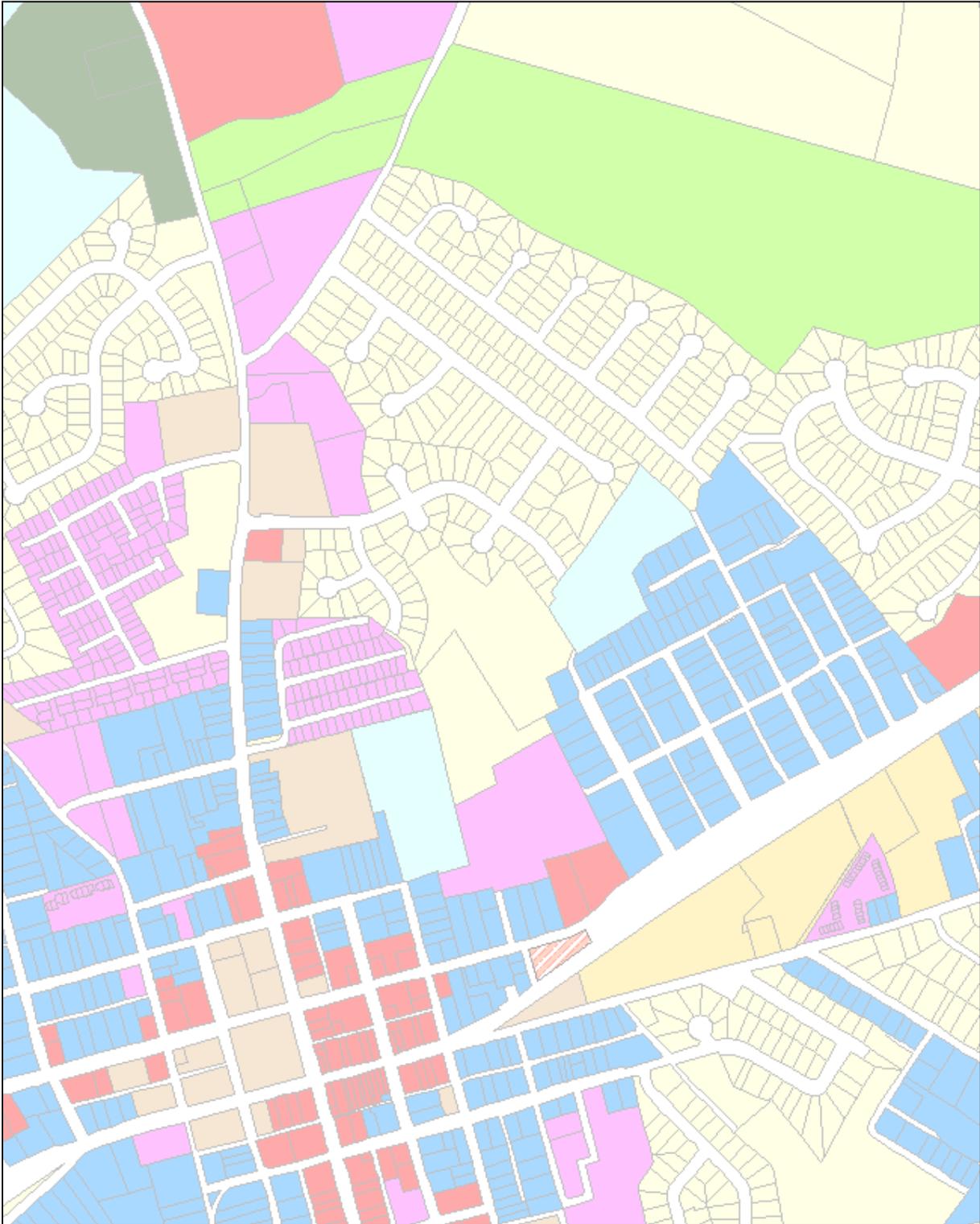


# Oldham County Comprehensive Plan Update



**Oldham County - Crestwood - LaGrange - Pewee Valley**

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## INTRODUCTION

On February 26, 2002, *Outlook 2020: The Oldham County Comprehensive Plan* was adopted to serve as the blueprint for guiding the community's growth and development in the new century. The eighty-eight goals and objectives which were included as part of *Outlook 2020* provided guidance to meet the vision statement which reads:

*"Oldham County is a highly desirable place to live in the year 2020. Our county contains all the facilities and public services necessary to maintain a vibrant community today and in the future. The county's excellent infrastructure, parks, community facilities, and well-run government services are optimized for citizens, schools, services, business, and light industry. Our leadership respects and adheres to the values of the community, and has the political will to implement these values.*

*The people of Oldham County are connected through the preservation and promotion of historic areas along safe transportation corridors. Oldham County preserved its rural character and natural environment by maintaining vistas and green spaces. Needed commercial or industrial development has been located in commercial corridors, business parks, and area of least impact to residences and the environment."*

So how is Oldham County doing in regards to meeting this vision statement which was adopted in 2002? Well, in the ten plus years since its adoption:

- Adoption of capacity standards to ensure there is adequate water supply, wastewater disposal, public schools and roads available at the time new developments are occupied.
- Creation of the Oldham County Geographic Information Consortium (OGIC), whose mission is to provide County officials, departments, consortium members, other agencies, and the public with accurate and reliable geographic information through responsive and innovative GIS services (2002).
- Creation of the Technical Review Committee to help oversee development within the community (2003).

- The Oldham County Major Thoroughfare Plan (2003) and Update (2009) provide a transportation plan for the implementation of recommended improvements and include recommendations for highway improvements, funding opportunities, transit, bicycle and pedestrian facilities, facility design standards and access management guidelines.
- Overhaul of the Oldham County Comprehensive Zoning Ordinance and Subdivision Regulations (2007), including the inclusion of landscape regulations and site plan review procedures.
- Adoption of the Access Management regulations, improved sign regulations and creation of the Planned Unit Development District (PUD) which has been applied to the Buckner Crossings, Norton Commons and Oldham Reserve projects.
- Completion of the Oldham County Parks and Open Space Master Plan (2008).
- Development of the Oldham County Bike, Pedestrian, and Greenway Trails Master Plan (2008) to serve as a guide to link parks, schools, neighborhoods and commercial areas throughout the county by reducing the public's dependency on automobiles, encourage healthy lifestyles and improve the quality of life in Oldham County.
- Adoption of the Brownsboro Master Plan, which was created to provide guidance and direction for future growth in the Brownsboro planning area (2009). The Brownsboro Master Plan and all of its goals, objectives and recommendations are hereby incorporated into this Comprehensive Plan Update.
- The Curry's Fork Watershed Plan (2011) and Darby Creek Watershed Plan (2010) identify existing and potential water quality issues and establish guidelines to help improve and protect water quality, promote a safe, healthy and accessible watershed, utilize programs and practices to decrease potential flooding impacts and develop and implement a cost-effective watershed plan that economically utilizes funds.

As Oldham County stands on the brink of 2020, it is important to evaluate where the county has come from, where it stands, and reevaluate its course to not only achieve this vision statement for 2020, but also look beyond that date which once seemed so distant.

Work began on the Oldham County Comprehensive Plan Update in May 2011. Over the course of the next 32 months, Oldham County Planning & Development Services staff attended over 50 public meetings/hearing and worked with the Study Review Committee, nearly 40 public and private agencies, numerous local officials and many concerned citizens to craft the language contained within these two documents, the Goals & Objectives and the Plan Elements, which comprise the Oldham County Comprehensive Plan Update. The resulting document shall serve as a guide for public and private actions and decisions to assure the development and preservation of public and private property in the most appropriate manner for the next five years and beyond.

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Dennis Deibel, Mayor, City of Crestwood  
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# **Oldham County**

## **Comprehensive Plan Update:**

### **Goals & Objectives**

*On October 22, 2013, the Oldham County Planning & Zoning Commission approved a motion to recommend adoption of the Oldham County Comprehensive Plan: Goals & Objectives by a unanimous vote (Docket Number PZ-13-018).*

*On December 3, 2013, the Oldham County Fiscal Court approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives by a unanimous vote (KOC 13-120-399).*

*On January 6, 2014, the LaGrange City Council approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives by a unanimous vote (Ordinance 25-2013).*

*On January 6, 2014, the Pewee Valley City Council approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives by a unanimous vote (Ordinance 8, Series 2013).*

*On January 8, 2014, the Crestwood City Council approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives by a unanimous vote (Ordinance No. 3 Series 2013).*

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## Land Use

### GOAL LU-1

To provide for planned and orderly growth in order to protect land from premature or unsuitable development.

**Objective LU-1-1:** Utilize the development review process to ensure that future land uses are compatible with surrounding land uses and to include review of existing or planned community facilities and services such as sanitary sewer, potable water, fire protection, schools and transportation.

1. The zoning ordinance and subdivision regulations should be designed to implement the principles of the Comprehensive Plan and include provisions for:
  - Environmental review and protection;
  - Consideration of compatibility issues and site design;
  - The capacity of community facilities and services;
  - Oldham County’s rural character through open space development standards; and
  - Conservation standards.

*Commentary: Regulations for open space development standards should address design guidelines and opportunities for alternative lot sizes and lot configurations. Compatibility standards address how site design affects the existing character of an area such as the scale of buildings, the placement of sidewalks, setbacks and landscaping, etc. Conservation standards address environmental features such as stream buffers, tree protection, and development or unstable soil, etc.*

2. The zoning ordinance and subdivision regulations should reflect level of service standards developed in conjunction with agencies that have jurisdiction over those services.

3. New development should meet the level of service standards or mitigate deficiencies.

4. Ensure that the most recent and relevant planning and zoning techniques are used to implement the Comprehensive Plan.

5. Allow cities or small areas to prepare master plans for consideration and adoption as amendments to the Comprehensive Plan. These master plans should be consistent with the Comprehensive Plan and any other plans that address countywide services and issues and include public participation during the development of the master plan.

**Objective LU-1-2:** Manage development in areas of environmental concern or limited development potential associated with soil and slope conditions.

1. The zoning ordinance and subdivision regulations should include standards for open space and conservation development. The standards should be based on applicable principles of the Comprehensive Plan.

2. The ownership and management of open space created through the development process should be set forth in a management plan which will be reviewed and approved with each development application.

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*Commentary: Examples of ownership and management techniques that can be used to ensure continued care and maintenance of open space include:*

- *Leasing of the land on a long-term basis to a nearby farmer;*
- *Selling the open space with development restrictions to a farmer, nursery operation, or other agricultural use;*
- *Designing low maintenance open space that requires lower homeowner dues;*
- *Requiring automatic membership by all property owners in a homeowners' association in the zoning regulations. Many successful homeowners' associations have legal authority to place a lien on the property of any member who fails to pay their dues.*

3. The zoning ordinance and subdivision regulations should include guidelines and standards that can be used to consider individual development site limitations and features.

*Commentary: Each development site may have different features that merit preservation. Locating structures out of flood hazard areas is an example of a feature that may be addressed.*

**Objective LU-1-3:** Establish development priority areas and provide incentives for compatible development proposals within these areas.

1. Encourage development to locate in areas with existing infrastructure and services before moving into less developed areas of the county.

*Commentary: Development priority areas are intended to facilitate the efficient use of financial and environmental resources. Development priority areas provide an effective means to use vacant, bypassed and underutilized lands, ranging in size from single lots to many acres, provided there is adequate infrastructure and no environmental constraints.*

2. Oldham County Planning & Development will work with the Legislative Bodies to designate development priority areas consistent with municipal plans and the Comprehensive Plan.

3. Encourage development priority areas as reflected in the Future Land Use Map.

4. The zoning ordinance and subdivision regulations should address the following aspects of developments in development priority areas:

- The impact on older/existing neighborhoods;
- Development that is compatible with the surrounding residential density, housing type, affordability or use characteristics; and
- Compatibility with historic properties and historic districts.

**Objective LU-1-4:** Encourage the continued use of land for agriculture, farming, dairying, pasturage, horticulture, wildlife conservation, wildlife habitat, etc. by providing flexibility in zoning, subdivision and site plan review regulations that enable such activities to coexist with development, thus assisting in the preservation of Oldham County's rural character.

**GOAL LU-2**  
**To encourage the preservation and development of a range of housing opportunities.**

<p><b>Objective LU-2-1:</b> Establish neighborhood development guidelines that promote connectivity between neighborhoods, encourage integration of community and civic facilities, and address issues of neighborhood identity and compatibility with adjacent development and assure that adjacent development is sensitive in both design and environmental impact of historic sites, neighborhoods and districts.</p>
<p>1. Encourage new mixed-use development in addition to existing mixed-use centers and planned unit developments.</p>
<p>2. Oldham County should work with affordable housing advocates to propose modifications to the zoning ordinance and subdivision regulations that will encourage development of affordable housing.</p>
<p><i>Commentary: Affordable housing is described by a sales price or rent within the means of a low- or moderate-income household within a specific region or geographic area.</i></p>
<p>3. Oldham County should partner with other government entities to address the issue of regional affordable housing.</p>
<p>4. Housing in Oldham County should include efforts to provide an appropriate mix of housing types and opportunities to meet the needs of all people.</p>
<p><b>Objective LU-2-2:</b> Protect the character of historic or culturally important structures and neighborhoods through the use of historic districts that utilize site and architectural design standards.</p>
<p>1. Develop design guidelines to insure future development is compatible with existing community character of historic and cultural activity centers. The design guidelines should address:</p> <ul style="list-style-type: none"> <li>• Landscaping and street trees;</li> <li>• Signage;</li> <li>• Site design;</li> <li>• Historic patterns of development;</li> <li>• Historic architecture; and</li> <li>• Spatial relationships between buildings and the street.</li> </ul>
<p><i>Commentary: The design guidelines will also serve as voluntary architectural guidelines that are intended to help residents and businesses make improvements that enhance the overall character of their area.</i></p>
<p>2. Areas with unique or sensitive features may merit individual attention. The Legislative Bodies of Oldham County may, by ordinance following review and recommendation by the Planning &amp; Zoning Commission, designate these and other areas as appropriate for additional regulations such as overlay districts.</p>
<p><i>Commentary: Overlay districts encompass underlying zoning districts and requirements in addition to those required by the underlying district. Overlay district requirements are limited in scope to protect only those special features that are not dealt with in the underlying zoning districts. Unique and sensitive features may include, but are not limited, to historic districts, streams, unstable soils or floodplains.</i></p>

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<p>3. Work with entities such as the Kentucky Heritage Council, Oldham County Historical Society, Oldham Ahead, local legislative bodies and other public or private entities to identify and inventory cultural and historic resources as a means to help the community better understand, protect and market the historic resources of Oldham County.</p>
<p><b>Objective LU-2-3:</b> Support housing and neighborhood affordability by allowing the conservation of existing housing stock as a source of affordable housing and by efficient planning of capital investments for community facilities and services that minimizes the cost to the homeowner.</p>
<p>1. Oldham County should take advantage of and promote federal and state programs for rehabilitating substandard housing units for low and moderate income families, as well as encouraging private sector rehabilitation projects.</p>
<p><i>Commentary: The reuse of existing structures not only offer opportunities for a variety of housing but also strengthens and revitalizes existing communities through the maintenance of structures and elimination of blight.</i></p>
<p>2. The zoning ordinance and subdivision regulations should provide incentives to encourage private sector investment in the development of a variety of housing types.</p>
<p>3. The zoning ordinance and subdivision regulations should define the appropriate conditions under which accessory dwelling units may be approved.</p>
<p>4. Encourage the development of alternative housing options for senior citizens within towns and designated infill areas. These options include congregate care housing, sheltered housing, and institutional care facilities.</p>
<p><b>Objective LU-2-4:</b> Address affordable housing opportunities within all areas of Oldham County, including programs, policies or incentives within the Land Use Element to ensure that Oldham County has appropriate tools to guide the provision of a range of housing opportunities.</p>
<p>1. Encourage the development and preservation of properties for low and moderate income households.</p>
<p>2. Encourage higher density housing to be located near transit services and/or major employment centers.</p>
<p>3. Develop a zoning ordinance and subdivision regulations that allow for development of affordable housing. The zoning ordinance and subdivision regulations should support the use of innovative development methods such as mixed use developments.</p>
<p>4. Promote infill development of affordable housing in order to take advantage of existing infrastructure.</p>
<p><b>GOAL LU-3</b> To plan for economic development that provides for increased tax revenues with a wide variety of employment opportunities that support the maintenance of a high level of community facilities and services and provide job opportunities for future Oldham Countians.</p>
<p><b>Objective LU-3-1:</b> Support existing business retention and growth compatible with adjacent land uses and the availability of community facilities and services.</p>

Oldham County Comprehensive Plan Update:  
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1. Ensure that the permitted and conditional land uses for each zoning district are current to avoid unnecessary delays in the approval process of projects that support the economic development goals and objectives of the Comprehensive Plan.
2. Establish a process evaluating new or unanticipated land uses to ensure that they are categorized in the appropriate zoning district.
3. Develop performance standards that address the expansion or redevelopment of existing businesses and industries located within existing centers.
<b>Objective LU-3-2:</b> Focus new commercial and workplace development in designated existing centers when compatible with the scale and character of the center.
1. Encourage mixed-use developments where buildings and structures accommodate a variety of complementary and integrated uses in one area.
<i>Commentary: Mixed-use developments help reduce traffic generation by locating homes, retail and jobs within easy commuting distance.</i>
2. Expansion and redevelopment of existing designated centers, or the creation of new centers should be evaluated for: <ul style="list-style-type: none"> <li>• Compatibility with surrounding areas;</li> <li>• Consistency with Economic Development Goals; and</li> <li>• Adequate Infrastructure.</li> </ul>
<b>GOAL LU-4</b> <b>To maintain a consistent and understandable development review process that encourages and accommodates citizen involvement in decisions affecting and implementing this Comprehensive Plan.</b>
<b>Objective LU-4-1:</b> Development review procedures should be reviewed on a regular basis to ensure that citizens and property owners affected by development proposals can receive adequate information and meeting/hearing notices for a proposal at the earliest possible stage of the review process.
1. Oldham County Planning & Development should post details of all hearings and meetings, summaries of new applications, ordinances and regulations on Oldham County’s website.
2. Develop a multi-tier notice system based on size and intensity of proposed development.
<b>Objective LU-4-2:</b> Periodically evaluate development review procedures to determine whether application review and processing schedules are appropriate and adequate for citizens, applicants and reviewing agencies.
<i>Commentary: It is important to facilitate and encourage public participation in the development review process. Public participation helps assure that decision makers have a full understanding of the issues, interrelationships and impacts of a particular development proposal. In addition, the public planning process may provide useful ideas and perspectives from concerned citizens and interest groups.</i>

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<p>1. Hold hearings and meetings that are:</p> <ul style="list-style-type: none"><li>• Publicized broadly and well in advance;</li><li>• Well organized;</li><li>• Informational and educational about proposals; and</li><li>• Structured to gather feedback and input from the public regarding the proposal.</li></ul>
<p>2. Seek out new public participation techniques that are as creative and fresh as possible to attract public interest in community planning and development.</p>
<p><b>Objective LU-4-3:</b> The Oldham County Planning Commission should establish a procedure to notify adjacent Planning Commissions and Legislative Bodies in order to provide opportunities for input on development applications for sites in close proximity to county boundaries.</p>
<p>1. Utilize the geographic information system to identify development proposals that affect adjacent counties.</p>

## Transportation

<p><b>GOAL T-1</b></p> <p>To provide the citizens of Oldham County with a well-planned and coordinated system of major thoroughfares and collectors that are safe, cost effective and responsive to planned growth and development.</p>
<p><b>Objective T-1-1:</b> Protect investments in the major thoroughfare system by managing access within guidelines established by the Planning Commission.</p>
<p>1. Develop and assign access classifications for roadway segments based upon the current condition of the roadway and any planned improvements. Standards should address driveway and curb cut spacing, median spacing and signal spacing.</p>
<p>2. Develop corner clearance, joint and cross access easement, connection and median opening, driveway design and unified access and circulation standards.</p>
<p>3. Limit residential access on arterial roadways to prevent safety hazards.</p>
<p><i>Commentary: Access Management is a process that provides access to land development while simultaneously maintaining an efficient movement of people and goods.</i></p> <p><i>Access Management recognizes that while the land owner has a right to reasonable access, the primary function of arterial roadways is to move traffic. Two key benefits of access management are improved safety and preservation of capacity.</i></p>
<p><b>Objective T-1-2:</b> Develop and maintain a major thoroughfare plan that depicts existing and proposed thoroughfares and provides minimum right-of-way and typical cross-section standards. Utilize standards to determine right-of-way dedication requirements for all development proposals.</p>
<p>1. Prepare and adopt a major thoroughfare plan to guide decisions regarding transportation improvements. The major thoroughfare plan should include appropriate level of service standards for arterials and major collectors.</p>
<p>2. Conform with the major thoroughfare plan through reservation, dedication or transitional setback prior to the granting of any permit or approval.</p>
<p><i>Commentary: Many roadways in Oldham County were originally designed for much lower traffic volumes than they are now expected to accommodate. Improvements to these roadways are often limited due to lack of right-of-way or development which lines the roadway.</i></p> <p><i>The lack of adequate right-of-way escalates costs and significantly delays improvement projects. One way to minimize these problems is through a cooperative effort to preserve or increase right-of-way.</i></p>
<p>3. The Oldham County Planning Commission shall conduct, update or review studies to ensure that current and future transportation-related problems and needs in LaGrange, Crestwood, Pewee Valley and Goshen areas are identified and addressed.</p>
<p>4. Consider phasing developments when road improvements are necessary to accommodate proposed project impacts.</p>
<p>5. Develop a traffic shed transportation network analysis as a planning tool to determine the current planning capacity on rural residential roads.</p>

*Commentary: The traffic shed planning approach provides a simple and clear understanding about the relationship between planning, zoning and road capacity. In addition, the process of analyzing traffic sheds can inform capital improvement or planning debates as to the nature of the problem and possible solutions.*

**Objective T-1-3:** Prioritize improvements to existing transportation facilities that optimize the flow of traffic and reduce accidents at locations where the free flow of travel is hindered while preserving aesthetic qualities where possible.

1. Review and update the Oldham County functional road classification system and map for existing and projected roads during the development of the major thoroughfare plan. The functional classification map should be designed to:
  - Depict all existing and planned roadways, the respective functional classification for each facility and rights-of-way requirements for each described facility; and
  - Address incomplete and deficient segments of the transportation network that have been identified.

*Commentary: A functional classification map depicts when and where right-of way should be reserved for future transportation needs. This type of map is typically used in the development review process.*

2. Review and revise, as necessary, the road standards for new development, including private road standards and policies.

**Objective T-1-4:** Establish minimum right-of-way and design and construction standards for collectors and local roads to accommodate safe emergency vehicle access, respond to environmental constraints and ensure compatibility with the character of proposed development.

1. Address the need for internal connections and alternative access between adjacent land uses, such as residential subdivisions or commercial developments.

*Commentary: Secondary entrances improve access for emergency services and minimize local traffic on major roads.*

2. Develop roadway design standards for new roads that are safe, efficient, in order to minimize the adverse impacts upon the community. Standards should address:
  - Connectivity of streets within and between new and existing developments;
  - Appropriate right-of-way widths;
  - Tree preservation and enhancement;
  - Landscaping and street furniture;
  - Bicycle and pedestrian facilities;
  - Transit operations;
  - Encouragement of on-street parking in appropriate areas to buffer pedestrians from traffic; and
  - Traffic calming techniques.

*Commentary: Well designed streets encourage more of a sense of community.*

**Objective T-1-5:** Coordinate improvements to the transportation system with land use decisions to ensure maintenance of an adequate level of service.

Oldham County Comprehensive Plan Update:  
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<i>Commentary: Coordinated land use and transportation decisions solve a variety of problems including air pollution, congestion and the decay of older centers.</i>
1. Review all proposed road improvement projects for consistency with the Comprehensive Plan.
2. Road improvement projects and other transportation recommendations that are found to be consistent with the Comprehensive Plan should be included as an update to the Comprehensive Plan.
<b>Objective T-1-6:</b> Utilize traffic impact analyses to project, describe and suggest ways of offsetting the traffic effects and effects of development when appropriate.
<i>Commentary: Traffic Impact Analysis is used to determine whether the roadway network in the area of a proposed major development will be able to handle the existing through traffic plus the additional traffic that the development will generate. The purpose of the analysis is to protect the substantial public investment in the existing street system.</i>
1. Require traffic impact analysis for all developments that will generate 100 or more new inbound or outbound trips during the peak hours. Proposals should be transmitted for review and comment in a timely manner prior to Planning Commission decision or recommendation to allow adequate time for review.
<i>Commentary: 100 or more inbound or outbound trips during the peak hours would be expected from developments containing approximately 150 single-family homes, 220 multi-family units, 60,000 square feet of general office space, or 10,000 square feet of retail space.</i>
2. Although the development may generate less than the above defined threshold of new trips, it may still be necessary to require an analysis of site access for reasons such as the following: <ul style="list-style-type: none"><li>• High traffic volumes on the adjacent roadway that may affect movement into or out of the site;</li><li>• Lack of existing left-turn lane(s) on the adjacent roadway at the proposed access drive(s);</li><li>• Inadequate horizontal or vertical sight distance at access points;</li><li>• The proximity of the proposed access points to other existing drives or intersections;</li><li>• The proposed use is a special or conditional use zoning classification or involves a drive-through operation.</li></ul>

<p>3. Include a traffic impact analysis ordinance in the update of the zoning regulations that:</p> <ul style="list-style-type: none"> <li>• Provides a standard set of analytic tools and format for preparing traffic impact studies;</li> <li>• Outlines information needed and evaluation procedures to be used;</li> <li>• Ensures safe and reasonable traffic operating conditions on streets and intersections after development of the proposed use;</li> <li>• Reduces the negative traffic impacts created by individual developments;</li> <li>• Employs a comprehensive approach to the overall impacts of various developments along a corridor or within part of a community rather than a piecemeal approach; and</li> <li>• Alerts the community of improvements or modifications needed to roadway access or site design;</li> </ul>
<p><b>Objective T-1-7:</b> Utilize traffic calming techniques for collector and local roads in order to produce safer and more livable streets for motorists and pedestrians.</p> <p><i>Commentary: According to the Institute of Transportation Engineers, “Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users” and “Traffic Calming involved changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and cut-through volumes and streetscaping in the interest of street safety, livability and other purposes.”</i></p>
<p>1. Street design standards should include technical drawings that address pedestrian safety and traffic flow and volumes in neighborhoods and other areas where livability is affected by motor vehicle traffic.</p> <p><i>Commentary: Traffic calming techniques are primarily used in residential areas or areas where there is a high concentration of pedestrian traffic that conflicts with motor vehicle traffic. In addition, traffic calming techniques can be used to reduce speeds in high accident locations.</i></p>
<p><b>GOAL T-2</b></p> <p><b>To coordinate the Major Thoroughfare Plan with other modes of travel, including bus transit, rail, pedestrian and bicycle, to comprehensively address mobility issues and needs within Oldham County.</b></p>
<p><b>Objective T-2-1:</b> Work with the Kentuckiana Regional Planning and Development Agency (KIPDA) to modify the Regional Bicycle and Pedestrian Plan to incorporate existing and planned bicycle and pedestrian routes within Oldham County.</p>
<p>1. Develop long-term, countywide bicycle and pedestrian recommendations in the Major Thoroughfare Plan and Master Plans.</p>
<p>2. Require the inclusion of bicycle and pedestrian facility connections between nearby developments and community facilities or workplaces.</p>
<p>3. Require pedestrian and bicycle pathways as part of the subdivision and site plan approval process.</p>
<p><b>Objective T-2-2:</b> Work with the Transit Authority of River City (TARC) to provide an appropriate level of bus transportation service to cities, employment centers and concentrations of neighborhoods within Oldham County.</p>

Oldham County Comprehensive Plan Update:  
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<p><i>Commentary: The coordination of land use and transportation policies can strengthen the effectiveness of public transportation and increase road capacity.</i></p>
<p>1. Develop long-term public transportation and land use plans in order to relieve traffic problems.</p>
<p>2. Evaluate the potential for expansion and enhancement of bus service in the major thoroughfare plan.</p>
<p><b>Objective T-2-3:</b> Enhance opportunities for transit use by working with major employers and retail centers to provide park and ride facilities or to participate in ride-sharing programs designed to reduce the number of single occupant vehicular trips.</p>
<p>1. Address road facilities, public transportation, ride sharing programs, bicycle and pedestrian facilities in the public participation process.</p>
<p><b>Objective T-2-4:</b> Coordinate pedestrian and bicycle facility planning with multi-objective greenway strategies by taking advantage of Oldham County’s rich heritage of natural resources and scenic vistas.</p>
<p>1. Address pedestrian and bicycle facilities in the Greenways Master Plan.</p>
<p><b>GOAL T-3</b> <b>To protect and preserve scenic or culturally important transportation corridors and resources.</b> <i>Commentary: Community character is largely based on what can be seen from an automobile, bicycle or on foot. Protecting and preserving scenic or culturally important corridors enhances aesthetic qualities and ultimately benefits property values.</i></p>
<p><b>Objective T-3-1:</b> Identify and designate scenic and culturally important transportation corridors and resources using a process as specified in Goal G-2.</p>
<p>1. Preserve historic and scenic resources along transportation corridors within Oldham County using local, state and federal guidelines. Oldham County will work with residents to define and designate scenic corridors to protect and preserve the character of the County’s rural roads.</p>
<p><i>Commentary: Scenic Corridors designations should include flexible guidelines rather than rigid regulations to account for the individual characteristics of development sites. Acceptable aesthetic guidelines for developments abutting designated scenic corridors should be defined and imposed with caution.</i></p>
<p>2. The design of developments, including signs, abutting designating scenic corridors are to be in keeping with the aesthetic character of the corridor.</p>
<p><i>Commentary: Development and redevelopment should be managed to maintain, complement and enhance scenic values within designated scenic corridors.</i></p>
<p>3. Guidelines for Scenic Corridors should address:</p> <ul style="list-style-type: none"> <li>• Regulating nonconforming billboards;</li> <li>• Coordinating directional signage throughout Oldham County and with adjacent counties;</li> <li>• Establishing an acceptable design review procedure for development and redevelopment which includes site-layout flexibility; and</li> <li>• Respecting the individuality of development sites and the rights of property owners.</li> </ul>

Oldham County Comprehensive Plan Update:  
Goals & Objectives

4. Oldham County will work proactively with residents to identify potential Scenic Byways for designation by the Commonwealth.
5. The preservation of the scenic qualities or environmental character of streets and highways shall be consideration in the design of any street improvements or modifications.
<b>Objective T-3-2:</b> Develop and implement facility design, lighting, access management and land use guidelines specific to individual scenic corridors and resources.
1. Evaluate use of corridor review overlay districts, special zoning districts or other techniques as methods for implementation of guidelines.
2. Oldham County will work proactively to communicate scenic corridor planning objectives before landowners begin to contemplate site-layout scenarios for their property.
3. Oldham County will work to coordinate the various agencies that regulate different aspects of designated scenic corridors to achieve consistency.

