows all of the current six year projects. The projects included in the six year plan and their anticipated funding year are as follows:

PROJECTS IN SIX YEAR PLAN:

1. **5_117.10 - Major Widening of KY-61.** A section of KY 61 starting south of KY 44 (MP 14.43) and ending north of the newly constructed Conestoga Parkway (MP 16.667) totaling 2.2 miles. Construction FY 2015.
2. **5_117.20 - Major Widening of KY-61.** A section of KY 61 starting north of Conestoga Parkway (MP 16.667) and ending south of Brooks Run Creek (MP 17.88) totaling 1.3 miles. Construction FY 2015.
3. **5_117.31 - Major Widening of KY-61.** A section of KY 61 starting south of Brook Run Creek (MP 17.88) and ending south of John Harper Parkway (MP 19.33) totaling 1.5 miles. Construction FY 2012. Project has not been authorized.
4. **5_150.10 - KY 44 Reconstruction.** Reconstruct KY 44 at Bells Mill Road (MP 17.72 to 17.9) totaling .600 miles. Design FY 2012, right of way acquisition FY 2012, utility relocation 2014, construction FY 2015.
5. **5_150.20 - KY 44 Reconstruction.** Reconstruct KY 44 at Bogard/Lloyd Lane (MP 18.38 to 18.8) totaling .500 miles. Design FY 2012, Right of

Bullitt County 2012 Highway Plan Projects

NOT SHOWN ON MAP

- 5-439.03
BIKE/PED FACIL(O)
- 5-440.01 & 5-440.02
BIKE/PED FACIL(O)
- 5-8709.00
NEW ROUTE(O)
- 5-8710.00
NEW ROUTE(O)

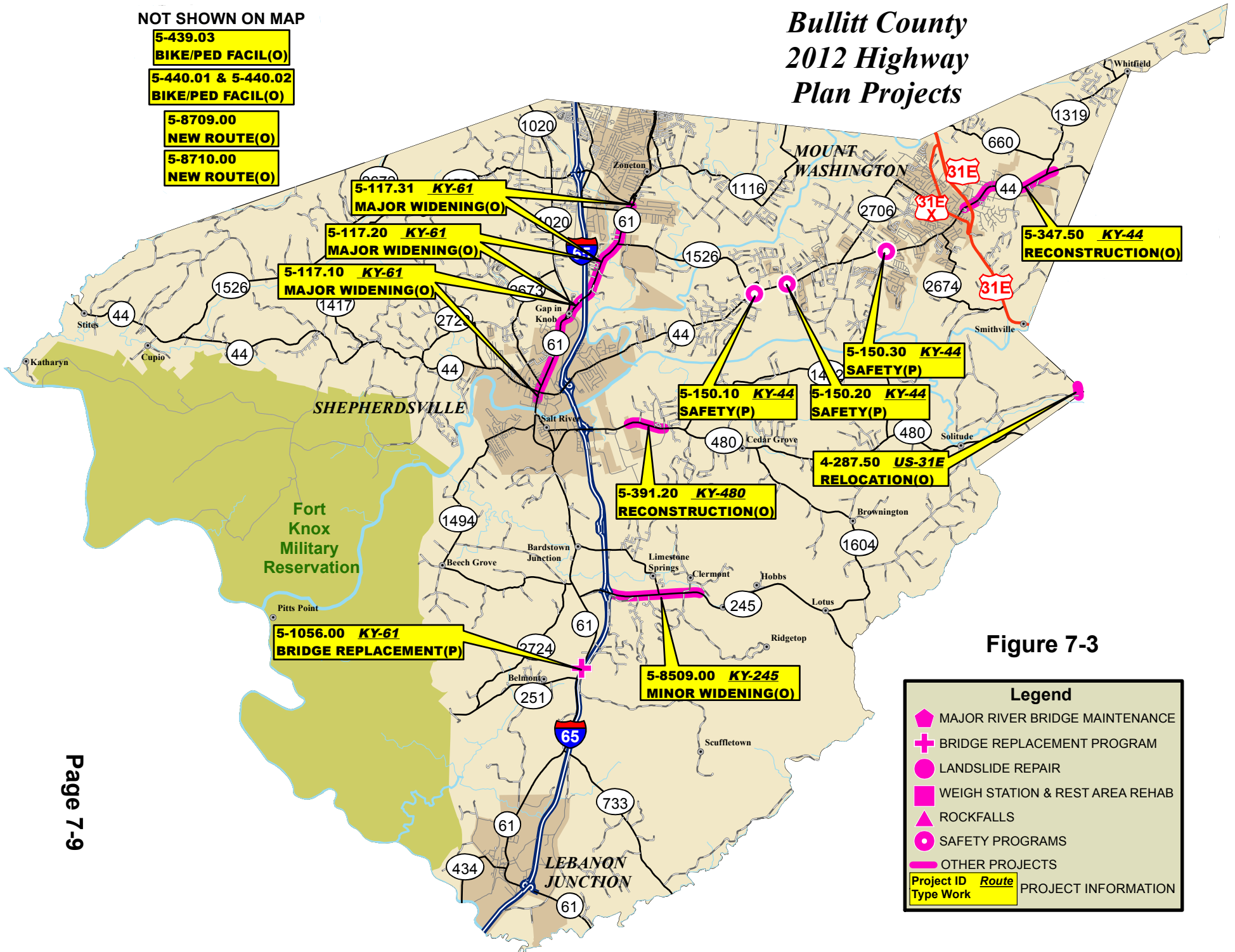


Figure 7-3

Legend

- ◆ MAJOR RIVER BRIDGE MAINTENANCE
- ⊕ BRIDGE REPLACEMENT PROGRAM
- LANDSLIDE REPAIR
- WEIGH STATION & REST AREA REHAB
- ▲ ROCKFALLS
- SAFETY PROGRAMS
- OTHER PROJECTS

Project ID	Route	Type Work	PROJECT INFORMATION
5-439.03		BIKE/PED FACIL(O)	
5-440.01 & 5-440.02		BIKE/PED FACIL(O)	
5-8709.00		NEW ROUTE(O)	
5-8710.00		NEW ROUTE(O)	
5-117.31	KY-61	MAJOR WIDENING(O)	
5-117.20	KY-61	MAJOR WIDENING(O)	
5-117.10	KY-61	MAJOR WIDENING(O)	
5-150.30	KY-44	SAFETY(P)	
5-150.10	KY-44	SAFETY(P)	
5-150.20	KY-44	SAFETY(P)	
4-287.50	US-31E	RELOCATION(O)	
5-347.50	KY-44	RECONSTRUCTION(O)	
5-391.20	KY-480	RECONSTRUCTION(O)	
5-1056.00	KY-61	BRIDGE REPLACEMENT(P)	
5-8509.00	KY-245	MINOR WIDENING(O)	

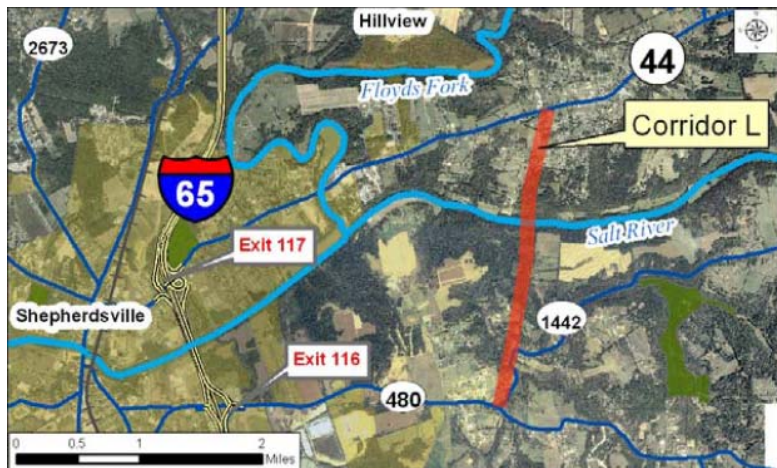
Way Acquisition FY 2012, Utility Relocation 2014, Construction FY 2015.

6. **5_150.30 - KY 44 Reconstruction.** Reconstruct KY 44 at Armstrong/Fisher Lane (MP 20.85 to 21.15). Construction FY 2012. Construction has been completed.
7. **5_347.50 - KY 44 Reconstruction.** Reconstruct KY 44 from Mt. Washington Bypass East (MP 23.14 to 25.44) totaling 2 miles. Right of Way Acquisition FY 2012, Utility Relocation 2014, Construction FY 2019.
8. **5_391.20 - KY 480 Reconstruction.** Widen Cedar Grove Road (KY 480) from Cedar Grove Elementary School (MP 2.01) to Valley View Drive (MP 2.84) totaling .830 miles. Design FY 2013, Right of Way Acquisition FY 2014, Utility Relocation 2014, Construction FY 2015.
9. **5_1056 - KY 61 Bridge Replacement.** Replace bridge on KY-61 (MP 7.559 to MP 7.659) over Barley Creek; 10 Miles north of Jct. KY 251 totaling .100 miles. Right of Way Acquisition FY 2014, Utility Relocation 2014, Construction FY 2016.
10. **5_8509 - KY 245 Minor Widening.** Widen KY-245 from Bernheim Forest (MP 4.425) to the Community College (MP 6.415). Construction FY 2017.

Bullitt County



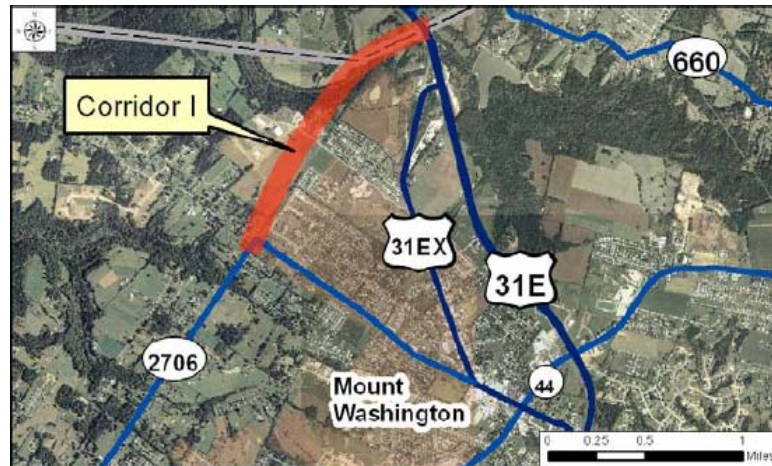
11. 5_8709 - New Route from KY 480 to KY 44 with Salt River Crossing. Design FY 2013. This new 2.5-mile long connector (Corridor L) shown below provides a new bridge over the Salt River, providing an connection between KY 44 and the industrial and residential areas along KY 480. The proposed route is within the 100 year floodplain and there are significant floodplain and environmental issues that must be considered adjacent to the Salt River. The proposed route transverse's several major subdivisions in the unincorporated area of Bullitt County making potential relocations numerous (*KIPDA Transportation Study, 2010*). An environmental assessment of this project has not yet been completed. The KYTC states that they are in the process of developing alternatives for the project. Design Phase 2015.



(*KIPDA Transportation Study, 2010*)

12. 5_8710- New Route Northwest of Mt. Washington from U.S. 31E to KY 2706. Design FY 2013. Corridor I, shown on Page 7-12 is a new route, approximately 1.5 miles in length, from US 31E to KY 2706 (Greenbriar Road). The purpose of this new connector, which would likely require widening Greenbriar Road to four lanes, is to create a northwest Mount Washington connector providing a more efficient and more direct connection from US 31E to KY 44 that will divert some traf-

fic from Mount Washington (*KIPDA Transportation Study, 2010*). An environmental assessment of this project has not yet been completed. The KYTC states that they are in the process of developing alternatives for the project. Design Phase 2015.



(*KIPDA Transportation Study, 2010*)

***Horizon 2030* TRANSPORTATION PLAN RECOMMENDATIONS**

In October 2010 the *2030 Horizon* Transportation Plan was developed for the Louisville (KY-IN) MPO study area as required by the Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998. This plan is incorporated by reference into this Comprehensive Plan. Transportation strategies included in *Horizon 2030* are proposed specifically to meet the challenge of providing a transportation system for people and goods across different and evolving environments. Although improvement recommendations are made for the entire Louisville (KY-IN) Study Area, only those proposed in Bullitt County will be discussed here.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2015:

State ID#: 00150.10 - KY 44 Reconstruction. Reconstruct KY 44 at Bells Mill Road. The purpose is to improve the safety of turning movements.

