



# BROWNSBORO

## *Master Plan*

FINAL DRAFT

August, 2008



## **Executive Summary**

Since June 26, 2006, with the invaluable guidance from the Oldham County Planning & Zoning staff, the Brownsboro Master Plan Task Force has developed the following Master Plan. The Task Force has heard from experts on trends, plans and/or forecasts related to land use, the environment, transportation, public services, community character, population, housing, economic characteristics, etc. Following is a solid future vision with recommendations and alternatives as we usher the largely rural, environmentally sensitive and historic Brownsboro Planning Area (BPA) into the 21<sup>st</sup> century.

This written product memorializes countless hours of dedicated work and is meant to guide county officials for the next 5-20 years. Based upon the numerous briefings and coupled with staff research analyses, this report gives Brownsboro residents, developers, businesses and government officials a meaningful interpretation of the issues, challenges, and opportunities facing the Brownsboro Planning Area. The recommendations contained within this final document are presented pursuant to Kentucky Revised Statute: Chapter 100 and for presentation to the Planning Commission and County Government for consideration and adoption: <http://www.lrc.ky.gov/KRS/100-00/CHAPTER.HTM>

Reference is often made within this report to the “technical document” which provides more in-depth background information. The Master Plan report and the technical document will both be available at the Planning & Zoning Office, 100 West Jefferson Street, LaGrange, Kentucky 40031. The Master Plan report will be available online at [www.oldhamcounty.net](http://www.oldhamcounty.net).

## ACKNOWLEDGEMENTS

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**LIST OF SPEAKERS  
FOR THE BROWNSBORO MASTER PLAN**

1. Randall Arendt, a nationally renowned planner and landscape architect
2. Kurt Mason, Natural Resources Conservation Service
3. Greg Lewis, Oldham County Health Department
4. Vince Bowlin and Mr. Tom Davis, Oldham County Sewer District (OCSD)
5. Rachel Kennedy, Site Identification Program Manager, Kentucky Heritage Council
6. Billy Van Pelt, Program Administrative Officer, Purchase of Development Rights Program and Rural Service Area Land Management
7. John Callihan, P.E., Planning Branch Manager, Kentucky Transportation Cabinet, District 5
8. Beth Stuber, P.E., Oldham County Engineer,
9. Doug Wampler, Update on Oldham County Vision Council process and recommendations
10. Mike Smiley, Landscape Architect, Environs, Inc.
11. Pat Hoagland, Bicycle, Pedestrian and Greenways Master Plan Consultant, Brandstetter Carroll, Inc.
12. Katie Holmes, Watershed Program Director, Kentucky Waterways Alliance

## CHAPTER ONE: INTRODUCTIONS

### BROWNSBORO AREA MASTER PLAN PURPOSE

The authority for producing a Master Plan for the Brownsboro Area is derived from the Kentucky Revised Statute: Chapter 100, which states that every planning unit<sup>1</sup> shall provide a comprehensive plan, which shall guide public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. The current Oldham County Comprehensive Plan, *Outlook 2020: The Future by Design*, was adopted by Oldham County's legislative bodies in 2002, and readopted in 2007 as required by KRS 100.197.

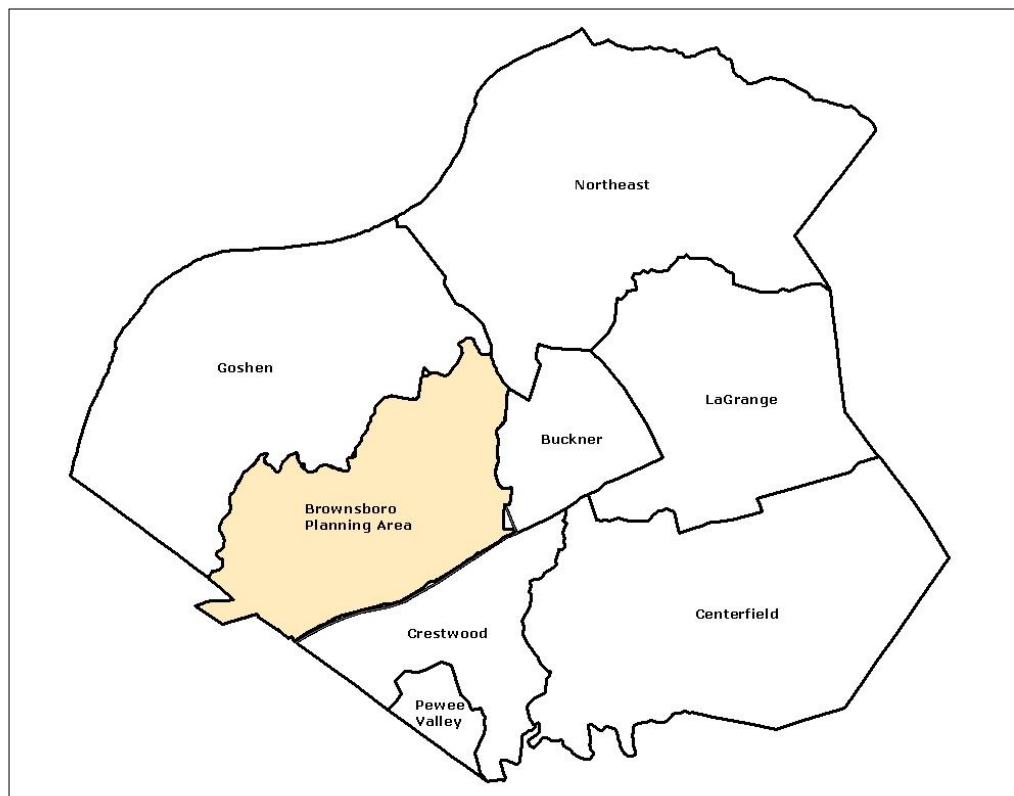


Figure 1.1, Eight planning areas within Oldham County

*Outlook 2020* calls for the preparation of master plans for each of the eight planning areas within the county. The area master plans are to be designed to be more responsive to local needs and issues than the broader Comprehensive Plan. The completed Brownsboro Area Master Plan is consistent with the Comprehensive Plan and, upon adoption, will augment it. It is the first of the eight master plans called for by *Outlook 2020*.

The plan is used by the Oldham County Planning & Zoning (OCPZ) Commission to make

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<sup>1</sup> According to KRS 100.111, "Planning unit" means any city, county, or consolidated local government, or any combination of cities, counties, or parts of counties, or parts of consolidated local governments engaged in planning operations.

recommendations to appropriate county legislative bodies regarding zoning map amendments, subdivision approvals, and other development review decisions. Current zoning in place is not affected by the adoption of this plan. Recommendations within the plan describe tools for implementing the Master Plan, as well as for monitoring its development.

## BROWNSBORO PLANNING AREA DEFINED

The Brownsboro Planning Area is located in the western edge of Oldham County and is generally bounded by Interstate 71 to the south, Harrods Creek to the north, the Buckner area to the east, and the Jefferson County line to the west.