## Community Facilities and Services

### GOAL CF-1

To provide for needed community facilities and services (where infrastructure can support it), through the wise, planned and equitable use of the community's monetary, physical and human resources.

**Objective CF-1-1:** Maintain and use existing community facilities when appropriate. When new facilities are required consider the use of private or semi-public facilities to accommodate a public need and encouraging planning for multi-purpose facilities.

1. Encourage departments and agencies to prepare facility plans that include the following:
  - Inventory of facilities;
  - Evaluation of conditions;
  - Desirable levels of service;
  - Repair/replacement schedule; and
  - Need for new (or substantially expanded) facilities.

**Objective CF-1-2:** Development priority areas should be given consideration for expansion or new construction of community facilities and services as an incentive for development to locate within these areas.

1. Identify and map development priority areas.
2. Review community facility and service plans to ensure that development priority areas are consistent with community facility and service plans and each area can stand on its own in terms of circulation, utilities and other critical facilities and services.
3. Specific recommendations for each of the development priority areas may need to address the timing of development with respect to the provision of critical community facilities and services.

*Commentary: Development priority areas should have some or most infrastructure required for development already in place. If a development priority area lacks all major facilities and services, the deficiency should be addressed immediately.*

4. Ensure that the development priority areas, zoning ordinance and subdivision regulations are consistent with the Future Land Use Map.

**Objective CF-1-3:** Inform the community and provide special notice to all interested parties early in the process when developing or expanding community facilities.

1. Continue the formal community facility review process that determines agreement with the Comprehensive Plan in accordance with Kentucky Revised Statutes.
2. Planning Commission review of community facilities should be in the form of a public hearing with public notification.

### GOAL CF-2

To plan, establish guidelines, and coordinate efforts for appropriate levels of sewage disposal, potable water, schools, fire protection and solid waste collection and disposal services to urban and rural areas within Oldham County in conjunction with the agencies that have jurisdiction of these services.

<p><b>Objective CF-2-1:</b> Maintain and update sanitary sewer, potable water and solid waste facilities improvement plans as a basis for development review and approval.</p>
<p>1. Establish intergovernmental agreements to facilitate coordination of land use planning, development review and the provision of sewers, water and solid waste between Oldham County and agencies that have jurisdiction of these services.</p>
<p><b>Objective CF-2-2:</b> Sanitary sewer collection and disposal facilities or approved on-site septic systems should be adequate or proposed prior to plan approval or issuance of building permits for any development to be served by said facilities.</p>
<p>1. Use geographic information systems (GIS) to develop a database of previously approved projects to ensure that all service providers will have adequate capacity at the time it is needed.</p>
<p><i>Commentary: Not all approved developments are built. Tracking approved and not built projects helps determine how much critical service capacity is encumbered by approved projects.</i></p>
<p><b>Objective CF-2-3:</b> When approving sanitary sewer and solid waste facilities, priority should be given to those that do not pollute community waters, are compatible with and appropriately buffered from surrounding uses, and do not present an unreasonable risk to public health and safety.</p>
<p>1. For new development, where public sewer service is available or planned, public sewers or easements should be the requirement for all types and levels of development.</p>
<p><b>GOAL CF-3</b> Increase efforts to minimize the effects of stormwater runoff by encouraging more creative site design measures and promoting green infrastructure.</p>
<p><b>Objective CF-3-1:</b> Assess the development of a program to decrease the amount of impervious surfaces that impact watershed systems.</p>
<p><b>Objective CF-3-2:</b> Identify green infrastructure best practices which are best suited for the area and launch an incentive program aimed to encourage the use of such practices.</p>
<p><b>GOAL CF-4</b> Maintain Oldham County’s high level of educational and enrichment opportunities through continued investment in the human and physical resources necessary to meet educational, informational and diverse recreational needs of a growing population.</p>
<p><b>Objective CF-4-1:</b> Work with Oldham County Public Schools and other entities to coordinate population projections and long range facility plans with the development review process.</p>
<p>1. Establish an intergovernmental procedure to facilitate coordination of land use planning, development review and the provision of new school facilities between Oldham County and the Oldham County School District.</p>

Oldham County Comprehensive Plan Update:  
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<p><i>Commentary: The intergovernmental agreement should address:</i></p> <ul style="list-style-type: none"> <li>• Information sharing practices;</li> <li>• Appropriate levels of service;</li> <li>• Appropriate facility types; and</li> <li>• The timing of school facilities.</li> </ul>
<p><b>Objective CF-4-2:</b> Encourage the public school system to give priority to facility investments where appropriate infrastructure exists or is planned.</p>
<ol style="list-style-type: none"> <li>1. Coordinate land use planning and the site design of new school facilities and school facility expansions.</li> </ol>
<p><b>Objective CF-4-3:</b> Coordinate school site acquisition programs with the parks and open space master plan and bicycle, pedestrian and Greenway Trails Master Plan in order to identify opportunities for co-location of schools, libraries and parks.</p>
<ol style="list-style-type: none"> <li>1. Consider the Oldham County Parks and Recreation Master Plan and Oldham County Bike, Pedestrian and Greenway Trails Master Plan during the community facility review process for all new education facilities.</li> </ol>
<p><b>Objective CF-4-4:</b> Utilize public school sites as focal points for the development of neighborhoods and associated pedestrian and bicycle facilities.</p>
<ol style="list-style-type: none"> <li>1. Ensure that the zoning ordinance addresses site design goals for school facilities and developments adjacent to school sites.</li> </ol>
<p><i>Commentary: Providing roadway, bikeway and pedestrian connections between school facilities and adjacent neighborhoods helps reduce congestion on major roadways when students can safely walk, ride their bicycles or drive to school on internally connected facilities.</i></p>
<p><b>Objective CF-4-5:</b> Expand county-wide learning opportunities for all ages by developing public/private partnerships to support cooperative financial and human resource sharing in order to maintain or create the infrastructure necessary to promote these life-long learning opportunities.</p>
<ol style="list-style-type: none"> <li>1. Support continuing education and training for employment opportunities and personal growth.</li> </ol>
<ol style="list-style-type: none"> <li>2. Increase involvement of university and college resources within the community.</li> </ol>
<ol style="list-style-type: none"> <li>3. Encourage the development of advanced communications and technology to enhance educational opportunities among businesses, government, schools, libraries and the public.</li> </ol>
<p><b>GOAL CF-5</b> To provide a system of public parks, diverse recreation facilities, open spaces and greenways that support the preservation of the county’s natural and scenic resources, wildlife habitats and serves neighborhoods and communities.</p>
<p><b>Objective CF-5-1:</b> Maintain and update a master plan for acquisition and use of existing and future community and neighborhood parks and open spaces.</p>
<ol style="list-style-type: none"> <li>1. Update the Parks and Recreation Master Plan every five years.</li> </ol>

**Objective CF-5-2:** Support voluntary public and private efforts to preserve lands for future use or protection through conservation easements, fee simple dedication programs or deed restrictions.

*Commentary: Government agencies can help provide options for private landowners who wish to voluntarily conserve important land resources through:*

- *Helping individuals meet federal tax code requirements for charitable donations; and*
- *Structuring land donations to allow land owners to continue to live on their land and receive income.*

1. Encourage community organizations to establish partnerships with Oldham County to assist in the implementation of a voluntary land protection program and to act when necessary as a land trust to receive and manage donated lands.

**Objective CF-5-3:** Incorporate equine related activities in the Parks and Open Space Master Plan.

**Objective CF-5-4:** New residential development should contribute to the implementation of the Parks and Open Space Master Plan. The type and extent of the contribution should be determined on the basis of the type of development.

**Objective CF-5-5:** Identify greenways and utilize volunteer conservation or resource protection zoning techniques to protect such areas from adverse development.

## Environment

### GOAL E-1

To preserve and improve the quality of Oldham County's natural resources, including water, air and soil, while protecting the health, safety and welfare of its citizens through a watershed-based approach to environmental planning and stormwater management.

**Objective E-1-1:** Best management practices should be used on individual development sites to control soil erosion into lakes and streams, prevent hazardous materials from degrading surface or groundwater resources and protect water resources from other types of environmental threats.

1. Review and update the Soil and Erosion Control Ordinance periodically to ensure that the most current Best Management Practices are being employed in the ordinance.
2. Require secondary containment, treatment and emergency response plans for activities that propose pollution sources such as storing and dispensing of petroleum products, chemical storage and sale or transfer of potential contaminants.

**Objective E-1-2:** Work toward implementation of fully developed watershed master plans.

1. Oldham County Planning & Development may assist in the preparation of multi-jurisdictional watershed planning and watershed management within and adjacent to the County.

*Commentary: Planning for watersheds should focus both public and private efforts on problems and areas of protection within each watershed. Watershed master plans should include:*

- *Identification of the basic need and direction of the watershed management program, including the collection of preliminary data and the identification and assembly of all interested parties;*
- *Detailed water quality data collection and analysis of the development carrying capacity of each watershed;*
- *Identification of specific goals and objectives for the watershed management program;*
- *Development of detailed strategies and procedures for implementing watershed management goals and improving water quality; and*
- *Implementation, monitoring and evaluation of the watershed management program.*

**Objective E-1-3:** On individual development sites, blue-line streams should be retained in their natural locations and conditions and those already disturbed should be preserved from further degradation.

1. Protect blue-line streams from channelization, stripping, relocation, erosion or other alteration.

*Commentary: Blue-line streams generally flow year round. These streams are identified on USGS maps.*

2. Establish minimum vegetative buffers for the banks of blue-line streams for all development proposals to protect the functional integrity of the channel.

*Commentary: Minimum vegetative buffers should be consistent with the most recent recommendations established by the Natural Resources Conservation Service.*

<p><b>Objective E-1-4:</b> On individual development sites, limit the use of septic tanks in designated conservation zones and floodplains and encourage their use in areas with appropriate soil and groundwater conditions based upon the recommendations of the appropriate agencies.</p>
<p>1. Refer to state standards for on-site septic systems in the zoning ordinance.</p>
<p><b>GOAL E-2</b> To allow site development that does not adversely impact environmental features and resources or air quality, and minimizes noise and lighting impacts to or from adjacent and nearby uses.</p>
<p><b>Objective E-2-1:</b> Areas with sensitive slopes should be used only in cases where sufficient long-term safeguards can be implemented to minimize erosion and eliminate the potential for slippage of structural elements.</p>
<p>1. Develop guidelines to identify areas where testing and engineering studies should be required prior to consideration of a development approval. Guidelines for requiring analysis and engineering studies should be based upon the limitations of certain soil associations as outlined in the Oldham County Soil Survey.</p>
<p><i>Commentary: In order to protect natural resources, reduce public hazards, protect adjoining property owners and maintain water quality, it is important for development to preserve and enhance slope areas. Oldham County will work closely with the Oldham County Conservation District to develop those standards.</i></p>
<p>2. Encourage the use of planning, design and development practices that:</p> <ul style="list-style-type: none"> <li>• Take advantage of the best use of the natural terrain for building sites and roads; and</li> <li>• Employ advanced and up-to-date Best Management Practices.</li> </ul>
<p><b>Objective E-2-2:</b> Encourage the preservation of natural topographic contours in site development and restrict site grading to the minimum necessary to effectively manage stormwater.</p>
<p><b>Objective E-2-3:</b> Encourage the use of innovative subdivision design techniques including open space and conservation subdivision designs, landscaping and buffer techniques, to increase the urban and suburban tree canopy, green infrastructure practices, and preserve scenic resources including on-site woodlands, wetlands, riparian and other natural areas.</p>
<p>1. Encourage open space subdivision design in the land development regulations.</p>
<p>2. Develop incentive programs to encourage developers to submit more conservation subdivision designs.</p>
<p>3. Oldham County should provide an informational development guidebook that considers local conditions and issues for property owners and developers to review and consider prior to the design of development.</p>
<p><b>Objective E-2-4:</b> Outdoor advertising should be regulated through conditional use permits to preserve scenic resources.</p>
<p>1. Develop specific limitations on outdoor advertising such as where they may be located, how close they can be to other permitted signs, how large they can be and how they must be maintained.</p>

Oldham County Comprehensive Plan Update:  
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<p><i>Commentary: Outdoor advertising (billboards) cannot be prohibited; however, certain limitations and restrictions may be placed on them.</i></p>
<p>2. Limit outdoor advertising to areas that are commercially and industrially zoned.</p>
<p><b>Objective E-2-5:</b> Regulate the adverse impacts of residential, commercial or industrial site lighting, noise, pollutants, dust, odor and smoke by establishing standards.</p>
<p>1. Include a new section in the zoning ordinance that addresses countywide lighting, noise, dust, odor and smoke control performance standards.</p>
<p><b>Objective E-2-6:</b> Continue to improve the existing landscape guidelines to guide the preservation of on-site woodlands, provide appropriate buffers from adjacent uses, increase the urban and suburban tree canopy, provide a vegetative buffer to riparian corridors, mitigate the effect of flooding and stormwater run-off, and improve the visual appearance of structures, stormwater and parking facilities.</p>
<p>1. Conduct an audit of the landscape regulations to gauge their effectiveness and ensure the most current practices in landscape architecture are permitted and continue to allow flexibility in landscape materials and design to encourage innovative designs that improve the appearance of an area.</p>
<p>2. Require plans that promote tree preservation and increase the urban and suburban tree canopy as part of the development review process. Tree preservation plans should address areas to be permanently preserved from clear-cutting, as well as areas to be left undisturbed during the subdivision infrastructure construction phase.</p>
<p>3. Strongly encourage underground utilities. Locate large utility installations so that they have access to roads adjacent to the development.</p>
<p>4. Design and locate utility easements to provide access for maintenance and repair to minimize impacts to existing tree roots and vegetation and to minimize negative visual impacts.</p>
<p>5. New telecommunications towers should be located and designed to minimize impacts to existing trees and vegetation as well as visual and land use impacts. Permit new telecommunications towers and utility substations provided that:</p> <ul style="list-style-type: none"> <li>• A more suitable site is not available;</li> <li>• Co-location is not feasible;</li> <li>• The proposed facility is sited to minimize the visual impact on adjacent areas; and</li> <li>• Vegetative screening, fencing, berming and other measures are provided to minimize the view of the facility from adjoining roads and properties.</li> </ul>
<p><b>GOAL E-3</b> To protect and enhance the Ohio River Corridor, and its tributaries, as a valuable county natural resource.</p>
<p><b>Objective E-3-1:</b> Develop strategies and programs designed to focus community attention on the preservation and use of the Ohio River Corridor. Coordinate these strategies and programs with the Parks and Open Space Master Plan.</p>

Oldham County Comprehensive Plan Update:  
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1. Develop an Ohio River Corridor Master Plan for the Ohio River and its tributaries that addresses parks, recreation, riparian corridor vegetative buffering, agricultural preservation and land development planning and zoning strategies.
2. Encourage public and private entities to acquire land along the riverfront for public access and protection of natural areas.
3. Provide incentives for the development of land uses that are complimentary to river access points such as restaurants, tackle shops and venues for community events and festivals. Make sure these developments respect and protect sensitive riparian corridor habitat and soils.
4. Ensure that the Ohio River Corridor Master Plan is consistent with the Oldham County Parks and Recreation Master Plan and the Oldham County Bicycle, Pedestrian, and Greenway Trails Master Plan.

## Government

### GOAL G-1

To participate with local jurisdictions, neighboring and regional counties, cities, governmental agencies, transportation agencies, utilities, planning commissions, stakeholders, landowners and business development groups in developing solutions for common issues or opportunities.

**Objective G-1-1:** Participate with regional and local agencies to identify common issues and develop methods for addressing each issue.

1. Oldham County shall continue to participate, through representation, information sharing and or coordination of regional planning efforts and events.

**Objective G-1-2:** A public hearing or hearings shall be held on all elements of the Comprehensive Plan prior to their enactment.

**Objective G-1-3:** All plans, regulations and specific standards used to implement this Comprehensive Plan shall be developed in coordination and cooperation with, but not limited to, legislative bodies, appropriate public agencies, utilities, community groups, property owners, residents and businesses.

### GOAL G-2

To provide a high level of police, fire and emergency medical services to all areas of the County.

**Objective G-2-1:** Service agencies should establish and report minimum standards of service and planned improvements so that the Oldham County Planning Commission can consider the impact of development proposals to the delivery of these essential services.

**Objective G-2-2:** Maintain an adequate street naming and addressing system to ensure that police, fire and emergency medical services can easily and quickly locate sites for the delivery of services.

## Business and Industry

<p><b>GOAL BI-1</b>  <b>Promote business and industrial development that is compatible with Oldham County’s vision statement to provide an increased and balanced property tax base and more jobs in Oldham County with higher average wages.</b></p> <p><i>Commentary: Ensuring that the Comprehensive Plan is consistent with Oldham County’s economic health and development strategy strengthens our community’s ability to support continued economic growth.</i></p>
<p><b>Objective BI-1-1:</b> Develop a long-term strategy to attract specific types of environmentally friendly businesses and industries to Oldham County, which provide stable and high-paying employment opportunities.</p>
<p>1. Encourage development and adoption of master plans for all business and industrial parks and other significant lands well suited for commercial and industrial development or redevelopment. Ensure that master plans that are consistent with the goals and objectives of the Comprehensive Plan are adopted into it.</p>
<p>2. Identify target industries for Oldham County and implement strategies to attract them.</p>
<p><b>Objective BI-1-2:</b> Support existing business and industry to thrive and grow in Oldham County.</p>
<p>1. Encourage the highest and best use of existing industrial and commercial land through flexible land development regulations.</p>
<p>2. Encourage emergency preparedness plans to reduce economic loss in addition to protecting residents.</p>
<p>3. Encourage infrastructure priorities and improvements that support the economic viability of existing businesses and industries.</p>
<p>4. Cooperate in regional strategies for avoiding air-quality non-attainment status.</p>
<p>5. Revise the existing sign regulations to be more consistent with current business needs and address new and innovative sign technology.</p>
<p><b>Objective BI-1-3:</b> Encourage businesses and industries employing practices and technologies to achieve environmental quality of life goals.</p>
<p>1. Support target industries through the development review process.</p>
<p><b>Objective BI-1-4:</b> Oldham County will facilitate broadband infrastructure and telecommunication availability for residential, governmental and business segments of the county.</p>
<p><b>GOAL BI-2</b>  <b>To maintain the county’s incorporated cities as attractive centers for public and private business activity.</b></p>
<p><b>Objective BI-2-1:</b> Undertake or support planning for cities that helps to define local design, transportation and land use issues that should be addressed in the development review process.</p>

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1. Facilitate and contribute to the revitalization of cities in the land development regulations.
<b>Objective BI-2-2:</b> Protect and enhance the historic character of the cities.
1. Develop and adopt plans with preservation and revitalization strategies for all cities and historically significant sites. Ensure plans and strategies are consistent with the goals and objectives of the Comprehensive Plan.
<b>Objective BI-2-3:</b> Improve the physical appearance of the cities.
1. Develop design guidelines for development and redevelopment in cities that address appropriate setbacks, signage, landscaping, street trees, enhancement of urban and suburban tree canopy, sidewalks, lighting, utilities, street furnishings, building facades, awnings and maintenance standards.
<b>GOAL BI-3</b> To support and encourage agriculture for the purpose of recognizing the cultural heritage of the community and the agricultural contribution to the economic base.
<b>Objective BI-3-1:</b> Work with the Natural Resource Conservation Service, Farm Bureau and other agencies to identify prime agricultural land and active farms. Develop strategies to support agriculture.
1. Reduce land use burdens on agricultural land and encourage the use of development types that preserve large useable agricultural areas.
<i>Commentary: Open space or conservation development allow landowners to develop a portion of their property while maintaining all or some of the land for agricultural use.</i>
2. Support land development options that retain agriculture opportunities, preserve farms, forests and open space.
3. Develop planning and zoning standards that reduce potential conflicts arising from the proximity of adjacent residential development.
<i>Commentary: Development standards should address vegetative buffers and traffic patterns.</i>
4. Develop planning and zoning standards that permit diversity and flexibility and provide for low intensity rural land uses.
5. Develop alternative planning and zoning standards for housing farm laborers.
6. Develop planning and zoning standards that support the continuation, operation and expansion of the equestrian industry.

## Brownsboro Master Plan

<p><b>Community Character 1 (CC-1)</b> <b>Strengthen the sense of community of the Brownsboro Planning Area.</b></p>
<p>a. Encourage collaboration between stakeholders.</p>
<p>b. Investigate the need for community facilities to service the Brownsboro Area.</p>
<p>c. Identify and promote community landmarks that strengthen residents’ sense of place.</p>
<p>d. Create a signature Brownsboro Village entrance to identify Brownsboro as a village.</p>
<p><b>Community Character 2 (CC-2)</b> <b>Preserve the historic and rural identity of the Brownsboro Planning Area.</b></p>
<p>a. Recognize and protect existing historic sites and community landmarks.</p>
<p>b. Identify, recognize and protect historic sites and community landmarks.</p>
<p>c. Capitalize on Brownsboro’s historic and rural qualities to promote economic vitality.</p>
<p><b>Community Character 3 (CC-3)</b> <b>Maintain and enhance the built natural environment by strengthening visual identity.</b></p>
<p>a. Strengthen the visual identity of the Brownsboro village.</p>
<p>b. Enhance and maintain Brownsboro’s rural identity through a quality set of land development guidelines.</p>
<p>c. Protect scenic corridors by developing scenic corridor guidelines.</p>
<p>d. Develop Brownsboro-specific design guidelines and recommendations for community facilities.</p>
<p><b>Environmental 1 (E-1)</b> <b>Recognize and protect natural resources, farmland, and the Harrods Creek watershed within the Brownsboro Planning Area when considering land use and development.</b></p>
<p><b>Natural Resources</b></p>
<p>a. Limit development in floodplains specifically near Harrods Creek.</p>
<p>b. Encourage low impact development techniques to protect identified natural land resources and physical features.</p>
<p><b>Farmland</b></p>
<p>a. Encourage the use of conservation easements, agricultural districts, and Oldham County’s bonding authority for open space.</p>
<p>b. Encourage the protection of the Brownsboro/Oldham County farmers by promoting the use of local goods.</p>
<p><b>Harrods Creek</b></p>
<p>a. Limit pollution, storm water, and erosion caused by development along Harrods Creek with the creation of buffer areas.</p>
<p>b. Create buffer standards to protect steep slopes, the watershed and scenic viewsheds and corridors.</p>
<p>c. Market Harrods Creek as a natural resource and physical feature in the Brownsboro community.</p>
<p><b>Environmental 2 (E-2)</b> <b>Preserve and enhance Brownsboro’s scenic corridor and viewsheds.</b></p>

<p>a. Encourage, through the use of incentives, the protection of viewsheds which encompass identified natural physical features.</p>
<p><b>Environmental 3 (E-3)</b> <b>Identify and encourage the creation of connected greenways and wildlife corridors in the Brownsboro Planning Area.</b></p>
<p>a. Include the Brownsboro study area in the Greenways Master Plan and in the Oldham County Parks and Recreation Master Plan Update.</p>
<p>b. Utilize contiguous greenways as a strategy for the protection of identified natural land resources.</p>
<p>c. Create public access to identified and protected natural land resources and physical features (greenways) and wildlife corridors.</p>
<p><b>Transportation 1 (T-1)</b> <b>Create a safe transportation network for all modes of transportation including public transportation, bikes and pedestrians.</b></p>
<p>a. Include Brownsboro pedestrian, hiking, equestrian and bicycling needs in the county Parks and Recreation/Greenways of Oldham County master plans, and county and state transportation projects.</p>
<p>b. Ensure planned transportation facilities are constructed at the development stage.</p>
<p>c. Promote connected trails between the villages of Brownsboro and Norton Commons and neighboring subdivisions and areas.</p>
<p>d. Facilitate coordination between Oldham County and TARC for public transportation to service the population centers of the Brownsboro area.</p>
<p><b>Transportation 2 (T-2)</b> <b>Develop design guidelines for Brownsboro that facilitate the village concept while promoting safety.</b></p>
<p>a. Ensure that future county and state transportation projects include context sensitive design input from Brownsboro residents and the OCP&amp;D staff and commission.</p>
<p>b. Develop specific street design standards for Brownsboro village(s) in the Oldham County street construction standards and land development regulations.</p>
<p><b>Transportation 3 (T-3)</b> <b>Create a safe, scenic and rural roadway system in a historical and natural setting.</b></p>
<p>a. Facilitate coordination between the county, Greenways of Oldham County, the Louisville Bicycle Club and other non-profit groups to influence the future design to Brownsboro roadway improvements.</p>
<p>b. Develop specific context sensitive design guidelines for inclusion in future state and county road improvement plans including recommended cross-sections for specific roads.</p>
<p><b>Transportation 4 (T-4)</b> <b>Develop community based I-71 interchange alternatives that improve traffic efficiency while preserving the character of Brownsboro.</b></p>
<p>a. Encourage service roads to increase the road network alternatives adjacent to I-71 that addresses future road connections and I-71 closures and rerouting alternatives.</p>

<p>b. Ensure that the Brownsboro Master Plan recommendations are reflected in the county's input to I-71 interchange alternatives.</p>
<p><b>Land Use 1 (LU-1)</b> <b>Direct compatible mixed-use developments in designated village centers where existing or planned infrastructure is available.</b></p>
<p>a. Develop overlay zoning to encourage the creation of village centers.</p>
<p>b. Develop a village concept master plan for the Brownsboro Village Center.</p>
<p>c. Encourage the extension of the existing infrastructure to support the village center.</p>
<p><b>Land Use 2 (LU-2)</b> <b>Enhance the rural and historic characters of the Brownsboro Planning Area.</b></p>
<p>a. Develop policies that require future land uses to be compatible in scale, character and form with existing development.</p>
<p>b. Develop land use guidelines to enhance the Highway 329 into the Brownsboro Village Center.</p>
<p><b>Land Use 3 (LU-3)</b> <b>Encourage and create conservation/open space residential developments.</b></p>
<p>a. Develop conservation residential development guidelines.</p>
<p>b. Provide incentives for conservation residential development.</p>
<p><b>Land Use 4 (LU-4)</b> <b>Perpetuate farming, equine and other uses compatible with the rural nature of the Brownsboro Planning Area.</b></p>
<p>a. Increase promotion efforts of equine industry and supporting uses.</p>
<p>b. Encourage the creation of agricultural districts and easements.</p>

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# **OLDHAM COUNTY COMPREHENSIVE PLAN UPDATE: PLAN ELEMENTS**

*On January 28, 2014, the Oldham County Planning & Zoning Commission approved a resolution to adopt the Oldham County Comprehensive Plan: Plan Elements by a unanimous vote (Docket Number PZ-14-001).*

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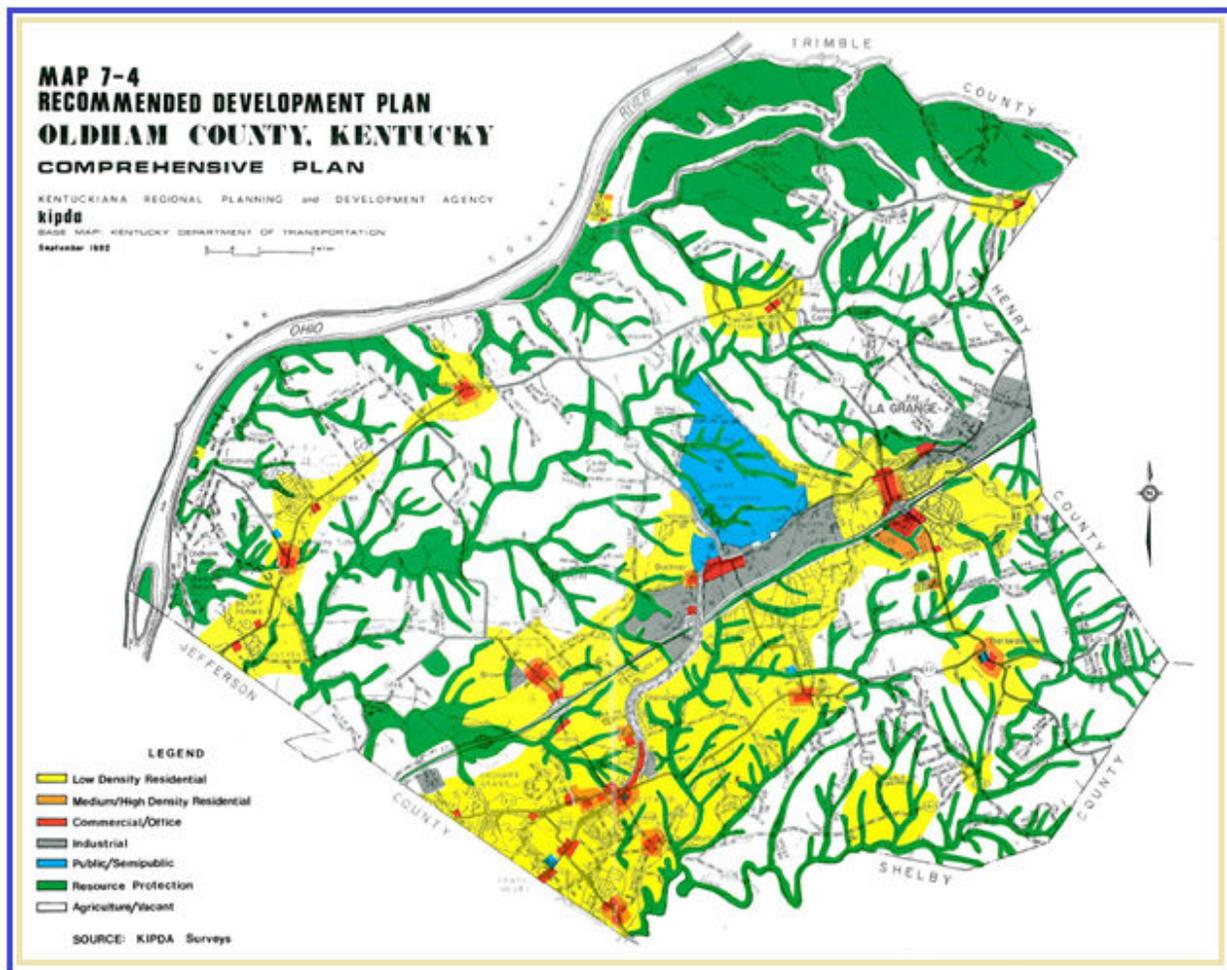
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## FUTURE LAND USE

The Future Land Use Map is intended to be a planning tool that can be used by local officials, citizens, developers and other interested parties to help guide development in Oldham County. A future land use map is not a new concept to the Oldham County Comprehensive Plan; in fact, every comprehensive plan prior to the adoption of *Outlook 2020* included a future land use component.