Bullitt County



Transportation

State ID#: 00150.20 - KY 44 Reconstruction. Reconstruct KY 44 at Bogard/Lloyd Lane. The purpose is to improve the safety of turning movements.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2014:

State ID#: 00150.30 - KY 44 Reconstruction. Reconstruct KY 44 at Armstrong/Fisher Lane. The purpose is to improve the safety of turning movements.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2015:

Bernheim Forest Wildlife Corridor. Evaluation of the best corridors to reconnect Bernheim Forest for Fort Knox for wildlife migration and construction of two highway overpasses and two underpasses to allow animals to cross the I-65 corridor.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2018:

State ID#: 00150.01 - KY 44 Reconstruction. Widen KY 44 from 2 lanes to 5 lanes (5th lane will be a center-turn lane) from I-65 to Mount Washington. Design Phase to begin in 2015.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2025:

I-65/Preston Highway: Construct new interchange at I-65 and KY 61 (Preston Highway). Project will alleviate congestion of existing I-65/KY 44 interchange in Shepherdsville.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2030:

Maintenance of Transit Authority of the River City (TARC) fleet to keep vehicles within their useful life. Annual replacement of buses, vans or trolleys that have reached the end of their useful life with clean diesel, hybrid electric or other vehicles.

BULLITT CO. JOINT PLANNING COMMISSION CORRIDOR CONCEPT

It is the policy of the Bullitt County Joint Planning Commission to discourage commercial and industrial development land use adjacent to roadways as strip mall developments in separate of single ownership with independent access to the roadway. This policy does not apply to the establishment of small neighborhood convenience land use development as described in the land use plan of zoning regulations.

It is the policy of the Bullitt County Joint Planning Commission to encourage the development of commercial and industrial development in Bullitt County to meet the future expansive growth needs of our people with land apportioned for those uses to use planned access to our roadways through appropriate, well designed, efficient entrances, landscaping and by safely and conveniently controlled traffic design.

It is the policy of the Bullitt County Joint Planning Commission to consider transportation corridors as an element of planning for the future. Highway 44, Highway 61, John Harper Highway, Bells Mill Road, Highway 480, Highway 245, Highway 31E corridors and other roadways have been so considered in its planning process.

The corridor concept for Highway 44 shall be 500 feet in width with its centerline being the centerline for the highway. Figure 7-4 shows the Highway 44 Corridor. It begins at the western line of Bullitt County with Jefferson County at the center line of Highway 44 and continues eastwardly to the corner of the west line of

Bullitt County



Saltwell Drive, excluding any part of the Fort Knox Military Reservation, which may be included in the corridor. The proposed use of the land within this part of the corridor is residential and farming. Other development, if appropriate, may occur outside the corridor setback line or with a land use zone change of an appropriate part of the corridor considering efficiency and feasibility of entrance design and residential use of remaining corridor.

Passing through Shepherdsville from Saltwell Drive, the width of the corridor shall be the width of the right of way and the center line of Highway 44. The corridor crosses Floyd's Fork to a point of the west line of St. Andrews subdivision if extended to the center of Highway 44. The corridor width resumes at 500 feet with the center line of the highway remaining the center line of the corridor and extending eastward to the west line of Cedar Brook Dr. on the north side of Hwy 44. The proposed use of this section of the corridor is farming or residential, with farming, residential, commercial or industrial PUD (Planned Unit Development) use outside the corridor between Floyd's Fork on the north side and Salt River on the south side of the Highway 44 corridor.

Passing through Mt. Washington from the west line of Cedar Brook Dr., the width of the corridor shall be the width of the right of way and the center is the center line of Highway 44. The corridor will pass to the west line of Bullitt East High School if extended and continue with the center of Highway 44, 500 feet in width to the Bullitt-Spencer County line. The proposed use of this part of the corridor is residential and farming.

Highway 44 shall be known as the Highway 44 corridor

Future corridors considered may be known as:

Highway 61 shall be known as the Highway 61 corridor

John Harper Highway shall be known as the John Harper Highway corridor

Bells Mill Road shall be known as the Bells Mill Road corridor

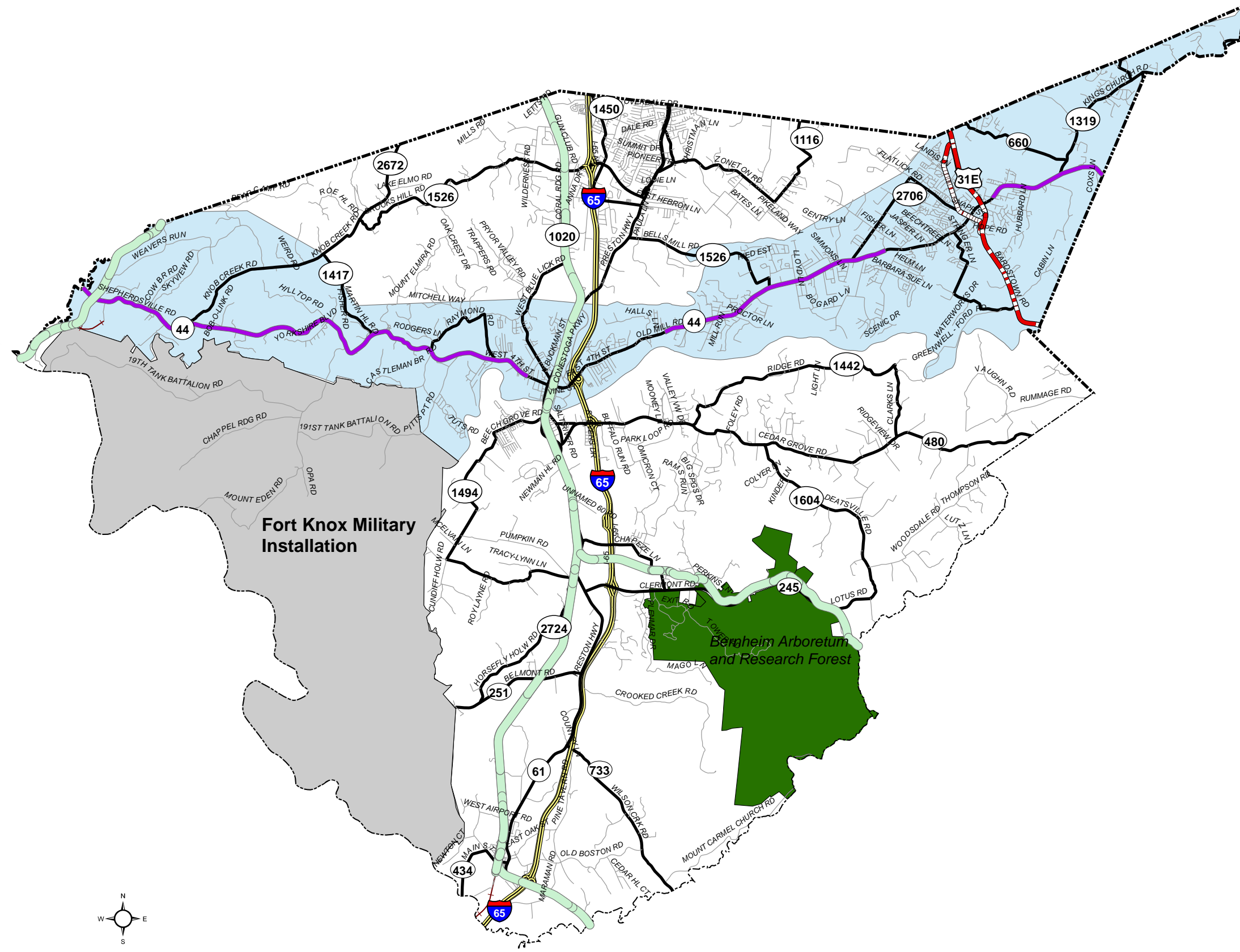
Highway 480 shall be known as the Highway 480 corridor

Highway 245 shall be known as the Highway 245 corridor

Highway 31E shall be known as the Highway 31E corridor

FIGURE 7-4 BULLITT COUNTY CORRIDORS

2015 Comprehensive Plan
Bullitt County, Kentucky



LEGEND

- RR_CORRIDOR
- Hwy44_Corridor
- PUD_CORRIDOR
- Local Roads
- Railroad
- Military
- Bullitt County

MAP INFORMATION

Data Sources:
Kentucky Transportation Cabinet
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

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CONCEPT FOR CENTRAL BULLITT COUNTY PARKWAY

A concept was proposed by citizens of Bullitt County to the Bullitt County Joint Planning Commission for consideration and inclusion into the Comprehensive Plan. After much study and consideration by the Planning Commission and a volunteer committee of citizens, and many necessary changes by the Planning Commission, they feel that the concept map (Figure 7-5) would be of great benefit to the citizens of Bullitt County as well as visiting tourists. Some of those benefits the Commission found included:

1. This Parkway would help to relieve traffic congestion at I-65 interstate exits #117 and # 115.
2. Gives emergency Agencies faster access around central areas of the county or to I-65.
3. Increase area property values and thus area tax base.
4. Offers an alternative to I-65 during construction or accidents.
5. Relieves high volumes of traffic along Highway 44 East and in downtown areas of Shepherdsville and Mt. Washington.
6. The Salt River crossing relieves the high volume of traffic on Highway 480 east of I-65.
7. Offers an additional access point to Highway 245 from Central Bullitt County.
8. Opens prime development areas within Bullitt County.
9. Faster and safer access from Central Bullitt County to Mt. Washington and Hillview areas.
10. May increase tourism dollars spent within Bullitt County.

Our vision of this parkway includes a ride through corridor of open park land along Floyds Fork and rural areas of Central Bullitt County. Regulations should be established along this corridor that will minimize negative impacts to the Parkway by all future development. These regulations should consider placement of buildings, types of uses, signage, lighting, inadequate buffers, and any other forms of negative impact that could take place along this corridor. Any future zoning for this corridor should be restricted in order to maintain rural and scenic values as well as the acoustic tranquility and visual aesthetics that would be expected in a rural park type setting.

Bullitt County



CENTRAL BULLITT CO. LONG RANGE TRANSPORTATION PLAN

In 2013, by order of the Bullitt County Judge Executive, Melanie Roberts, Bullitt County Transportation Task Force was established to consider past, future and present transportation issues, as well as future transportation needs created by future land uses within Bullitt County. The numbered points below show the findings that the task force felt were the most pressing. The locations are shown on Figure 7-6.

Figure 7-6(1), New Interchange or Overpass South of Highway 480, provides additional access to newly planned light industrial areas along the I-65 corridor, while facilitating growth in areas already zoned industrial. A significant decrease in congestion and road closures due to accidents can be expected on Highway 480.

Figure 7-6(2), Interchange & Intersection Improvements, would increase the capacity to move traffic from the Salt River and Cedar Grove Industrial Parks. Enhancements around the Love's service station would relieve heavy congestion and the potential for severe accidents and road closures.

Figure 7-6(3), New Interchange At I-65 & Highway 61, would provide additional residential, commercial and industrial access to northern areas of Shepherdsville. Conestoga Parkway, Highway 1020, Highway 61 and Highway 44 W could all be served without additional congestion on exit 117. This new interchange may become necessary to prevent the eventual failure of exit 117 and resulting accidents on I-65.

Figure 7-6(4), Shepherdsville North East Bypass, would provide much needed relief for residential areas along Highway 44. Congestion, accidents and emergency vehicle access have become a major issue along this critical east-west corridor. With the reconstruction of Highway 61 and a possible new interchange as described in item Three (3), this new bypass could move high volumes of traffic quickly and safely to northern Bullitt County and Louisville.