For the purpose of environmental resource analysis, the Brownsboro Planning Area is extended north to Highway 42 to address the north and south portions of the Harrods Creek watershed. This area is referred to as the Brownsboro Extended Planning Area. Figure 1.2 reflects the Brownsboro Planning Area including the Brownsboro Extended Planning Area.

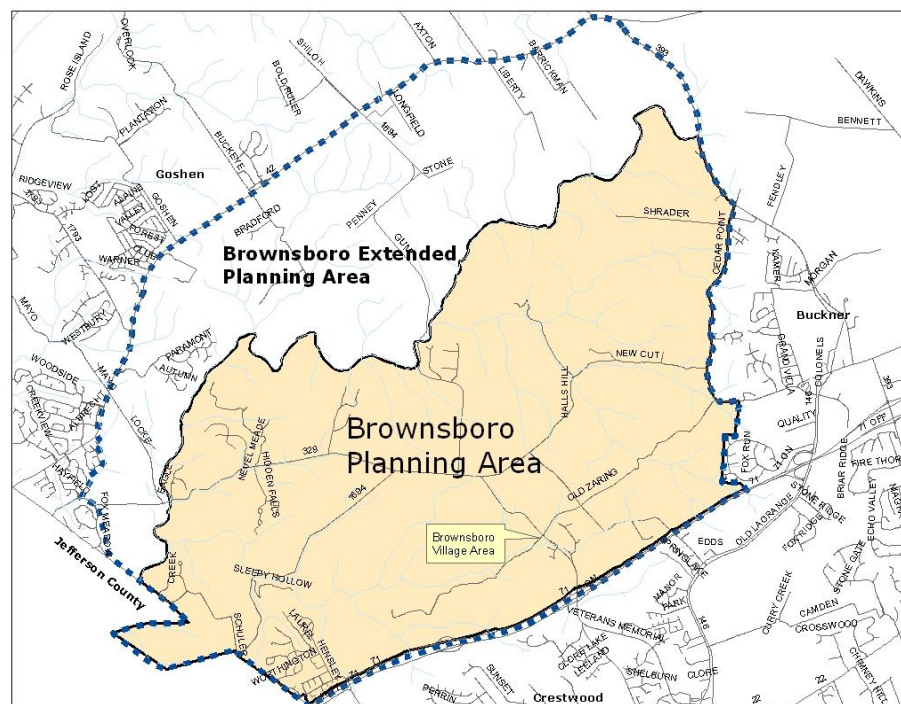


Figure 1.2, Brownsboro Planning Area and Brownsboro Extended Planning Area

## BACKGROUND

Brownsboro is a community at a crossroads. The Brownsboro Planning Area is largely rural with a significant number of large tracts of land that provide the agricultural character that has dominated the area since its founding in the late 1700s. There are a number of farming and equine operations throughout the planning area, with approximately 3,000 acres categorized as agricultural districts. Currently, 82 percent of existing land use comprises parcels of 20 acres or greater. Parcels comprising 50 acres or more total over 10,500 acres of the planning area's 15,099 acres (70 percent).

The unincorporated village of Brownsboro, located in the center of the planning area with

easy access to I-71, includes the majority of the very few commercial and industrial operations in the planning area. Many of the village establishments currently present inconsistent visual appearances.

The Brownsboro Planning Area, like Oldham County as a whole, has experienced significant growth over the past 20 years. The planning area experienced higher population growth rates than Oldham County during the 1990s with the trend continuing to the present. The Brownsboro area population increased by 55.4 percent during the 1990s compared to the county's overall percentage increase of 38.8. The increase in housing units (52.3 percent) also outpaced the county's overall housing stock increase of 38.7 percent. The growth rates of population and housing for the Brownsboro Planning Area have accelerated since the 2000 census. Residential building permits since 2000 are estimated at 522, with an average of 87 units built per year.

Growth within the Brownsboro Planning Area has largely been concentrated in the southwest corridor comprising the GlenOaks, Moser Farms, and Reserve of Sleepy Hollow developments, and to a much lesser extent in the Brownsboro Village area and in scattered subdivisions along Highway 329. Developments approved during the past few years include the Norton Commons Oldham County section (257 homes in the southwest section) and the Reserves of Deer Fields (199 units in the northeast section of the planning area) and Celebration Park at Apple Patch in the Brownsboro Village area (76 single-family homes and 54 multifamily units). These and other developments total 641 housing units planned for completion by 2012.

Development pressures coupled with community desires to retain the rural character of the area have spurred interest by local residents, business owners, and local developers to find ways to manage growth and future redevelopment in the Brownsboro Village area in a way that respects the area's character while accommodating future growth.

Eighteen months after the planning process began, the following document represents the master planning committee's long-term vision with goals, objectives, and recommendations to support the vision and guide future development with suggested time frames and designated responsibilities for implementation of the overall plan.



## THE BROWNSBORO AREA MASTER PLAN PROCESS

Kickoff: June 26, 2006

### VISION STATEMENT

The meeting attendees developed a rough draft of a Vision Statement that was refined in later meetings and is as follows:

*The Brownsboro Planning Area is a unique, environmentally sensitive, rural community with connected greenways, designated growth areas, well-planned infrastructure and design elements, all of which protect the Harrods Creek watershed and respect local character. The Brownsboro Planning Area includes diverse housing, small businesses, farmland, equine activity, scenic views and village centers compatible with small town living.*

The OCPZ staff selected the Brownsboro Area for its initial master planning process in early 2006 due to its past and projected development pressures and the willingness of its residents to participate in the planning process. The OCPZ office organized the official Brownsboro Master Plan Kickoff meeting on June 26, 2006, at the Brownsboro Community Center. Over 1,200 invitations were sent by U.S. Post to Brownsboro and surrounding area households and more than 80 Brownsboro-area residents attended the official kickoff. The staff led a visioning session, conducted a visual preference survey, and distributed a community survey. The survey was mailed to a representative sample of residents, homeowners' associations, and posted on the Oldham County website. The survey was also made available at other public meetings throughout the summer and fall of 2006.

### TASK FORCE AND SUBCOMMITTEES: ORGANIZING TO CONDUCT PLANNING PROCESS

Public involvement in any planning process is critical and ensures the best possible outcome. Throughout the entire 18 months, every opportunity was taken to gain official and public awareness and input. All task force, subcommittee, and general public meetings were open to the public and the OCPZ staff periodically provided updates to the Planning Commission on the progress of the master plan participants. The plan's progress and key work products were presented to the public at meetings held on:

- June 26, 2006: Project Kickoff, Visual Survey, and community visioning development session, Brownsboro Community Center.
- October 30, 2006: Open House at the John Black Community Center, Buckner.
- March 20, 2007: Review of Randall Arendt's Brownsboro Village Master Plan concept, Brownsboro Community Center.
- December 3, 2007: Open House at the John Black Community Center, Buckner.