**Figure 1.1**  
**Recommended Development Plan Map, September 1982**



Previous future land use maps contained very general categories of proposed use over general areas of the county without much detail. These categories were placed on maps using both manmade and natural features as boundaries which sometimes overlooked how tracts may have been developing on the ground. This lack of detail at the tract level sometimes led to misinterpretation of or even misuse of these future land use maps.

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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Thanks to today’s geographic information system (GIS) technology, planners are able to take a much closer look at areas of the county to make much more efficient maps for predicting future land use patterns. Accurate stream and floodplain information, topography, parcel boundaries, aerial photos and other information help to provide a much more complete snapshot of what is happening and how different areas could be developed. This technology, along with shared information with various local agencies regarding future utility expansion and availability, has paved the way for the most detailed future land use map ever created for Oldham County.

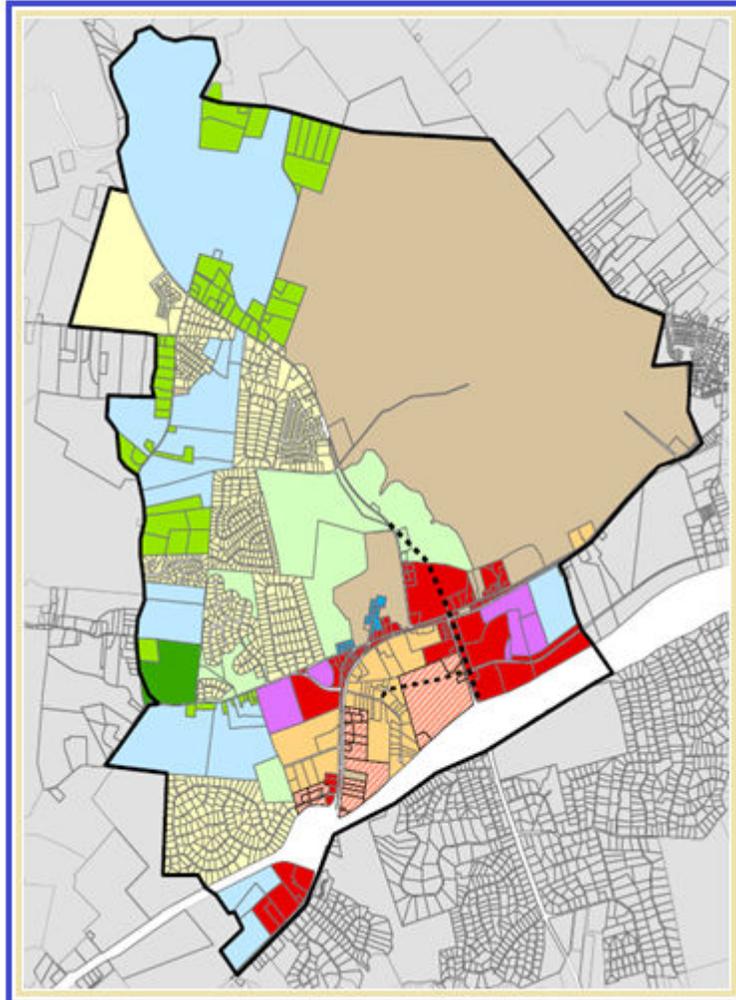
***Development of the Future Land Use Map***

The development of the Future Land Use Map began with a review of similar future land use maps that are being used by other jurisdictions from around the state. Staff looked at a number of examples, all of which varied in the types and number of categories used, the amount of detail given to the boundaries between areas, and how the map would be used in the decision making process. At the end of the review, staff and the Study Review Committee decided to use the Owensboro Metropolitan Planning Commission’s Land Use Plan Map as an example of a format which could be easy to use and implement in Oldham County.

The next step was for staff to create a draft Future Land Use Map of a test area within Oldham County to help develop potential future land use categories and show how such a map could be implemented in the review process. Staff chose the Buckner area as a suitable test case for the following reasons; 1.) there are a number of different types of uses within a compact area, 2.) the Buckner area is a dynamic area in that there is potential for change based on infrastructure and utility availability, and 3.) it was a “neutral area” because it is not an officially incorporated city.

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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**Figure 1.2**  
**Buckner Test Future Land Use Map**



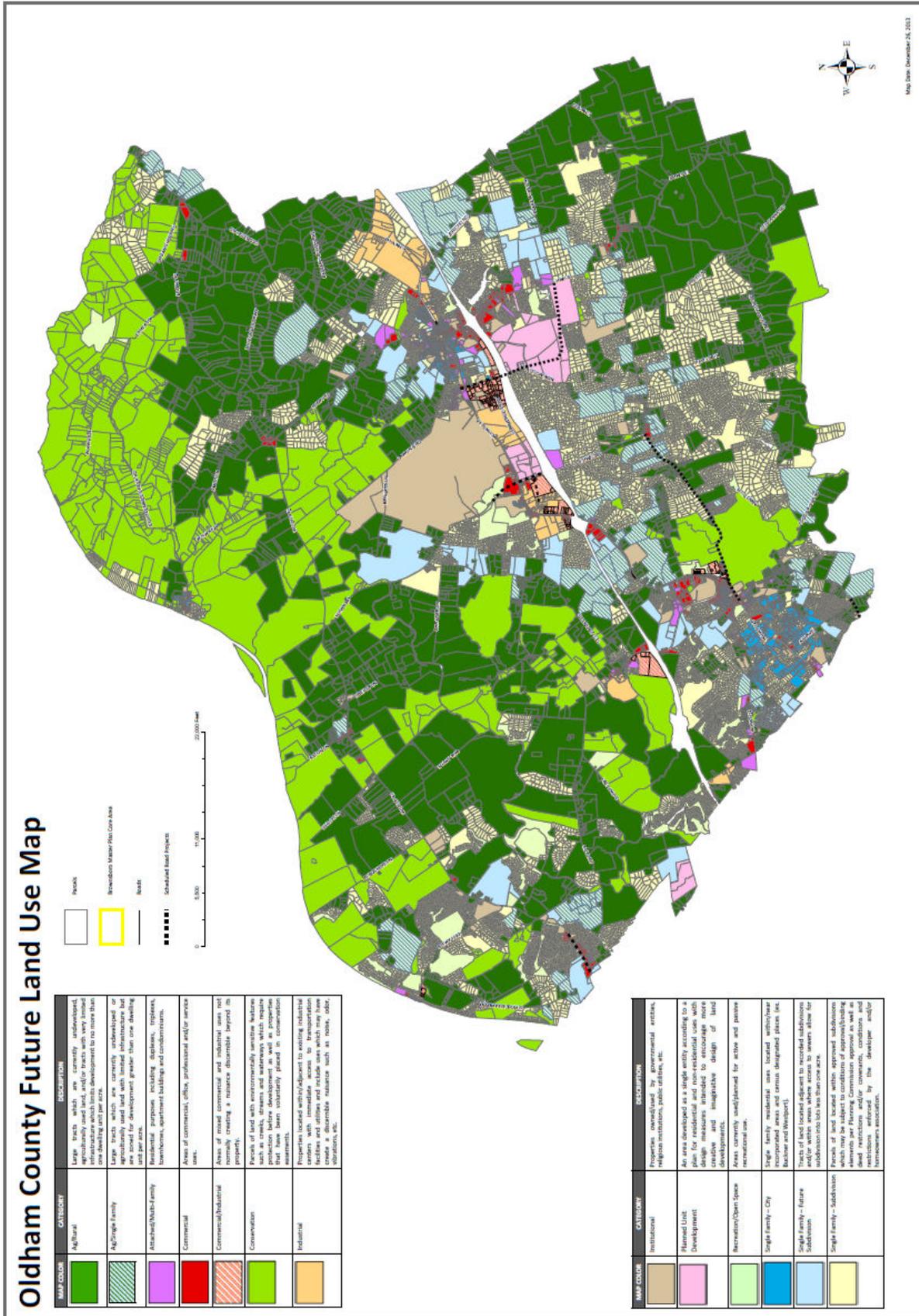
The Buckner Test Future Land Use Map was created by staff and presented to the Study Review Committee for review in December 2011. After the Study Review Committee approved the concept, the Buckner Test Future Land Use Map was then presented at a public meeting held on January 11, 2012 and to the members of the Technical Review Committee on February 15, 2012.

Once staff received feedback on the Buckner Test Future Land Use Map, the concept was expanded to every parcel of land in Oldham County. The countywide Future Land Use Map was distributed to members of the Study Review Committee for review as well as representatives from each of the legislative bodies with zoning authority. Input was also sought out from the members of the Technical Review Committee in regards to infrastructure expansion plans, capacity availability and other information to help with the assignment of Future Land Use

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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Categories. Recommendations and suggestions were welcomed and amendments were made to the Draft Future Land Use Map, which was made public in August 2012.

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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***Future Land Use Categories***

The following Future Land Use Categories have been created to help classify the predicted use for every parcel of land in Oldham County.

Ag/Rural – Large tracts which are currently undeveloped, agriculturally used land, and/or tracts with very limited infrastructure which limits development to no more than one dwelling unit per acre (*Objective LU-1-2*).

Ag/Single Family – Large tracts which are currently undeveloped or agriculturally used land with limited infrastructure but are zoned for development greater than one dwelling unit per acre. An example of an area that is designated Ag/Single Family is the cluster of large tracts located on the south side of US Highway 42 near its intersection with Organ Creek Road at the Oldham/Henry county line. These parcels are currently undeveloped and do not have access to sanitary sewers, but they are zoned a classification (R-2 Residential) which would allow development of tracts smaller than one acre IF sanitary sewers were accessible.

Attached/Multi-Family – Residential purposes including duplexes, triplexes, townhomes, apartment buildings and condominiums (*Objective LU-2-4*).

Commercial – Areas of commercial, office, professional and/or service uses (*Objectives LU-1-3, LU-3-1 and LU-3-2*).

Commercial/Industrial – Areas of mixed commercial and industrial uses not normally creating a nuisance discernible beyond its property. An example of an area designed Commercial/Industrial is the Oldham Reserve development located off New Moody Lane in LaGrange (*Objectives LU-1-3, LU-3-1, and LU-3-2*).

Conservation – Parcels of land with environmentally sensitive features such as creeks, streams and waterways which require protection before development as well as properties that have been voluntarily placed in conservation easements (*Objective LU-1-2*).

Industrial – Properties located within/adjacent to existing industrial centers with immediate access to transportation facilities and utilities and include uses which may have create a discernible nuisance such as noise, odor, vibrations, etc (*Objectives LU-1-3, LU-3-1, and LU-3-2*).

Institutional – Properties owned/used by governmental entities, religious institutions, public utilities, etc (*Objectives CF-1-1, CF-1-2*).

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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Planned Unit Development – An area to be developed as a single entity according to a plan for residential and non-residential uses. Planned Unit Developments (PUDs) usually include provisions for the clustering of buildings, a mixture of land uses and building types, preservation of natural resources and promotion of common open space to encourage and allow more creative and imaginative design of land developments.

Recreation/Open Space – Areas currently used/planned for active and passive recreational use. This category includes both publicly owned and operated areas as well as open space and conservation areas within platted subdivisions (*Goal CF-4*).

Single Family – City – Single family residential uses located within/near incorporated areas and census designated places. This category does offer some flexibility to allow some multi-family and even light commercial uses provided they meet specific criteria. Census designated places (CDPs) are delineated for each decennial census as the statistical counterparts of incorporated places. CDPs are delineated to provide data for settled concentrations of population that are identifiable by name but are not legally incorporated under the laws of the state in which they are located. There were two CDPs in Oldham County in the 2010 Census: Buckner and Westport (*Objectives LU-1-3, LU-2-2, LU-2-3 and LU-2-4*).

Single Family – Future Subdivision – Tracts of land located adjacent to recorded subdivisions and/or within areas where access to sewers allow for subdivision into lots less than one acre. A cluster of properties located between Zale Smith Road and Blakemore Lane are designated Single Family – Future Subdivision because they are relatively large, flat parcels that are located within the LaGrange Utilities Commission’s expansion area (*Objective LU-1-3*).

Single Family – Subdivision – Parcels of land located within approved subdivisions which may be subject to conditions of approval/binding elements per Planning Commission approval as well as deed restrictions and/or covenants, conditions and restrictions enforced by the developer and/or homeowners association. Use shall be strictly single family residential except for conditional uses and home occupations which should be reviewed on a case by case basis.

A number of factors were used to assign Future Land Use categories to parcels, including but not limited to existing use and zoning, past development patterns, current and proposed utility availability, existing road capacity, and known future road improvements.

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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**Potential Land Uses**

Each Future Land Use Category has a variety of potential land uses to give land owners different options should they choose to develop a piece of property. This variety offers flexibility and allows potential development to change as development patterns and demands within the community change. The potential uses that may be allowed in the Future Land Use Categories are as follows:

Agricultural/Conservation – uses which support and encourage agriculture for the purpose of recognizing the cultural heritage of the community and agricultural contribution to the economic base or which promote and protect natural resources, water quality, steep slopes, floodplains, etc.

Single Family Residential – detached single-family units and neighborhoods.

Two-Family Residential – residential use consisting of a structure containing two living units with a common wall.

Multi-Family Residential – higher density residential uses containing multiple attached units either on the same tract or on separate tracts with property lines going through a common wall.

Office – low to medium intensity professional offices in relative proximity to residential uses, which may serve as a reasonable transition between commercial and residential areas.

Neighborhood Commercial – less intense commercial uses located in urban areas or where a mixture of commercial and residential use is prevalent.

Local Business – retail shopping and personal service uses to be developed either as a unit or in individual parcels to serve the needs of nearby residential neighborhoods.

Community Business – retail shopping and personal service uses, shopping goods and household services for a population considerably larger than that served by local business districts.

General Business – a wide variety of business, commercial, mass merchant and miscellaneous service activities, but does not include land uses characterized by extensive warehousing or frequent heavy trucking activity.

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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Highway Service – general commercial and businesses that require heavy infrastructure.

Light Industrial – Any operation which does not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building in which the activity takes place, which does not require outside storage of goods or materials.

Heavy Industrial – Any operation which by its nature might be considered a nuisance because of noise, dust, odor, smoke, glare or vibration outside the building and which might require outside storage of raw material or finished products.

Industrial Park – A mixture of compatible industrial, commercial and office operations within a planned industrial park.

Solid Waste Facility – any use where solid waste or domestic septage is managed, processed or disposed including but not limited to recycling facilities, transfer facilities, commercial composting, vehicle wrecking and salvage operations and landfills.

### ***Appropriateness Levels***

Sometimes a proposed land use may only be appropriate when certain conditions exist or certain criteria are met. Because of this, each potential land use within a Future Land Use Category is assigned an appropriateness level. These appropriateness levels are in place to help guide future land use and protect adjoining property owners from activities or uses that may only be appropriate in certain situations. For example, a proposed Heavy Industrial use is appropriate in the Industrial Future Land Use Category because it is amongst similar uses and is in keeping with the character of the area. However, that same Heavy Industrial use may not be appropriate in the Commercial/Industrial Future Land Use area, which are areas designated for more of a mix of commercial and light industrial uses, if the proposed Heavy Industrial use has outdoor storage or be considered a nuisance because of odor, smoke, noise, etc.

The appropriateness levels are General, Limited and Restricted. Proposed land uses that are assigned the General appropriateness level are generally allowed without any additional requirements or conditions. Limited uses may be appropriate under certain circumstances or provided they meet specific conditions so as not to interfere with other surrounding uses. And finally, Restricted uses should only be allowed in special circumstances, meet specific conditions for approval, and are most likely more appropriate in other Future Land Use Areas.

Regardless of whether a use is deemed General, Limited or Restricted, all proposed uses are required to meet all of the capacity standards. The Capacity Standards System was established

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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to ensure that adequate water supply, wastewater disposal, public schools and roads are available at the time developments are occupied. The capacity standards which are currently a part of the zoning ordinance are Road Capacity, School Capacity, Fire Protection, and Wastewater Treatment Facility.

The following tables contain the allowed land uses, appropriateness levels and specific criteria for each of the twelve Future Land Use Categories.

**Table 1.1**  
**Ag/Rural**  
**Future Land Use Category**

Map Color	Category	Description
	Ag/Rural	Large tracts which are currently undeveloped, agriculturally used land, and/or tracts with very limited infrastructure which limits development to no more than one dwelling unit per acre.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Single Family Residential	General	
Office	Limited	1

1. In-home offices and/or Conditional Use Permits for Home Occupations only.
-

**Table 1.2**  
**Ag/Single Family**  
**Future Land Use Category**

Map Color	Category	Description
	Ag/Single Family	Large tracts which are currently undeveloped or agriculturally used land with limited infrastructure but are zoned for development greater than one dwelling unit per acre.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Single Family Residential	General	
Office	Limited	1

1. In-home offices and/or Conditional Use Permits for Home Occupations only.

---

**Table 1.3**  
**Attached/Multi-Family**  
**Future Land Use Category**

Map Color	Category	Description
	Attached/Multi-Family	Residential purposes including duplexes, triplexes, townhomes, apartment buildings and condominiums.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Single Family Residential	General	
Multi-Family Residential	General	
Two-Family Residential	General	
Office	General	
Neighborhood Commercial	Limited	1
Local Business	Limited	1,
Community Business	Limited	1, 2

1. Existing uses may expand onto contiguous land that abuts the same street.
  2. Community Business uses in Attached/Multi-Family Future Land Use Areas shall only be located on arterial level roadways.
-

**Table 1.4**  
**Commercial**  
**Future Land Use Category**

Map Color	Category	Description
	Commercial	Areas of commercial, office, professional and/or service uses.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Office	General	
Neighborhood Commercial	General	
Local Business	General	
Community Business	Limited	1
General Business	Limited	1
Highway Service	Limited	1, 2
Single Family Residential	Restricted	1, 3, 4
Two-Family Residential	Restricted	1, 3, 4
Multi-Family Residential	Restricted	1, 3, 5
Light Industrial	Restricted	1, 6, 7

- Existing uses may expand onto contiguous land that abuts the same street.
- New uses and/or expansion of existing uses should not overburden the capacity of roadways and other necessary urban services that are available in the areas.
- Residential uses in the Commercial Area shall only be allowed on properties which abut existing residentially used/zoned property.
- Single Family Residential and Two-Family Residential developments within the Commercial Future Land Use Area shall provide buffering from adjacent commercial properties equal to the requirements for buffering a commercial development from a residentially zoned parcel as required in Chart No. 1 in Section 300 of the Zoning Regulations (for example, a Single Family Residential shall provide a 20-foot wide High Opacity Buffer if adjoining a C-2 zoned parcel).
- Multi-family residential uses may be located in the same building containing nonresidential uses.
- Light Industrial uses in the Commercial Future Land Use Area shall not abut residentially zoned/used parcels.

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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- Light Industrial uses in the Commercial Future Land Use Area shall not have any outdoor storage.

**Table 1.5  
Commercial/Industrial  
Future Land Use Category**

Map Color	Category	Description
	Commercial/Industrial	Areas of mixed commercial and industrial uses not normally creating a nuisance discernible beyond its property.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Office	General	
Neighborhood Commercial	General	
Local Business	General	
Community Business	General	
General Business	General	
Highway Service	General	
Light Industrial	General	
Industrial Park	General	1
Heavy Industrial	Restricted	2, 3

- Industrial Park developments must be in compliance with all the requirements of Division 210 of the Zoning Ordinance.
- Heavy Industrial uses in the Commercial/Industrial Future Land Use Area shall not abut residentially zoned/used parcels.
- Heavy Industrial uses in the Commercial/Industrial Future Land Use Area shall not have any outdoor storage.

**Table 1.6  
Conservation  
Future Land Use Category**

Map Color	Category	Description
	Conservation	Parcels of land with environmentally sensitive features such as creeks, streams and waterways which require protection before development as well as properties that have been voluntarily placed in conservation easements.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Single Family Residential	General	
Office	Limited	1

1. In-home offices and/or Conditional Use Permits for Home Occupations only.

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**Table 1.7**  
**Industrial**  
**Future Land Use Category**

Map Color	Category	Description
	Industrial	Properties located within/adjacent to existing industrial centers with immediate access to transportation facilities and utilities and include uses which may have create a discernible nuisance such as noise, odor, vibrations, etc.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Light Industrial	General	
Heavy Industrial	General	
Industrial Park	General	1
Office	Limited	2, 3
Neighborhood Commercial	Limited	2, 3, 4
Local Business	Limited	2, 3, 4
Community Business	Limited	2, 3, 4
General Business	Limited	2, 3, 4
Highway Service	Limited	2, 3, 4
Solid Waste Facility	Restricted	3, 5, 6

1. Industrial Park developments must be in compliance with all the requirements of Division 210 of the Zoning Ordinance.
2. Existing uses may expand onto contiguous land that abuts the same street.
3. New uses and/or expansion of existing uses should not overburden the capacity of roadways and other necessary urban services that are available in the areas.
4. Neighborhood Commercial, Local Business, Community Business, General Business and Highway Service uses in the Industrial Area shall be limited to parcels abutting or within 1,000 feet of arterial level roadways.
5. Solid Waste Facility uses in the Industrial Area shall not abut residentially zoned/used parcels.
6. Solid Waste Facility uses must be in compliance with all the requirements of Division 220 of the Zoning Ordinance.

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<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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**Table 1.8**  
**Institutional**  
**Future Land Use Category**

Map Color	Category	Description
	Institutional	Properties owned/used by governmental entities, religious institutions, public utilities, etc.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Single Family Residential	General	
Two-Family Residential	Limited	
Office	Limited	
Neighborhood Commercial	Limited	
Local Business	Limited	

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**Table 1.9**  
**Planned Unit Development**  
**Future Land Use Category**

Map Color	Category	Description
	Planned Unit Development	An area developed as a single entity according to a plan for residential and non-residential uses with design measures intended to encourage more creative and imaginative design of land developments.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	1, 2
Single Family Residential	General	1, 2
Two-Family Residential	General	1, 2
Multi-Family Residential	General	1, 2
Office	General	1, 2
Neighborhood Commercial	General	1, 2
Local Business	General	1, 2
Community Business	General	1, 2
General Business	General	1, 2
Highway Service	General	1, 2
Light Industrial	General	1, 2

1. All Planned Unit Developments must be done in compliance with Division 230 of the Oldham County Zoning Ordinance.
  2. Section 230-030 of the Oldham County Zoning Ordinance contains uses which are prohibited in the PUD either as a single use or as part of a mixed use.
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<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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**Table 1.10**  
**Recreation/Open Space**  
**Future Land Use Category**

Map Color	Category	Description	
	Recreation/Open Space	Areas currently used/planned for active and passive recreational use.	
Land Use		Appropriateness Level	Specific Criteria
Agricultural/Conservation		General	

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FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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**Table 1.11**  
**Single Family - City**  
**Future Land Use Category**

Map Color	Category	Description	
	Single Family – City	Single family residential uses located within/near incorporated areas and census designated places* (ex. Buckner and Westport).	
Land Use		Appropriateness Level	Specific Criteria
Agricultural/Conservation		General	
Single Family Residential		General	
Two-Family Residential		General	1
Office		Limited	1
Neighborhood Commercial		Limited	1
Local Business		Restricted	1, 2, 3
Multi-Family Residential		Restricted	1, 2, 3, 4

\* Census designated places (CDPs) are delineated for each decennial census as the statistical counterparts of incorporated places. CDPs are delineated to provide data for settled concentrations of population that are identifiable by name but are not legally incorporated under the laws of the state in which they are located.

1. Connection to wastewater treatment facility or an approved on-site septic system required.
2. Existing uses may expand onto contiguous land that abuts the same street.
3. New uses and/or expansion of existing uses should not overburden the capacity of roadways and other necessary urban services that are available in the areas.
4. Multi-Family Residential uses with more than four units shall only be allowed on collector and arterial level roadways.

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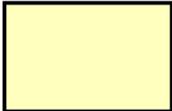
<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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**Table 1.12**  
**Single Family – Future Subdivision**  
**Future Land Use Category**

Map Color	Category	Description
	Single Family – Future Subdivision	Tracts of land located adjacent to recorded subdivisions and/or within areas where access to sewers allow for subdivision into lots less than one acre.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Single Family Residential	General	
Office	Restricted	1
Neighborhood Commercial	Restricted	1

- Office and Neighborhood Commercial uses shall only be allowed when incorporated into mixed use development plans.

**Table 1.13**  
**Single Family - Subdivision**  
**Future Land Use Category**

Map Color	Category	Description
	Single Family – Subdivision	Parcels of land located within approved subdivisions which may be subject to conditions of approval/binding elements per Planning Commission approval as well as deed restrictions and/or covenants, conditions and restrictions enforced by the developer and/or homeowners association.
Land Use	Appropriateness Level	Specific Criteria
Single Family Residential	General	
Office	Limited	1

- In-home offices and/or Conditional Use Permits for Home Occupations only.

<b>FUTURE LAND USE</b>	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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## POPULATION

Population and employment are important factors underlying the comprehensive planning process. Knowing how many people and jobs to expect and their potential location within a community is knowledge that can have a tremendous impact upon future housing demands, level of transportation service, quality of life, the public education of our children and the character of neighborhoods.

From its formation in 1823 and lasting some 150 years, Oldham County was a rural and agricultural community. The population base was stable and exhibited slow growth. However, this trend changed in the mid-1970's as people fled the Jefferson County Public School system's busing policy, and Oldham County's identity shifted from a rural community to a residential suburban community.

**Table 2.1**  
**Oldham County Population: 1830 to 2010**

YEAR	POPULATION	YEAR	POPULATION
1830	9,588	1930	7,402
1840	7,380	1940	10,716
1850	7,629	1950	11,018
1860	7,283	1960	13,388
1870	9,027	1970	14,687
1880	7,667	1980	27,787
1890	6,754	1990	33,263
1900	7,078	2000	46,178
1910	7,248	2010	60,316
1920	7,689	-	-

Source: United States Department of Commerce, Bureau of Census

Oldham County continues to be one of the fastest growing counties in Kentucky. Oldham's population increase between the 2000 and 2010 Census (14,138) was the fifth largest increase in total number of new residents amongst Kentucky counties. This increase of 30.6 percent ranked fourth in regards to the percent change.

**Table 2.2**  
**Population Growth 2000 to 2010**  
**Top Five Kentucky Counties**

TOTAL NUMBER		PERCENT CHANGE	
Jefferson	47,492	Spencer	45.0
Fayette	35,291	Scott	42.7
Boone	32,820	Boone	38.2
Warren	21,270	<b>Oldham</b>	<b>30.6</b>
<b>Oldham</b>	<b>14,138</b>	Shelby	26.2

Source: University of Louisville, Kentucky State Data Center

LaGrange, Oldham County’s seat, remained the county’s largest city with an increase from 5,676 to 8,082 residents, an increase of 42.3 percent. The title of fastest growing city in Oldham County belongs to the city of Crestwood. Crestwood’s population increased by 126.6 percent, going from 1,999 residents in 2000 to 4,531 residents in 2010. This dramatic increase is due to a number of annexations and tremendous residential growth associated with Crestwood’s convenient location to Louisville Metro as well as greater density because of access to sewers.