Figure 7-6(5), Connector: Highway 44 to Highway 480, would create a new north-south corridor, from Highway 61 to Highway 245. This route would provide

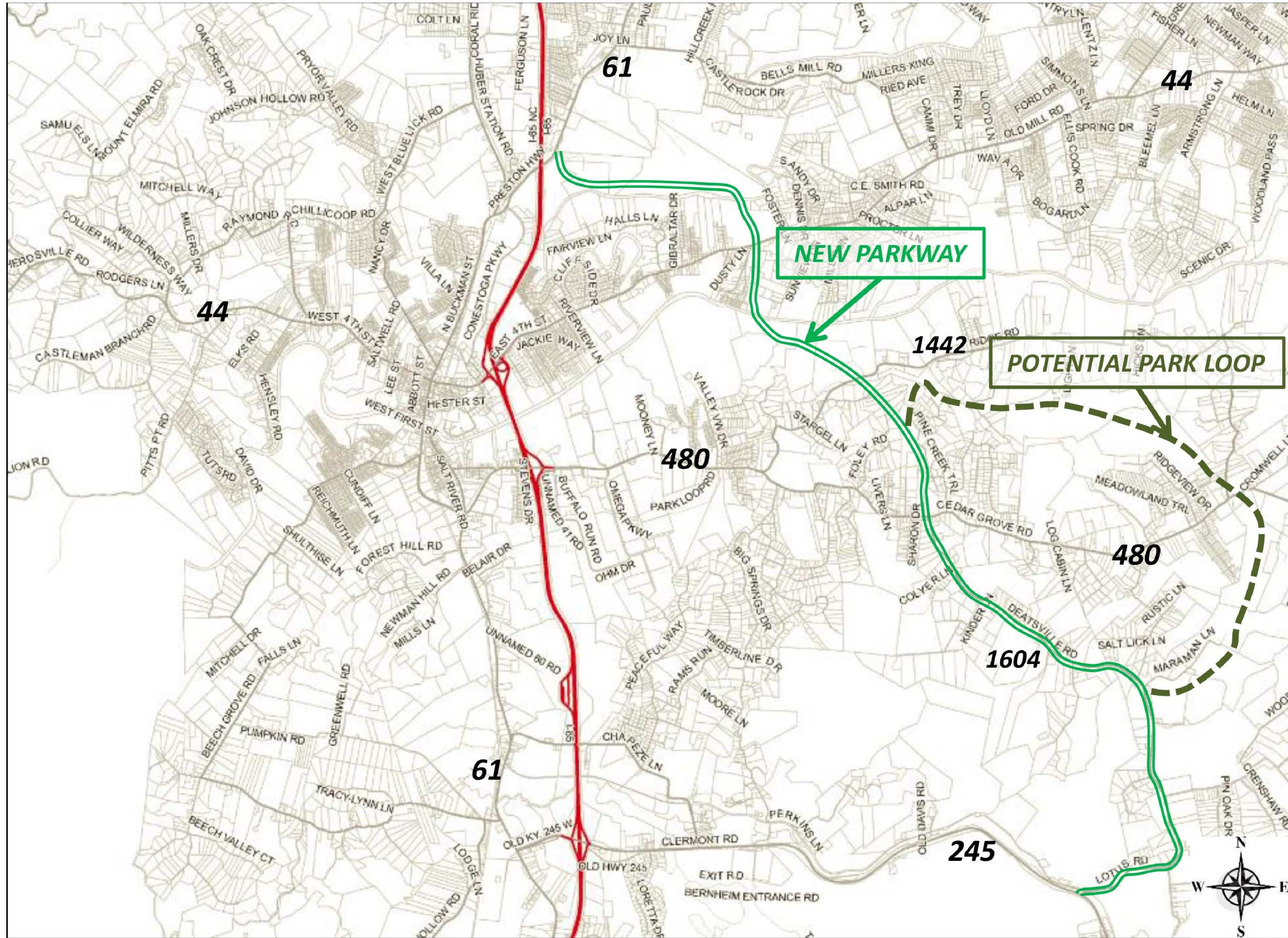


FIGURE 7-5
Central Bullitt County Parkway
and Bullitt County Park Loop
 2015 Bullitt County
 Comprehensive Plan
 Bullitt County, Kentucky

Conceptual Central Bullitt County Parkway

Conceptual Central Bullitt County Park Loop

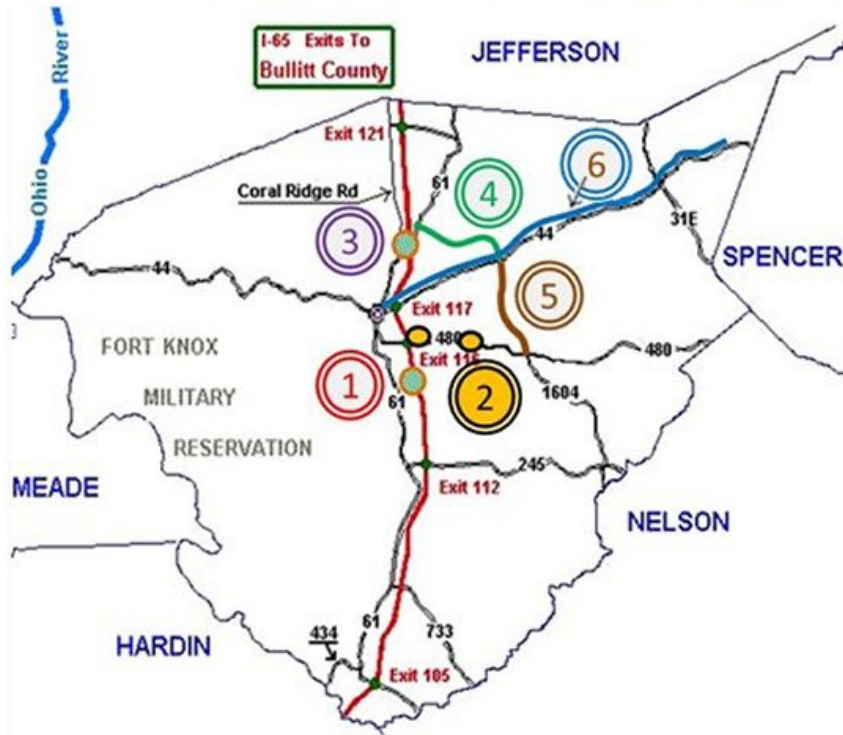
Parkway Location Mapping
 and Studies By:
 Steve Froelicher and
 William (Bill) Duffy

MAP INFORMATION
 Data Sources:
 Bullitt County PVA
 KIPDA
 2012 US Census TIGER
 Line Data
 Cartography: Brian Richardson, P&Z

FIGURE 7-6

CENTRAL BULLITT COUNTY LONG RANGE TRANSPORTATION PLANNING

PRIORITIZED DESCRIPTION AND FUNDING: BULLITT COUNTY TRANSPORTATION TASK FORCE
THIS REVISION PRESENTED TO 2014 SESSION OF KENTUCKY STATE LEGISLATURE 3-11-2014



- 1 - Overpass or New Interchange Between Hwy 480 & Hwy 245
- 2 - Hwy 480: Improve Interchange & Entrance to Cedar Grove Industrial Park
- 3 - Interchange I-65 & Hwy 61 (KIPDA Study #392)
- 4 - Bypass & Hwy 44 Improvement Between Hwy 61 & Hwy 44
- 5 - Connector: Hwy 44 to Hwy 480 (KYTC 5-7809 funded thru design: 3.0 mm)
- 6 - Minor to Major Improvements within the Hwy 44 Corridor (KIPDA #1491,

alternate access to I-65 for Highway 44, Ridge Road, Highway 480, Highway 1604 and Highway 245. New residential areas, town centers and the potential to develop park areas can be realized.

Figure 7-6 (6) Major to Minor Improvements to Highway 44 Corridor, local improvements to Highway 44 beginning at Highway 61 in Shepherdsville and running east to Mt. Washington. Highway 44 is a State owned and maintained highway and has been included in several KIPDA studies.

LOCAL STREETS AND ROADS

Each city is responsible for maintaining local streets within their jurisdiction. The Bullitt County Road Department maintains approximately 316 miles of county roadway. This includes signage, paving, road repairs, snow removal, drainage issues, tree trimming, litter control, and mowing. All but six of the county roads are fully paved roads with the remainder gravel. There are numerous privately owned roads throughout the county that do not meet county road standards. Many are not wide enough to accommodate two-way traffic. Other problems with private roads include poor quality pavement or no pavement (gravel), inadequate base under the road and inadequate drainage facilities. Before any new development is approved along these private roads, they should be required to dedicate required right of way and be upgraded to county road standards as detailed in Bullitt County Ordinance 06-14 and the Bullitt County Subdivision Regulations.

ACCESS MANAGEMENT & STREET CONNECTIVITY

Although access to local streets is regulated solely by local government, KY-DOT must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. KY-DOT standards are minimum standards. Local access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered as part of access management include provisions for:

Bullitt County



1. Parallel service roads
2. Frontage roads
3. Interconnected parking lots
4. Connection of subdivisions directly to schools, parks and local shopping
5. Limitation on turning movements (especially left turns)
6. Increasing number of street connections and local street intersections.
7. Limit cul-de-sacs

PUBLIC TRANSPORTATION

The principle alternative to the automobile for local travel is public transit. The Kentucky Transportation Cabinet describes the Kentucky public transportation system as having several components which provide statewide comprehensive services. These services can be broken down into four classifications which are: (1) inter-city and interstate buses that move passengers and freight, (2) rural public transportation vehicles that move passengers in rural areas of the state, (3) public transportation vehicles for the elderly and disabled which meet the special needs of their users, and (4) bus/transit systems in the cities that provide scheduled passenger service.

Transit Authority of the River City (TARC) provides public transportation in the Greater Louisville area with bus routes in Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. TARC operates 89 paratransit vehicles and 230 buses and trolleys. TARC has one route that extends into Bullitt County. Route 66 provides express bus service from Bullitt County to downtown Louisville. The service operates only during the morning and evening peak hours, providing two trips daily from Mt. Washington to Shepherdsville via KY 44 and then to downtown Louisville utilizing I-65 in the morning (reverse in the evening). The route does not operate on the weekends or holidays.

Bullitt County, in cooperation with the Kentucky Transportation Cabinet's Office of Transportation Delivery and Louisville WHEELS began offering transit service in the spring of 2010 on weekdays from Mt. Washington to Shepherdsville

to downtown Louisville. The goal of the service was to connect residents of Bullitt County to services and other transportation options in Louisville. This route stops daily on weekdays at the Louisville International Airport, the Greyhound Bus Depot, as well as downtown Louisville for connection to Transit Authority of River City service (*Horizon 2030, 2010*).

BICYCLE FACILITIES

Over the past several years the use of bicycles as a viable means of transportation has substantially increased. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for residents and provides linkages to recreational or institutional facilities. Bikeway and pedestrian routes typically involve usage by all ages for recreational and educational purposes as well as providing a means of transportation to and from work. Increased usage requires improved bikeway and pedestrian facilities in order to make trips along these routes as safe as possible. This is especially important since some trips occur within existing road rights-of-way.

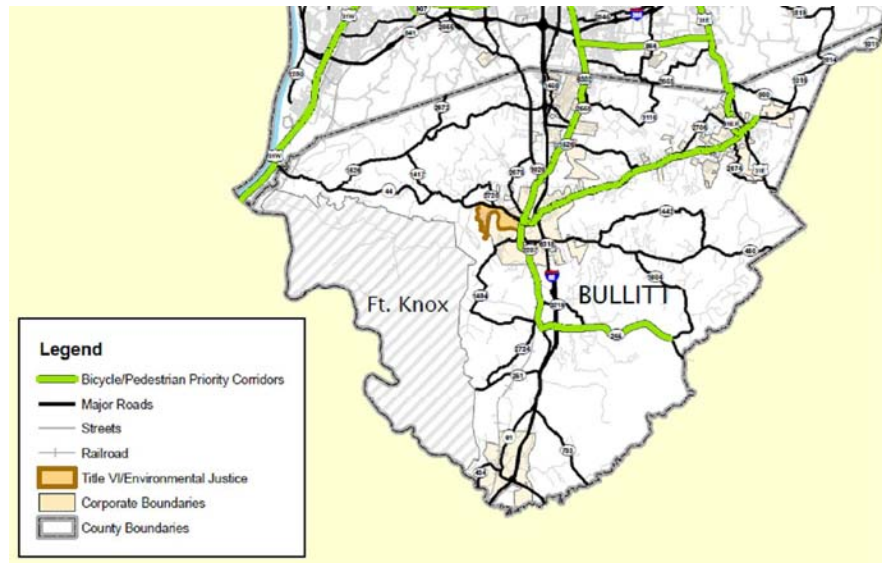
For the most part, there are two major categories of bicycle facilities: on road, and off road or separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost any destination. Separate bike paths and multipurpose trails are designed specifically for the purpose of facilitating non-motorized means of transportation. In addition, trails and greenways can serve both recreation and transportation needs while creating linkages with other areas of the community.