From the June 2006 Kick-off meeting, 23 citizens, including residents, local business persons, and magistrates, who serve the planning area, selected OCPZ commissioners and developers volunteered to serve on the Brownsboro Area Master Plan Task Force. The role of the task force was to frame issues, provide local knowledge, and develop goals, objectives, and recommendations for four main study areas: Community Character, Environmental Resources, Transportation, and Land Use.

The Task Force met nearly every month from the project's kick-off month. The Task Force first organized by forming four subcommittees to examine in detail each of the four main functional areas of the plan. The OCPZ staff worked closely with the task force and subcommittees providing guidance as well as technical and administrative assistance throughout the process.

The subcommittees developed integrated and coordinated goals and objectives which were agreed to by all Task Force members. These goals and objectives, along with the results of the initial data collection and analysis, were presented to the public for comment and questions at an open house conducted by the OCPZ staff on October 30, 2006.

In March 2007, Randall Arendt, a nationally renowned planner and landscape architect, developed a potential long-range Brownsboro Village plan. Included in the plan were mixed-use development within the village area (commercial/industrial, single-family, and multifamily); community facilities; integrated trails and open spaces; and the recommendation for a signature entrance into Brownsboro with a boulevard for visual enhancement of the village and for traffic calming and safety.

At the conclusion of the planning process, a third public meeting was held December 3, 2007, to present the results of the Task Force's efforts to date. A complete listing of all meeting notices, materials, handouts, and media coverage is available in the technical document.

## THE COLLECTION EFFORT

The first step in the process of developing the area plan was to conduct an inventory of the study area and develop an understanding of its demographics, housing, commerce and natural resources. Over the planning process, the OCPZ staff arranged for a number of experts to provide necessary background information to the Task Force to include:

- The USDA Natural Resources Conservation Service provided prime farmland and soils data
- The Oldham County Sewer District outlined current sewer deployments and future plans
- The Oldham County Health Department provided information and limitations of septic systems within the planning area
- The Kentucky Heritage Council provided information on the history of the area and the planning area's nine properties on the National Historic Register
- The Kentucky Transportation Department provided information on planned road improvements in the area
- The consultant developing the county's updated master plans for trails and open spaces provided information and recommendations to develop Brownsboro-area routes integrated into the overall county plans
- Additionally, the staff provided considerable analysis and data regarding the area's watershed, steep slopes, transportation plans, land use and zoning, local utility and infrastructure plans and community character.

## ANALYSIS

Characteristics typifying the Brownsboro area, as determined by the community in the initial survey were identified. Existing land use and zoning; available and planned infrastructure; environmental resources and existing zoning of properties were analyzed to identify alternatives and recommendations. Additionally, pedestrian, bike, and vehicular circulation patterns were studied to identify areas for future links, access, improvements, and connected trails. The Task Force considered scenarios for the location, size, and potential land uses for a future Brownsboro Village area. Since the Harrods Creek watershed covers nearly all of the Brownsboro Planning area, recommendations to protect this key natural resource and asset were considered an important element within the four functional areas.

## MAPPING

The OCPZ staff mapped the data to provide visual tools for assessing and analyzing the wide range of information collected, including development patterns and trends. Key inventory and analysis maps are found in the appendix and in the technical document at the OCPZ office and on the OCPZ website.

To identify areas of potential development in the planning area, the Task Force analyzed plans for future infrastructure development including water, sewer, and roads. The extension of the sanitary sewer system is anticipated as the Crestwood extensions move north through the Brownsboro village area to support the mixed-use village center concept recommended in this report.

In addition, the Task Force considered plans for the potential addition of an I-71 interchange at Haunz Lane and developed recommendations for incorporating guidelines for development in and around this potential Interchange Gateway Area and the interchange at Exit 14.

## BROWNSBORO AREA MASTER PLAN ADOPTION PROCESS

- Oldham County Planning and Zoning Study Review Committee review and recommendations for Planning and Zoning Commission (insert date).
- Planning and Zoning Commission review and adoption (insert date).
- Oldham County Fiscal Court review and adoption (insert date).
- City of Crestwood review and adoption (insert date).

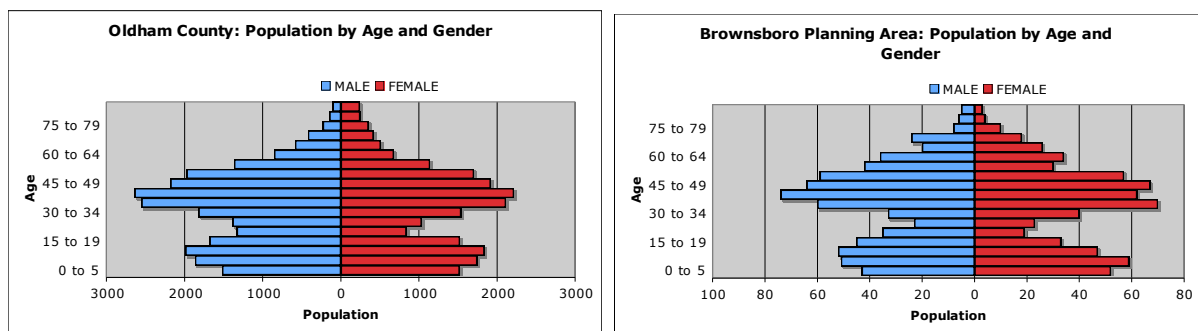
## CHAPTER TWO: POPULATION, HOUSING AND ECONOMIC CHARACTERISTICS, TRENDS AND FORECASTS

This chapter documents the present (as of the 2000 census) demographics of the Brownsboro Planning Area, including factors such as: overall population, racial/ethnic makeup, age and gender of population, average size of households and families, housing characteristics such as rental vs. ownership and occupancy rates, number of single and multi-unit structures, value of housing units, household and per-capita income, and travel characteristics such as commute time and whether or not people carpool or take public transportation to work (as opposed to driving alone in their own vehicle). In many cases these demographics are compared to the demographics of Oldham County as a whole. This report also analyzes the development trends since the 2000 census and provides population and housing forecasts for the Brownsboro Planning Area in 2030. More detailed analysis of the population, housing and economic characteristics for the Brownsboro Planning Area is located in the technical document.

### POPULATION CHARACTERISTICS

As of the 2000 census, the population in the Brownsboro Planning Area was 1,334 accounting for only three percent of the total population of Oldham County. By comparison, the Brownsboro land area accounts for more than 13% of the land area in Oldham County.

The population of the Brownsboro Planning Area is predominantly white, more so even than Oldham County as a whole. The Brownsboro Planning Area's population trends are similar to Oldham County's by age and gender, though it shows a more equitable distribution of males and females than does Oldham County (which has a somewhat disproportional number of males due to the presence of the penitentiary). The Brownsboro Planning Area shows a somewhat older population on average than Oldham County as a whole. Both the Brownsboro Planning Area and Oldham County reflect a relatively smaller twenty-something population (especially among females) than Kentucky as a whole.



Source: US Census Bureau; Brownsboro Planning Area by 2000 Census Block

Families and household sizes are slightly larger in the Brownsboro Planning Area than they are in the rest of Oldham County.