**Table 2.3**  
**Oldham County Incorporated Cities Populations: 1960 to 2010**

CITY	1960	1970	1980	1990	2000	2010	% CHANGE
Crestwood	*	*	531	1,601	1,999	4,531	126.6%
Goshen	*	*	*	860	907	909	0.0%
LaGrange	2,168	1,713	2,871	4,010	5,676	8,082	42.3%
Orchard Grass Hills	*	*	1,047	1,054	1,031	1,595	54.7%
Park Lake	*	*	*	263	537	**	N/A
Pewee Valley	881	950	982	1,363	1,436	1,456	0.0%
River Bluff	*	*	*	448	402	403	0.0%
Balance of Oldham County	10,339	12,024	22,356	23,664	34,190	43,340	26.8%
Oldham County Total	13,388	14,687	27,787	33,263	46,178	60,316	30.6%

\* Not incorporated at time of census

\*\* Park Lake was annexed by Crestwood in May 2006.

Source: United States Department of Commerce, Bureau of Census

Upon first glance one particular aspect of Oldham County’s population is striking. The number of males in the county (31,737) outnumbers the number of females (28,579), which is not typical in most counties in the United States. Most locals can quickly identify the reason for the abnormality and a closer examination of the census information points out that the institutionalized population of Oldham County in 2010 was 4,511, of which 4,285 are males located on the Kentucky State Reformatory property in Buckner.

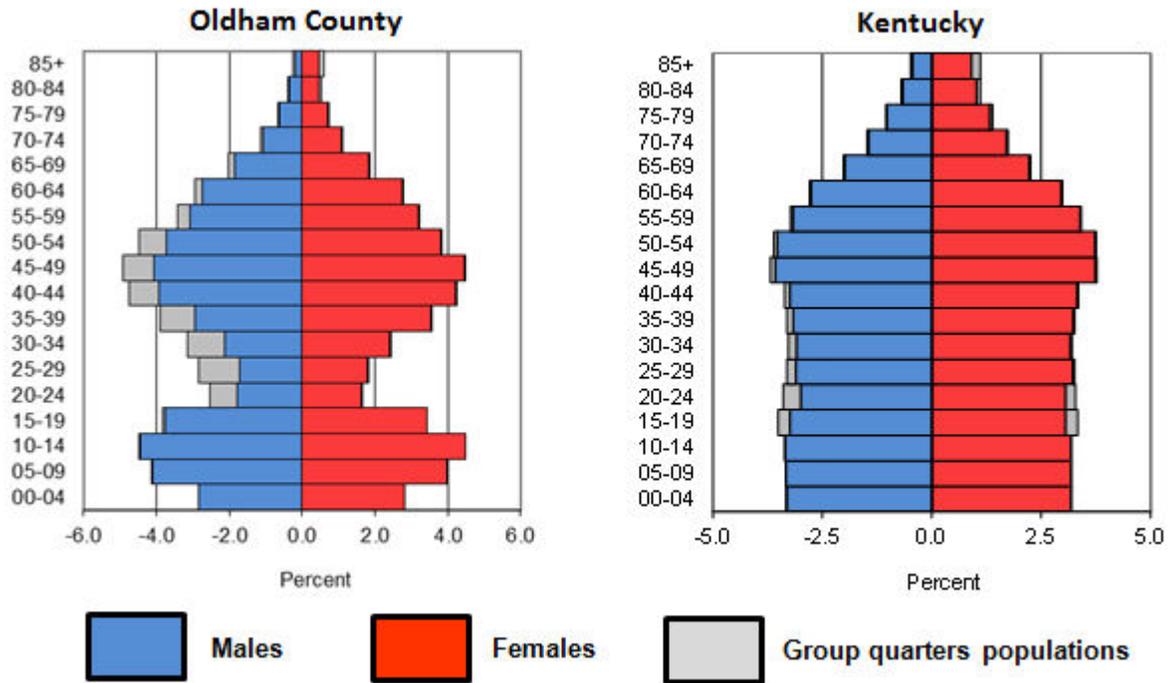
**Table 2.4**  
**Oldham County Population Characteristics: 1970 to 2010**

	1970	1980	1990	2000	2010
<b>Total Population</b>	14,687	27,787	33,263	46,178	60,316
Male	8,070	14,960	17,320	24,595	31,737
Female	6,617	12,835	15,943	21,583	28,579
<b>Population Median Age</b>	26.9	28.2	33.0	36.7	39.0
Percent Population Under 18	33.3%	35.5%	28.6%	26.9%	27.8%
Percent Population Over 65	8.2%	5.7%	6.8%	6.8%	9.2%
<b>Racial Origin</b>					
White	91.1%	94.5%	95.7%	93.6%	91.0%
Black	8.7%	5.0%	3.6%	4.2%	4.3%
American Indian or Eskimo	*	0.1%	0.2%	0.2%	0.4%
Asian or Pacific Islander	*	0.1%	0.4%	0.4%	1.3%
Other	0.2%	0.3%	0.1%	*	*
Hispanic	*	*	*	1.3%	3.5%
<b>Institutionalized Population</b>	1,882	2,497	1,994	3,789	4,511

Source: Unites States Department of Commerce, Bureau of Census

Another interesting characteristic of the Oldham County population is the age of the county’s residents. In 2010, Oldham County’s percent of the population over 65 was 9.2 percent, which was an increase from the 2000 Census (6.8 percent) but still considerably below the state percentage (13.3 percent). However, even with a smaller percentage of residents currently over 65 the median age of Oldham County was greater than that of Kentucky, 39.0 for Oldham County compared to 38.1 for Kentucky. This statistic shows that Oldham County will soon see a significant increase in the number of residents over the age of 65 and will likely catch or possibly surpass the state median age.

**Figure 2.1**  
**Population Pyramid Comparisons: Oldham County vs. Kentucky**



Source: University of Louisville, Kentucky State Data Center

Oldham County’s percentage of owner occupied housing was approximately 85.6 percent in 2010. This number is higher than the state average (approximately 69.9 percent) and is amongst the top five counties in the state.

Oldham County’s median housing unit value in 2010 was \$239,558. This value is over double the state average (\$116,800) and over \$50,000 higher than the second highest ranked Kentucky county.

**Table 2.5**  
**Oldham County Housing Characteristics: 1980 to 2010**

	1980	1990	2000	2010
<b>Total Housing Units</b>	8,694	11,202	14,856	20,688
Owner Occupied	83.2%	83.1%	86.9%	85.6%
Renter Occupied	16.8%	16.9%	13.1%	14.4%
<b>Housing Unit Type</b>				
Single Unit	88.4%	86.8	90.3%	89.5%
2 to 9 Units	5.5%	5.1%	4.5%	5.2%
Over 10 Units	1.2%	1.9%	1.7%	2.3%
Mobile Home or Other	4.9%	6.2%	3.5%	3.1%
<b>Median Housing Unit Value</b>	\$54,600* (\$144,489**)	\$86,500* (\$144,314**)	\$158,600* (\$200,834**)	\$239,558

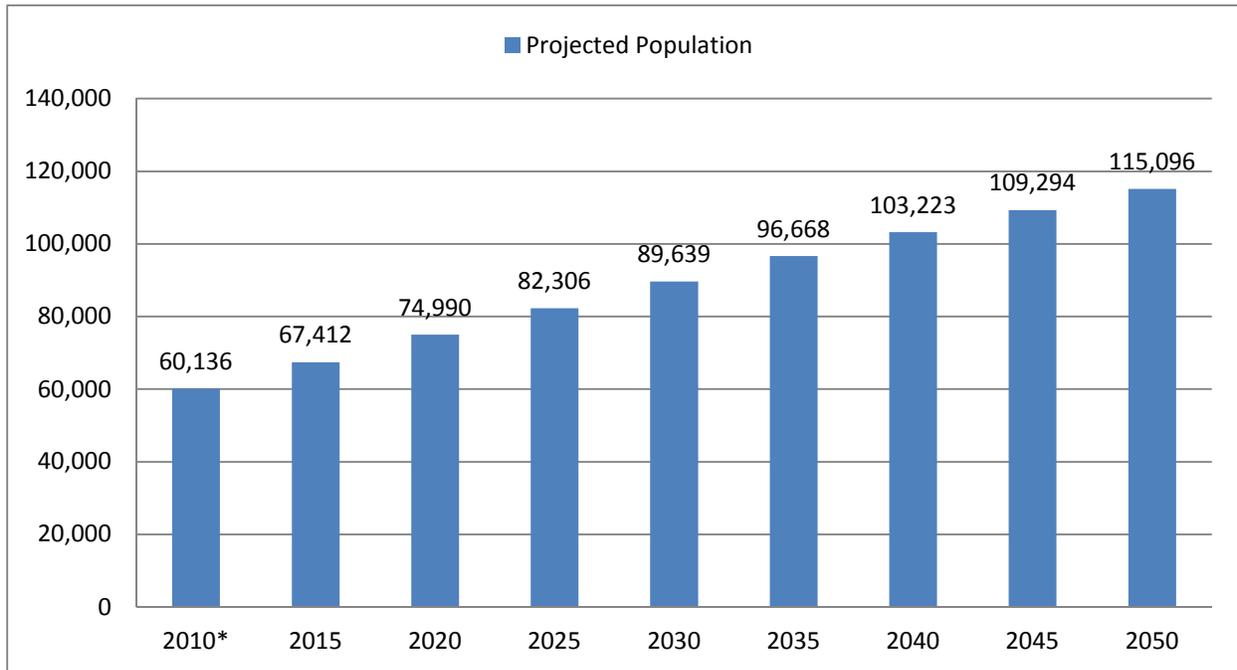
\* Not in Constant Dollars.

\*\* CPI Inflation Adjusted Value for 2010 Dollars

Source: United States Department of Commerce, Bureau of Census

The Kentucky State Data Center has county projections through 2050 for all 120 Kentucky counties. Oldham County is projected to continue to experience steady growth through the year 2050, with the county population projected to surpass 100,000 between 2035 and 2040. The projected growth is a reflection of Oldham County’s standing as a bedroom community for Louisville Metro with a flourishing school system. The areas most likely to experience the continued growth will likely be Crestwood and the Brownsboro community which are located closest to Louisville Metro as well as Buckner, where there is direct access to I-71 and is primed for commercial, mixed use and industrial development.

**Figure 2.2**  
**Oldham County Population Projections: 2015 to 2050**



\* 2010 Census population, not an estimate.

Source: University of Louisville, Kentucky State Data Center

One very important piece of information that is not available to us at this time is a breakdown of population and employment forecasts by Traffic Analysis Zone (TAZ). According to the U.S. Census, a Traffic Analysis Zone is a special area delineated by state and/or local transportation officials for tabulating traffic-related data, especially journey-to-work and place-of-work statistics. The size and shape of these TAZs are updated after every decennial census. This information was supposed to have been ready in late 2011/early 2012; however, the Kentuckiana Regional Planning and Development Agency is still working with the US Census on the new TAZs (based off the 2010 Census) and are not expected to be finalized until early 2013. Once this information is available a supplement to this Comprehensive Plan will be prepared.

Future Land Use	<b>POPULATION</b>	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
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## BUSINESS AND INDUSTRY

Per Capita Income is defined by the U.S. Census Bureau as “the mean money income received in a given year computed for every man, woman, and child in a geographic area. It is derived by dividing the total income of all people 15 years old and over in a geographic area by the total population in that area. Note -- income is not collected for people under 15 years old even though those people are included in the denominator of per capita income. This measure is rounded to the nearest whole dollar.” Per Capita Income is often used as a way to measure an area’s income level or economic output.

Table 3.1 below shows the annual per capita income for Oldham County, the Louisville Metropolitan Statistical Area (MSA) and the state of Kentucky. Oldham County’s per capita income has historically been amongst the top in the state, and was even the highest in the state from 2008 to 2010. In 2010, the per capita income was approximately \$5,000 higher than the Louisville MSA and \$9,500 than the overall Kentucky per capita income value.

**Table 3.1**  
**Comparison of Per Capita Income: 2000 to 2010**

YEAR	OLDHAM COUNTY (STATE RANK)	LOUISVILLE, KY-IN MSA	KENTUCKY
2000	32,671 (2)	29,676	24,785
2001	32,415 (3)	30,669	25,363
2002	32,292 (4)	31,277	25,856
2003	32,427 (5)	31,673	26,347
2004	34,921 (3)	32,923	27,492
2005	36,459 (3)	33,820	28,486
2006	38,901 (3)	35,954	30,034
2007	40,906 (3)	37,095	31,175
2008	42,048 (1)	38,066	32,525
2009	41,816 (1)	36,576	31,957
2010	41,756 (1)	36,992	32,316

Source: US Bureau of Economic Analysis

Another commonly used indicator of an area’s economic status is the Median Household Income value. Some economists prefer to use Median Household Income because when the median income of a group is calculated, it compensates for extreme values that are at the furthest ends of the income distribution. By doing this, data calculated based on Median Household Income is able to yield a more accurate representation of the area being surveyed.

The U.S. Census Bureau defines Median Household Income as:

“Income of Households - This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not.

The median divides the income distribution into two equal parts: one-half of the cases falling below the median income and one-half above the median. For households and families, the median income is based on the distribution of the total number of households and families including those with no income. The median income for individuals is based on individuals 15 years old and over with income. Median income for households, families, and individuals is computed on the basis of a standard distribution.”

For the 2006 to 2010 reporting period, the Median Household Income for Oldham County was \$79,417, the highest such value for any county in Kentucky. For comparison, the Louisville MSA’s Median Household Income was \$47,580 and Kentucky’s Median Household Income for the same reporting period was \$41,576.

The final household statistic to be evaluated will be the percentage of population living below the poverty level. Poverty status is determined by comparing annual income to a set of dollar values called poverty thresholds that vary by family size, number of children and age of householder. If a family's before tax money income is less than the dollar value of their threshold, then that family and every individual in it are considered to be in poverty. For people not living in families, poverty status is determined by comparing the individual's income to his or her poverty threshold.

From 2006 to 2010, the percentage of Oldham County residents living below poverty level was 7.4 percent, the lowest of any county in Kentucky (for comparison, the Kentucky county with the highest percentage of residents living below poverty level is Owsley County with 40.1 percent). This number is considerably lower than the percentage of Kentuckians living below the poverty level, which is approximately 17.7 percent as well as the Louisville MSA value of 15.3 percent.

Future Land Use	Population	<b>BUSINESS &amp; INDUSTRY</b>	Environment	Community Facilities	Transportation	Future Considerations
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**Table 3.2**  
**Median Household Income and Poverty Level Data for**  
**Oldham County, Louisville MSA and Kentucky: 2006 to 2010 Period**

	Oldham County	Louisville, KY-IN MSA	Kentucky
Median Household Income	\$79,417	\$47,580	\$41,576
Percent Below Poverty Level	7.4%	15.3%	17.7%

Source: United States Department of Commerce, Bureau of Census

The following table contains information about the total number of employees (both full and part-time) employed in different types of industry in Oldham County between 2001 and 2010. One interesting item to note from this table is the continued decrease in the number of people participating in the farm industry. Over the past decade that number has decreased from 778 employees to 501, a decrease of 35.6 percent.

One industry that saw a marked increase is the Health Care and Social Assistance industry. There was an increase from 1,495 total employees in this sector to 2,259 total employees. This is an increase of 51 percent from 2001 to 2010.

**Table 3.3**  
**Total Full- and Part-Time Employment by NAICS Industry: 2001 to 2010**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total Employment	18,034	18,374	18,674	19,204	19,512	19,824	20,983	21,576	21,382	21,179
<i>By Type</i>										
Wage and Salary Employment	13,297	13,299	13,531	13,891	14,028	14,083	14,897	15,140	14,863	14,607
Proprietors Employment	4,737	5,075	5,143	5,313	5,484	5,741	6,086	6,436	6,519	6,572
Farm Proprietors	444	412	397	375	366	355	354	352	351	353
Nonfarm Proprietors	4,293	4,663	4,746	4,938	5,118	5,386	5,732	6,084	6,168	6,219
<i>By Industry</i>										
Farm	778	758	792	718	604	560	522	515	496	501
Nonfarm	17,256	17,616	17,882	18,486	18,908	19,264	20,461	21,061	20,886	20,678
Private Nonfarm	13,911	14,220	14,462	15,092	15,238	15,524	16,645	17,191	16,932	16,751
Construction	1,864	1,883	1,890	1,932	1,992	1,950	1,933	1,780	1,567	1,452
Manufacturing	1,145	1,055	971	1,049	904	889	962	979	1,006	922
Wholesale trade	582	497	507	576	607	607	594	612	607	649
Retail trade	1,828	1,924	2,026	2,053	2,032	2,046	2,064	2,155	2,075	2,020
Information	292	286	317	319	306	318	256	259	261	266
Finance and insurance	599	648	670	668	653	669	1,188	1,326	1,442	1,527
Real estate and rental and leasing	769	872	916	905	993	1,025	1,108	1,208	1,234	1,224

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Professional, scientific, and technical services	(D)	(D)	(D)	1,163	1,171	1,174	1,340	1,376	1,294	1,280
Management of companies and enterprises	(D)	(D)	(D)	(D)	(D)	52	49	119	109	123
Administrative and waste management services	825	888	(D)	(D)	(D)	921	1,024	1,023	1,050	1,057
Educational services	325	324	335	344	357	314	315	354	358	360
Health care and social assistance	1,495	1,593	1,661	1,765	1,818	1,913	2,112	2,285	2,235	2,259
Arts, entertainment, and recreation	492	564	573	606	621	696	698	613	579	577
Accommodation and food services	1,039	966	961	1,046	1,186	1,135	1,161	1,244	1,285	1,231
Other services, except public administration	1,232	1,290	1,308	1,383	1,357	1,414	1,414	1,448	1,444	1,427
Government and government enterprises	3,345	3,396	3,420	3,394	3,670	3,740	3,816	3,870	3,954	3,927
Federal, civilian	76	74	75	74	77	79	80	76	74	82
Military	157	162	164	160	164	171	178	189	189	198
State and local	3,112	3,160	3,181	3,160	3,429	3,490	3,558	3,605	3,691	3,647
State government	1,512	1,494	1,468	1,379	1,572	1,538	1,551	1,505	1,507	1,485
Local government	1,600	1,666	1,713	1,781	1,857	1,952	2,007	2,100	2,184	2,162

(D) Not shown to avoid disclosure of confidential information, but the estimates for this item are included in the totals. Listed categories with no listed data include "Forestry, fishing and related activities," "Mining," "Utilities," and "Transportation and warehousing."

Source: US Bureau of Economic Analysis

The following table contains total earnings by place of work for various industries between 2001 and 2010. Please note that these numbers are in thousands of dollars. For example, the value in the 2001 column for Forestry and logging is 63. To understand the real value, you would simply add ",000" to the end to know the true value of 63,000. This should be done for each entry in the table.

As shown in the previous table, there has been a significant decrease in the number of people employed in the farm industry (35.6 percent). As could be expected, with fewer people employed in the farm industry the total earnings of those employed has decreased as well. This value decreased from \$4,658,000 in 2001 to \$1,356,000 in 2010, a decrease of 70.1 percent.

Future Land Use	Population	<b>BUSINESS &amp; INDUSTRY</b>	Environment	Community Facilities	Transportation	Future Considerations
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**Table 3.4**  
**Oldham County Earnings by Place of Work**  
**in Thousands of Dollars: 2001 to 2010**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<i>By Industry</i>										
Farm earnings	4,658	6,556	5,293	5,597	5,043	5,566	4,721	4,071	3,005	1,356
Nonfarm earnings	494,882	506,027	531,095	570,651	601,555	630,050	693,416	725,710	717,351	719,940
Private nonfarm earnings	371,872	377,802	395,270	432,201	442,940	464,153	520,579	545,372	531,264	532,309
Forestry and logging	63	199	191	183	194	187	182	178	163	148
Construction	57,355	63,779	66,081	72,976	74,049	76,472	74,343	72,895	62,185	59,542
Manufacturing	47,343	44,998	43,215	47,925	44,211	41,405	46,238	48,917	47,702	33,419
Wholesale trade	31,184	29,757	31,312	38,831	43,272	44,408	45,617	47,923	48,823	54,137
Retail trade	37,359	40,111	47,656	52,494	53,720	55,931	56,793	54,114	50,769	50,839
Information	8738	10,391	10,064	10,918	13,141	14,425	10,305	10,097	11,861	12,185
Finance and insurance	20,560	21,418	23,004	23,952	23,509	24,673	57,987	59,259	58,654	60,988
Real estate and rental and leasing	10,085	11,838	13,547	10,923	11,611	9,411	7,506	9,321	7,953	9,126
Professional, scientific, and technical services	(D)	(D)	(D)	33,220	36,611	38,339	45,116	51,336	49,082	51,682
Management of companies and enterprises	(D)	(D)	(D)	(D)	(D)	-686	109	2,498	2,815	2,803
Administrative and waste management services	14,822	14,166	(D)	(D)	(D)	17,227	19,579	20,778	20,798	21,937
Educational services	5,064	5,333	5,830	6,229	6,523	5,247	5,241	5,073	5,110	5,280
Health care and social assistance	40,287	44,316	46,822	53,765	59,691	63,813	77,585	87,366	90,486	94,559
Arts, entertainment, and recreation	8,628	8,909	10,299	10,803	10,497	11,923	11,228	9,373	8,400	7,859
Accommodation and food services	14,700	13,835	15,097	16,329	19,215	19,789	20,728	21,934	22,634	23,350
Other services, except public administration	25,735	26,346	26,663	28,888	30,187	31,915	31,257	33,860	34,996	36,974
Government and government enterprises	123,010	128,225	135,825	138,450	158,615	165,897	172,837	180,338	186,087	187,631

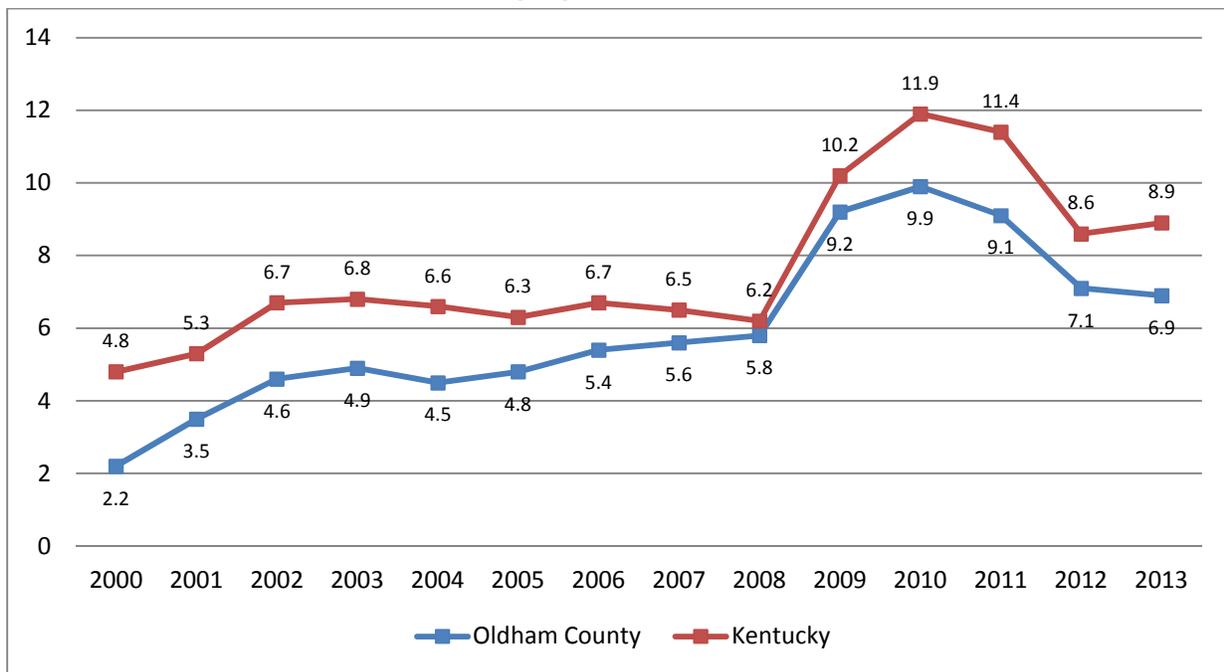
(D) Not shown to avoid disclosure of confidential information, but the estimates for this item are included in the totals.

Source: US Bureau of Economic Analysis

Future Land Use	Population	<b>BUSINESS &amp; INDUSTRY</b>	Environment	Community Facilities	Transportation	Future Considerations
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The last decade has seen a significant climb in the unemployment rate across the nation, and Oldham County has not been immune to this increase. In 2000 the unemployment rate in Oldham County was only 2.2 percent. The rate began to climb after the events of September 11, 2001 and the ensuing dip in the economy that followed, more than doubling to 4.6 percent in 2002. The unemployment rate stayed in that general area until growing to 5.4 percent in 2006, which saw the beginning of the burst in the real estate bubble, and then jumping significantly to a high of 9.9 percent in 2010. The number has come back down to approximately 6.9 percent in 2013.

**Figure 3.1**  
**Annual Unemployment Rates: 2000 to 2013**



Source: Kentucky Workforce Cabinet

The large number of resident workers in Oldham County commuting to neighboring Jefferson County is a reflection of Oldham County’s strong economic interrelationship to the Louisville Metropolitan area and cements its status as a bedroom community. The percentage of Oldham County resident workers who commute to other communities only increased by 0.3 percent between 2000 and 2010, this compared to the 3.1 percent increase between 1990 and 2000.

**Table 3.5**  
**Oldham County Commuting Information**

	1990	2000	2010
<i>Oldham County Resident Workers</i>			
Working and Residing in County	5,693 (36.3%)	7,207 (33.2%)	5,205 (19.6%)
Commuting to Jefferson County	8,936 (57.0%)	12,684 (58.4%)	15,658 (58.9%)
Commuting to Other Counties	1,049 (6.7%)	1,825 (8.4%)	5,712 (21.5%)
Total Resident Workers	15,678	21,716	26,575
<i>Oldham County Employees</i>			
Working and Residing in County	5,693 (60.8%)	7,207 (54.4%)	5,205 (38.1%)
Commuting Into County	3,669 (39.2%)	6,050 (45.6%)	8,443 (61.9%)
Total Employees Working in County	9,362	13,257	13,648

Source: U.S. Department of Commerce, Bureau of the Census

***Industrial Outlook – Buckner***

The potential for industrial growth is concentrated in two areas of Oldham County. The first of these areas is in Buckner, an unincorporated area of Oldham County. Buckner has immediate access to two interstate interchanges (Exits 17 and 18) as well as frontage on the CSX railroad. Scheduled improvements like the KY 393 project, Commerce Parkway expansion to Mattingly Road, and better access to wastewater treatment will likely spur on development in this area.

Carriage House Industries (a division of Ralcorp Inc.), located on Quality Drive in Buckner, manufactures syrups and salsas, and will soon be adding a production lines for peanut butter. Carriage House has initiated two 90,000 square foot expansions to their current operation and will occupy a 550,000 square foot regional distribution center on an adjoining property (located at the intersection of Cedar Point Road and KY 146) which is being constructed by Industrial Developments International, Inc.

There is also approximately 260 acres of undeveloped land that is already industrially zoned (either I-2 Heavy Industrial or IPD Industrial Park) as well as the yet-to-be-developed Buckner Crossing project, a mixed-use development comprised of 80 acres of commercial/office development and a combined 450 single and multi-family residential units located at the Commerce Parkway/KY 393 intersection.

**Industrial Outlook – LaGrange**

Another area of expected light industrial and commercial growth is in the Oldham Reserve Business Park on New Moody Lane in LaGrange. Oldham Reserve is a joint economic development effort between the City of LaGrange and Oldham County Fiscal Court. According to *The Potential Economic Impacts of the Oldham Reserve Office Campus Development (2008)*, the objectives of the business campus development include (a) increased employment opportunities for county residents (b) increased personal income of residents (c) increased tax revenue for city and county government, (d) diversify the county tax base to make it less dependent on residential property, and (e) generally ensure that the development contributes to the overall quality of life in the area.



*The Rawlings Group Headquarters in Oldham Reserve, LaGrange*

Oldham Reserve consists of nearly 1,000 acres and is currently home to The Rawlings Group, a national health insurance data mining and claims recovery company. The Rawlings Group occupies a 154,000 square foot building and employs nearly 700 people, making it Oldham County’s largest private sector employer. The economic challenge now is to develop the rest of the campus in a complementary way, adding organizations and activities that fit the office campus model, and generating synergies with Rawlings that lead to mutually reinforcing

Future Land Use	Population	<b>BUSINESS &amp; INDUSTRY</b>	Environment	Community Facilities	Transportation	Future Considerations
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business success. Likely candidates are other office operations, high tech manufacturing, a conference hotel, restaurants, a print and mail shop, fitness center, educational programming, and childcare.

Future Land Use	Population	<b>BUSINESS &amp; INDUSTRY</b>	Environment	Community Facilities	Transportation	Future Considerations
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## ENVIRONMENT

Environmental characteristics can significantly influence the development and redevelopment of Oldham County and can be described as physical and social in character. The physical characteristics are composed of naturally-occurring features that present unique and interesting development and conservation opportunities. The social characteristics are composed of features that affect the county’s visual and perceptual quality of life. Future development and redevelopment in Oldham County should provide a balance between the physical and social environments and the demands that inevitable growth places on the county’s environment.

This chapter outlines Oldham County’s physical and social environments separately. Recognition must be given to the fact that many of these tangible social characteristics are a direct product of the manner in which the physical environment is treated. Therefore, the outline of the county’s physical environmental characteristics often times overlaps into the less tangible social characteristics.