KIPDA currently considers KY 61, KY 44, KY 245 and US 31EX (shown below) to be high priority bicycle and pedestrian corridors. The purpose behind designating certain roadways as priority corridors was to ensure sponsors of projects along these roadways would give due consideration to including bicycle and pedes-

Bullitt County



FIGURE 7-7
KIPDA BICYCLE CORRIDORS



(Horizon 2030, 2010)

trian facilities as part of roadway projects in addition to proposing standalone bicycle and pedestrian projects in those areas. This designation does not preclude these facilities from being included on other roadways or as part of other roadway projects; it simply designates a priority network (*Horizon 2030, 2010*).

It is recommended that a *Bullitt County Bicycle and Pedestrian Plan* be developed to emphasize the importance of incorporating bicycling and pedestrian facilities in all transportation planning activities and roadway projects (both local and state). All new highways and streets, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that bicyclists will use them. It is also recommended that developers be encouraged to incorporate dedicated bicycle paths into their subdivision design and to link them to other existing and proposed developments. In addition to providing an alternative means of transportation, bicycle facilities are amenities which can enhance the marketability of homes for those seeking a more active lifestyle.

PEDESTRIAN FACILITIES

Sidewalks and other walking paths are an essential component of a multi-model transportation system. However, as automobiles became the dominant form of transportation, sidewalks were often left out of developments. Maintenance of existing sidewalks has also often been a low priority. This has contributed to increasing traffic congestion as often the only safe way to get to or from one place to another is by automobile, even though the destination may only be a few hundred yards away. As this problem has been recognized as a national one, Federal legislation now requires the inclusion of bicycle and pedestrian facilities into the transportation planning process. All new public facilities, including sidewalks, must be handicapped accessible. It is recommended that the Bullitt County Subdivision regulations be updated to require any new or replaced sidewalks or other public facilities be constructed in compliance with the U.S. Dept. of Justice 2010 ADA Standards for Accessible Design.

RAIL TRANSPORTATION

The CSX railroad traverses central Bullitt County from north to south. It is part of a line running between transfer stations in Louisville, Kentucky and Bowling Green, Kentucky. CSX also has a line that runs from Lebanon Junction and travels south to Boston, KY. Maintenance of the railroad is the responsibility of CSX. The *Kentucky Dinner Train* owned by RJ Corman Railroad Group runs from Bardstown, KY and travels north-west through Bernheim Forest and the Jim Beam distillery property. In addition to Dinner Train, the railroad provides freight service to local industries. Maintenance of the railroad is the responsibility of RJ Corman.

Figure 8.3 of the Bullitt County Future Land Use Map and any city segment of that map be amended as shown by Figure 7-4 to reflect and identify a corridor of land 1,000 feet wide, the center of which is the center line of the CSX Railroad, be-

Bullitt County



Transportation

ginning at the Bullitt-Jefferson County line passing through Shepherdsville, Bardstown Junction, Belmont and Lebanon Junction and ending at the Bullitt-Nelson County line near Boston and including the spur line from Bardstown Junction to Bardstown to the Bullitt-Nelson County line.

These corridors' present use is railroad transportation and mixed land uses as defined by the current zoning map. Future land use within these corridors is recommended to be railroad passenger and freight transportation, light rail passenger service to the Metro area, agricultural, commercial, industrial, conservation and Planned Unit Development for commercial and industrial use.

AIR TRANSPORTATION

Any airports in Bullitt County are privately owned and service local privately owned airplanes.

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.

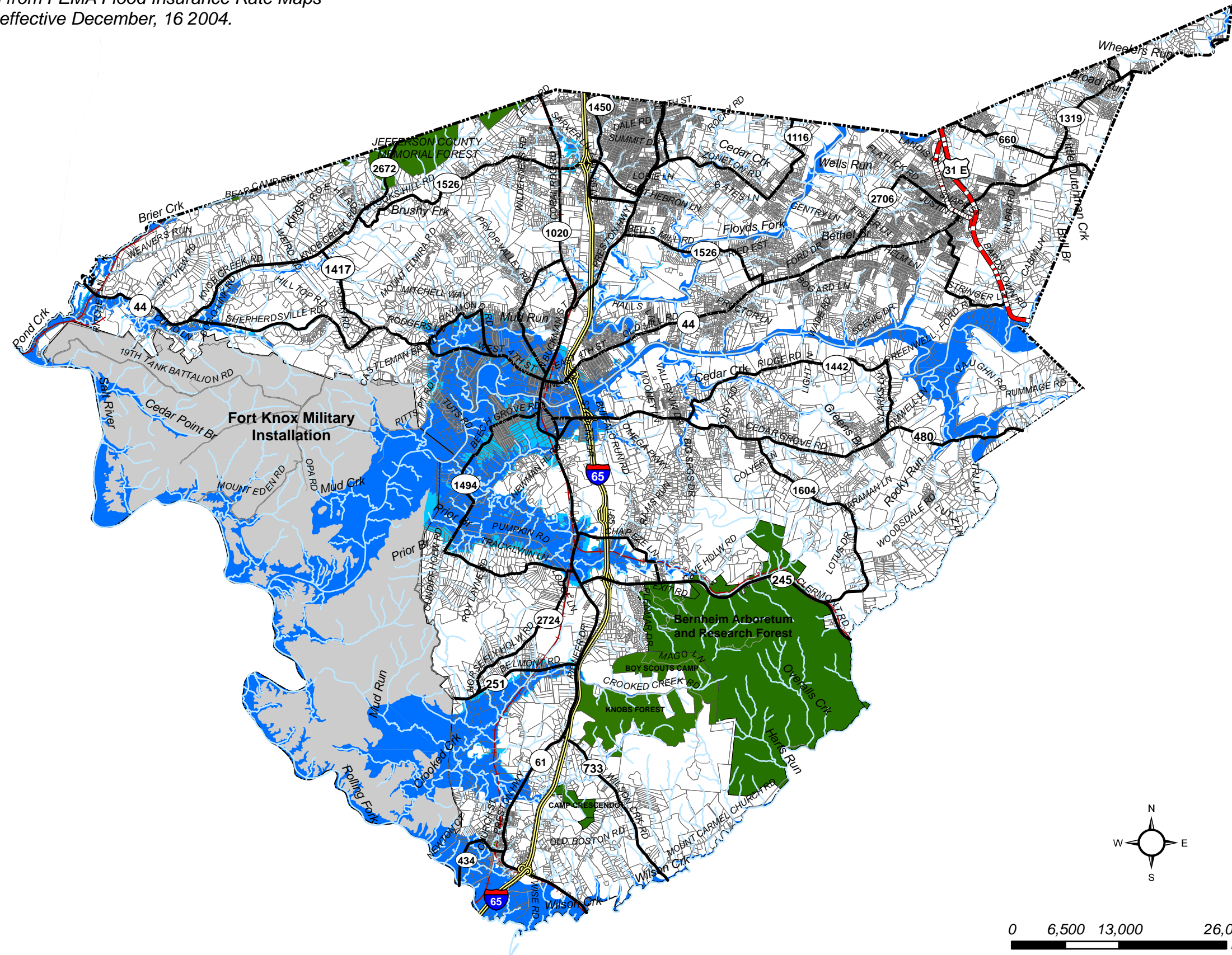
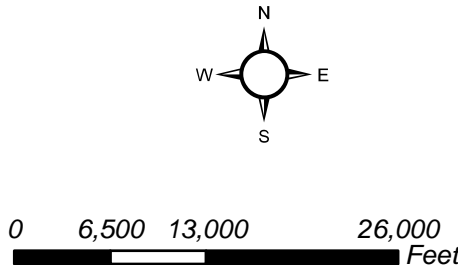


FIGURE 8-1
BULLITT COUNTY
FLOODPLAIN
 2015 Comprehensive Plan
 Bullitt County, Kentucky

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 Moyer



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FIGURE 8-2 BULLITT COUNTY EXISTING LAND USE MAP

2015 Comprehensive Plan
Bullitt County, Kentucky

LEGEND

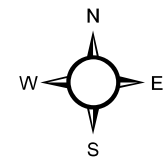
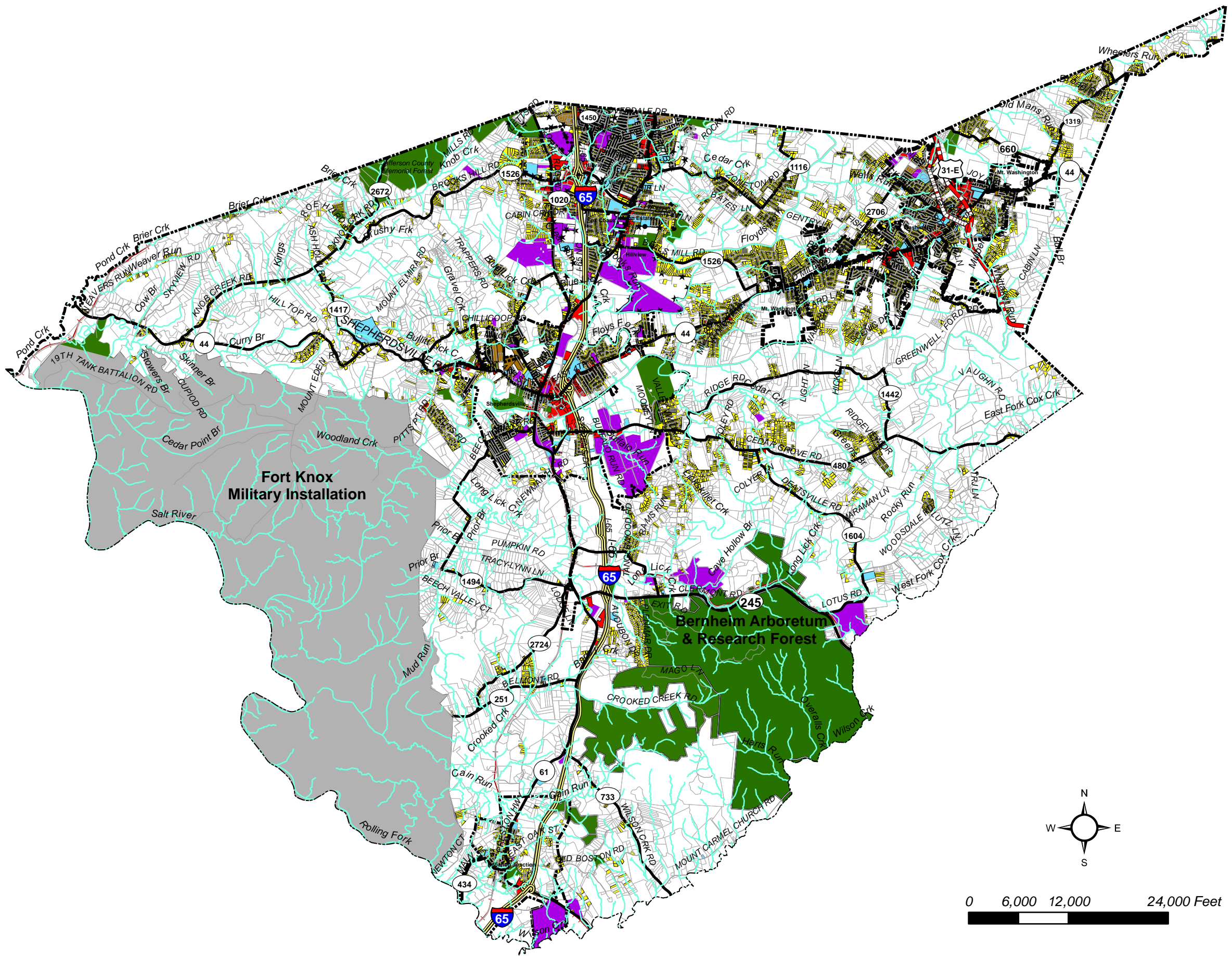
- Agricultural
- Low Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Industrial
- Parks and Recreation
- Water
- Local Roads
- State Routes
- I-65
- Railroad
- Military
- Bullitt County