#### Household Size:

Oldham County	2.85
Brownsboro Planning Area	2.98

Source: US Census Bureau

#### Family Size:

Oldham County	3.17
Brownsboro Planning Area	3.23

Source: US Census Bureau

## HOUSING AND INCOME CHARACTERISTICS

As of the 2000 census, the Brownsboro Planning Area comprised around three percent (512) of the total housing units in Oldham County, although the rate of housing construction has increased since that time. Only six percent (31) of the housing units in the area at that time were vacant. Eighty-two percent (419) were owner-occupied, and twelve percent (63) were renter-occupied.

Single-family, detached housing accounts for a full 97% of housing stock in the planning area, as compared to only 89% in Oldham County. There are no structures with three or more units, as compared to six percent of structures in Oldham County as a whole.

The Brownsboro Planning Area has a significantly more valuable owner-occupied housing stock than Oldham County as a whole. The median home value in the area is \$218,000, as compared to \$158,700 for the county as of the 2000 census.

The Brownsboro Planning Area showed relatively fewer households earning the lowest levels of income and substantially more households earning the highest levels of income (\$200,000+/year). The median household income for the planning area was substantially higher than that for the county as a whole: \$85,000/year vs. \$63,229/year. Per-capita income was also nearly \$10,000/year higher on average than for the county as a whole.

## EMPLOYMENT AND TRAVEL CHARACTERISTICS

In Oldham County, a full two-thirds of workers commute to another county (usually Jefferson County) with only one-third working inside Oldham County. The median commute time is the same for both the Brownsboro Planning Area and the county: 25-29 minutes. Similar to Oldham County as a whole, 93% of workers take a private vehicle to work, 5% work at home, and a very small fraction take alternative means such as public transportation, although a full two percent walked to work. Of those residents who commuted in a private vehicle, only six percent chose to carpool, as opposed to nine percent for the county.

## DEVELOPMENT TRENDS SINCE THE 2000 CENSUS

During the 1990s, Oldham County experienced tremendous growth in population and housing and became one of the fastest growing counties in the Commonwealth of Kentucky. During the same period of time, the Brownsboro Planning Area experienced even higher population and housing growth rates than those of Oldham County. Population and housing grew more than 50% in the Brownsboro Planning Area compared to about 39% in Oldham County during the 1990s.

Since Census 2000, it seems that the growth rates of population and housing for the Brownsboro Planning Area have accelerated. Based on the residential building permits for the Brownsboro Planning Area, the area grew about 80-90 new housing units per year since 2000 with an average of 87. Although the number of housing units in 2000 was 512 in the Brownsboro Planning Area, it may have doubled by 2006 with a total number of housing units estimated at 1,034.

This housing boom in the Brownsboro Planning Area is likely to continue in the next few years. Existing subdivisions such as GlenOaks and Harrods Crossing will continue to build new housing units until they are completely built out. At the same time, more new subdivisions will start. Recently approved new subdivisions will add an additional 641

housing units by 2012. These subdivisions include Celebration Park at Apple Patch, Norton Commons, Hidden Falls, the Woods of Harrods Creek and the Reserves of Deer Fields.

#### POPULATION AND HOUSING FORECASTS FOR 2030

Population and housing forecasts for the Brownsboro Planning Area are based on historic development trends and the Kentuckiana Regional Planning & Development Agency's (KIPDA) forecasts.

The following table summarizes the 2000 census, 2006 estimates, and 2030 forecasts of the population, and the number of households and housing units in the Brownsboro Planning Area. It is estimated that the population, the number of households and housing units have doubled between 2000 and 2006 in the Brownsboro Planning Area. It is likely that they will double again between 2006 and 2030. Detailed population and housing analyses are available in the technical document.

	2000 Census	2006 Estimate	2030 Forecast
Housing Units	512	1,034	2,183
Households	482	973	2,055
Population	1,334	2,694	5,275

*\*Source: US Census Bureau, Oldham County Planning and Zoning, KIPDA 2030 Forecasts*

### **CHAPTER THREE: COMMUNITY CHARACTER**

The primary purpose of this chapter is to provide a comprehensive set of land development guidelines and policies that reinforce the goals, objectives and policies contained in other chapters of the Brownsboro Master Plan. This chapter will support the Brownsboro Master Plan through the recognition and preservation of historic sites, scenic corridors, and places significant to Brownsboro residents. The Land Development Guidelines and associated policies are intended to guide how vacant land is developed and how existing properties are redeveloped within the Brownsboro Planning Area. This chapter will present specific goals and objectives, existing conditions, analyses and policy recommendations related to the preservation and enhancement of community character.

#### **GOALS AND OBJECTIVES**

1. Strengthen the sense of community of the Brownsboro Planning Area.
  - a. Encourage collaboration between stakeholders.
  - b. Investigate the need for community facilities to service the Brownsboro Area.
  - c. Identify and promote community landmarks that strengthen residents' sense of place.
  - d. Create a signature Brownsboro Village entrance to identify Brownsboro as a village.
2. Preserve the historic and rural identity of the Brownsboro Planning Area.
  - a. Recognize and protect existing historic sites and community landmarks.
  - b. Identify, recognize and protect potential historic sites and community landmarks.
  - c. Capitalize on Brownsboro's historic and rural qualities to promote economic vitality.
3. Maintain and enhance the built and natural environment by strengthening visual identity.
  - a. Strengthen the visual identity of the Brownsboro village.
  - b. Enhance and maintain Brownsboro's rural identity through a quality set of land development guidelines.
  - c. Protect scenic corridors by developing scenic corridor standards.
  - d. Develop Brownsboro-specific design standards and recommendations for community facilities.





Site Number	Name	Nomination Year	Date
OL163	William Ingram House	1983	1805-1825
OL176	William McMakin House	1987	1820-1830
OL196	Harrods Creek Baptist Church	1976	1810
OL198	Abraham Kellar House	1979	1835
OL199	Ruins of William Keller House	1976	1807
OL231	Carpenter-Smith House	1982	1839
OL236	Philip R Taylor House	1983	1868
OL238	Yewell Snyder House	1983	1820-1830
OL244	Yager House	1982	1843-1853
	Ross-Hollenback Farm	2008	

*Table 3.1, Brownsboro Planning Area National Register Properties*

The Ross-Hollenback Farm, located on South Highway 1694 was added to the National Register on July 8, 2008."



*Carpenter-Smith House*



*William Ingram House*

Figure 3.1 is a map of the National Register Sites within the Brownsboro Planning Area. Most of the historic properties in the BPA are located along the Highway 329 corridor.

### SIGNIFICANT PLACES

Community members strongly identify with other significant places in addition to historic properties. For this reason, members of the community were asked to identify other significant places on a map during a public meeting held on October 30, 2006. Task Force members were also asked to identify these features on a separate occasion. Table 3.3 lists other significant places/areas within the Brownsboro Planning Area.