### ***Physical Environment***

The physical environment is composed of naturally occurring features (i.e. soils, watersheds and topography) found throughout Oldham County. These naturally occurring features can be outlined separately, however they are interrelated and should be considered cumulatively in addressing the physical environment. The identification of potential physical constraints can assist in outlining general guidelines that lessen the impacts development creates on the physical environment. Addressing the physical environment through thoughtful design and sound planning principles can significantly contribute to the creation of a well-balanced social environment.

### Soils

One of Oldham County’s most important natural resources is land. A primary component of the land’s suitability for wildlife, agricultural, residential, or nonresidential uses is the soil. The characteristics of the soil greatly influence the economic and ecological suitability of different land uses. The soils in Oldham County have been classified and mapped by the United States Soil Conservation Service (SCS). The Soil Conservation Service has published a book, *Soil Survey of Oldham County*, which details the natural characteristics of the numerous types of soils in the county. *Soil Survey of Oldham County* is an initial assessment tool that can be used to determine what type of studies may be necessary prior to the review and approval of a development. When used with an on-site evaluation, this survey is an invaluable tool in determining the impact that soil type may have on the development and redevelopment of

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
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Oldham County. The soil’s suitability for supporting development has a potentially tremendous economic impact on public and private fiscal situations.

The most significant consideration in evaluation of a soil’s characteristics for development is its ability to support the necessary service infrastructure and building improvements. Service infrastructure and building improvements affected by soil type are roads, sanitary sewers, utility transmission lines, foundations, and basements. They are affected by the soil’s errodibility, permeability, corrosivity, shrink-swell potential, available water capacity, shear strength, compressibility, slope stability, and similar factors. The soil’s characteristics should be completely evaluated and strongly considered in the planning and engineering of these improvements. A majority of the residential and nonresidential uses in Oldham County rely upon on-site sewage disposal systems. These on-site systems include septic tank absorption fields, septic lagoons and wetlands, septic spray systems and septic holding tanks.

**Table 4.1**  
**Oldham County Soil Type Limitations**  
**for Septic Tank Absorption Fields**

	Percent of Total Land Area
<i>Soil Types with Slight Limitations</i>	
Crider Silt Loam, 0 to 2 Percent Slope	0.3
Crider Silt Loam, 2 to 6 Percent Slope	14.2
Elk Silt Loam, 2 to 6 Percent Slope	0.5
Wheeling Silt Loam, 0 to 2 Percent Slope	0.2
Wheeling Silt Loam, 2 to 6 Percent Slope	0.6
<b>TOTAL</b>	<b>15.8</b>
<i>Soil Types with Moderate Limitations</i>	
Crider Silt Loam, 6 to 12 Percent Slope	5.5
Hagerstown Silt Loam, 2 to 6 Percent Slope	0.3
Hagerstown Silt Loam, 6 to 12 Percent Slope	3.0
Hagerstown Silty Clay Loam, 6 to 10 Percent Slope	0.3
Wheeling Silt Loam, 6 to 12 Percent Slope	0.3
<b>TOTAL</b>	<b>9.4</b>
<i>Soil Types with Severe Limitations</i>	
Beasley Silt Loam, 2 to 6 Percent Slope	1.9
Beasley Silt Loam, 6 to 12 Percent Slope	14.4
Beasley Silt Loam, 12 to 20 Percent Slope	1.6

	Percent of Total Land Area
Beasley Silty Clay Loam, Silt Loam, 6 to 12 Percent Slope	4.6
Beasley Silty Clay Loam, Silt Loam, 12 to 20 Percent Slope	3.2
Beasley-Caneyville Rocky Silt Loam, 30 to 60 Percent Slope	4.3
Boonesboro Silt Loam	0.7
Brassfield-Beasley Silt Loam, 20 to 30 Percent Slope	3.5
Caneyville Silt Loam, 6 to 12 Percent Slope	0.2
Caneyville-Beasley Rocky Silt Loam, 12 to 30 Percent Slope	4.3
Cynthiana-Faywood-Beasley Complex, 30 to 60 Percent Slope	6.2
Faywood Silt Loam, 6 to 12 Percent Slope	0.2
Faywood Silt Loam, 12 to 30 Percent Slope	0.5
Faywood Silty Clay Loam, 12 to 30 Percent Slope	1.0
Huntington Silt Loam	0.7
Lawrence Silt Loam	0.9
Lindside Silt Loam	1.7
Lowell Silt Loam, 2 to 6 Percent Slope	2.1
Lowell Silt Loam, 6 to 12 Percent Slope	3.4
Lowell Silty Clay Loam, 6 to 12 Percent Slope	0.4
Newark Silt Loam	0.6
Nicholson Silt Loam, 2 to 6 Percent Slope	11.6
Nicholson Silt Loam, 6 to 12 Percent Slope	1.5
Nolin Silt Loam	2.3
Otwell Silt Loam, 2 to 6 Percent Slope	0.9
Pits	0.2
Weinbach Silt Loam	0.5
Wheeling Soils, 12 to 30 Percent Slope	0.3
Woolper Silty Clay Loam, 2 to 6 Percent Slope	0.2
Woolper Silty Clay Loam, 6 to 12 Percent Slope	0.2
Water	0.2
<b>TOTAL</b>	<b>74.8</b>

Source: United States Department of Agriculture, Soil Conservation Service  
1977 Soil Survey of Oldham County, Kentucky

The septic tank absorption field is the most widely utilized on-site sewage disposal system in Oldham County. The feasibility of a septic tank absorption field is dependent upon the soil's permeability, depth to seasonal high water table, depth to bedrock or fragipan, degree of slope,

and susceptibility to flooding. Approximately 75 percent of the land area in Oldham County is comprised of soils that have severe limitations in adequately supporting septic tank absorption fields.

Areas where sewers are not available and soil is inadequate for supporting septic tank absorption fields create a limiting affect on development opportunities. When development is proposed in areas with soil limitations, guidelines that address those limitations should be considered. Implementation strategies to help overcome the soil limitations for septic tank absorption fields may include:

Encourage alternative on-site sewage disposal systems.

Share or multi-lot absorption fields should be encouraged when practical. These fields take advantage of a small, localized occurrence of soil type that is conducive to septic tank absorption fields. Alternative sewage disposal systems would include on-site and off-site systems, septic lagoons, septic spray systems, septic holding tanks and sewage treatment plants.

Continue the development of county-wide wastewater treatment plants.

The Oldham County Environmental Authority (OCEA) was created to oversee the creation, operation and maintenance of regional sewage treatment plants. OCSO places a priority on wastewater treatment plants as the primary means of wastewater disposal.

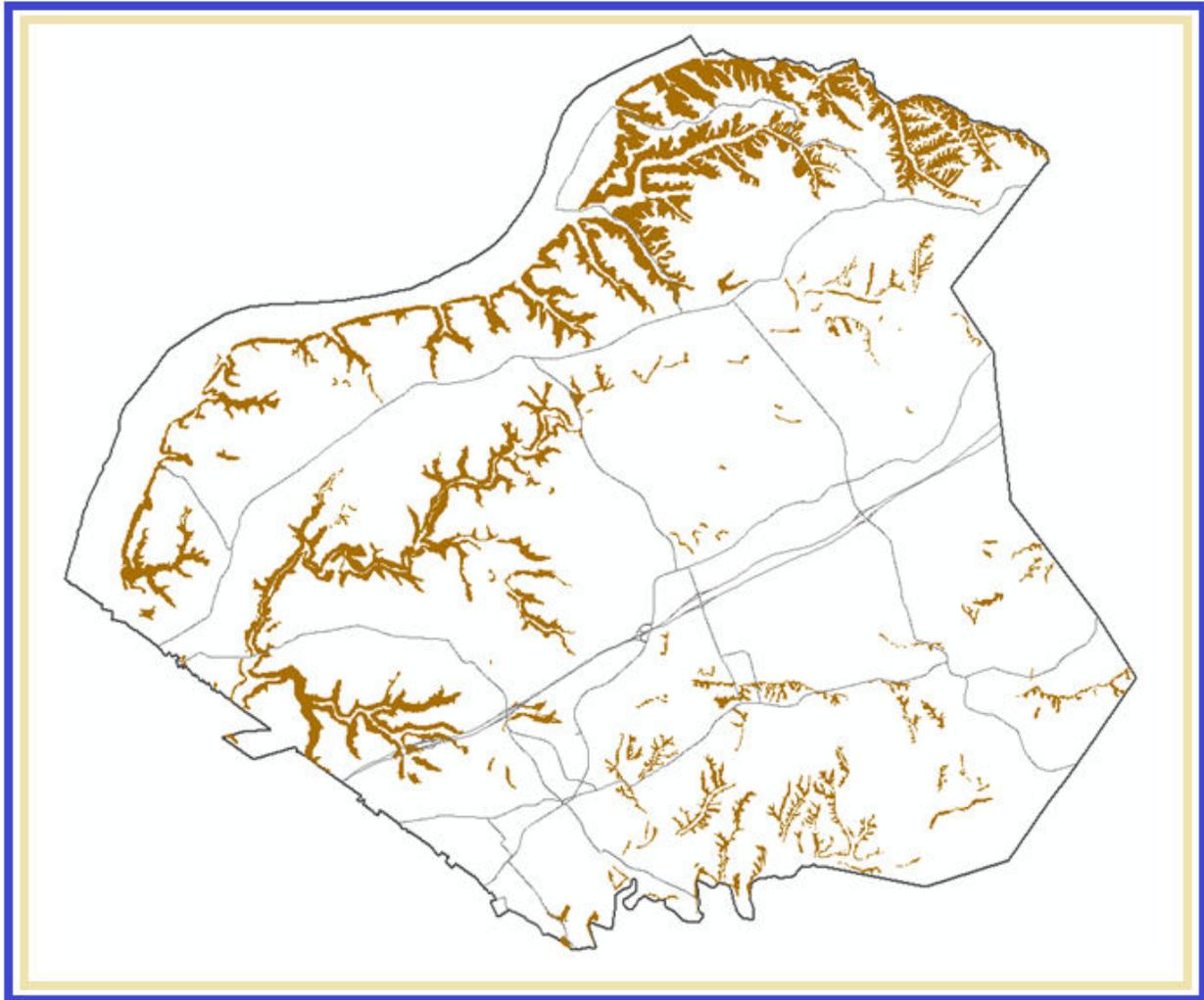
These implementation strategies should be encouraged only where approved by the Oldham County Health Department. They are intended to reduce the long-term economic and ecological cost of development in Oldham County.

### Topography

Another significant component of the land's suitability for supporting Oldham County's development is the topography. Oldham County's topographic characteristics vary greatly. The primary topographic characteristic that determines the economic and ecological suitability of development is the degree of slope. Degree of slope should be considered when reviewing proposed development.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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**Figure 4.1**  
**Oldham County Slopes Greater than 30 Percent**



Source: United States Geological Survey

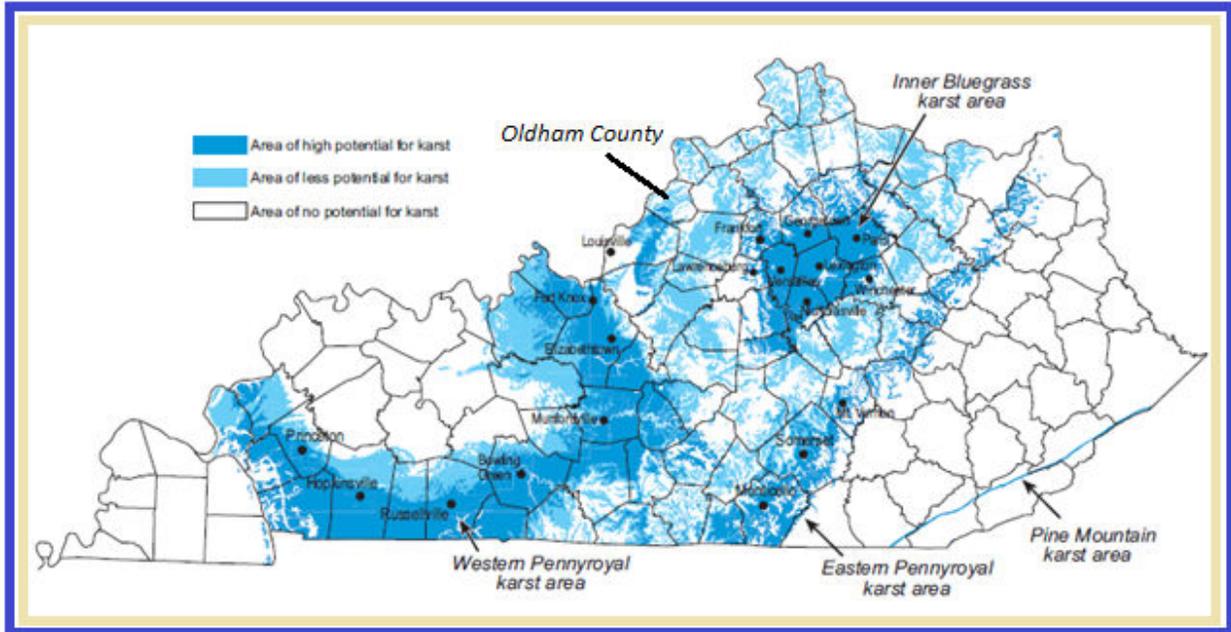
*Map Disclaimer: This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

The degree of slope is a significant consideration in making decisions concerning an appropriate land use for an area. Additionally, the design and engineering of service infrastructure and building improvements are greatly impacted by the degree of slope. Poor development design in areas with steep slopes and hillsides can potentially create a tremendous negative impact.

Karst is a special type of landscape that is technically defined by the U.S. Geological Society as “a terrain, generally underlain by limestone or dolomite, in which the topography is chiefly

formed by dissolving of rock and which may be characterized by sinkholes, sinking streams, closed depressions, subterranean drainage and caves.” Kentucky is famous for the prevalence of karst landscape and known internationally for being the home of Mammoth Cave, the world’s largest cave system, and the International Center for Cave and Karst Studies at Western Kentucky University.

**Figure 4.2**  
**Karst Potential Areas in Kentucky**



Source: Kentucky Geological Survey

*Map Disclaimer: This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

Although not as high as some other Kentucky counties, Oldham County does have the potential for karst features and the potential risks associated with them. These risks include but are not limited to structural damage caused by building too close to an unstable feature, flood damage (flooding around karst features do not show up on FEMA flood maps) and groundwater contamination.

Implementation strategies that address development design for areas with steep slopes, hillsides and karst features may include:

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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Follow the natural topography.

The road network and utility service lines should follow the natural topography to minimize the disturbance to slopes, hillsides and karst features. Encourage the placement of the service infrastructure to minimize unnecessary cutting, filling and grading. The minimization of earthwork reduces the economic cost of development and the impact on the physical environment. Additional public economic benefits are realized by lessened expenditures for maintenance of the infrastructure.

Retain the natural topographic features.

Natural topographic features such as slopes, drainage swales, streams, and rock outcroppings should be retained where possible. The retention of these natural topographic features reduces the economic costs of development and the impact on the physical environment. The terracing of steep slopes and hillsides and capping of sinkholes should be strongly discouraged due to the severe impact on the physical environment and potential future economic implications associated with erosion and slippage.

Cluster the development sites.

The clustering of development sites should be encouraged as an alternative to the typical practices of development. Clustering development sites reduces the economic cost of development and the impact on the physical environment.

Public economic benefits are realized by lessened expenditures for the maintenance of the service infrastructure. The benefits of clustering can be fully realized by the formulation of detailed and effective arrangements that address the preservation, maintenance, and control of open and recreational space created through clustering.

The enactment of the above and similar implementation strategies should be encouraged. Topographic characteristics should be completely evaluated and strongly considered in the planning and engineering of service infrastructure and building improvements.

### Flood Prone Areas

Another significant component of the land's suitability for supporting development in Oldham County is the flood probability. The probability of an area experiencing significant flooding is primarily a function of its location and topography. The probability of extensive flooding

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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primarily occurs in areas adjacent to the Ohio River and major internal creeks. Significant flooding has a potentially tremendous economic impact on public and private fiscal situations.

The flood prone areas in Oldham County have been classified and mapped by the Federal Emergency Management Agency (FEMA). The Federal Emergency Management Agency has published a book, *Flood Insurance Study of Oldham County* that details the probability of extensive flooding in the county. The Flood Insurance Study includes a series of maps that identify areas that could experience significant flooding. The Flood Insurance Study is an invaluable tool for identifying these areas.

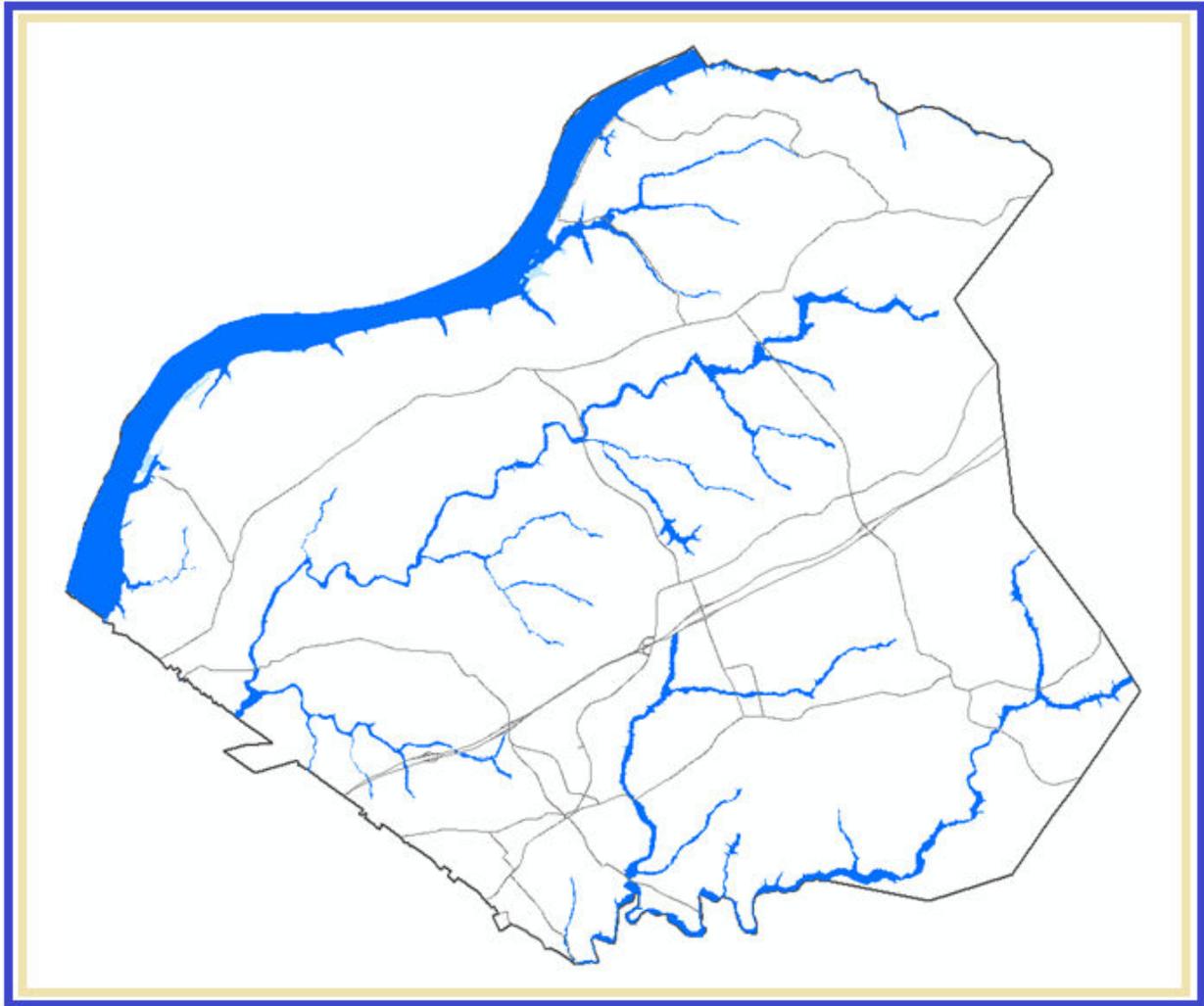
**Table 4.2**  
**Oldham County Flood Prone Areas**

<b>Severe Flood Potential</b>	
Ohio River	
<b>Moderate Flood Potential</b>	
Ash Run	Ashers Run
Brush Creek	Caney Fork
Cedar Creek	Currys Fork
Darby Creek	East Fork Floyds Fork
Eighteen Mile Creek	Floyds Fork
Garret Branch	Harrods Creek
Hite Creek	North Fork Cedar Creek
North Fork Currys Fork	North Fork Floyds Fork
Organ Creek	Pattons Creek
Pond Creek	Sinking Fork
South Fork Currys Fork	South Fork Darby Creek
South Fork Harrods Creek	Sycamore Run

Source: Federal Emergency Management Agency  
2006 Flood Insurance Study of Oldham County, Kentucky

The identified area of extensive flooding is referred to as the one hundred (100) year flood plain. Development in flood plain areas can potentially create a tremendous negative impact on public and private fiscal situations. When development is proposed in these areas guidelines that address the potential flood hazard should be considered.

**Figure 4.3**  
**Oldham County Flood Hazard Areas**



Source: Federal Emergency Management Agency

*Map Disclaimer: This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

Implementation strategies that address the flood hazard are listed below:

Regulate development in the floodplain.

Permit development in the floodplain only when it can be demonstrated that stormwater capacity will not be adversely affected or that compensatory storage is provided outside the existing floodplain.

Discourage the importation of fill material.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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The placement of additional fill material in the floodplain should be discouraged. The importation of fill reduces the floodplain's water carrying capacity and increases the heights and velocities of floodwaters. The importation of fill not only increases the flood hazard of the immediate area but also of the watershed.

Construct livable areas above the determined flood elevation.

When development occurs in the floodplain, all construction should be placed above or outside of the determined flood elevation. Development is likely to occur in floodplain areas due to the positive aspects of close proximity to waterways. When structures are constructed in the floodplain, all livable areas should be placed 2418 inches above the determined flood elevation in order to minimize economic loss in the event of a flood. Additionally, the construction of fences, berms, walls, or any other impediment to the floodwaters should be discouraged unless approved by The Kentucky Division of Water.

Cluster the development sites.

The clustering of developmental sites along the periphery of the floodplain should be encouraged as an alternative to the typical practices of development. Examples of these types of developments are open space or conservation developments. Clustering buildings and built surfaces significantly decreases the flood hazard and allows developments to enjoy the positive aspects of close proximity to waterways. The benefits of clustering can be fully realized by the formulation of detailed and effective arrangements that address the preservation, maintenance, and control of open and recreational space created through clustering.

These implementation strategies should be encouraged only where approved by The Kentucky Division of Water. Development in flood prone areas should seek to balance the economic gain from development against the resulting increase in flood hazard.

### Wetlands

Wetlands function as a primary recharge/discharge area for groundwater, as a retention area for stormwater flow, and as a valuable wildlife habitat. The viability of wetlands can impact public and private economic situations due to degradations in the level and quality of groundwater, and the potential for flooding.

Wetlands in Oldham County may be identified by utilizing the *Federal Manual for Identifying and Delineating Jurisdictional Wetlands* published by the United States Army Corps of

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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Engineers. The criteria used to identify wetlands are the presence of hydrophytic plants, hydric soils, and wetland hydrologic patterns. The criteria outlined in the federal manual are effective tools to designate wetlands in Oldham County. When development is proposed in areas that contain designated wetlands, federal law requires the developer must first try and avoid impact to a wetland, then minimize it, and as a last resort, compensate for wetland damage through mitigation. Implementation strategies that address the negative impacts on wetlands are listed below:

**Discourage dredging and filling.**

The dredging and filling of wetlands eliminate the wetland's functioning as a recharge/discharge area for groundwater, a stormwater retention area, and a wildlife habitat. Additionally, the potential long-term economic costs for the maintenance of service infrastructure and building improvements may be substantially increased in dredged or filled wetlands.

**Minimize changes in the natural water flow.**

This is particularly applicable during the construction of the service infrastructure and building improvements. Grading and denuding of land within the wetland's watershed should be kept at a minimum, and effective erosion control measures should be fully utilized. Increased sediment flow and siltation associated with graded land diminishes the long-term viability of the wetland.

The natural drainage patterns of the wetlands should not be substantially altered. The long-term ecological viability of the wetlands should be addressed in order to minimize the negative impacts of development on wetlands.

**Cluster the development sites.**

Clustering developments significantly decreases the negative impact on wetlands and allows those developments to enjoy the aesthetics of proximity to wetlands.

The enactment of the above and similar general implementation strategies should be encouraged. Development in areas containing wetlands should seek to minimize the development's impact on the viability of the wetlands.

**Wildlife Habitat**

A less tangible component of the land's suitability for supporting Oldham County's development is the impact on wildlife habitats. Future development is inevitable and is anticipated to exert further pressures on the viability of wildlife habitats.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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The ecological viability of wildlife habitats has been significantly altered due to development pressures. When development is proposed in areas that support wildlife habitats, guidelines that minimize the negative impacts should be observed. Implementation strategies that minimize the negative impacts on wildlife habitats are listed below:

Retain the natural features.

Natural features such as mature stands of trees, steep slopes, drainage swales, and streams should be retained to the greatest extent possible in wildlife areas. Extensive grading and denuding of the land should be discouraged. Retention of natural features minimizes the impact of development on wildlife habitats.

Discourage perimeter fencing along waterways.

Perimeter fencing should be discouraged in areas adjacent to waterways. Perimeter fencing poses a serious impediment to the viability of waterway areas as a wildlife habitat and migratory route.

Clustering the development sites.

The clustering of development sites in wildlife areas significantly minimizes the impact of development on wildlife habitats and allows developments to enjoy the positive aspects of proximity to wildlife.

The enactment of the above and similar general implementation strategies should be encouraged. Development in wildlife habitat areas should seek to minimize the development's impact on the viability of the wildlife habitat.

### ***Social Environment***

The social environment is composed of the features that affect Oldham County's visual and perceptual quality of life. The elements that comprise the social environment can be outlined separately; however, these elements are interrelated and should be considered cumulatively in addressing the social environment. The creation of a social environment through thoughtful design and sound planning principles can significantly contribute to Oldham County's quality of life.

### **Rural Preservation**

Oldham County's conversion to a residential suburban community of metropolitan Louisville is recent. From the county's formation in 1823 until the 1960's, Oldham County was a predominantly rural and agricultural community. Several towns and communities functioned as

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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service centers for the agricultural populace. Those towns and communities are LaGrange, Pewee Valley, Westport, Crestwood, Buckner, Brownsboro, Ballardsville, Goshen, Skylight, Floydsburg, and Centerfield.

The 1960's to the mid-1970's witnessed Oldham County's evolutionary change from a rural and agricultural community to a residential suburban community. Even though Oldham County is now a predominantly residential suburban community, vestiges of the county's past rural, agricultural, and historical character are clearly evident. These vestiges contribute to the attractive nature of Oldham County as a residential suburban community.



*Fence in Pewee Valley*

Oldham County's considerable subdivision growth experienced since the 1970's has replaced former forests and farms with development. Considerable acreage in the county is composed of rural and agricultural uses that have future development potential. The character of the remaining land's rural and agricultural use contributes to the attractive nature of the county. Oldham County's rural and agricultural characteristics are particularly evident along some of the county's traffic corridors. Thoughtful design and sound planning principles can ensure that future development contributes to the county's maintenance of its rural and agricultural character.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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Guidelines that minimize the loss of rural and agricultural character should be considered. Implementation strategies that minimize the loss of rural and agricultural character are listed below:

**Retain rural and agricultural features.**

Features such as mature stands of trees, slopes, drainage swales, streams, fence lines, farm dwellings, barns, and silos should be considered in a development's design. Extensive grading and denuding of the land should be disallowed except in cases where the developer can prove there are no other options, and landscaping provisions characteristic of the area and respectful of natural features should be considered in the development's design.

**Maintain the appearance of scenic corridors.**

The rural and agricultural appearance of traffic corridors should be maintained where possible and consider designs that promote traffic calming and safe bicycle/pedestrian access. The design of developments along traffic corridors should consider measures that maintain the area's rural and agricultural character. The placement of roads and buildings behind features such as ridges, mature stands of trees, or fence lines should be encouraged. Increased building setbacks from the scenic corridor, shared driveway access points, controlled signage, and underground utilities should be encouraged.

**Cluster the development sites.**

The clustering of development sites in rural and agricultural areas preserves the area's character, allows developments to enjoy the positive aspects of rural living, and contributes to protecting watershed health.

**Enhance the economic viability of agricultural uses.**

The economic viability of agricultural uses should be enhanced through incentives. The conversion of prime farmland to development is partially due to the decreasing economic viability of farming. Conservation easements, tax assessments based on agricultural value versus potential development value, and clustering should be considered as measures to stem the loss of prime agricultural lands.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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The enactment of the above and similar implementation strategies should be encouraged. Development along scenic corridors and prime agricultural land should seek to minimize the development's impact on the rural and agricultural character of the area.

Historic Preservation

The construction of structures in Oldham County from 1823 to the 1960's reflected its functioning as a rural and agricultural community. A number of farm dwellings and structures that reflect this former rural and agricultural character are scattered throughout the county, including 45 listed on the National Register of Historic Places. The greatest concentration of historic structures in Oldham County are located in LaGrange, Pewee Valley, and other sites along the former inter-urban rail line as well as in Westport, which was the county seat from 1823 to 1827 and 1828 to 1838 and has always been Oldham County's primary point of interaction with the Ohio River. Due to the finite supply of structures that reflect Oldham County's past, efforts should be undertaken to preserve the historic structures. Thoughtful design and sound planning principles can ensure that future development and redevelopment contributes to the preservation of the county's historic character.