MAP INFORMATION

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

Cartography by:
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

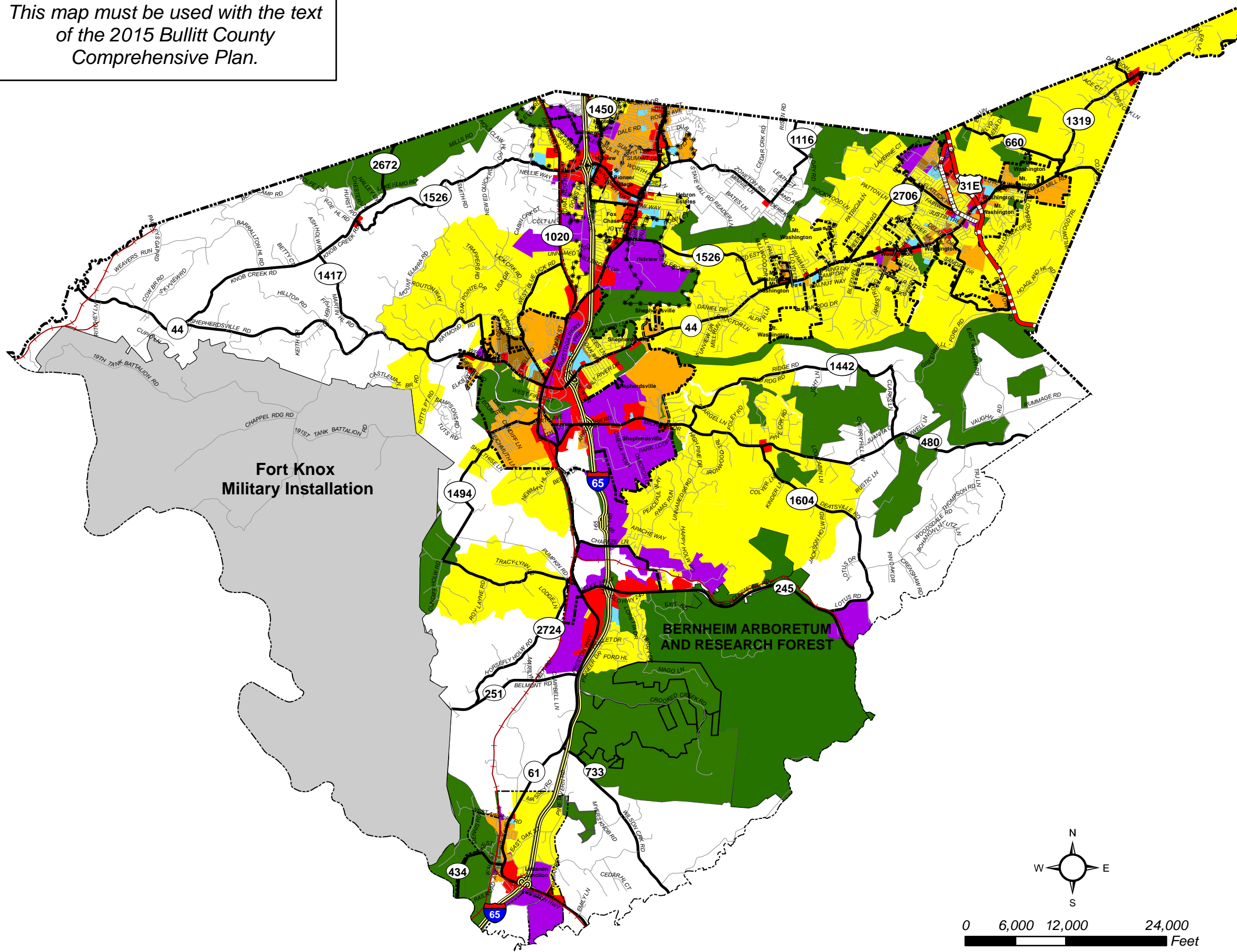
Most of Hebron Estates will remain low density residential and public/semi-public uses. Commercial development may occur along Preston Highway.

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**
2015 Comprehensive Plan
Bullitt County, Kentucky



LEGEND

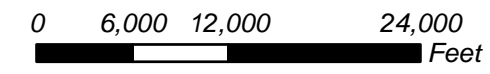
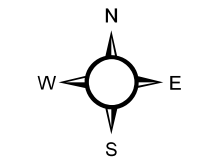
- Agricultural/Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Industrial
- Conservation
- Local Routes
- State Routes
- US Routes
- I-65
- Military

MAP INFORMATION

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

Cartography by:
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This map must be used with the text of the 2015 Bullitt County Comprehensive Plan.

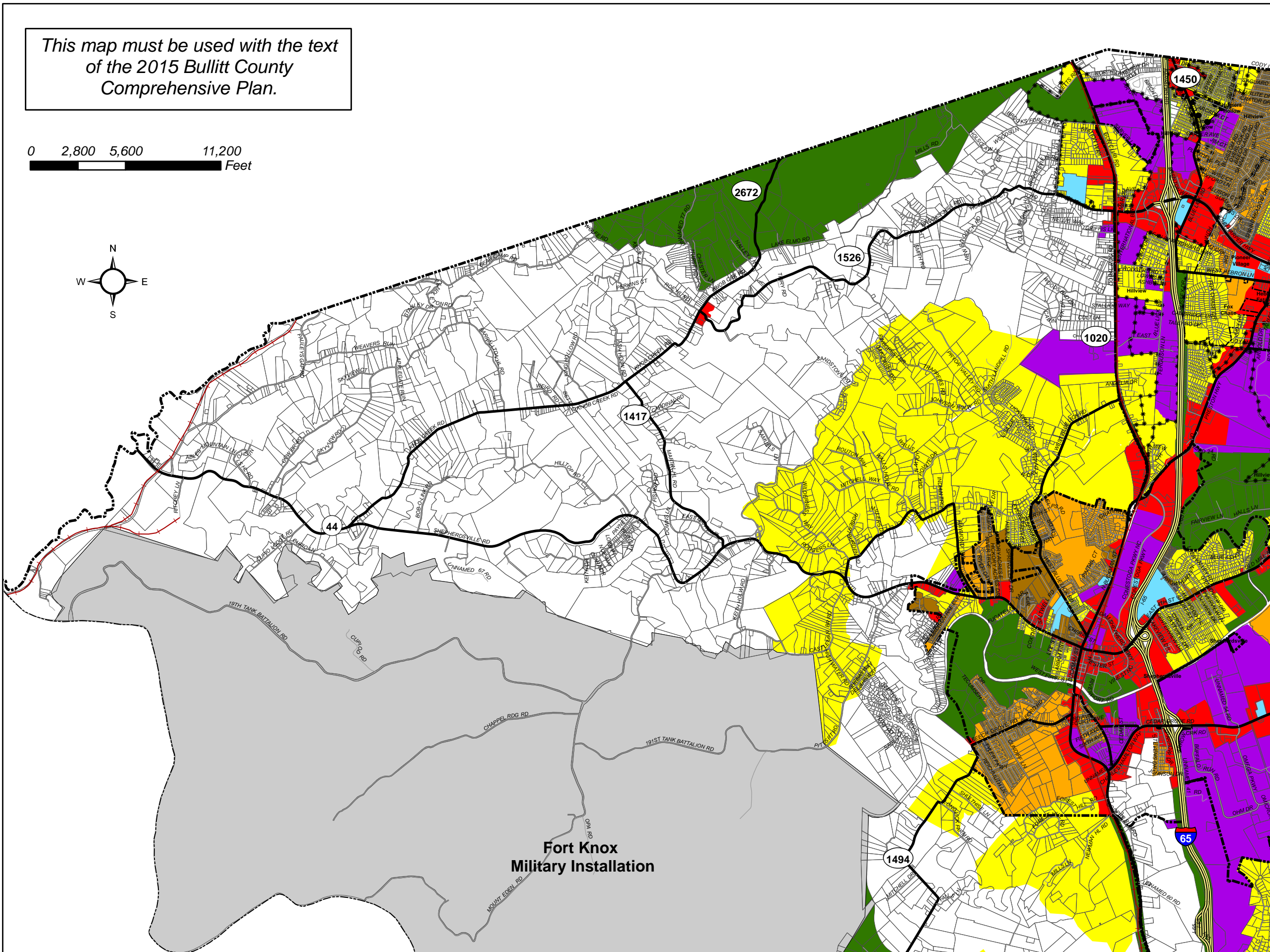
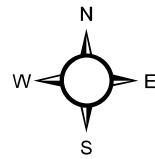
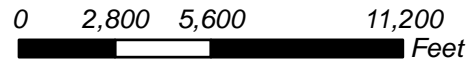


FIGURE 8-4 BULLITT COUNTY FUTURE LAND USE MAP North-West

LEGEND

- Agricultural/Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Industrial
- Conservation

- Local Routes
- State Routes
- US Routes
- I-65

- Military

MAP INFORMATION

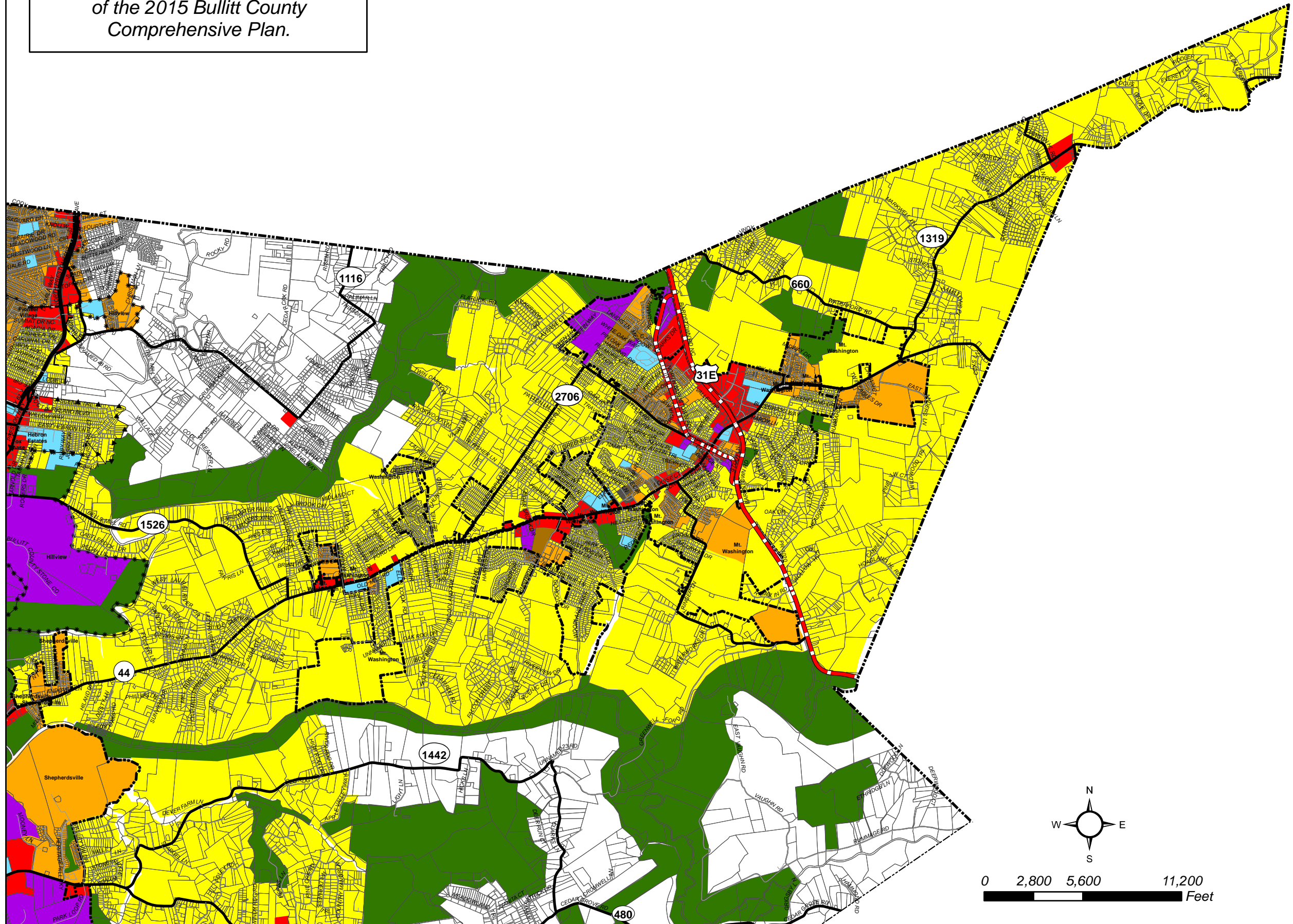
Data Sources:
Bullitt County PVA
Kentuckiana Regional Planning
& Development Agency
2012 US Census TIGER Line Data