*Cedar Hill Farm*

No.	Name	No.	Name
Sp 1	Boy Scout Farm	Sp 11	Harrods Creek Waterfall
Sp 2	Brownsboro Baptist Church	Sp 12	Kittery
Sp 3	Brownsboro Community Center	Sp 13	Osborne House (Deer Field Farm/Old O'Bannon House)
Sp 4	Brownsboro Corner Store - McCombs	Sp 14	Reuben Ross House
Sp 5	Brownsboro Eatery	Sp 15	Site of Fort Kuykendall
Sp 6	Brownsboro Polo	Sp 16	Site of the Poplar Grove School House
Sp 7	Clorehaven	Sp 17	Sleepy Hollow Golf Course
Sp 8	Dr. J.H. Speer House	Sp 18	Sleepy Hollow Rockwall & Waterfall
Sp 9	Fox Hollow Farm	Sp 19	Spry House
Sp 10	GlenOaks Hole #8 Waterfalls		

Table 3.2 Brownsboro Planning Area Significant Places

## SCENIC CORRIDORS

Oldham County Fiscal Court officially designated county scenic corridors in 2004. Interstate 71, Highway 1694 and Highway 329 are the designated scenic corridors within the BPA. KY 1817 (Halls Hill/New Cut Road) was added to the list of scenic corridors by the Task Force.

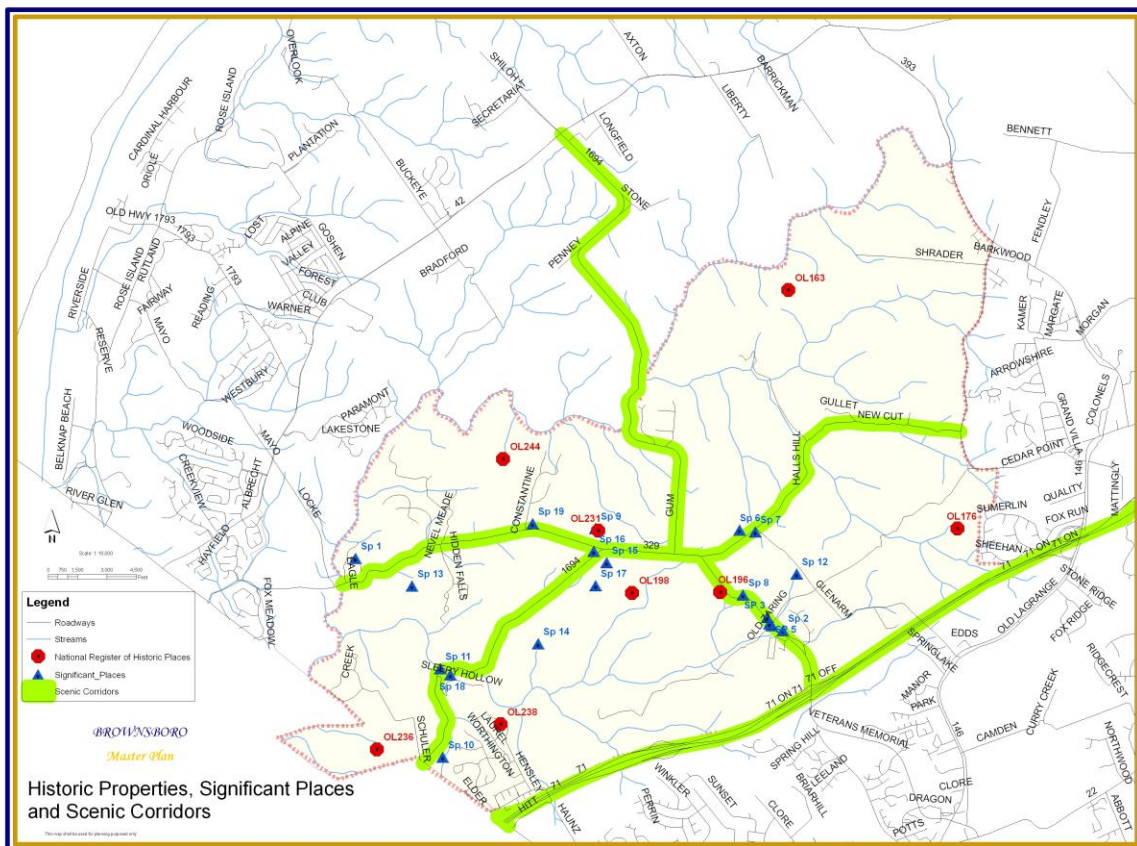


Figure 3.1 Brownsboro Planning Area Historic Properties, Significant Places and Scenic Corridors

## PROPOSED NEW DEVELOPMENT DESIGN GUIDELINES

A visual preference survey was conducted during the June 26<sup>th</sup>, 2006 master plan kick-off meeting. The purpose of the visual survey was to better understand how citizens feel about the appearance of their community. Images were displayed and each image was rated based on how the viewer perceived the subject would fit (or not) into the Brownsboro Planning Area. These images were analyzed by staff and placed into specific categories, including landscaping, signage, parking, commercial architecture, etc.

The results of the visual preference survey, combined with recommendations from Brownsboro Task Force members, were used to develop site design guidelines and recommendations for new residential, commercial and industrial developments within the Brownsboro Planning Area. These guidelines are not all-inclusive and may be refined and updated based on new concerns and changing conditions in the future.



THE FOLLOWING ARE COMMUNITY CHARACTER DESIGN GUIDELINES FOR THE BROWNSBORO PLANNING AREA:

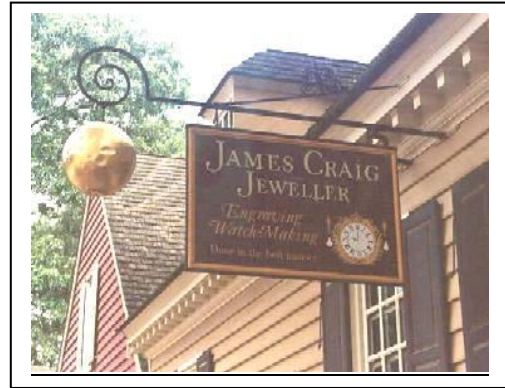
### LANDSCAPING GUIDELINES:

1. Perimeter landscaping that incorporate buffer-like improvements, such as berms and dense plantings are encouraged.
2. Parking lots that contain sufficient landscaping to visually soften views of buildings and parked automobiles are encouraged.
3. Open-space areas that incorporate dense or mature vegetation are encouraged.
4. Preserve existing trees and understory rather than new plantings and mounding as the preferred means of buffering.
5. Encourage the planting of three new trees at 3" in caliper for each existing tree at 8" in caliper which is removed within the landscape buffer area.
6. Plant random clusters of trees and other planting materials.





7. Generally avoid a manicured or controlled appearance. Limit formal landscaping to small/tight areas.
8. Incorporate ground cover and/or bushes into landscaping.
9. Emphasize naturalized berms (with plantings throughout the entire contour of the berm).
10. Provide a complementary mix of deciduous and evergreen material, clustering varieties of species and sizes (canopies interspersed with understories, bushes, and ground cover), and emphasize hardy native species.
11. Where additional screening is desired or required to buffer different land uses or to protect the scenic nature of an area, a predominance of evergreens may be required.