Implementation strategies that address the compatibility of development and redevelopment in historical areas are listed below:

New construction should complement existing historical character.

New construction should be reminiscent of the older architectural style that defines the historical significance of the area. Particular consideration should be given to the new construction's height, width, mass, proportion, setbacks, street orientation, and exterior building materials. The exterior renovation of existing historic structures should be compatible with the structures original character.

Discourage demolition.

Demolition of historic structures should be discouraged. Adaptive reuse of existing structures should be encouraged in order to preserve and protect the historical character of the area.

These implementation strategies should be encouraged. Development and redevelopment in historic areas should seek to preserve and contribute to the historic character of the area.

Service Infrastructure

The availability of the service infrastructure is a primary determinant in the development of Oldham County. The availability of this infrastructure significantly contributes to the economic costs of development and significantly contributes to the county's quality of life. The utility line

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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and transportation networks are the most influential components of the service infrastructure. Thoughtful design and development patterns can contribute to the continued functionality and improvement of the infrastructure network.

The need for a properly planned transportation network is discussed further in the transportation chapter of this plan. Implementation strategies that address the availability and functionality of the utility line and transportation network are listed below:

Improve existing utility lines and transportation networks.

Future development is dependent on the availability and functionality of the county’s service infrastructure. In order to ensure adequate service infrastructure for existing areas and to accommodate future areas, new development should improve and complement the existing utility line and transportation network to the greatest extent possible.

Encourage in-fill development.

In-fill development should be encouraged. In-fill development utilizes the existing service infrastructure and lessens the economic cost of expanding utility lines and transportation networks. The occurrence of “leapfrog development” should be discouraged due to the added economic burden placed upon public fiscal situations.

Encourage an integrated utility line network.

New development should integrate and incorporate utility line expansion with the area’s existing utility line network to improve the level of service. This integration should seek to improve the functionality of the utility line network through utility line interconnections and loops.

Encourage a hierarchical transportation network.

A hierarchical transportation network should be encouraged and incorporated into an area’s existing and future network in order to ensure its long-term functionality. A hierarchical transportation network differentiates between roads that function as through-traffic roads and access roads and establishes different design criteria to match their function.

These implementation strategies should be encouraged. Development should seek to maintain and improve the existing service infrastructure’s functionality and assist in the coordination of its expansion.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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Urban Site Design

The design and appearance of urban land uses in Oldham County significantly contributes to the visual and perceptual quality of life. Even though Oldham County is predominantly residential suburban and rural in character, numerous urban areas are located in the county. Urban areas in the county are comprised of multi-family, commercial, and industrial land uses. Urban land uses are significant contributors to the visual appearance of the county due to the development intensity and proximity to traffic corridors.

When development or redevelopment is proposed for an urban use, guidelines that address the site’s design should be considered. Implementation strategies that address site design for urban uses are listed below:

Improve the appearance of commercial corridors.

Improved appearance of traffic corridors in commercial areas can be accomplished through access management provisions, landscaping provisions, buffering, and limitations on free standing signage and lighting. Improving the appearance of traffic corridors decreases hazards associated with distracted/confused motorists and eliminates negative community appearances. Corridors should be designed at a pedestrian-scale with easy access to businesses from sidewalks and bicycle lanes; the visual impact of parking should be minimized by placing parking lots behind the businesses or through buffering. Accommodation should be included for all complete street characteristics such as sidewalks, bicycle lanes, and public transportation. Commercial corridors should be located in areas where there is obvious and intelligent connectivity to residential areas. Those connections should be made so that residents do not have to get in a car to safely access the commercial corridors.

Improve parking areas and on-site traffic circulation.

The design of parking areas should consider the delineation of internal circulation roadways, convenience of parking areas in relation to building entrances, appearance of parking areas from the public right-of-way, landscaping provisions, and access to loading areas and garbage dumpsters. Pedestrian convenience and safety should be of primary consideration in the designing of parking areas. Proper design of parking areas and on-site circulation decreases traffic and pedestrian hazards.

Encourage buffering between different land uses.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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Buffering lessens the negative impact that urban land uses may have on adjacent land uses. Landscaping, earthen berms, fences, and increased building setbacks are effective buffering provisions.

These implementation strategies should be encouraged. Development of urban uses should seek to mitigate negative impacts associated with intense development through proper site design.

The application of the implementation strategies outlined in the physical and social environment sections will assist in achieving orderly growth. Future growth and development is inevitable in Oldham County. This future growth should attempt to maintain and improve upon the quality of life that has made the county an attractive residential suburban community. A significant contributor to Oldham County's quality of life is the respectful treatment of the physical environment and the creation of a well-balanced social environment.

Future Land Use	Population	Business & Industry	<b>ENVIRONMENT</b>	Community Facilities	Transportation	Future Considerations
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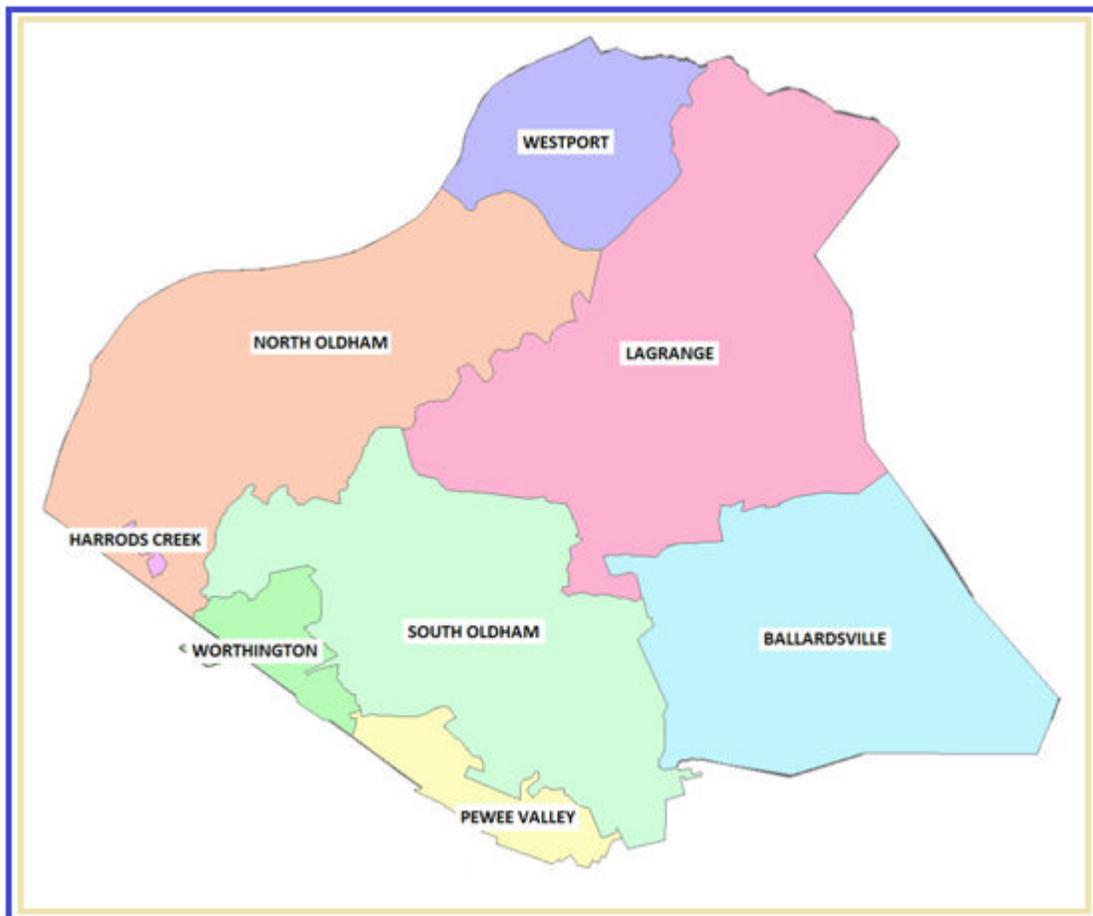
## COMMUNITY FACILITIES AND SERVICES

The availability and improvement of community facilities has been an ongoing issue in Oldham County. Maintaining and improving existing public facilities and services at cost-effective and adequate levels of service is an important community need. When community facilities are provided at the appropriate levels of service negative impacts resulting from new developments are minimized. As a result, both existing and new residents can expect a consistent level of service. The community facilities element describes existing conditions, current trends and future considerations.

### ***Fire Protection***

Fire Protection services are provided by eight different municipal and rural fire departments. Six of these districts are located entirely within Oldham County while two districts, Harrods Creek and Worthington, are located in Louisville Metro but provide services to some areas of Oldham County. In addition to fire protection services, these districts provide first response emergency medical service to the citizens of Oldham County.

**Figure 5.1**  
**Oldham County Fire Districts Map**



Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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Source: Oldham County Geographic Information Consortium

*Map Disclaimer: This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

The fire districts are made up of both full and part-time paid employees as well as volunteers, ranging in size from twelve (12) members (Westport Fire Department) to sixty-three (63) members (North Oldham Fire Department).

**Table 5.1  
Oldham County Fire Districts Information**

DISTRICT	STATIONS	EMPLOYEES/ VOLUNTEERS	TOTAL RUNS: 2011
Ballardsville Fire & Rescue	4604 S. Highway 53	52	365
Harrods Creek Fire Dept.	8905 US Highway 42	34	1,118*
LaGrange Fire & Rescue	309 N. First Street 2716 W. Highway 146 2800 E. US Highway 42	49	804
North Oldham Fire Dept.	8615 W. US Highway 42 1660 Highway 1793	63	454
Pewee Valley Fire Dept.	312 Mt. Mercy Drive	32	252
South Oldham Fire Dept.	6310 Old LaGrange Road	51	800
Westport Fire Dept.	6301 Fourth Street	12	**
Worthington Fire Dept.	9514 Featherbell Boulevard 8412 Brownsboro Road 4700 Murphy Lane	63	82***

\* Combined runs in Jefferson and Oldham counties.

\*\* Data currently not available.

\*\*\* Oldham County runs only.

In October 2011, the Oldham County Fire Task Force was created with a mission “to review all data necessary to determine the most efficient and effective delivery of fire services to the citizens of Oldham County.” The task force was comprised of a number of local EMS professionals, local officials and business leaders who looked at all facets of fire protection services in Oldham County to determine whether the existing system was adequate or if changes could be made to better improve these services. In November 2012 the “Task Force Report: Fire Department Operations” was released and included recommendations for possible mergers to not only improve fire protection services but to do so in a more organized and

fiscally efficient manner. The recommendations of this report are currently being further studied and evaluated with no timeline for taking steps.

***Health Department***

The Oldham County Health Department is responsible for a wide variety of public health related programs in the county.

The Health Department Clinic provides many services. Some examples are childhood and adult immunizations, pregnancy tests, well-child exams, physical exams, family counseling, nutritional counseling, and screenings for hypertension, cholesterol, diabetes, HIV, cancer, sexually transmitted diseases, tuberculosis, newborn metabolic and childhood lead. The clinic also partners with programs such as WIC (parent/guardian assistance).

Some examples of the responsibilities handled by the Environmental Division are the inspection of restaurants, retail food establishments, schools, public swimming pools, hotels, and the permitting and inspection of on-site septic systems. The Environmental Division also responds to complaints related to these establishments as well as other issues.

The Community Division of the Health Department handles programs and classes in smoking cessation, health and wellness, HANDS (guidance for first-time parents), healthy start in child care, school health, vital statistics, communicable disease monitoring and grief counseling among others.

The Health Department is also a community emergency disaster responder, and special needs shelter facilitator.

***Law Enforcement***

There are four law enforcement agencies which help protect the citizens of Oldham County: Oldham County Sheriff’s Office, Oldham County Police Department, LaGrange Police Department and Pewee Valley Police Department.

**Oldham County Sheriff’s Office**

The Oldham County Sheriff’s Office is comprised of 38 employees, 20 of which are full-time deputies. The office provides 24 hour patrol service throughout the county as well as a number of other functions including tax collection, court services, auto inspections, prison transports, etc.

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### Oldham County Police Department

The Oldham County Police Department is dedicated to serving the residents and visitors of Oldham County by providing professional law enforcement and community services. There are currently 32 sworn officers and three citizen employees. The department provides a number of services beyond the “usual” protective and law enforcement services, including but not limited to a citizen’s academy, home watch program, assist with community events, provide education opportunities for public groups, etc.

### LaGrange Police Department

The La Grange Police Department, which was founded in 1840, provides law enforcement within the city limits of LaGrange. They reach out to the community by providing block watch programs, house watch programs, and hosting a citizen's police academy once a year. There are thirteen sworn officers and two civilian employees, many of whom wear many hats within the department and not only have the responsibility of day to day police service, but also are dedicated to extra duties, such as K-9, Public Relations Officer, and assisting with an Explorer unit through the Boy Scouts of America.

### Pewee Valley Police

Pewee Valley Police provides public safety and law enforcement efforts within the city limits of Pewee Valley. The efforts include house watches, traffic control and response to nuisances and disturbances.

### ***Libraries***

The Library District’s goal is to provide well-maintained, aesthetically pleasing, comfortable and easily accessible facilities that serve as community hubs. A major component of Oldham County’s strong education system, The Oldham County Public Library District delivers high-quality public education for all ages through a curriculum of self-directed education, research assistance and instructive and enlightening experiences.

There are three libraries: the Main Library in LaGrange is a Leadership in Energy & Environmental Design (LEED) Gold facility certified by the United States Green Building Council; The South Oldham Library in Crestwood and The Prospect/Goshen Library are set for new construction and/or renovation as part of the Library’s 10-year Comprehensive Plan. The library district intends to achieve recognition within Oldham County by developing “buildings with a conscience” regarding sustainability, environmental appropriateness and energy efficiency.

### ***Oldham County Dispatch***

Oldham County Dispatch, or OCD as it is commonly referred to, is a centralized dispatch center that consolidates communications and 911 for the Oldham County, LaGrange, and Pewee Valley

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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Police Departments, Oldham County Sheriff’s Office, Oldham County EMS, and all Oldham County Fire Departments. OCD is staffed 24 hours a day, 7 days a week.

In an emergency, the first notification is made to OCD by dialing 911. Dispatchers must quickly but thoroughly obtain all pertinent information from the caller and then dispatch the appropriate first responders. Dispatchers are responsible for obtaining, documenting, disseminating and tracking the activities and information for all police, fire and EMS departments in Oldham County.

***Parks and Recreation***

The 2008 *Parks and Recreation Master Plan* guides development of Oldham County’s parks system. Many recommendations of that plan have been carried out, while other projects are currently programmed for implementation. The *Parks and Recreation Master Plan* calls for additional trails and playground upgrades, further development of the Morgan Conservation Park, the planning of a new sports complex and additional aquatic facilities including a sprayground and a natatorium. The plan also identifies the need for the acquisition of additional land for parks and green space.

The Oldham County Parks and Recreation Department currently manages six parks ranging in size from a two-acre park to a 217-acre park, with a total of 457 acres. In addition, the parks department operates a community/convention center and an aquatic center. The parks department also runs a variety of recreational programs that provide activities for all age groups that include softball, basketball, tennis and volleyball leagues, instructional camps and clinics, arts and crafts, preschool, and fitness programs. The department also offers a number of special events throughout the year including: a July 4<sup>th</sup> celebration, father/daughter dance, mini-triathlon, 5K run/walk series and live music events. In addition to the parks department, other entities operate and maintain recreational facilities in Oldham County, including the city of LaGrange; the Oldham County Board of Education; and the YMCA. The city of LaGrange operates Walsh Park and Wilborn Park. Playgrounds, fields, and other facilities at schools managed by the board of education are used by the parks department and provide additional recreational opportunities for Oldham County residents. Below is a description of the park and recreation facilities in Oldham County:

Public Facilities

Briar Hill Park, 7400 East Orchard Grass Boulevard, Crestwood (Neighborhood Park)

- 52 acres
- Picnic shelters with restroom facilities
- Playground
- Basketball court
- Walking trail
- Sand volleyball court
- Tennis courts

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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Morgan Conservation Park, 1200 East Highway 524, LaGrange – (Regional Park)

- 217 acres
- Hiking trails
- Shelter house

Peggy Baker Park, 6887 Abbott Lane, Crestwood (Community Park)

- 25 acres
- Picnic Shelter with restroom facilities
- Home of South Oldham Little League
- Basketball court
- Playground

Walsh Park, 606 N. Fourth Avenue, LaGrange (Community Park)

- 15 acres
- Walking Trail
- Home of North Oldham Little League
- 4 baseball fields
- Picnic shelters

Wendell Moore Park, 1551 N. Hwy 393, LaGrange (Regional Park)

- 108 acres
- Softball fields with concession stands
- Picnic shelters with restrooms
- Lighted basketball courts
- Site of the Oldham County Community/Convention Center & Aquatic Center
- 65 acre fishing lake
- 1 mile running/walking fitness trail
- 2 sand volleyball courts
- Football field with concession stand
- Playground

Westport Park, 6617 Main Street, Westport (Special Use Park)

- 2 acres
- Picnic facilities with grills
- Boat ramp on the Ohio River
- Restroom facilities

54 Acre Multi-Use Park, Highway 146 & N. Highway 393, LaGrange (Community Park)

- Park in development with Oldham County Youth Soccer Association

Private and Semi-Public Facilities

Private Golf Courses

Eagle Creek Country Club (LaGrange)

Glen Oaks Golf Course (Oldham/Jefferson County Line)

Harmony Landing Country Club (Goshen)

Nevel Meade Golf Course (Prospect)

Oldham County Country Club (LaGrange)

Oldham County Golf Center (Crestwood)

Sleepy Hollow Golf Course (Prospect)

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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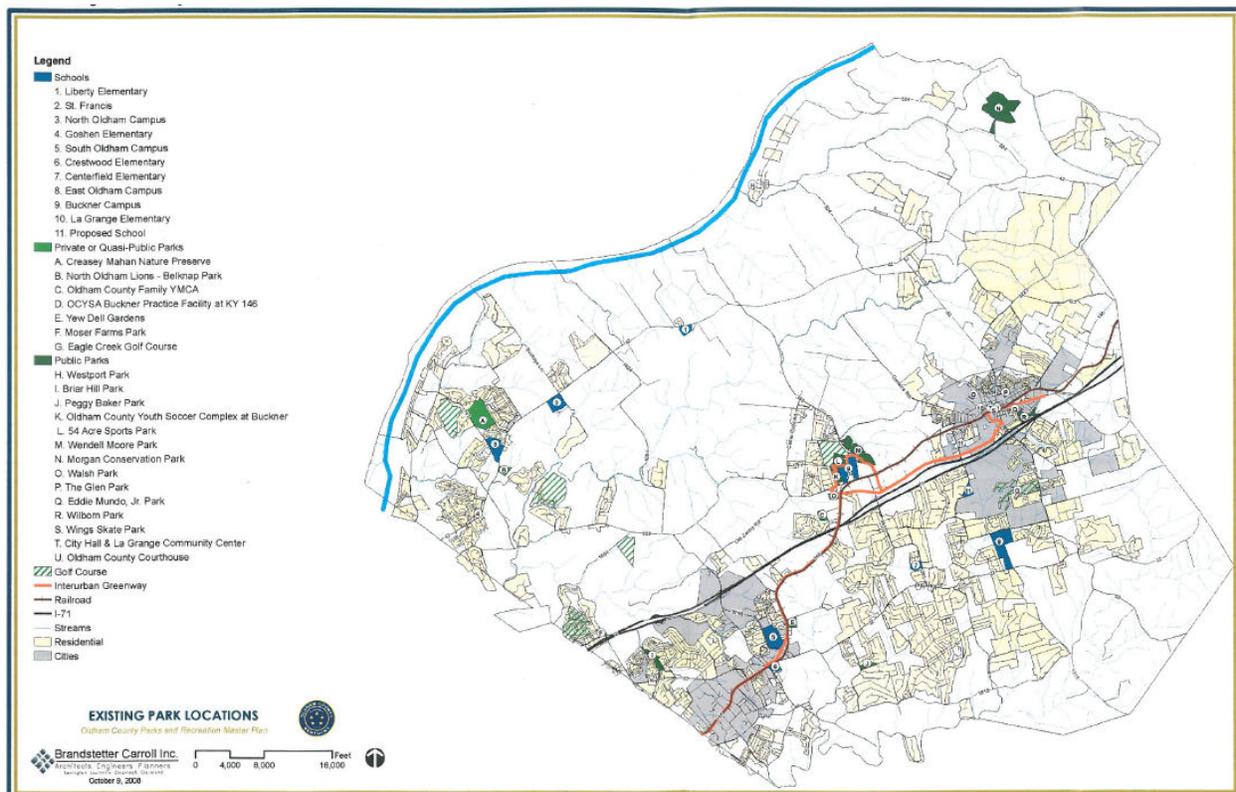
Private Marinas  
Harmony Landing Boat Club  
Tartan's Landing Marina

Creasey-Mahan Nature Preserve – 157 acres

- Nature trails
- Wildlife exhibits
- An old springhouse
- Soccer fields
- Soccer fields
- Field house
- Playground
- Picnic areas

Horner Wildlife Refuge - 200-acres (closed to the public)

**Figure 5.2**  
**Existing Park Locations Map from**  
**Oldham County Parks and Recreation Master Plan (2008)**



Source: Oldham County Parks and Recreation Master Plan (2008)

### Greenways

Greenways are defined as linear open spaces established along natural corridors, such as a riverfront, stream valley, or ridge line; along a railroad right-of-way converted to recreational use, a canal, scenic road; or other route designed and managed for private or public use including protection of wildlife habitat. A greenway is an open space connector linking parks,

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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nature preserves, cultural features, or historic sites with each other and with populated areas. Some greenways are also recognized as viable alternative transportation facilities when they offer connections to homes, workplaces, schools, parks, shopping centers and cultural attractions.

Forming a connected network of open spaces and greenway corridors is a difficult task. Community acceptance is an important factor for the success of greenway programs. Liability, privacy, safety and security should be addressed in order to achieve long-term citizen involvement in the implementation of a greenway system.

Successful greenway programs should address the following issues:

- Protection of significant habitat for wildlife and threatened, endangered, and special concern species;
- Development of a long-term master plan with citizen involvement and public/private partnerships for the management of the greenway system;
- Provision of additional recreational opportunities for citizens to maintain fit and healthy lifestyles; and
- Ensuring that the greenway system provides a safe, secure environment for all persons using greenways.



*Commerce Parkway Bike & Pedestrian Trail*

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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**Schools**

On April 27, 2004 the Oldham County Planning Commission recommended approval of an amendment to the zoning and subdivision regulations that included the creation of school capacity standards. A major element of the school capacity ordinance was that school capacity should be considered during the approval process of new developments and development applications may be denied due to inadequate school capacity. The Oldham County Board of Education was granted authority to calculate the number of students expected to be generated by a proposed development and make a determination as to whether schools could adequately accommodate those numbers. The ordinance allowed for mitigation such as land donation/swapping, contributions to expansion projects, etc. to make up for inadequate capacity. As a result of the construction of new schools and expansions of existing ones, officials no longer have to worry about how to place additional children in classrooms and can once again focus on improving the content of the curriculum.

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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**Table 5.2**  
**School Enrollment Projection Numbers**

SCHOOL	2012-13 (ACTUAL)	2013-14	2014-15	2015-16	2016-17	2017-18
<i>Elementary Schools</i>						
Buckner	451	452	428	422	393	401
Camden	430	424	421	415	406	413
Centerfield	396	386	368	373	367	358
Crestwood	569	580	585	564	553	539
Goshen	686	673	639	627	604	594
Harmony	471	463	458	432	429	425
Kenwood	579	577	564	555	533	526
LaGrange	549	544	546	531	522	505
Liberty*	340	350	323	317	310	294
Locust Grove	636	642	609	598	580	573
Elementary Total	5,107	5,091	4,941	4,834	5,697	4,628
<i>Middle Schools</i>						
East Oldham MS	574	607	633	618	615	606
North Oldham MS	835	801	777	770	768	761
Oldham County MS	850	842	786	750	739	728
South Oldham MS	697	699	712	703	694	685
Middle Total	2,956	2,949	2,908	2,841	2,816	2,780
<i>High Schools</i>						
North Oldham HS	990	985	1,009	1,009	1,050	1,061
Oldham County HS	1,502	1,532	1,556	1,574	1,575	1,577
South Oldham HS	1,194	1,198	1,199	1,195	1,160	1,148
Buckner Alternative HS	53	55	50	59	57	46
High Total	3,739	3,770	3,814	3,837	3,842	3,832
<b>TOTAL ENROLLMENT</b>	<b>11,802</b>	<b>11,810</b>	<b>11,663</b>	<b>11,512</b>	<b>11,355</b>	<b>11,240</b>

\* Liberty Elementary will close after the 2013-14 school year.

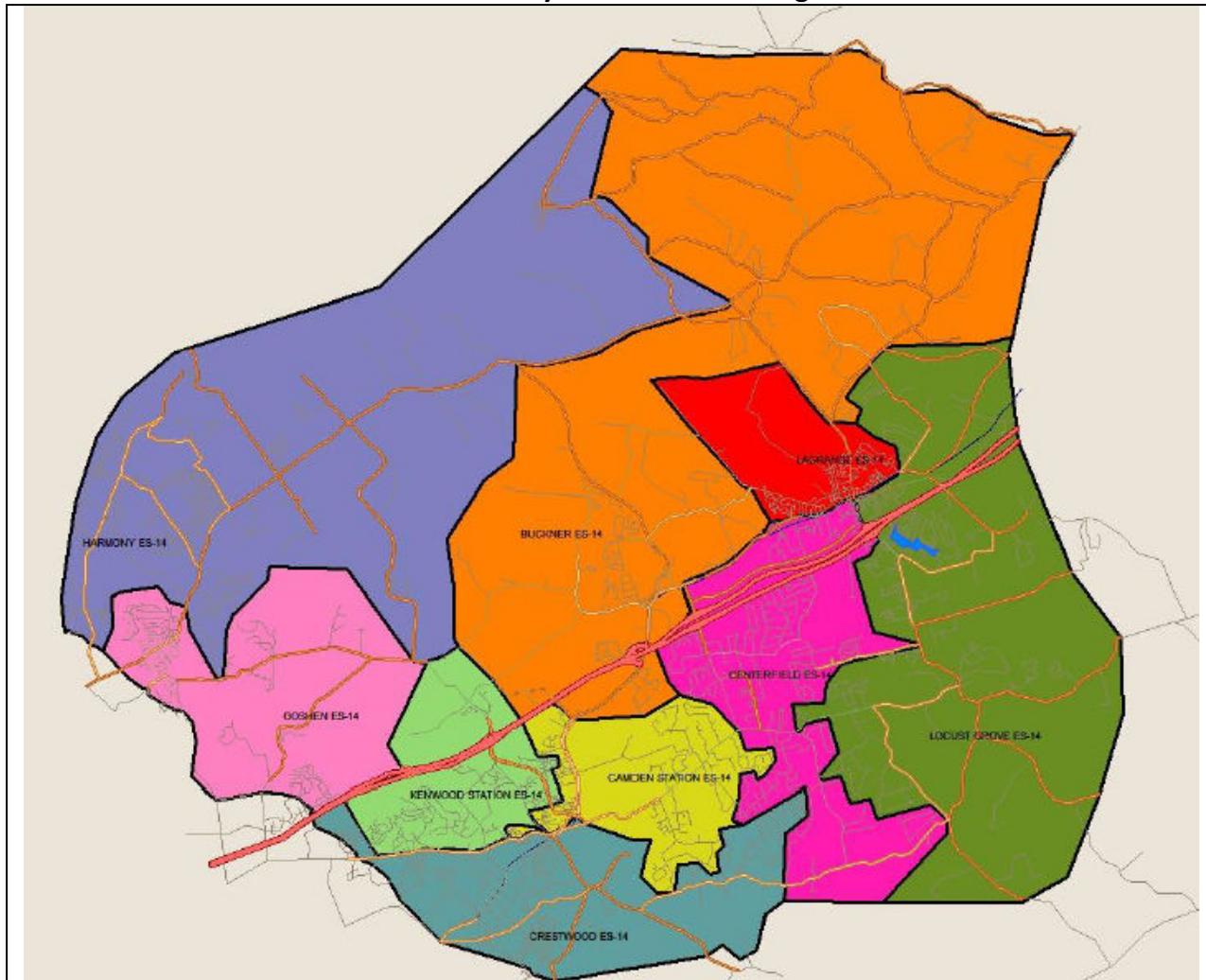
Source: Oldham County Public Schools

The school enrollment projection numbers above were produced in the spring of 2013. The projections are based on the proposed closing of Liberty Elementary after the 2013-14 school year due to the high cost of maintenance and improvements needed to update the aging facility. The proposed Brownsboro Elementary school was originally slated to replace Liberty Elementary in Fall 2014; however, in November 2012 the Oldham County Board of Education voted to suspend the construction of Brownsboro Elementary indefinitely, citing a higher than expected decline in the number of births in Oldham County. The projected decrease in the number of students does not warrant construction of the new school at this time.

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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In November 2013, the Oldham County Board of Education adopted a new redistricting plan which is to be implemented at the beginning of the 2014-15 school year. The new plan is designed to accommodate for the closing of Liberty Elementary while also considering the amount of time students spend on buses and school capacity.