Cartography by:
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FIGURE 8-5 BULLITT COUNTY FUTURE LAND USE MAP North - East



LEGEND

- Agricultural/Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Industrial
- Conservation
- Local Routes
- State Routes
- US Routes
- I-65
- Military

MAP INFORMATION
 Data Sources:
 Bullitt County PVA
 Kentuckiana Regional Planning
 & Development Agency
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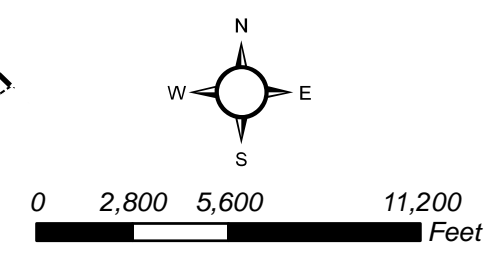















FIGURE 8-6 BULLITT COUNTY FUTURE LAND USE MAP South West

LEGEND

-  Agricultural/Rural Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Public/Semi-Public
-  Commercial
-  Industrial
-  Conservation

-  Local Routes
-  State Routes
-  US Routes
-  I-65

-  Military

MAP INFORMATION

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

Cartography by:
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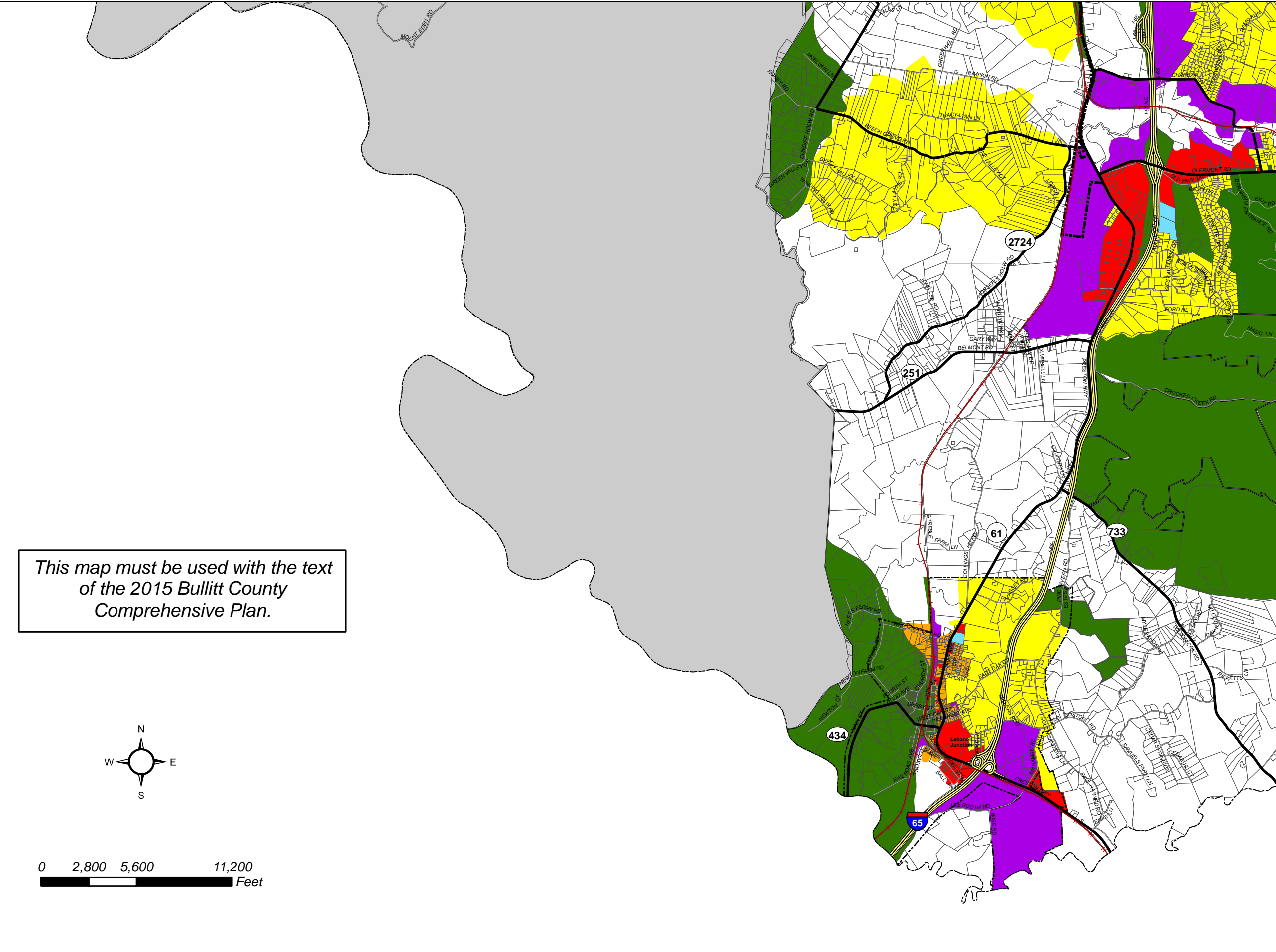
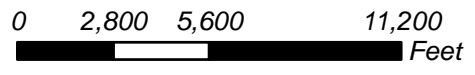
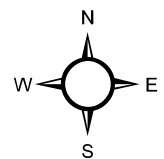
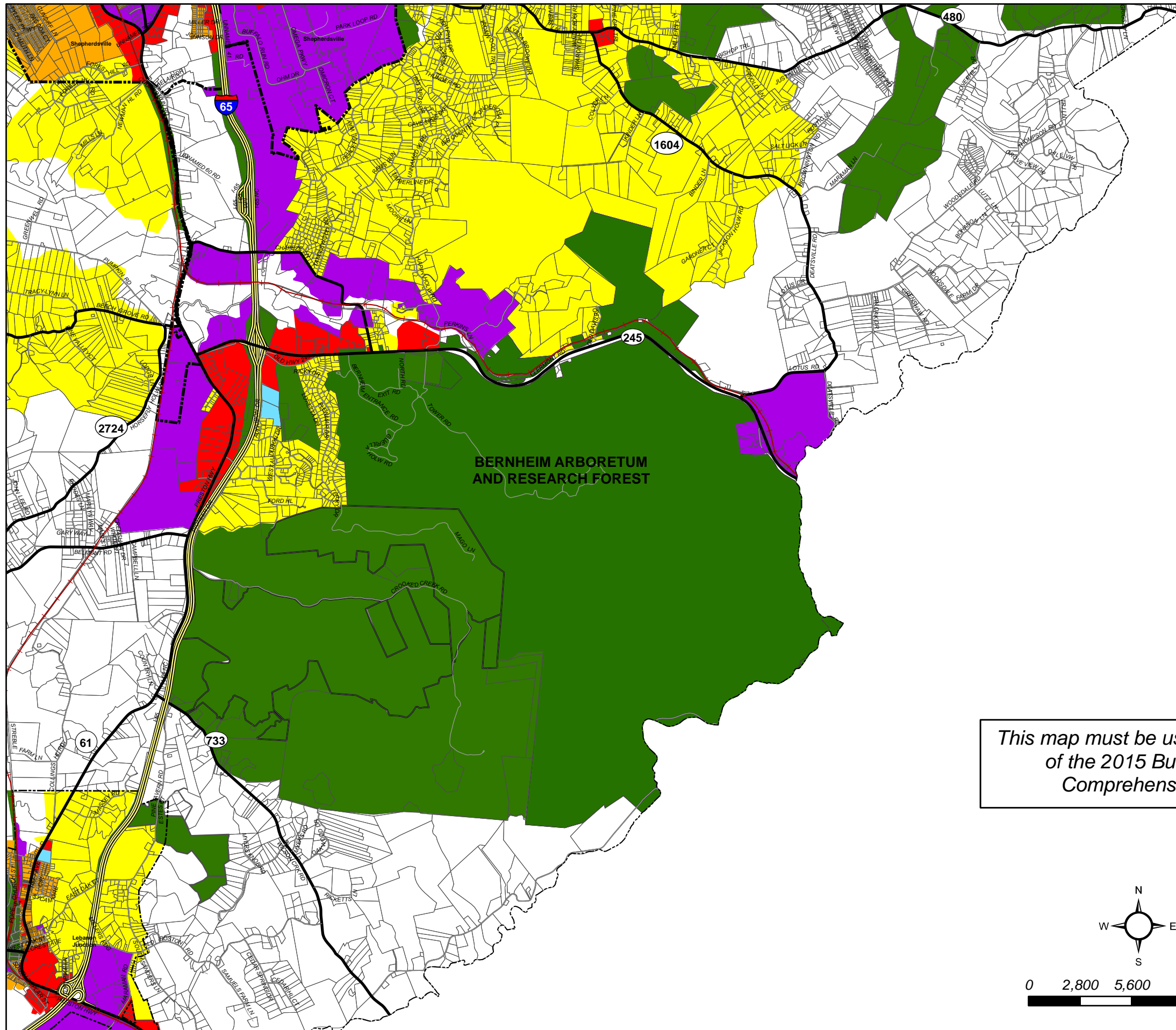


FIGURE 8-7 BULLITT COUNTY FUTURE LAND USE MAP South East



LEGEND

- Agricultural/Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Industrial
- Conservation

- Local Routes
- State Routes
- US Routes
- I-65

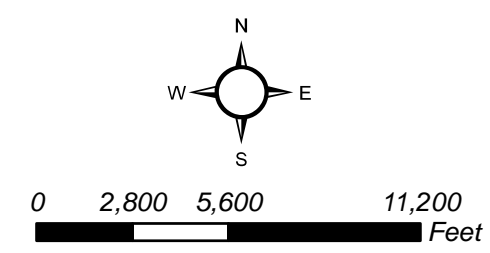
- Military

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

MAP INFORMATION
Data Sources:
Bullitt County PVA
Kentuckiana Regional Planning
& Development Agency
2012 US Census TIGER Line Data

Cartography by:
Nikita Moyer

Kriss Lowry & Associates Inc.
227 S. Rays Fork Rd.
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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.

Bullitt County



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:

Bullitt County



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

Bullitt County



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.

Bullitt County



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

Bullitt County



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

Bullitt County



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

Bullitt County



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

Bullitt County



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.

Bullitt County



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

Bullitt County



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.

Bullitt County



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

Bullitt County



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.

Bullitt County



CHAPTER NINE IMPLEMENTATION

INTRODUCTION

As with any plan, the comprehensive plan is of little value unless steps are taken to implement it. Planning is a continuous process, needing constant updating and refinement as conditions change. This plan is intended to be used as a guide for land development for a period of five to ten years while looking further ahead.

The existence of this plan does not preclude a thorough examination of each recommended project or regulatory approach as it is developed to consider whether it continues to be in accordance with the planning program. Nor does the existence of the plan preclude changes to the goals, objectives, or standards in the document itself as long as the public review and approval process set out in KRS Chapter 100 is followed. A number of means are available to assist in the implementation of the plan.

LOCAL LEADERSHIP

The public officials of Bullitt County and its eight cities bear the primary responsibility for implementation of this plan. It is important that public officials understand, support, and adopt the development policies. In addition, it is important that public and private agencies form partnerships to implement the plan. As the decision makers, the eight city councils, the Bullitt County Fiscal Court and the Bullitt County Joint Planning Commission have the powers necessary to adopt policies that help fulfill the goals and objectives and this plan. The planning commission possesses special expertise as well as an overview of development issues and needs within the community. If properly utilized by local elected officials, the planning commission is very well positioned to act both as policy advisor and enforcer of local development policies. The public should also be kept informed of community development plans to solicit input and support for the program.

Bullitt County



Implementation

One of the greatest needs in Bullitt County is for a modern wastewater collection and treatment system to replace package treatment plants. Local leadership and cooperation is essential to develop a plan for such a system and obtain the necessary funding.

CUSTOMER SERVICE

The Bullitt County Planning and Zoning office has a well trained and professional staff and are always customer service oriented. This office is the Administrative office for the Bullitt County Joint Planning Commission and the Board of Adjustments. It is their duty to assist customers when applying for building permits, zoning map amendments, variances, conditional use permits, plat approvals, addressing, flood map information, zoning information and many other duties. There are tools available that would make their job more efficient.