## SIGN GUIDELINES

1. Design unique county/Brownsboro signs that identify the entries to the Brownsboro Planning Area.
2. Design signs to identify the stream or creek and its watershed at every bridge within the Brownsboro Planning Area.
3. All signage should be integrated with building façade or supporting structures.
4. Signs attached to buildings are encouraged rather than free-standing signs.
5. Monument signs are preferred over post-mounted signs to avoid a temporary and fragile appearance.
6. Landscaping should be planted around the base of free-standing signs.
7. For multi-tenant buildings, all signage on the facade should be consistent in color, size and elevation.

## ARCHITECTURE GUIDELINES

1. Respect and enhance the existing mix of historic design styles and encourage both restoration and adaptive re-use to maintain the character of the Brownsboro Planning Area.
2. Incorporate elements of nearby historic buildings in new construction.
3. Large featureless buildings should be discouraged.
4. Promote careful building materials selection that complement and enhance the rural character of the Brownsboro Planning Area.
5. Building color scheme of balanced, complementary colors should be emphasized.

### *Residential Architecture*



### *Commercial Architecture*



6. New residential developments are encouraged to have buildings facing the street.

THE FOLLOWING ARE MORE SPECIFIC DESIGN GUIDELINES FOR THE SCENIC CORRIDORS, MIXED-USE VILLAGE CENTERS AND THE RURAL AREAS/CONSERVATION RESIDENTIAL DEVELOPMENTS.

### **SCENIC CORRIDORS**

1. Emphasize fences to be compatible with the Brownsboro rural character such as four-board horse fencing and split-rail fencing rather than solid wood (stockade), vinyl, wrought iron, or chain-link fencing along the scenic corridors.
2. Use native stone and brick walls and columns rather than manufactured stone walls and columns for signature entrances and walls.
3. Use cor-ten steel guardrails with wooden posts as the design standard where guardrails are required or replaced in the Brownsboro Planning Area.
4. Low-profile signature entrances along the scenic corridors should complement the rural character of the corridor; lighting shall be directed toward the sign.
5. For new development, a landscaped buffer of at least 100 feet along scenic corridors is recommended.
6. Parking lots shall be screened by a landscape buffer or other natural features from view along the scenic corridors.
7. All new buildings shall have predominant façades facing the corridor.



### **MIXED-USE VILLAGE CENTERS**

1. Design and develop a signature parkway entrance and boulevard into the Brownsboro Village area from Highway 329 North into the village.
2. Provide a sense of enclosure along the building front to form street walls where appropriate through design elements including, but not limited to street trees, site features such as lampposts and benches. Parking areas should be located in the rear.
3. Buildings and sites should be designed to emphasize pedestrian scale architecture and landscaping, while avoiding large expanses of paved areas, large featureless buildings, and monotonous or franchise-style architecture.
4. Circulation systems should be designed to efficiently facilitate traffic flow yet discourage speeds and volumes that impede pedestrian activity and safety such as a grid pattern with short block lengths.
5. Common or shared access points are encouraged. To the maximum extent feasible, common or shared delivery and service access should be provided between adjacent parcels or buildings and to the rear of buildings. Future access easements may be required.
6. A coordinated pedestrian system should be provided throughout the Mix-Use Village Centers, including connections between uses on the site and between the site and adjacent properties and rights-of-way.

7. Continuous sidewalks or other pedestrian facilities should be provided between the primary entrances to buildings, all parking areas that serve the buildings, pedestrian facilities on adjacent properties that extend to the boundaries shared with the development, any public sidewalks along perimeter streets, or other community amenities or gathering spaces.
8. Adequate parking should be provided, but excessive parking is discouraged.
9. The visual impact of parking should be minimized through the use of interior landscaped islands and through dividing parking spaces into groupings. The edge of parking lots should be screened through landscaping or other methods, such as decorative fences.
10. The design of streets, pedestrian ways, landscaping, lighting, signage, lighting and street furniture should be coordinated and integrated throughout the site.
11. Vehicular streets and driveways should be designed to be compatible with pedestrian ways to encourage a pedestrian-friendly environment. The width of streets should be sensitive to pedestrian scale and building height.
12. Service areas and mechanical equipment should be screened from public view.
13. Buildings should be designed to respect and enhance the existing mix of historic design styles.
14. All sides of a building open to view by the public should display a similar level of architecture quality and should be subdivided and proportioned using features such as arcades, awnings, entrances, windows or other such features.
15. Building facades should have highly visible customer-service entrances that feature arcades, arches, canopies, display window, distinctive roof forms, landscaped features or overhangs. Primary entrances should face streets on which they are located.
16. Buildings should have well-defined rooflines with attention to architecture detail.
17. Building materials that complement and enhance the rural character of the BPA should be promoted. For the Brownsboro Village Center area, exterior building materials should consist primarily of wood, brick and stone and should incorporate design features of traditional village character such as paned windows.
18. Building height shall reflect small village scale.

## **RURAL AREAS/CONSERVATION RESIDENTIAL DEVELOPMENTS**

1. Conservation Residential Developments should cluster residential uses to preserve open space.
2. The open space in a Conservation Residential Development should be preserved by a conservation easement, a restrictive covenant forbidding any type of development into perpetuity. The conservation easement should specify the types of activity permitted on the land, for example, recreation, type of agriculture, woodland protection, or stream buffers.
3. Flexible design that maximizes open-space preservation should be promoted by separating the issue of density from minimum lot size. This approach would permit a wide range of lot dimensions (area, frontage, setbacks) and a variety of housing types (attached or detached).
4. Open space should be designed to form an interconnected network, with provisions for linkages to existing or potential open space on adjoining properties.
5. Pathways/trails within open space and/or sidewalks along roadways should be provided to connect to surrounding pedestrian/bicycle networks.
6. Fragmentation of open space into isolated, unconnected pieces should be avoided, except to provide neighborhood parks or gathering places.

7. Primary and secondary conservation areas (see Conservation Residential Developments Design Process) should be identified and maintained as part of the dedicated permanent open space.
8. Roadways and house lots should be located to respect natural features and to maximize exposure to lots of open space.
9. Open space should be carefully located between housing lots, particularly those adjacent to working farms and other sensitive uses to provide buffers.
10. Open space should be located to maintain the visual character of scenic roadways. All development along the designated scenic corridors should provide a minimum of 100 feet viewshed protection setback. Density bonuses may be provided for each additional 100' setback.
11. Roadways should be designed to standards appropriate to the rural context.
12. Low-profile signature entrances should complement the rural character of the BPA; lighting shall be directed toward the sign
13. Street lighting should be fully shielded and carefully designed to preserve rural character. A lighting plan should be submitted showing the location and type of light fixtures.