**Table 5.3**  
**2014 Elementary School Redistricting Plan**



Map Color	School	Boundary Enrollment	Capacity	% Capacity
	Buckner	527	525	100.38%
	Camden Station	441	575	76.70%
	Centerfield	443	600	73.83%
	Crestwood	631	700	90.14%
	Goshen	677	700	98.71%

	Harmony	603	600	100.50%
	Kenwood Station	585	625	93.60%
	LaGrange	606	610	99.34%
	Locust Grove	686	700	98.00%

Source: Oldham County Public Schools

*Map Disclaimer: This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

**Solid Waste**

The Oldham County Solid Waste Management Plan 5-Year Update was submitted to the Kentucky Division of Waste Management in 2012. The update is a complete overview of solid waste activities for Oldham County and includes information and evaluations of the county’s collection and disposal systems, recycling/reduction programs, enforcement and public participation and education activities.

On November 2, 2004, the Oldham County Fiscal Court passed an ordinance to establish a franchise area which consists of the unincorporated areas of Oldham County and the City of Crestwood. This franchise agreement includes both residential and commercial collection by one waste hauler. Franchising creates lower rates for citizens and reduces the number of waste hauling trucks on the roadways. Reducing the number of trucks on roadways is beneficial to the county because it lessens road wear and damage, lessens air pollution, reduces fuel usage and makes the roadways safer by simply not having as many large trucks making frequent stops.

There are currently no landfills located in Oldham County. All solid waste that is collected is taken to one of two locations outside of Oldham County: the Valley View Landfill in Sulphur, Kentucky or the Waste Management of Kentucky – Outer Loop Landfill in Louisville, Kentucky.

Oldham County has made significant strides over the years in regards to encouraging recycling throughout the community. Curbside recycling is offered to approximately 95 percent of all households in Oldham County. The Oldham County Solid Waste and Recycling Department has a centrally located drop-off site to collect not only household recyclables but electronics, batteries and inkjet and toner cartridges and hosts events for collecting hazardous household materials (cleaning materials, paint, etc.) and other items throughout the course of each year. There are also currently efforts to establish a permanent drug take-back location at the Oldham County Police Department. This initiative would provide county citizens with a proper means of disposing of medications and assist in the prevention of drug abuse, medication mismanagement and keep medications out of landfills where they can contaminate soil and groundwater sources.

**Table 5.4**  
**Oldham County Recyclables Accepted – 2010**

Item Accepted	Amount	Unit
Antifreeze/Ethyl Glycol	42.71	Gallons
Asphalt	50.00	Tons
Cardboard	235.46	Tons
Co-Mingled Recyclables	772.66	Tons
Compost/Yard Waste	258.22	Tons
Concrete	170.00	Tons
Construction/Demolition Debris	250.00	Tons
Electronic Scrap	72.23	Tons
Glass	42.01	Tons
Lead Acid Batteries	80	Units
Metals Ferrous	150.00	Tons
Metals Non-Ferrous	26.20	Tons
Mixed Residential Paper	97.87	Tons
Motor Oil	47.00	Gallons
Newsprint	179.12	Tons
Office Paper Mixed	2.30	Tons
Paint	1,063.65	Tons
Pesticide Containers	0.36	Tons
Plastic (2-liter bottles)	40.20	Tons
Plastic (milk jugs)	36.53	Tons
Plastic (Nonspecific)	19.31	Tons
Printer Toner Cartridges	535	Units
Steel Cans (tin cans)	18.27	Tons
Tires	31,857	Units
Used Beverage Cans	38.36	Tons

Source: Kentucky Department of Environmental Protection, Division of Waste Management

***Stormwater Management - Oldham County Environmental Authority***

Congress passed the Clean Water Act in 1972. Enforcement of the Clean Water Act and the subsequent amendments is the responsibility of the US Environmental Protection Agency (EPA) at the national level and the Kentucky the Division of Water at the state level. Initial enforcement, called "Phase I", was limited to urban areas with populations of 100,000 or more. Nearly every urban community in the nation has some form of Stormwater Management.

The Municipal Separate Sanitary Storm Sewer (MS4) permit program is the result of the 1987 amendments to the Clean Water Act (CWA), commonly referred to as the Water Quality Act of 1987. In these amendments, Congress mandated the Environmental Protection Agency (EPA) address non-point source pollution in stormwater runoff. EPA was then required to develop a program to permit the discharge of the stormwater from the MS4, from specific industrial activities that it considered to be significant sources of pollution, and from construction site runoff. Oldham County Stormwater Management District (now OCEA) submitted the MS4 Permit reapplication to the Kentucky Division of Water (DOW) in May 2010 on behalf of four Co-Permittees and the City of LaGrange joined in October 2011:

- City of Crestwood
- City of Goshen
- City of LaGrange
- City of Orchard Grass Hills
- City of Riverbluff

As a Phase II community, Oldham County was required to apply for a 5-year permit under the National Pollutant Discharge Elimination System (NPDES) requirements. The focus of these requirements is Oldham County's Municipal Separate Storm Sewer System. The MS4 is any avenue that carries stormwater to a stream, tributary, river or lake. Our responsibilities under the permit are dissemination of information and education to the public, identification of illicit discharges in the MS4 including all discharge points, implementing best practices in a number of areas, and local enforcement responsibilities. We have had to identify levels of each of these and identify the permit year in which they are expected to be implemented.

The Permit reapplication was approved by the Kentucky DOW in March 2010 and is effective from April 1, 2010 through March 31, 2015.

The MS4 Permit is classified into 6 minimum control measures by the Kentucky Division of Water:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post Construction Runoff Controls
- Good Housekeeping / Pollution Prevention

Oldham County Fiscal Court has followed the lead of other communities in developing a Stormwater District with the authority to recommend an assessment fee to Fiscal Court, and a number of additional authorities for communication and compliance with the enforcing authorities. Our initiative is entirely devoted to controlling the quality of stormwater and to

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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protect our county streams from poor water quality. Oldham County is one of sixty-eight (68) MS4 Programs in Kentucky.

The Oldham County Environmental Authority will assess the development of a “gray to green” program to reduce impervious surface area which reduces stormwater runoff and increases the amount of land available for habitat restoration, urban farming and trees. This will include initiatives to minimize or reduce the amount of impervious pavement in construction projects and promote the responsible and creative reuse and recycling of concrete and asphalt. The Authority will research a pilot project to restore one mile of riparian vegetation along a local waterway, the results of which will be shared in a best practices guide book.

Developed runoff can contain a number of pollutants such as suspended solids, trash and oils. Filtration can be an effective means at removal of such pollutants. The Oldham County Environmental Authority will investigate opportunities to collaborate with Oldham County Planning and Development to develop and promote a green infrastructure program that includes filtration designs such as rain gardens, sand filtration beds, grass buffer strips, to list a few. The program would encourage the use of green infrastructure in both redevelopment and new development areas. For example, establishing best practices and cost-neutral options to build green infrastructure elements will help all developers better handle stormwater runoff. In addition, the County and the Authority will use green infrastructure elements in all future projects when feasible and based on the project resources.

Some local businesses are already making efforts to reduce their impact on stormwater runoff through innovative building and site design measures. Pervious concrete is a special type of concrete which contains little or no sand, making it highly permeable with voids that allow water to flow through the material. The use of pervious concrete is among the Best Management Practices (BMPs) recommended by the U.S. Environmental Protection Agency for the management of stormwater runoff on a regional and local basis. This pavement technology creates more efficient land use by eliminating the need for retention ponds, swales, and other stormwater management devices.

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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*Pervious concrete at Citizens Union Bank, LaGrange*

The Citizens Union Bank, which was constructed in 2009 at 2100 South Highway 53 in LaGrange, incorporated a number of measures to help reduce the effects of stormwater runoff from the property. Citizens Union Bank used pervious concrete on all their parking areas, which will allow water to flow through the areas and seep into the ground. Rain gardens were also used around the site to assist with the storage and elimination of runoff. The community could certainly benefit from other businesses following Citizens Union Bank’s lead.

***Wastewater Treatment***

Three entities provide wastewater treatment services to the residents of Oldham County: LaGrange Utility Commission, Metropolitan Sewer District and Oldham County Environmental Authority.

LaGrange Utility Commission

The LaGrange Utility Company (LUC) provides water and wastewater services to approximately 2,700 customers within and adjacent to the LaGrange city limits. LUC operates one wastewater treatment facility (located on New Moody Lane) with a capacity of 0.775 million gallons per day. There are plans in place to increase the treatment plant’s capacity to 1.9 million gallons per day, with an expected project completion date of December 2013.

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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Metropolitan Sewer District

The Metropolitan Sewer District (MSD) provides wastewater services to residents in the Crestwood area. MSD does not operate any treatment facilities in Oldham County, as all collected wastewater is piped into Louisville Metro and treated at the Hite Creek Water Quality Treatment Center (located on Hitt Lane near I-71 and the Jefferson-Oldham County line). The Hite Creek Water Quality Treatment Center was constructed in 1970 and has a treatment capacity of 6.0 million gallons per day.

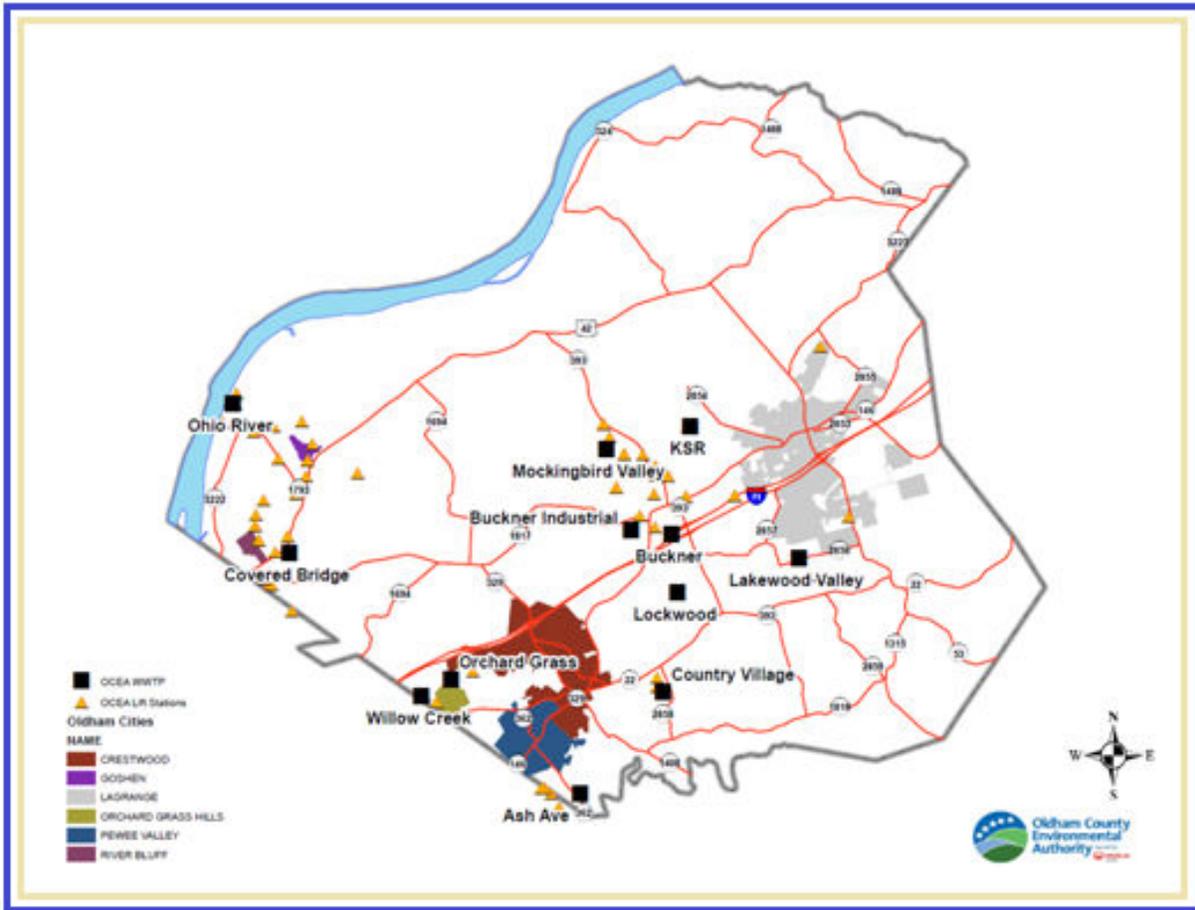
Oldham County Environmental Authority

The Oldham County Environmental Authority (OCEA) provides wastewater services to over 6,000 Oldham County households that do not fall within the service areas of the previously mentioned agencies. The Kentucky Division of Water (DOW) put Oldham County on notice in 2008 for numerous overflows and violations at the packaged treatment plants. The sewer utility was placed under new management in November 2008 by contracting with Veolia Water, who jump started the regionalization plan, eliminated major chronic overflows and dramatically reduced violations at the treatment plants.

The OCEA general service areas include Ash Avenue, Buckner, Country Village, Covered Bridge, LaGrange Department of Corrections facilities, Lakewood Valley, Lockwood Estates, Mockingbird Valley, Ohio River, Orchard Grass, and Willow Creek.

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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**Figure 5.3**  
**Map of the Oldham County Environmental Authority**  
**Wastewater Treatment Plants and Lift Stations**



Source: Oldham County Environmental Authority

*Map Disclaimer: This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

The OCEA owned wastewater treatment plants have a total treatment capacity of 3.5 million gallons per day (MGD).

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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**Table 5.5**  
**Oldham County Environmental Authority**  
**Wastewater Treatment Plants & Design Capacity**

Treatment Plant	Design Capacity (Millions of Gallons per Day)
Ash Avenue	0.300
Buckner Municipal	0.135
Buckner Industrial	0.135
Country Village	0.060
Covered Bridge	0.140
Kentucky State Reformatory (KSR)	0.650
Lakewood Valley	0.100
Lockwood	0.045
Mockingbird Valley	0.040
Ohio River	1.500
Orchard Grass	0.300
Willow Creek	0.140

Source: Oldham County Environmental Authority

The OCEA owns twelve wastewater treatments plants (WWTPs), ten of which are package plants. A package plant refers to an above ground metal structure designed and permitted to temporarily treat wastewater and should come off line when a connection to a permanent sewer plant is available. A majority of the package plants in Oldham County were constructed in the 1960’s and 1970’s and most are currently operating past their average life cycle. OCEA and the Kentucky DOW are in negotiations to place elimination dates on each of the package plants.

The OCEA has funded projects for system improvements that will lead to the elimination of the Buckner Municipal and Buckner Industrial wastewater plants (being rerouted to the KSR facility) within the year, and has a long range plan to regionalize and decommission all package plants. Two other regionalization projects are underway: Orchard Grass/Willow Creek Phase 1, which is the first step in preparation of decommissioning of both package plants and the Covered Bridge WWTP elimination project.

A Facilities Plan Study was started in August 2012 for the Crestwood and South Floyd’s Fork portion of our service area, to be completed by the end of October 2012. This study will lay out

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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a road map for future projects, to include regionalization projects like the decommissioning of Ash Avenue and Orchard Grass wastewater treatment plants. The options chosen and approved by the Kentucky Division of Water will have an impact on the timing and location of sewers in the vicinities of the OCEA’s package plants and the areas that connect them to each other. OCEA is in ongoing negotiations with the Kentucky DOW with regard to its capital plan. When DOW approves the facilities plan, it will approve an agreed order that will stipulate penalties if the facilities plan is not followed.

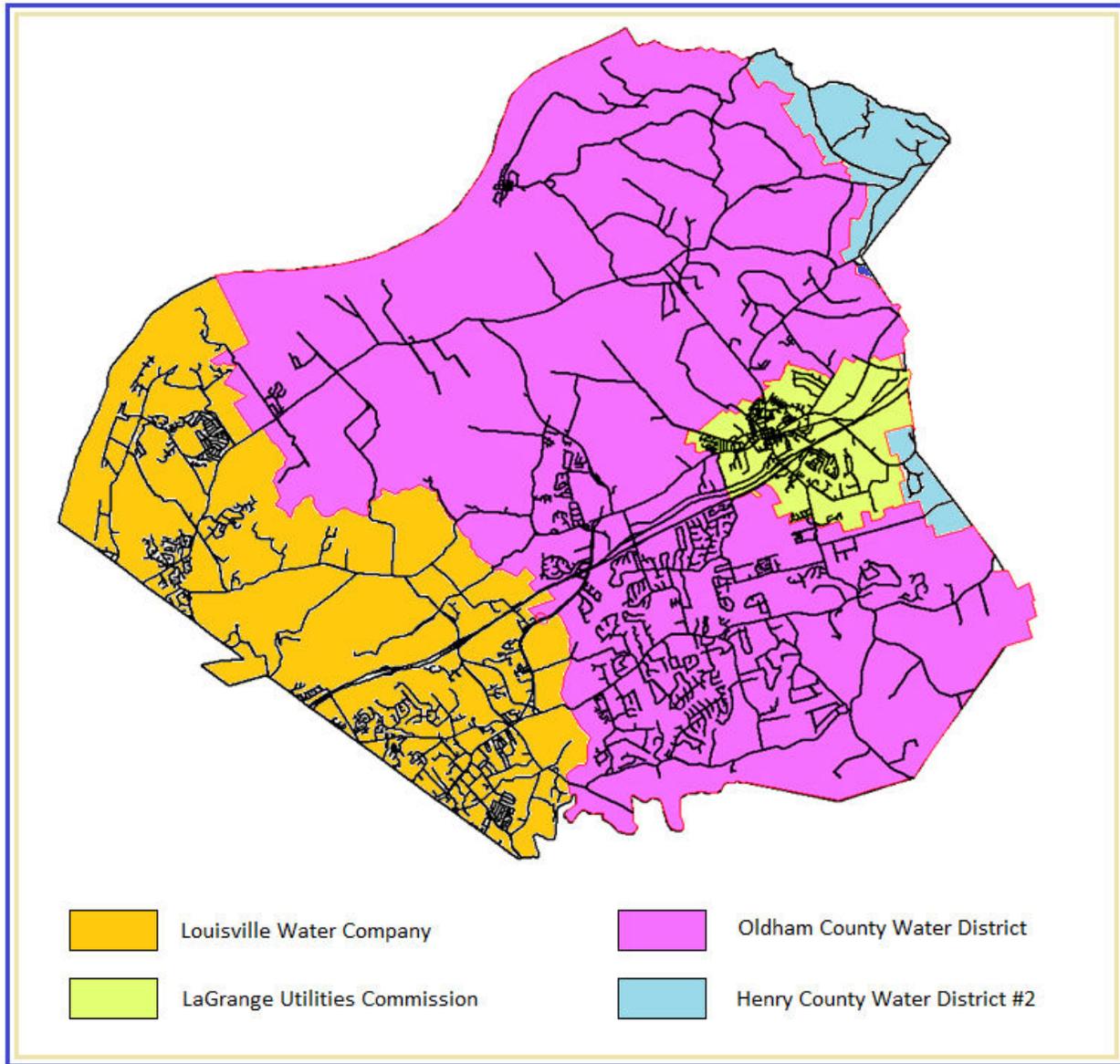
***Water Treatment***

Water is an important part of everyone’s life. Not only is it’s consumption a necessity for all people to continue living, but it is also used for cleaning, fire protection, recreation, etc. The availability of potable water is an important and often overlooked amenity in society.

Oldham County households receive their drinking water from one of four providers: LaGrange Utilities Commission, Louisville Water Company, Henry County Water District #2 or the Oldham County Water District. It is estimated that as much as 5 percent of Oldham County residents still rely on private domestic water supplies (wells, cisterns, etc.).

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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**Figure 5.4**  
**Oldham County Water Provider**  
**Service Areas**



Source: Oldham County Water District

*Map Disclaimer: This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

The Oldham County Water District (OCWD) is the only service provider that withdraws and treats water within the county boundary. The Oldham County Water Treatment Plant withdraws water from the Ohio River and is currently designed with a treatment capacity of 13.0 million gallons per day. The average daily production is approximately 3.54 million gallons

per day. After treatment the water is transported throughout the district to OCWD's 7,700 customers as well as sold to the LaGrange Utilities Commission for distribution to their customers.

Water service is not a development limitation for development since water lines usually follow development instead of preceding it. Typically, the problems that potential developments encounter are undersized water lines, inadequate water pressure rates, and flow rates that are improper for consumption and fire protection. Improvements in the county's water service should be encouraged in order to ensure adequate water pressure, availability and quality. The provision of water service should be routinely evaluated and improved to prevent obsolescence of the water service system.

Future Land Use	Population	Business & Industry	Environment	<b>COMMUNITY FACILITIES</b>	Transportation	Future Considerations
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## Transportation

Oldham County's transportation system is composed of a highway system, residential street system, and a limited miscellaneous transit system. The Kentucky Transportation Cabinet, Oldham County Road Department or the LaGrange Public Works Department maintains the majority of streets and sidewalks in the county system.

The relationship between the county's transportation network and land use development is a close one. A transportation improvement may be necessitated by increased growth, yet upon its completion it may simultaneously stimulate additional growth. On the other hand, uncoordinated transportation improvements or deterioration of roads may limit additional growth. The functionality and appearance of the transportation network significantly contributes to Oldham County's development potential and its quality of life.

In May 2010 Oldham County Planning & Development created a document titled *Road Classification and Proposed Future Roads* designed to classify all current roads in the Oldham County transportation system. The classification system in the document only pertains to Oldham County roads and is separate from the functional classification system maintained by the Kentucky Transportation Cabinet. Roads were assigned one of the following designations: Interstate (1), Arterial (8), Collector (59) or Local (all other roads).

The document also lists five road improvement projects which were identified in the Outlook 2020 Comprehensive Plan as well as four projects which were not included in the original Outlook 2020 Comprehensive Plan which should be considered for inclusion in proposed developments.

Since the development of the *Road Classification and Proposed Future Roads* plan the Kentucky Transportation Cabinet has updated its Six Year Highway Plan for Fiscal Year 2012 to Fiscal Year 2018. Fourteen improvement projects are included in the new Six Year Highway Plan with an estimated cost of \$132,815,240. These projects are listed below along with each project's scheduled construction date and the estimated total amount of funds needed to complete each project.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	<b>TRANSPORTATION</b>	Future Considerations
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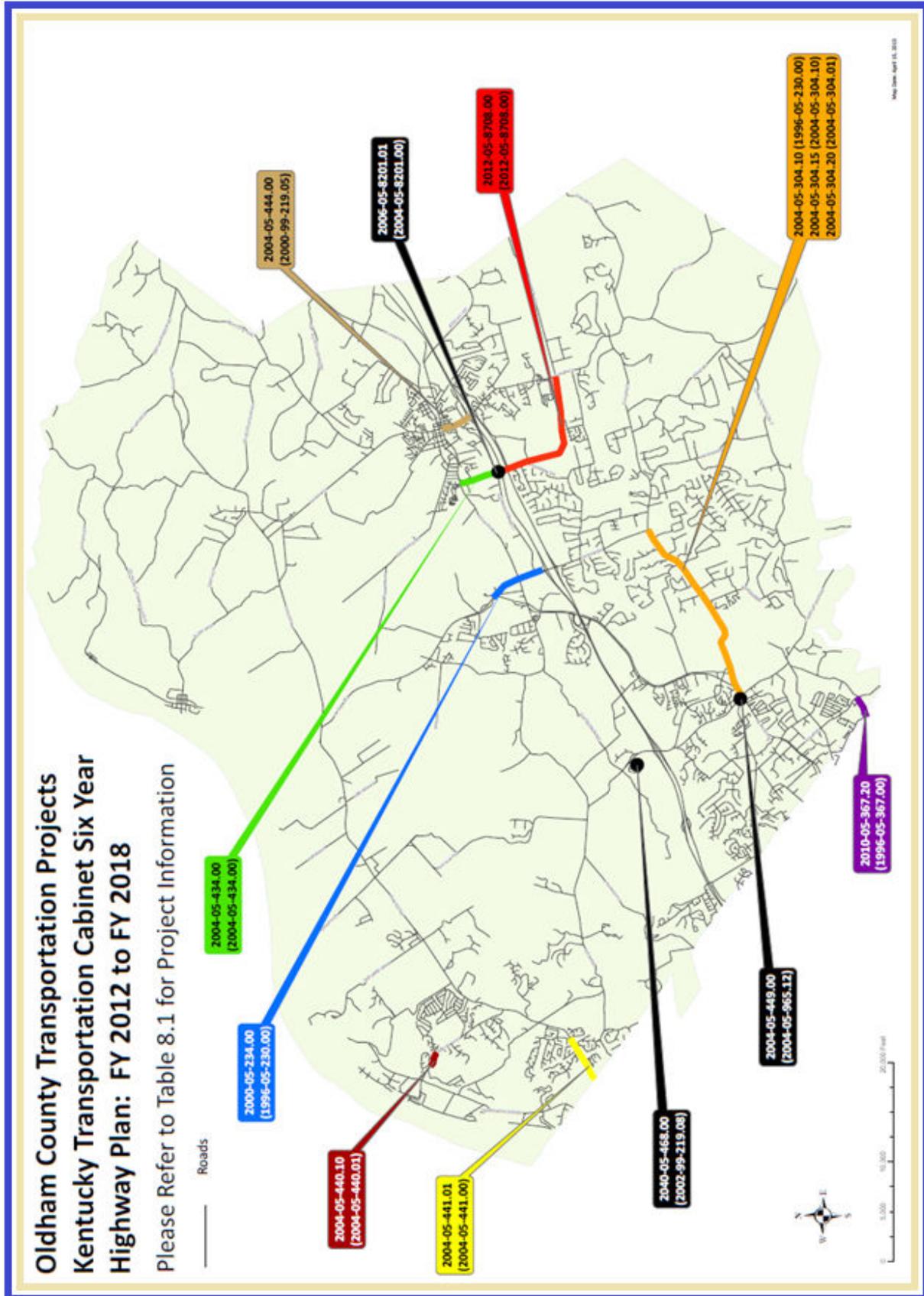
**Table 6.1**  
**Oldham County Transportation Projects Included in**  
**the Kentucky Transportation Cabinet Six Year Highway Plan**  
**FY 2012 to FY 2018**

ITEM NO./ (PARENT NO.)*	PROJECT DESCRIPTION	SCHEDULED CONSTRUCTION	TOTAL AMOUNT
2000-05-234.00 (1996-05-230.00)	KY 393 Reconstruct from northern ramp of I-71 to north of KY 146	FY 2012	\$16,820,000
2004-05-304.10 (1996-05-230.00)	Reconstruct KY 22 from KY 329 to Abbott Lane	FY 2013	\$16,060,000
2004-05-304.15 (2004-05-304.10)	Reconstruct KY 22 from KY-329B to Abbott Lane including the termini intersections of KY 22 at KY 329B and KY 22 at Abbott Lane	FY 2016	\$10,200,000
2004-05-304.20 (1996-05-304.01)	Reconstruct KY 22 to five lanes from Abbott Lane to Proposed KY 393 intersection and continuing with three lanes to existing KY 393	FY 2015	\$18,240,000
2010-05-367.20 (1996-05-367.00)	Extension of Old Henry Road east to Ash Avenue	FY 2014	\$19,050,000
2002-05-410.01 (2000-05-410.00)	Inter-urban greenway: construct a non-motorized corridor from LaGrange to Jefferson County Line	FY 2012	\$440,000
2004-05-434.00 (2004-05-434.00)	Construct an uninterrupted rail underpass west of LaGrange	FY 2014	\$14,290,000
2004-05-440.10 (2004-05-440.01)	Construct sidewalks on KY 1793 from Ridgeview Drive to Settlers Point Trail	FY 2012	\$72,690
2004-05-441.01 (2004-05-441.00)	Reconstruct US 42 from the Jefferson/Oldham County line to Ridgemoor Drive	FY 2014	\$7,630,000
2004-05-444.00 (2000-99-219.05)	Access management and intersection/signal improvements to provide congestion relief on KY 53 from downtown LaGrange to I-71	FY 2012	\$1,120,000
2004-05-449.00 (2004-05-965.12)	Intersection improvement at KY 22 and KY 329 in Crestwood	FY 2013	\$1,870,000
2010-05-468.00 (2002-99-219.08)	Construction of a park and ride facility including a parking lot, shelter, bike lockers, walkways and a 1000' access road located on Apple Patch Way off of KY 329 near I-71 Exit 14 in Crestwood	FY 2012	\$702,551

ITEM NO./ (PARENT NO.)*	PROJECT DESCRIPTION	SCHEDULED CONSTRUCTION	TOTAL AMOUNT
2006-05-8201.01 (2004-05-8201.00)	Construct new I-71 overpass with approaches from Commerce Parkway to Peak Road	FY 2013	\$15,620,000
2012-05-8708.00 (2012-05-8708.00)	Provide a new four lane connector between the new I-71 overpass and KY 53	FY 2014	\$10,700,000
<b>Total Number of Projects: 14</b>			<b>\$132,815,240</b>

\* A project's "Item Number" is the reference number for each individual project listed in the Kentucky Transportation Cabinet's Six Year Highway Plan. The Item Number is unique to a project. The "Parent Number" references a larger scale project which may include a number of smaller projects.