1. The implementation of a GIS mapping system.
2. All zoning maps should be updated to digital format parcel by parcel
3. All city and county maps should be integrated within one year.
4. The Planning and Zoning office is currently on line with the Property Valuation Office, it should also be on line with the County Clerks Deeds and Records Department as soon as that information is made available to them.
5. In the future as the GIS system develops, layers should be developed to show the sewer lines, waterlines, flood zones, and streets for addressing purposes throughout the county.
6. Restructure the fee schedule to create a mapping fund to create and maintain a parcel based zoning map for the county and all of the cities.

All of the above information will assist in the future planning for growth in the county and its cities. At this time Planning and Zoning has a website that their customers can view 24/7 and print off applications and documents. <http://www.bcplannin6.wix.com/bullitt-county-pandz> we invite you to visit our site, it is under construction, but it is updated weekly and it is maintained by our office staff.

SUBDIVISION REGULATIONS

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are locally adopted regulations that serve to govern the conversion of raw land into building sites.

1. The subdivision of land is the initial step in the process of building a community.
2. Good standards help assure effective traffic patterns, adequate streets, and adequate water pressure of domestic use and fire fighting capacity, adequate provision of wastewater treatment, storm water drainage, appropriate spacing between buildings, between streets and buildings, adequate recreational facilities, and an aesthetically pleasing environment.
3. It is the responsibility of the Commission to develop and approve subdivision regulations within Bullitt County. Approval by the Fiscal Court or cities is not required per KRS 100.273, but the Commission will consider their judgment.
4. It is recommended that the subdivision regulations be reviewed and updated after final adoption of the comprehensive plan.
 - a. The current regulations do not address specific design requirements for storm water facilities, runoff control, sidewalks, or street design including curbs and gutters.
 - b. They do not address the provision of water, sewer and other utilities.
 - c. They do not address requirements for dedicating rights-of-way and utility easements. Other areas of concern are requirements for maintenance of storm water retention facilities and requirements for developments to connect to the sanitary sewer system.
5. Other areas that should be reviewed are the implementation of access management techniques, landscaping, buffering, tree planting and protection requirements to ensure that all new developments are aesthetically pleasing.

Bullitt County



6. Minimum standards for the creation of open space, greenway corridors and the inclusion of bike paths, walking trails and sidewalks in developments should also be considered.

ZONING ORDINANCES & MAPS

The zoning ordinance is considered to be one of the principal tools for implementing the land use plan. Zoning generally divides the community into multiple or exclusive zones that specify the uses that allowed in certain zones.

Performance standards may be developed to regulate permissible impacts of each land use on neighboring uses and on community services. In theory this would allow any mix of land uses within an area as long as negative impacts on neighboring uses could be controlled. Form based codes are an example of performance standards.

Upon final adoption of the comprehensive plan, it is recommended that the county zoning ordinance have a comprehensive review. Other areas to consider are requirements for traffic studies for proposed developments, zoning designations for big box retailers which include design standards and landscaping requirements. The ordinance should also be reviewed for consistency with changes to KRS 100 since the ordinance was originally adopted.

SITE PLAN & DEVELOPMENT PLAN REVIEW

An important element of any zoning ordinance is site plan review. While zoning specifies permitted uses of land, site plan review is the means by which the quality of new development is protected through evaluation of the proposed layout and design. It is also the means by which potentially negative impacts on neighboring uses are controlled. Where more intense uses abut less intense uses, for example a neighborhood shopping center next to a residential area, site plan review is the appropriate tool to evaluate potential noise and traffic impacts. Both site plans and subdivision plans should be required to identify environmental features such as wetlands and sinkholes. The importance of a

professional review of site plans should therefore not be underestimated. It is recommended that the Planning Commission review their current site plan review procedures to determine if additional coordination with other agencies is warranted.

ROAD MANAGEMENT PLAN

The implementation of many of the recommended highway improvements in Bullitt County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, much responsibility rests on the local units of government. The various jurisdictions must work together and with the Department of Highways to resolve differences with respect to location and features of particular road improvements. Local groups and agencies must actively support highway improvements in their area. They must also be prepared, when required, to provide rights-of-way, for example. Localities also have the responsibility of helping to maintain the traffic-carrying capacity of major streets and roads by developing good local land use planning practices, subdivision regulations, and zoning ordinances. It is recommended that a pedestrian and bikeway plan be developed for all of Bullitt County as the Transportation Cabinet does not generally provide such facilities unless they are part of a local plan.

Roads not maintained by the Kentucky Department of Highways are maintained by the fiscal court or the individual cities. The responsibility for making improvements to these roads also rests with local agencies. It is important that a systematic method of inventorying conditions on these roads and scheduling needed maintenance and improvements be established in the form of county and city road management plans. Scheduling should be based on established criteria, such as volume of traffic, severity of need, and the like. In addition, the plan should be integrated into a multi-year capital improvements program for the county and cities. It is recommended that the cities and county conduct and maintain an inventory of the structural condition of streets and roads and develop a specific long term maintenance and improvement plan. Scheduled road improvements should also be coordinated with needed utility improvements in order to maximize efficiency and lower infrastructure improvement costs.

Bullitt County



PUBLIC IMPROVEMENTS PROGRAM AND CAPITAL BUDGET

A capital improvements budget is the method used by governmental units for scheduling the financing of a public improvements program which can be realized during a definite period of time, normally five to six years, on a systematic basis. This budget contains detailed improvement proposals including cost estimates. It should also be carefully coordinated with the financial resources and debt service structures of the community.

The first year of a capital budget should be adopted by the governing body as a part of its annual budget. The capital budget should be reviewed annually and extended for one year with the nearest year being adopted as the current annual budget.

PUBLIC PARTICIPATION

Community acceptance and cooperation is essential to the success of public programs, policies and implementation of the comprehensive plan. The ideas and support of local civic clubs, neighborhood groups and community clubs, private citizens, business and industrial leaders should be utilized in the development of plans, policies and programs. A large part of achieving successful citizen participation is through a public education program designed to permit a two way flow of information between the citizens and the planning commission, county, and cities. Methods for increasing public education on various issues include newspaper articles, web sites, newsletters, open houses and the ample provision of public forums on important issues. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms usually result.

Another method of increasing public participation is to appoint advisory committees to consider various public projects. However, in order to be effective, such committees should represent a wide range of citizens and variety community interests. Diverse committees often produce innovative ideas, approaches and methods to achieve community goals.

LAND ACQUISITION

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

STATE AND FEDERAL ASSISTANCE

State and federal grants and loans can be important sources of financing for public improvement projects which can be difficult for a small town or county to undertake financially. A number of funding sources exist, although the trend is toward assembly of a financing package from multiple sources, including evidence of a substantial local commitment. It is important to be aware of possible funding sources and conditions of funding. Examples of current grant funding programs are Community Development Block Grants (CDBG), HOME Investment Partnership Program (HOME), transportation funding such as SAFETEA-LU, Area Development Funds, Land and Water Conservation Funds, etc.

Bullitt County



CHAPTER TEN ACRONYMS AND DEFINITIONS

The acronyms in this chapter have been used throughout the comprehensive plan. The following list will assist the reader to understand what each acronym represents.

The definitions in this chapter have been taken from the KRS 100.111, the current Bullitt County Comprehensive Plan, the Bullitt County Zoning Regulations and the KYDOT website.

ACRONYMS

ACS – American Community Survey
ADD – Area Development Districts
ADT –Average Daily Trips
AQI – Air Quality Index
BAMS – Bullitt Academy of Math & Science
BCJPC –Bullitt County Joint Planning Commission
BCSD – Bullitt Co Sanitation District
BMP – Best Management Practices
CDBG – Community Development Block Grants
CERCLA – Comprehensive Environmental Response Compensation & Liability Act
CQR – Census Count Question Resolution Program
DNL – Day-Night Average Sound Level
DOA – Department of Agriculture
DOW – Division of Water
EPA –Environmental Protection Agency
EPB – Earth Products Below
FEMA – Federal Emergency Management Agency
FIRMS – Flood Insurance Rate Maps
FmHA – Former Farmers Home Administration
GIS – Geographic Information System
HC – Housing Credit
HUD – Housing & Urban Development
JCTC – Jefferson Community & Technical College
KAR – Kentucky Administrative Regulations

Bullitt County



Acronyms & Definitions

KCTCS – Kentucky Community & Technical College Systems
KDEP – KY Dept. of Environmental Protection
KHC – KY Heritage Council
KIA – KY Infrastructure Authority
KIPDA – Kentucky Regional Planning and Development Agency
KRS – Kentucky Revised Statute
KSDC – Kentucky State Data Center
KSDF – Louisville International Airport
KY - Kentucky
KYTC – Kentucky Transportation Cabinet
LMI – Low & Moderate Income
LWC – Louisville Water Company
MGD – Million Gallons Per Day
MIC – Minor Collector Road
MJC – Major Collector Road
MPO – Metropolitan Planning Organization
MS4 – Municipal Separate Storm Sewer System
MSA – Metropolitan Statistical Area
NHS – National Hwy System
NGVD – National Geodetic Vertical Datum
NHS – National Highway System
NPDES – National Pollutant Discharge Elimination System
NPL – National Priorities List
PDF – Portable Digital Format
PH – Public Housing
PRP – Potentially Responsible Parties
PUD – Planned Unit Development
PVA – Property Valuation Administrator
RD – Rural Development
RLR – Rural Collector Road
RMA – Rural Minor Arterial Highway
RPA – Rural Principal Arterial Highway
RR - Railroad
SARA – Superfund Amendments and Reauthorization Act
SHPO – State Historic Preservation Officer
SWPPP – Storm Water Prevention Pollution Program
TARC – Transit Authority of River City
UPA – Urban Principal Arterial
USEPA – U.S. Environmental Protection Agency
WRIS – Water Resource Information System

DEFINITIONS

As used in this 2015 Bullitt County Comprehensive Plan, unless the context otherwise requires:

1. “Administrative official” means any department, employee, or advisory, elected, or appointed body which is authorized to administer any provision of the zoning regulation, subdivision regulations, and, if delegated, any provision of any housing or building regulation or any other land use control regulation.
2. “Agricultural use” means the use of:
 - a. A tract of at least ten (10) contiguous acres for the production of agricultural or horticultural crops, including but not limited to livestock, livestock products, poultry, poultry products, grain, hay, pastures, soybeans, tobacco, timber, orchard fruits, vegetables, flowers, or ornamental plants, including provision for dwellings for persons and their families who are engaged in the agricultural use on the tract, but not including residential building development for sale or lease to the public.
 - b. Regardless of the size of the tract of land used, small farm wineries licensed under KRS 243.155.
 - c. A tract of at least five (5) contiguous acres used for the following activities involving horses:
 - Riding lessons;
 - Rides;
 - Training;
 - Projects for educational purposes;
 - Boarding and related care; or
 - Shows, competitions, sporting events, and similar activities that are associated with youth and amateur programs, none of which are regulated by KRS Chapter 230, involving seventy (70) or less participants. Shows, competitions, sporting events, and similar activities that are associated with youth and amateur programs, none of which are regulated by KRS Chapter 230, involving more than seventy (70) participants shall be subject to local applicable zoning regulations; or
 - d. A tract of land used for the following activities involving horses:
 - Riding lessons;
 - Rides;

Bullitt County



Acronyms & Definitions

- Training;
- Projects for educational purposes;
- Boarding and related care; or
- Shows, competitions, sporting events, and similar activities that are associated with youth and amateur programs, none of which are regulated by KRS Chapter 230, involving seventy (70) or *less* participants. Shows, competitions, sporting events, and similar activities that are associated with youth and amateur programs, none of which are regulated by KRS Chapter 230, involving *more* than seventy (70) participants shall be subject to local applicable zoning regulations.