## **CHAPTER FOUR: ENVIRONMENTAL RESOURCES, OPEN SPACE AND FARMLAND**

### **ENVIRONMENTAL RESOURCES, OPEN SPACE AND FARMLAND**

The Brownsboro Planning Area is one of the most environmentally sensitive regions in Oldham County by virtue of its location: the entire planning area lies within the Harrods Creek watershed. The planning area is bordered on the north, east, south, and west by Harrods Creek, Cedar Point Road, I-71, and the Jefferson County line, respectively. For the purpose of the environmental resources analyses, the study area extends further north to KY Highway 42 to include the entire Harrods Creek watershed in order to address these resources in a holistic manner.

During the initial public meeting on June 26, 2006, and subsequent meetings, residents and Brownsboro Master Plan Task Force members consistently referred to Harrods Creek and its watershed; the Darby Creek watershed; agricultural farmland; and several scenic corridors as natural resources and features that require protection and preservation. Greenways and wildlife corridors were attributes that residents also would like to see maintained, or created as applicable. The identification of impaired streams that flow into Harrods Creek and have impacted the watershed as a whole have increased public awareness and support for remedial policies and actions.

The environmental resources chapter addresses environmental resources to include the area's watershed, steep slopes, flood plains, wetlands, farmland and open spaces. When an overlap of these resources occurred, the Task Force attempted to identify the most sensitive areas within the region where specific development review practices and recommendations should be employed.

The environmental subcommittee of the Master Plan Task Force derived goals from the Vision Statement. After approval by the Task Force, the goals helped to guide the analysis and creation of this chapter. Within these goals, a series of objectives have been developed. These objectives serve as more specific expressions of the goals and helped the Task Force develop recommendations to achieve this section's goals and objectives.

**Goal One:** Recognize and protect natural resources, farmland, and the Harrods Creek watershed within the Brownsboro Planning Area when considering land use and development.

#### Natural Resources

- a. Limit development in floodplains specifically near Harrods Creek.
- b. Encourage low impact development techniques to protect identified natural land resources and physical features.

#### Farmland

- a. Encourage the use of conservation easements, agricultural districts, and Oldham County's bonding authority for open space.
- b. Encourage the protection of the Brownsboro/Oldham County farmers by promoting the use of local goods.

#### Harrods Creek

- a. Limit pollution, storm water, and erosion caused by development along Harrods Creek with the creation of buffer areas.
- b. Create buffer standards to protect steep slopes, the watershed, and scenic view sheds and corridors.
- c. Market Harrods Creek as a natural resource and physical feature in the Brownsboro community.

**Goal Two:** Preserve and enhance Brownsboro's scenic corridor and viewsheds.

- a. Encourage the protection of viewsheds which encompass identified natural physical features.

**Goal Three:** Identify and encourage the creation of connected greenways and wildlife corridors in the Brownsboro Planning Area.

- a. Include the Brownsboro study area in the Greenways Master Plan and in the Oldham County Parks and Recreation Master Plan Update.
- b. Utilize contiguous greenways as a strategy for the protection of identified natural land resources.
- c. Create public access to identified and protected natural land resources and physical features (greenways) and wildlife corridors.

#### ENVIRONMENTAL RESOURCE INVENTORY AND EXISTING CONDITIONS

The environmental resources chapter is based upon existing conditions within the Brownsboro extended planning area. The inventory was gathered from existing data resources from local and state agencies, and from residents and task force members. The existing conditions analyzed include:

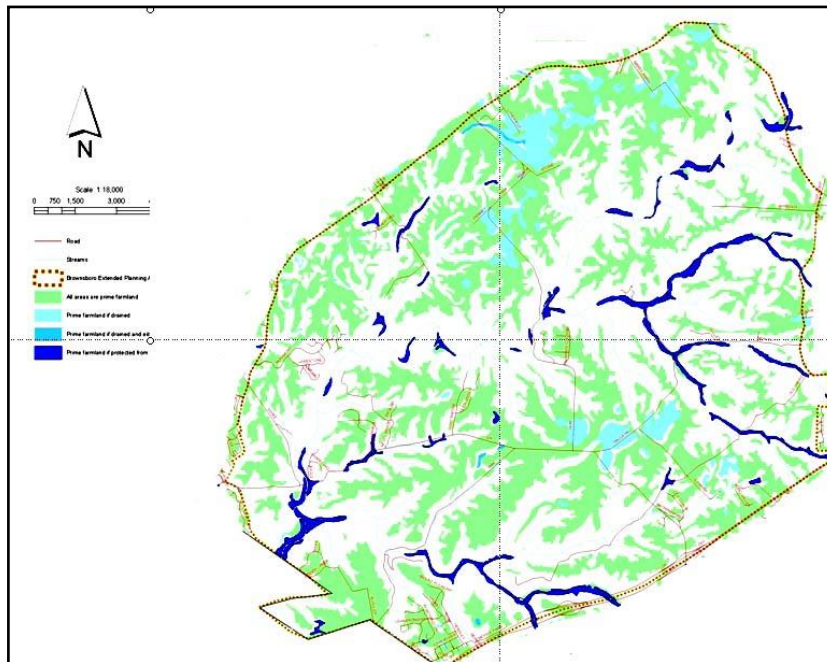
1. Prime Farmland Soils	7. Open Space (Public and Private)
2. Steep Slopes	8. Trails and Greenways (also addressed in Chapter Four, Transportation)
3. Septic Tank Absorption / Soil	9. Scenic Corridors (addressed in Chapter Three, Community Character)
4. Surface Water & Watershed	10. Historic Lands and Features (addressed in Chapter Three, Community Character)
5. Floodplains & Buffer Zones	11. Forested Land
6. Sinkholes	12. Threatened and Endangered Species

See the appendix for maps that visually display many of these existing conditions.

## PRIME FARMLAND SOILS

The Brownsboro Extended Planning Area is characterized by its large tracts of agricultural lands used for farming and equine operations. A significant percentage of acreage within the BPA is classified by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) as “prime farmland”.

The NRCS is tasked through 7 Code of Federal Regulations, Chapter VI, Part 657 with the responsibility of making and keeping current an inventory of the prime farmland and unique farmland in the nation.



Prime farmlands are defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed.

Figure 4.1, Brownsboro Farmland

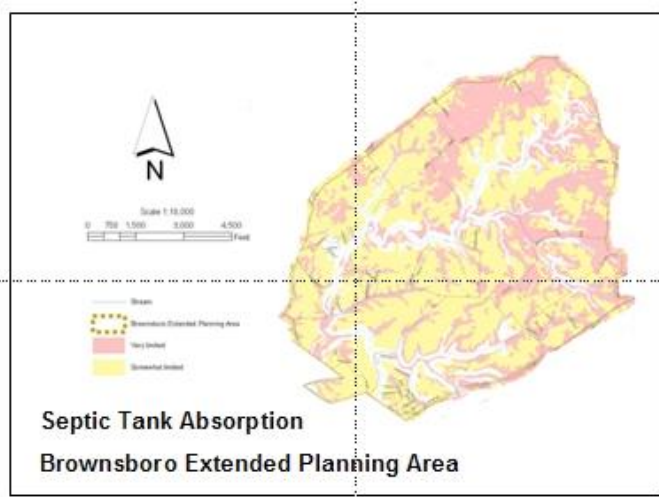
Figure 4.1 displays the Brownsboro's prime farmland (shown in green), prime farmland if drained (light blue), and prime farmland if flood protected (dark blue). Of significance is the fact that over 3,000 acres of farm and equine operations lands were entered into Agriculture Districts during 2007, and another 637 acres was entered in 2008. A total of 748 acres are currently protected through conservation easement donations.