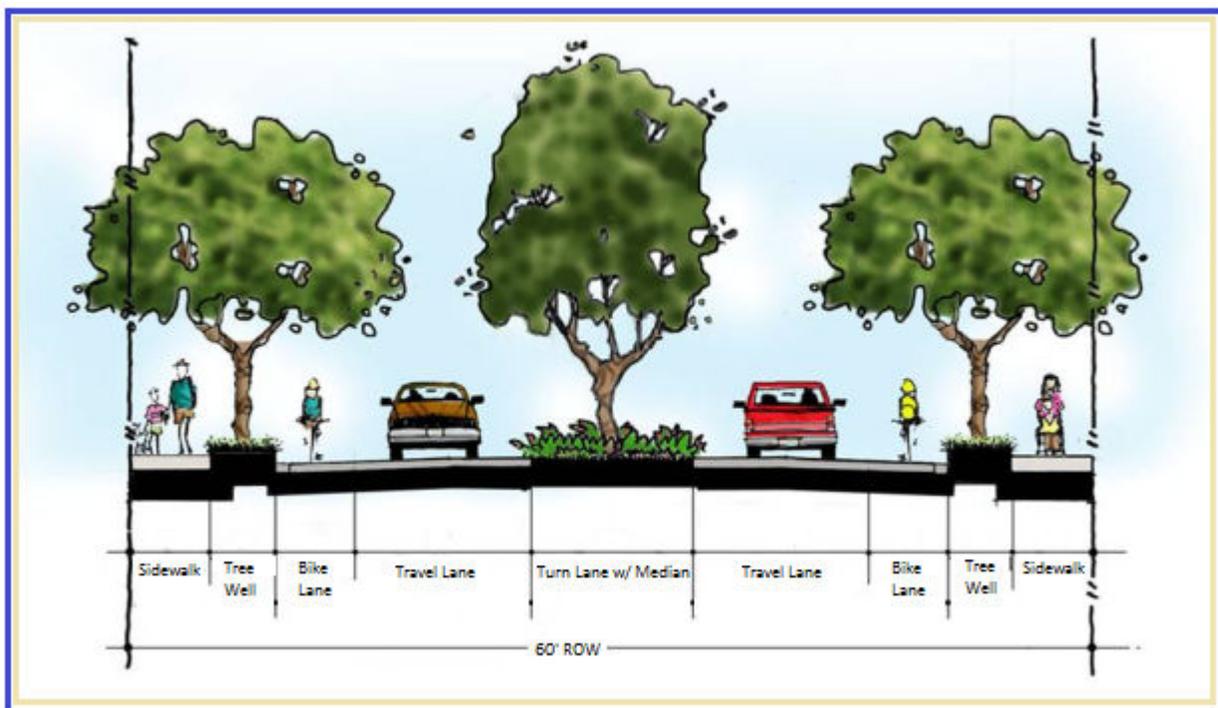
Source: Kentucky Transportation Cabinet



**Complete Streets**

When you think of a road or a road project, what exactly is it that you picture in your head? Do you think of a stretch of asphalt with a lane for cars to travel each direction, possibly even with turning lanes at busy intersections? Do you go so far as to picture crosswalks at these intersections, or even a sidewalk along both sides of the road? Do you push the envelope even further and imagine a designated bike lane as part of the road?

“Complete Streets” are streets that are designed with everyone in mind. Complete Streets enable safe access for users of all ages and abilities to safely move along and across a street whether they are motorists, pedestrians, bicyclists or public transportation users.



*Complete Street Diagram within a 60’ Right-of-Way*

One common misconception about Complete Streets is that they are only practical in large, urban areas. According to the National Complete Streets Coalition, rural communities and small towns tend to have higher concentrations of older adults and low-income citizens, two populations that are less likely to own cars or drive. Limited access to pedestrian and bicycle accommodations can leave these groups at risk of isolation from the community and the economy. Creating safe walking and bicycling options in rural and small town areas helps build a more livable, accessible community for people of all ages, abilities and income levels.

Complete Streets can look different in rural communities than they do in more urbanized areas. For example, roads surrounded by agricultural uses may be “complete” just by simply providing

Future Land Use	Population	Business & Industry	Environment	Community Facilities	<b>TRANSPORTATION</b>	Future Considerations
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wide shoulders to allow safe bicycling and walking and providing connections to regional trail and public transportation networks. Complete Streets are important in helping town centers and Main Streets thrive by improving street connectivity and allowing everyone, whether on foot, bike or public transportation, to reach community focal points.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

**Mass Transportation**

HDP Service Group Inc. is a 501(c)(3) charitable organization whose primary mission is to facilitate and organize services that improve the health and well-being of the elderly, people with disabilities and or those of low income. One of the services provided by HDP is the Oldham County Public Bus (known as Opie). The Opie has one fixed route (a second route was suspended in April 2012) which travels around LaGrange throughout the week (Monday through Friday) from 8:00 a.m. to 4:44 p.m. Ridership is open to everyone and each bus is handicap accessible and equipped with lifts to facilitate wheelchairs. The service sees approximately 60 riders per day and approximately 15,000 passengers annually. The city of LaGrange is currently working to take over the public bus service from HDP Service Group.

The Transit Authority of River City (TARC) offers service between LaGrange and downtown Louisville five days per week with the Oldham I-71 Express (Route 67). Route 67 picks up passengers at one of three designated stops: the Oldham Plaza in LaGrange, the Buckner Park & TARC lot on Commerce Parkway near Exit 18, and at KY 329 near Exit 14 in Crestwood. The stop at KY 329 near Exit 14 will be relocated to the proposed Apple Patch Park & TARC lot once it is completed. The Apple Patch Park & TARC will be a permanent park and ride facility consisting of approximately 126 parking spaces on roughly 3.6 acres. The project will include walkways, bike lockers and a shelter and utilize green building practices such as permeable pavers, bioswales and native plantings, which will allow the project to serve as a model for environmentally friendly development to the community. According to the Kentucky Transportation Cabinet’s Six Year Plan, construction should start on the project in FY 2012.

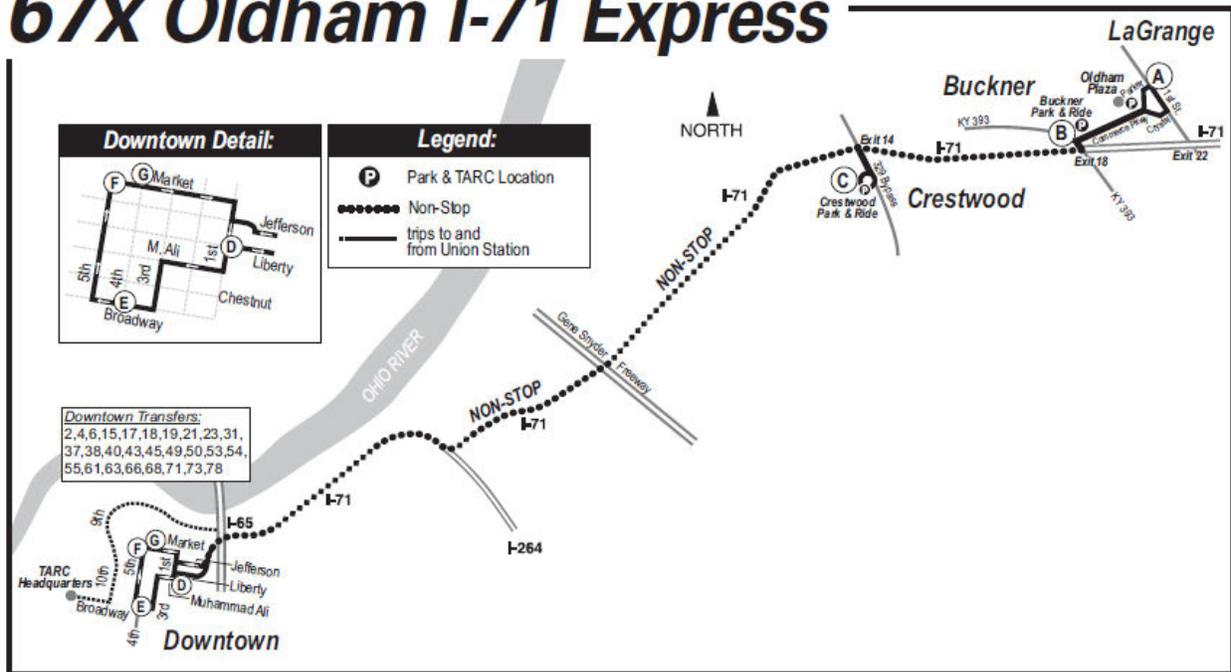
Future Land Use	Population	Business & Industry	Environment	Community Facilities	<b>TRANSPORTATION</b>	Future Considerations
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**Table 6.2**  
**TARC Route 67 Ridership Numbers**  
**January 2011 to December 2012**

MONTH	SERVICE DAYS	AVG. WEEKDAY BOARDINGS	MONTH	SERVICE DAYS	AVG. WEEKDAY BOARDINGS
January 2011	21	193	January 2012	21	210
February 2011	20	201	February 2012	21	196
March 2011	23	210	March 2012	22	159
April 2011	21	181	April 2012	21	147
May 2011	21	201	May 2012	22	161
June 2011	22	159	June 2012	21	135
July 2011	20	159	July 2012	21	125
August 2011	20	172	August 2012	23	144
September 2011	21	226	September 2012	19	135
October 2011	21	210	October 2012	23	134
November 2011	21	160	November 2012	21	119
December 2011	21	148	December 2012	20	108
<b>2011 Total Ridership</b>		<b>46,668</b>	<b>2012 Total Ridership</b>		<b>34,189</b>

Source: Transit Authority of River City

# 67x Oldham I-71 Express



Source: Transit Authority of River City

### ***Bike & Pedestrian***

In 2008, Oldham County Fiscal Court adopted *The Oldham County Bike, Pedestrian and Greenway Trails Master Plan* to serve as a reflection of the community’s strong desire to develop a series of bicycle, pedestrian and greenway trails throughout Oldham County. This plan was developed with the following project goals in mind:

1. Link parks, schools, neighborhoods, and commercial areas throughout the County.
2. Reduce dependency on the automobile.
3. Encourage healthy lifestyles.
4. Improve the Oldham County quality of life.
5. Integrate the Parks and Recreation Master Plan with the recommendations of this plan.
6. Identify resources to assist in funding and implementation.

*The Oldham County Bike, Pedestrian and Greenways Trails Master Plan* includes a review of the benefits of having trails and greenways, potential trail design standards, an action plan as well as potential sources for funding such projects. The highlight of the document is Figure 7 – County-wide Proposed Greenways Plan, which summarizes the overall recommendations for trails, bike lanes, and greenways within the county. These recommended paths are divided into three categories:

Shared-Use Paths – Designated routes where a paved trail or path, wide enough to safely accommodate multiple uses, runs adjacent to the roadway, typically separated from the roadway by a buffer strip. An example of a shared use path is the Commerce Parkway Trail located along the north side of Commerce Parkway from Parker Drive to KY 393.

Bike Lanes – Bike lanes are marked lanes on a roadway which are intended to delineate the right of way assigned to bicyclists and to provide for more predictable movements by bicyclists and motorists. There are currently no demarcated bike lanes in Oldham County.

Shared Roadways – Shared roadways are roads which are specifically designated for use by more experienced bike riders and there are no demarcated lanes specifically for bicycle use. KY 1694 from KY 329 to US Hwy 42 is an example of a designated shared roadway.

### ***Rail***

Rail transit in Oldham County is provided by the CSX railroad track that traverses the entire length of the county. Rail service is a secondary component of the county’s transportation

Future Land Use	Population	Business & Industry	Environment	Community Facilities	<b>TRANSPORTATION</b>	Future Considerations
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network and is primarily limited to providing service to a few industrial land uses. This rail service supplements the county's transportation network and provides Oldham County with an additional economic tie to the Louisville metropolitan area.



*Train going down Main Street, LaGrange*

The CSX railroad track creates a development constraint to numerous sites adjacent to the track, and it creates an impediment to automobile traffic throughout the county (there are approximately 30 trains per day on this line). There are currently two projects which include plans to eliminate track crossings. The KY 393 realignment project includes plans to construct a new rail bridge, lower the elevation of the roadway and allow cars to go under the railroad tracks. There are similar plans being developed as part of the Allen Lane improvement project.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	<b>TRANSPORTATION</b>	Future Considerations
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## Future Considerations

There are a number of ways the county, Planning & Development Services, and the processes associated with this department can continue to improve and function. The following are suggestions for additional studies and/or reviews that may be conducted to help keep Oldham County operating efficiently and to keep up with the ever-changing world of planning and development.

### *Sustainability Audit*

No word is used more in planning circles today than “sustainability,” which has supplanted terms like “New Urbanism” and “Smart Growth.” Of all the definitions and descriptions used for sustainability the U.S. Environmental Protection Agency may describe it best:

“Sustainability is based on a simple principle: Everything that we need for our survival and well-being depends, either directly or indirectly, on our natural environment. Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic and other requirements of present and future generations.”

Many communities are currently conducting “sustainability audits” to help make their regulations more “green” friendly. Oldham County should bring together interested parties to conduct a review of existing zoning ordinance and subdivision regulations to identify antiquated standards that could limit or prohibit sustainable practices in Oldham County. This audit should be driven by objectives that encourage things like decreasing water consumption, reducing the amount of impervious surface, increasing tree canopy and vegetation coverage and biodiversity, and encouraging more energy-efficient practices in construction and transportation. The final goal would not be to develop a new sustainability section of the zoning ordinance, but to incorporate sustainable practices into all aspects of the zoning ordinance.

The best way to encourage such sustainable practices is to lead by example. The local governments of Oldham County should look at ways of reducing energy in existing buildings and incorporating green standards into new construction projects.

In the fall of 2012, the Kentucky Chapter of the US Green Building Council launched their “Green Schools Initiative” to encourage school boards to consider using green construction methods not only when constructing new schools but for school renovation projects as well. The overall goal of the initiative is to have one green school in each Kentucky county within the next twenty years. Introducing these types of methods to the youth of today can only benefit our community as they grow into the leaders of tomorrow.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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In 2009, the state of Kentucky adopted the 2009 International Energy Conservation Code by reference in the updated 2007 Kentucky Building Code. The code went into effect on July 1, 2012 and beginning October 2012 all projects are required to comply with these standards.

Builders and developers should be encouraged to participate in voluntary programs which promote environmentally-friendly and energy efficient construction methods. The following is a partial list of such programs:

ASHRAE (American Society of Heating, Refrigerating and Air-Conditioning Engineers) – ASHRAE is a building technology society which focuses on building systems, energy efficiency, indoor air quality and sustainability within the industry. ASHRAE develops standards for the purpose of establishing consensus for: 1) methods of test for use in commerce and 2) performance criteria for use as facilitators with which to guide the industry. ([www.ashrae.org](http://www.ashrae.org))

Energy Star – Energy Star is a U.S. Environmental Protection Agency (EPA) voluntary program that helps businesses and individuals save money and protect our climate through superior energy efficiency. The Energy Star program has boosted the adoption of energy efficient products, practices, and services through valuable partnerships, objective measurement tools, and consumer education. Energy Star has been instrumental in reducing energy use in order to realize significant greenhouse gas (GHG) emission reductions - contributing to important health and environmental benefits by addressing the challenges of climate change while strengthening our economy. ([www.energystar.gov](http://www.energystar.gov))

Green Globes - The Green Globes system is a revolutionary building environmental design and management tool operated by the Green Building Initiative (GBI). It delivers an online assessment protocol, rating system and guidance for green building design, operation and management. It is interactive, flexible and affordable, and provides market recognition of a building’s environmental attributes through third-party verification. ([www.greenglobes.com](http://www.greenglobes.com))

LEED (Leadership in Energy and Environmental Design) – LEED is a voluntary, consensus-based, market-driven program that provides third-party verification of green buildings. From individual buildings and homes, to entire neighborhoods and communities, LEED is transforming the way built environments are designed, constructed, and operated. LEED provides building owners and operators the tools they need to immediately impact their building’s performance and bottom line, while providing healthy indoor spaces for a building’s occupants. (<http://new.usgbc.org/leed>)

There are currently three LEED certified buildings in Oldham County:

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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- Oldham County Public Library, 308 Yager Avenue, LaGrange (LEED Gold)
- Mason Lane Farms Operating Facility, N. Hwy 1694, Goshen (LEED Silver)
- DHB Office Building (Bluegrass Eye Center), 6400 Westwind Way, Crestwood (LEED Silver)

**National Green Building Standard** - The foremost green rating system for residential construction in the United States, the ICC 700 National Green Building Standard can be used for rating new and remodeled single- and multifamily buildings as well as residential subdivisions. It is the first and only such residential green rating system to have earned the approval of the American National Standards Institute. The third-party verified certification program ensures homes and apartments are built in compliance with the NGBS and focuses on three primary attributes that are highly marketable to today’s consumers:

**Healthy Homes**

- Providing fresh air ventilation that improves indoor air quality
- Limiting pollutants and contaminants in the home
- Preventing moisture problems that can contribute to mold and attract pests

**Lower Operating Costs**

- Reducing utility costs through cost-effective energy and water efficiency practices
- Controlling maintenance costs through durable construction and product selection
- Providing technical and educational resources to ensure the home’s optimum performance

**Sustainable Lifestyle**

- Promoting walkability
- Reducing home maintenance through enhanced durability
- Preserving natural resources through responsible land development practices

***Review of the Comprehensive Zoning Ordinance and Subdivision Regulations***

The current version of the Oldham County Comprehensive Zoning Ordinance and Subdivisions Regulations went into effect on March 1, 2007. Since it took effect there have been a number of slight revisions and additions:

- May 2007 – Changes to definitions of major and minor subdivisions
- October 2007 – Change to Section 270-070 Wastewater Treatment Facility Standards
- December 2008 – Various changes to Oldham County Comprehensive Zoning Ordinance
- August 2009 – Amendment to include Scenic Corridor Design Guidelines for Pewee Valley
- January 2010 – Revisions to the Subdivision Regulations: Performance Guarantees for Soil and Erosion Control

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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- March 2010 – Amendments to Section 090-040 R-4A Residential District Property Development Regulations
- May 2010 – Amend the text of Division 320 Access Management Standards
- October 2010 – Amendment to Section 3.3 of the Subdivision Regulations
- March 2011 – Amendment to Section 250-210 Special Provisions, Sidewalks

As time goes by a number of factors and events occur that necessitate a review of regulations and bring them up-to-speed. Staff recommends reviewing the existing code to update the listed uses in each zoning district to reflect the changes in the way businesses operate, address new businesses which may not have been considered, and to codify administrative interpretations of uses which have been made since the last revisions were made.

Also, there are a number of areas within the zoning ordinance which have been “reserved” since this code was established in Spring 2007. These sections are:

- Division 240 LaGrange Historic Districts
- Section 250-090 Fences and Wall
- Section 250-120 Lighting, Noise and Dust
- Section 250-200 Scenic Corridors (Design Guidelines portion)
- Section 260-090 Commercial Composting
- Section 260-110 Community Residences
- Section 260-130 Contractor’s Equipment Storage
- Section 200-200 Freight Terminals/Similar Enterprises
- Section 260-220 Grain/Feed Storage/Sales
- Section 260-300 Nursing Homes
- Section 260-310 Office Warehouses
- Section 260-320 Private/Utility Buildings/Facilities
- Section 260-370 Riding Academies/Stables
- Section 260-420 Solid Waste Incinerators
- Division 410 Environmental Performance Standards

These potential sections should be reviewed to determine whether they are still needed, and if so, an effort should be made to draft regulations for consideration by the Planning Commission and legislative bodies with zoning authority. Additional emphasis should be placed on developing Section 250-120 Lighting, Noise and Dust and Division 410 Environmental Performance Standards.

One particular trend that needs to be addressed is the growing demand for accessory dwelling units (ADUs). Accessory dwelling units can be defined as “a residential dwelling unit located on

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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the same lot as a single-family dwelling unit, either within the same building as the single-family dwelling unit or in a detached building.” These types of units are commonly referred to as in-law suites, granny flats, shadow units, carriage house, etc. and are becoming a popular living option for the elderly, disabled, empty nesters and young workers. This is very important considering Oldham County’s senior population is expected to double by 2035.

**Table 7.1**  
**Projected Oldham County Senior Population**  
**2010 to 2050**

Year	Projected Senior Population	Projected Percentage of Total Population
2010	5,573	9.2
2015	7,688	11.4
2020	9,984	13.3
2025	12,722	15.4
2030	15,809	17.6
2035	18,705	19.3
2040	21,182	20.5
2045	22,774	20.8
2050	23,873	20.7

Source: University of Louisville, Kentucky State Data Center

According to “Accessory Dwelling Units: Case Study” by the U.S. Department of Housing and Urban Development Office of Policy and Development Research (June 2008), the benefits of allowing accessory dwelling units include:

- ADUs are an inexpensive way for communities to increase their housing supply while also increasing their property tax base;
- ADUs provide practical housing options for the elderly, disabled, empty nesters, and young adults just entering the workforce; and
- ADUs offer an alternative to major zoning changes that can significantly alter neighborhoods.

Many communities across the country, Oldham County included, have zoning regulations which restrict the establishment of accessory dwelling units. Having accessory dwelling units is considered a violation in districts designated for single-family residential use; thus creating a

roadblock to the establishment of such units. Oldham County should develop a strategy to gather public input on the matter, evaluate the existing zoning and subdivision regulations, and look at ways other communities are regulating accessory dwelling units in order to determine the best way to address the growing demand in our community. The following questions are a sample of what needs to be asked if the issue is addressed:

- *Are ADUs a permitted use, only allowed as a conditional use or not allowed at all?*
- *Should ADUs be detached, attached, or both?*
- *What does the building code say about the construction requirements for ADUs?*
- *Should there be a maximum size or ratio to the principal structure/area of the home?*
- *Is owner occupancy required?*

***Evaluate Existing Boards, Committees and Commissions***

It is very important that all boards, committees and commissions periodically review their by-laws, policies and procedures to assure compliance with the Kentucky Regulatory Statutes, Robert’s Rules of Order and other common practices of conducting public meetings. Doing so helps to maximize the results of such meetings and avoid arbitration.

Planning Commission

The Oldham County Planning and Zoning Commission is responsible for reviewing preliminary subdivision plans and zoning map amendments on property throughout Oldham County as well as waivers from the Oldham County Comprehensive Zoning Ordinance and Subdivision Regulations. The Commission is currently composed of fifteen members – two appointees each from the city of LaGrange and city of Pewee Valley, one appointee from the city of Crestwood, and ten appointees from Fiscal Court.

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Alternative Regulations for Zoning Map Amendment

One alternative that could be explored by the Planning Commission is to adopt the Alternative Regulations for Zoning Map Amendment which is described in KRS 100.2111. These regulations have been put in place to allow jurisdictions to minimize the amount of time it takes to get approval for a zoning map amendment. There are currently only two communities who have adopted these revised procedures: Hardin County and Owensboro/Daviess County.

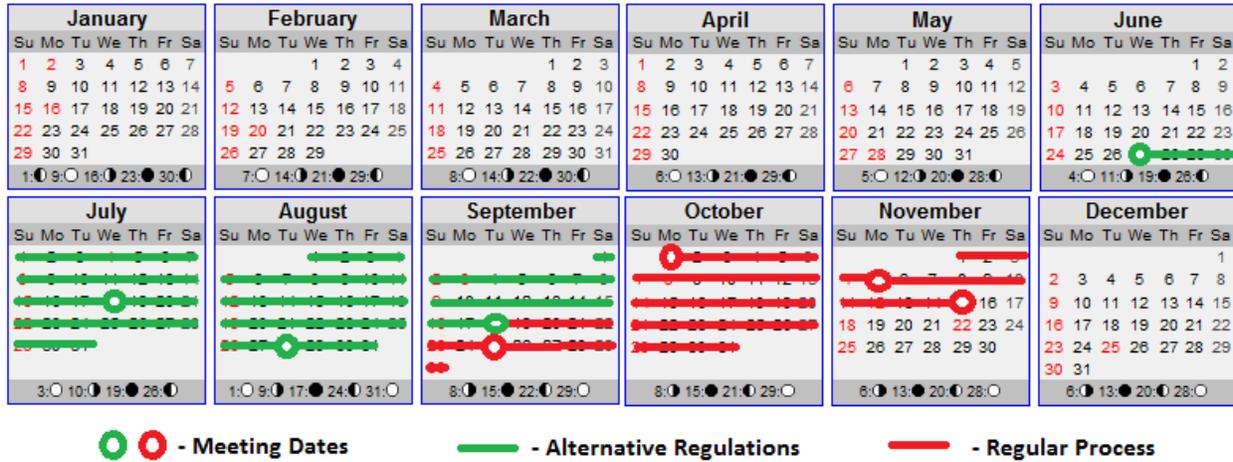
Here is a hypothetical step-by-step overview of what a proposed zoning map amendment would be required to do in 2012:

- Application is submitted for Technical Review Committee (June 27).
- Technical Review Committee meeting (July 18).
- Application is submitted for Planning Commission public hearing (July 25).
- Planning Commission public hearing (August 28).
- Planning Commission approves minutes; transmits minutes to legislative body (September 25).
- First reading of ordinance by legislative body (October 1).
- Public hearing conducted by legislative body (November 5).
- Decision advertised by legislative body within two weeks of decision (November 15).

In this scenario the proposed zoning map amendment spent 142 days in review.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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### Graphic Representation of Zoning Map Amendment Timeframes



The Alternative Regulations for Zoning Map Amendment differs because there is a possibility for proposals to become effective 21 days after the Planning Commission holds their public hearing. The Planning Commission’s recommendation becomes final unless one of two actions takes place:

- 1.) Any aggrieved person files a written request with the planning commission that the final decision shall be made by the appropriate legislative body or fiscal court; or
- 2.) The appropriate legislative body or fiscal court files a notice with the planning commission that the legislative body or fiscal court shall decide the map amendment.

This can be advantageous for cases where there is little to no opposition at the Planning Commission public hearing and where near unanimous recommendations are made to the legislative body. At the same time, the legislative body can still retain control of the proposals future by petitioning the Planning Commission as described in Item 2 above.

Using the same application submittal date of June 27, a zoning map amendment reviewed under the Alternative Regulations for Zoning Map Amendment could potentially be approved in 84 days, which is 57 days sooner than the conventional review method.

#### Board of Adjustments

Boards of Adjustments are regulated by KRS 100.217 through 271 and have the power to hear and decide cases which involve the following:

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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- Interpretation and Administrative Review – where an applicant alleges that there is error in any order, requirement, decision, grant or refusal made by an Administrative Official in the enforcement of the regulations.
- Dimensional Variances – cases in which an existing lot of record is too small to allow fulfillment of the minimum dimensional or yard requirement of the district in which the property is located.
- Conditional Uses – cases to allow the proper integration into the community of uses which are specifically named in the zoning regulations but which may be suitable only in specific locations in the zone and only if certain conditions are met.
- Uses Not Specifically Permitted in Zoning Districts – The Board has the power to determine which uses are of the same general character as uses specifically permitted in zoning districts and thus allow uses in zoning districts which, although not specifically permitted, will not be out of character with other uses in the district.

There are currently three different entities which review variance, conditional use permit and appeal requests: LaGrange Board of Adjustments and Appeals, Oldham County Board of Adjustments and Appeals and the Pewee Valley Board of Adjustments and Appeals (Crestwood chooses to not have a separate board thus all cases within Crestwood city limits go to the Oldham County Board). Each of these boards consists of five members which are appointed by their respective legislative bodies.

Code Enforcement Board

The Oldham County Code Enforcement Board is responsible for reviewing complaints and violations observed by the county enforcement officer. Matters enforced by the Code Enforcement Board include those dealing with planning and zoning, solid waste, nuisance, soil and erosion, residential and commercial alarms, and other regulations that specify a civil penalty and Code Enforcement Board authority.

When a complaint is received, the property owner is sent a notice of violation to make them aware of the issue. If the property owner does not take remedial action then a citation is issued and the complaint may go before the Code Enforcement Board. The Code Enforcement Board conducts a public hearing and may order remedial actions to eliminate the problem, levy a fine or some other action.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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**Tables 7.2**  
**Oldham County Foreclosure Cases**

Year	Number of Opened Cases
2010	286
2011	169
2012	295

Source: Oldham County Circuit Court

One recurring problem surrounding Code Enforcement Board cases is the failed maintenance of properties involved in the foreclosure process. A number of properties have been vacated by their previous owners but because of delays in the court system have not been completely taken back by mortgage lenders. This hole in the system has led to properties that are not being mowed, maintenance concerns on homes, and sometimes vandalism that goes without being addressed. These un-kept properties are an eyesore to the community and can have short-term effects on property values. Planning & Development Services should work with local officials including the Oldham County Circuit Court Commissioner’s office to possibly inventory properties that are in the foreclosure process and try to come up with ways to assist with small property maintenance issues.

Technical Review Committee

The Oldham County Technical Review Committee (TRC) is a committee consisting of local government agencies and private agencies that provide services such as water, sewer, electric, transportation, fire, police, schools and Planning & Development.

The agencies which currently provide such services to Oldham County are as follows: Kentucky Transportation Cabinet, LaGrange Public Works, Oldham County Engineer, Oldham County Health Department, Natural Resources Conservation Services, AT&T, LG&E, Kentucky Utilities Company, Shelby Energy Cooperative, Oldham County GIS, Oldham County Police Department, LaGrange Utilities Commission, Louisville Water Company, Oldham County Water District, Metropolitan Sewer District, Oldham County Environmental Authority, Ballardsville Fire Department, Harrods Creek Fire Department, LaGrange Fire Department, North Oldham Fire Department, South Oldham Fire Department, Pewee Valley Fire Department, Westport Fire Department, Worthington Fire Department, Oldham County Board of Education and the Oldham County Traffic Consultant.

The purpose of the Technical Review Committee is to review development proposals such as zoning map amendments, development plans, and preliminary subdivision plans and provide technical comments aimed at assuring compliance with the zoning and subdivision regulations and infrastructure availability. The committee provides feedback to applicants to help resolve

potential issues before plans go to public hearings conducted by the Planning Commission and/or legislative bodies.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	<b>FUTURE CONSIDERATIONS</b>
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