This paragraph shall only apply to acreage that was being used for these activities before July 13, 2004;

3. "Board" means the Bullitt County Board of Adjustment unless the context indicates otherwise.
4. "Citizen Member" means any member of the planning commission or board of adjustment who is not an elected or appointed official or employee of the city, county, or consolidated local government.
5. "Class A" means highway or road of 44,000 pound gross load limit.
6. "Class AA" means highway or road of 62,000 pound gross load limit.
7. "Class AAA" means highway or road of 80,000 pound gross load limit.
8. "Commission" means Bullitt County Joint Planning Commission
9. "Conditional Use" means a use which is essential to or would promote the public health, safety, or welfare in one (1) or more zones, but which would impair the integrity and character of the zone in which it is located, or in adjoining zones, unless restrictions on location, size, extent, and character of performance are imposed in addition to those imposed in the zoning regulation.
10. "Conditional Use Permit" means legal authorization to undertake a conditional use, issued by the administrative official pursuant to authorization by the board of adjustment, consisting of two (2) parts:
 - a. A statement of the factual determination by the board of adjustment which justifies the issuance of the permit; and
 - b. A statement of the specific conditions which must be met in order for the use to be permitted.
11. "Development Plan" means written and graphic material for the provision of a development, including any or all of the following: location and bulk of buildings and other structures, intensity of use, density of development,

Acronyms & Definitions

streets, ways, parking facilities, signs, drainage of surface water, access points, a plan for screening or buffering, utilities, existing manmade and natural conditions, and all other conditions agreed to by the applicant.

12. "Efficient" means performing a function in the most effective manner, with the least wasted time or effort, producing the most satisfactory, economical effect.
13. "Fiscal Court" means the chief body of the county with legislative power, whether it is the fiscal court, county commissioners, or otherwise.
14. "Functional Classification System" means the analysis of existing roadway systems includes the assessment of the function performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. The KYTC uses a separate classification system for incorporated or urban areas. Therefore, the classifications for streets within the cities differ slightly from those in the county. The functional classification system for Bullitt County cities and urban areas as established by the KYTC is as follows:

a. Rural Principal Arterial - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics:

- Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
- Serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over.
- Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

b. Rural Minor Arterial - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following characteristics:

- Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service.
- Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway.
- Provide (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local sys-

Bullitt County



Acronyms & Definitions

tems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

c. Major Collector - These routes typically:

- provide service to the county seat not on an arterial route and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, etc.
- link these places with nearby larger towns or cities, or with routes of higher classification; and
- serve the more important intracounty travel corridors.

d. Minor Collector - These routes are:

- spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road,
- provide service to the remaining smaller communities, and
- link the locally important traffic generators with rural areas.

e. Rural Local Roads - Roads within this classification have the following characteristics:

- Serve primarily to provide access to adjacent land, and
- provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

f. Urban Principal Arterial - This system of streets and highways serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, the longest trips, and should carry a high proportion of the total urban area travel on a minimum of mileage. These roads should be integrated both internally and externally between major rural connections.

g. Urban Minor Arterial - These roadways interconnect with and augment the urban arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterial routes .

h. Urban Collector Streets - The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. These roads differ from arterials as they penetrate residential neighborhoods distributing trips from arterials to the ultimate destination. The collector street also collects traffic from local streets in residential areas and channels it to the arterial road sys-

Acronyms & Definitions

tem. In the central business district, the collector system includes the street grid to facilitate traffic circulation.

- i. Urban Local Streets* - The local street system comprises all roads not placed in higher classifications. These streets primarily provide direct access to abutting land and access to the higher street classifications. These streets offer the lowest level of mobility. Service to through traffic movement is typically discouraged.

15. "Housing or building regulation" means the Kentucky Building Code, the Kentucky Plumbing Code, and any other building or structural code promulgated by the Commonwealth or by its political subdivisions.

16. "Land Use Plan" the Land Use Plan divides the county into twelve districts. Land within the Fort Knox Military Reservation is excluded from the plan. These districts represent forms considered appropriate in view of expected growth; geophysical conditions; and community facilities. These districts are defined as follows.

- a. Agricultural/Rural Residential* – this district is considered appropriate for agricultural purposes and supportive uses. Within this district farm, livestock and timber production would be appropriate. Yet, this district can also serve for rural home sites and home occupations in the context of low density development patterns.

- b. Low Density Suburban Residential* – the character of this district recognizes the importance of Bullitt County as a bedroom community to the Louisville Metropolitan Area. This form also respects the spacious suburban development on one to five acre tracts that have attracted commuters wishing to reside outside of Jefferson County. The low density pattern of this district takes into consideration possible development limitations imposed by on-site wastewater disposal systems and rural roadways. While not designed for preservation purposes, the pattern proposed by this district reinforces continued subdivision of property for residential purposes and in the context of a high level public improvements expected for that environment.

- c. Medium Density Suburban Residential* – The form suggested by this district also reinforces the role of northern Bullitt County as a bedroom community to the Louisville Metropolitan Area. Inherent to this district are 9,000 sq ft to one acre residential lots with high levels of public amenities necessary to support this type of suburban lifestyle. Most important to the successful implementation of this district is the availability of adequate municipal or regional wastewater collection and disposal systems; improved roadway systems; and ample community facilities.

Bullitt County



Acronyms & Definitions

d. High Density Urban Residential -- The character of this district recognizes the importance of Bullitt County's prime residential areas. It respects the need of the people for economical housing costs and services. These developments will house the workers necessary to service the Commercial and Industrial businesses now being attracted to Bullitt County. These areas should be serviced by sanitary sewers and designed to conserve the use of land.

e. City or Junction/Mixed – This district takes into the consideration the mixed use character of traditional town centers such as Mt. Washington, Lebanon Junction and Shepherdsville, Hillview, Pioneer Village, Hebron Estates, Fox Chase and Hunters Hollow. It also recognizes the same mixed use character traditionally associated with railroad and highway junctions. Within these districts, it is suggested that the sensitive arrangement of residential, commercial, and employment-based uses can successfully co-exist provided that it is done so with proper regard for compatibility, appearance, and function.

f. Interstate Related – This district designation recognizes the monumental importance the five interchanges have on the economy and image of Bullitt County. Interstate-related uses are those directly dependent on interstate travels and are considered appropriate for highway commercial-lodging, restaurants, service facilities, distribution and warehousing, emergency services, healthcare, employment centers and production operations. While a variety of uses is offered within these categories, the five interchanges are each unique and different. Two are closely associated and should reinforce traditional town centers found in Shepherdsville and Lebanon Junction. The Brooks and Highway 480 interchanges, while catering to the needs of the interstate traveler, must also convey a legible and positive image of the county. The Highway 245 exchange must reinforce the tourist and resource-based uses found at Bernheim Forest, Beam Distilleries and the Scout Camp

g. Commercial/Employment – Commercial/Employment districts implies the appropriateness of a variety of uses closely associated with suburban residential neighborhoods. Within this district are marketplace functions and services convenient to surrounding neighborhoods. Also appropriate within this district are employment centers associated with small production, trade and distribution operations. The compatible arrangement of residential retail service and employment uses relies heavily on well conceived plans that can adequately address issues related to access, control of nuisances, and aesthetics.

h. Light Industrial – Light Industrial the purpose of which is to provide for industrial uses with limited objectionable external effects in areas that are suitable for industrial development by reason of topography, soil conditions and the availability of adequate utilities and transportation systems. The intent is to permit most manufacturing, wholesaling, and warehousing activities in a clean and quiet manner.

Acronyms & Definitions

i. General Industrial – General Industrial district implies an appropriate variety of uses closely associated with manufacturing, transport and storage of goods and commercial uses including production and distribution operations. This district provides for the processing of products that result in emissions of any atmospheric pollution, visible light flashes or glare, odors or noises or vibration which may be heard or felt off the premises of that industry which may constitute a fire or explosion hazard. These types of facilities should be isolated from residential developments. These uses perform essential functions for the community and are best suited for industrial development by reason of locations topography, soil considerations and the availability of utilities and transportation systems.

j. Earth Products – Earth Products land uses allow the extraction and mining of diverse earth products and the reclamation of mined real estate. The Earth Products Zones serve to secure earth products for current and future development and to protect efforts to remove earth products from the ground from encroaching land uses that would be incompatible with this zone; the earth products uses are encouraged to co-locate with other compatible uses.

- *Earth Products Extraction:* The removal of earth products from the ground by whatever means including, but not limited to underground and open pit mining
- *Earth Products:* any solid or liquid material, aggregate, or substance, excluding water, whether consolidated or loose, found in natural deposits on or in the earth, including but not limited to; clay, silt, diatomaceous earth, sand gravel, stone, metallic ores, shale and soil.
- *Mine:* the underground location from, and under ground methods by which earth products are removed without disturbance of the overburden surface ground, except for approved air shafts.
- *Mining:* The removal of earth products from the ground by whatever means, including but not limited to underground and open pit mining.
- *Quarry:* An above ground location, open pit, or adit where earth products are removed from the ground for processing, sale or for on-lot-use, including but not limited to open pits or strip mining.

k. Conservation – Conservation districts recognize significant resource-based areas of the county. These areas principally include the Scout Camps, Bernheim Forest, Knob Forest and expansive floodplain zones associated with the Floyds Fork, Salt and Rolling Fork River basins. While development in these districts is not prohibited it should be limited to specialized

Bullitt County



Acronyms & Definitions

improvements supportive to recreation, conservation, residential and the resource based purposes that it serves.

1. Stream Conservation – This district recognizes significant blue line and first order tributaries of the county. As a conservation district, urban development should not alter the riparian zone associated with these systems. Conservation should entail maintenance of both channels and floodways by imposing limits on removal of trees, filling and grading, and re-channeling. Unavoidable crossings by roadways and utilities should be accomplished only with appropriate remediation efforts. Urban development within contributing drainage areas should minimize impacts attributable to wastewater and storm water runoff.

17. "Legislative body" means the chief body of the city or consolidated local government with legislative power, whether it is the Board of Aldermen, the general counsel, the Common Council, the City Council, the Board of Commissioners, or otherwise; at times it also implies the county's fiscal court.

18. "Mayor" means the chief elected official of the city or consolidated local government whether the official designation of his office is mayor or otherwise.

19 "Nonconforming use or structure" means an activity or a building, sign, structure, or a portion thereof which lawfully existed before the adoption or amendment of the zoning regulation, but which does not conform to all of the regulations contained in the zoning regulation which pertain to the zone in which it is located.

20. "Planned Unit Development" means an area of land controlled by a single landowner and developed as a single entity for a number of dwellings, the plan for which does not necessarily correspond in lot size, bulk, type of dwelling unit, density, lot coverage or required open space to any other residential or commercial zone. In addition the property for which the application for a reclassification to a Planned Unit Development is located only in an R-2 Zone for residential type of development or in a B-1 Zone for a business type of development.

21. "Planning operations" means the formulating of plans for the physical development and social and economic well-being of a Planning Unit, and the formulating of proposals for means of implementing the plans.

22. "Planning unit" means any city, county, or consolidated local government, or any combination of cities, counties, or parts of counties, or parts of consolidated local governments engaged in planning operations.

23. "Plat" means the map of a subdivision.

24. "Political subdivision" means any city, county, or consolidated local government.

Acronyms & Definitions

25. "Several" means two (2) or more.
26. "Public facility" means any use of land whether publicly or privately owned for transportation, utilities, or communications, or for the benefit of the general public, including but not limited to libraries, streets, schools, fire or police stations, county buildings, municipal buildings, recreational centers including parks, and cemeteries.
27. "Street" means any vehicular way.
28. "Structure" means anything constructed or made, the use of which requires permanent location in or on the ground or attachment to something having a permanent location in or on the ground, including buildings and signs.
29. "Subdivision" means the division of a parcel of land into three (3) or more lots or parcels except in a county containing a city of the first, second, or third class or in an urban county government or consolidated local government where a subdivision means the division of a parcel of land into two (2) or more lots or parcels; for the purpose, whether immediate or future, of sale, lease, or building development, or if a new street is involved, any division of a parcel of land; provided that a division of land for agricultural use and not involving a new street shall not be deemed a subdivision. The term includes resubdivision and when appropriate to the context, shall relate to the process of subdivision or to the land subdivided; any division or redivision of land into parcels of less than one (1) acre occurring within twelve (12) months following a division of the same land shall be deemed a subdivision within the meaning of this section.
30. "Unit" means Planning Unit
31. "Variance" means a departure from dimensional terms of the zoning regulation pertaining to the height, width, length, or location of structures, and the size of yards and open spaces where such departure meets the requirements of KRS 100.241 to 100.247.
32. "Way" means a passage of fixed width for pedestrian or vehicular use, a trail.

Bullitt County



Comprehensive Plan