## STEEP SLOPES

Steep slopes are defined as slopes greater than 20% of at least 5,000 square feet. For the purpose of this chapter, steep slopes are identified in the BPA as greater than 20% or more as well. Very steep slopes have been defined as 30% or more. Unfortunately, data on Steep slopes (20%) is not available at this time, so for our purposes we will focus on Very Steep slopes. Typically steep slopes in the planning area surround natural water features such as Harrods Creek and its tributaries. Soils that exist within these steep slopes are typically Beasley-Caneyville rocky silt loams. This soil has very little potential for farming and urban uses and has limitations for heavy equipment use, which makes harvesting woodlands difficult.

## SOILS SUITABLE FOR SEPTIC TANK

Today, the septic tank absorption field is the most widely used on-site sewage disposal system in Oldham County. Because of the rural nature of the BPA, on-site sewage disposal systems (septic tank systems) use is very common. The problem, according to the Oldham County Sewer District Facilities Report (June 2007), is that approximately 75 percent of the county land area is comprised of soils that have severe limitations relative to supporting this type of wastewater treatment. The failure of septic systems to perc properly ultimately leads to contamination of the groundwater and streams within the planning area.



Soils that are classified as adequate for septic tank use are well drained and deep. The majority of the extended planning area consists of soils of the Crider-Beasley association. Existing in the west-central and southwestern portion of the county, the Crider soils are typically uniform along ridgetops and hillsides, while Beasley series soils are located at lower elevations. The soils are deep and well drained and are suitable for row crops, hay, and pasture, and also have the potential to support residential development. However, there are areas where, because of the clayey subsoil, the use for septic tank absorption fields are

not advised.

*Figure 4.3, Septic Tank Absorption*

As shown in Figure 4.3, the preponderance of soils in the Brownsboro Extended Planning Area are classified as "limited" or "very limited".

Septic tanks are typically used as a temporary measure until sewer lines are made available. According to the OCSD Facilities Report, the District has no current or near-term plans to extend their service area beyond the existing service within the planning area.

## SURFACE WATER AND HARRODS CREEK WATERSHED

Surface water is defined as lakes, ponds, streams, or reservoirs that exist on land. In the Brownsboro extended planning area, surface water exists mostly as creeks. Harrods Creek and its tributaries, Cedar Creek, and Darby Creek make up the majority of the surface water in the planning area.

A watershed is a drainage basin, catchment, or other area of land that drains water, sediment, and dissolved materials to a common outlet at some point along a stream channel. The entire drainage basin for Harrods Creek is approximately 92 square miles and is located in northeastern Jefferson County, and in parts of Oldham and Henry Counties. The entire Brownsboro Planning Area is located within the Harrods Creek watershed. Currently, environmental concerns facing the Harrods Creek watershed are a result of development pressure in the region; construction run-off, inadequate sewage treatment,

impervious surfaces, and residential non-point source pollution. All these factors are contributing to the impairment of the waters of Harrods Creek.

Studies conducted by the Kentucky Division of Water (KDOW) have indicated water quality problems in several streams located within Oldham County. Streams that have some degree of water quality impairment are Floyds Fork, Harrods Creek, Pond Creek and their tributaries. Impairment to stream water quality occurs when standards are not met for the streams designated use. A significant portion of stream pollution in these watersheds is caused by package waste water treatment plants and/or malfunctioning on-site disposal systems. Table 4.1 reflects current impaired surface waters whose impaired waters impact the Brownsboro Extended Planning Area's Harrods Creek watershed.

Table 4.1, Impaired Streams within the Brownsboro Area Extended Planning Area

Extract of Final Integrated 2006 Report to Congress on Condition of Water Resources in Kentucky, Volume II, 303(d) List of Surface Waters, Kentucky Division of Water, April 2007		
<u>Harrods Creek into Ohio River</u>	Oldham County	
From River Mile 0.0 to 3.2	Segment Length:	3.2
Impaired Use(s):	Primary Contact Recreation (Partial Support)	
Pollutant(s):	Pathogens	
Suspected Sources:	Package Plant or Other Permitted Small Flows Discharges	
<u>Harrods Creek into Ohio River</u>	Oldham County	
From River Mile 3.2 to 33.3	Segment Length:	29.8
Impaired Use(s):	Primary Contact Recreation (Partial Support)	
Pollutant(s):	Pathogens	
Suspected Sources:	Highway/Road/Bridge Runoff (Non-Construction Related); Municipal (Urbanized High Density Area); Package Plant or Other Permitted Small Flows Discharges	
<u>Hite Creek into South Fork Harrods Creek</u>	Jefferson County	
From River Mile 0.0 to 5.5	Segment Length:	5.5
Impaired Use(s):	Aquatic Life (Nonsupport)	
Pollutant(s):	Impairment Unknown	
Suspected Sources:	Municipal Point Source Discharges	
<u>Currys Fork into Floyds Fork</u>	Oldham County	
From River Mile 0.0 to 4.8	Segment Length:	4.8
Impaired Use(s):	Aquatic Life (Partial Support), Primary Contact Recreation (Nonsupport)	
Pollutant(s):	Sedimentation/siltation; Pathogens	
Suspected Sources:	Highway/Road/Bridge Runoff (Non-Construction Related); Municipal (Urbanized High Density Area); Package Plant or Other Permitted Small Flows Discharges	

According to the Oldham County Sewer District Facilities Plan (June 2007), in the mid-1970s, Jefferson County implemented a busing plan to achieve court-ordered desegregation within its school system. To avoid the issue, a number of residents decided to move to outlying areas beyond the county line. As a result, Oldham County's population nearly doubled between 1970 and 1980, and the construction of on-site disposal systems and small package plants proliferated. A minimal lot size restriction of one acre for septic tanks

and the lack of a mechanism to promote regionalized wastewater treatment and disposal helped exacerbate the situation. Today, septic tanks and package plants still remain the most widely used sewage disposal methods in Oldham County. While no package plants exist within the planning area, the aged Mockingbird Valley Waste Water Treatment plant empties its effluent into Darby Creek, which flows into Harrods Creek.

## FLOODPLAINS

Flood areas in the Brownsboro Planning Area are mapped by the Federal Emergency Management Agency (FEMA). In the planning area, flood-prone areas typically exist near waterways and low-lying areas where flooding is common after periods of heavy rain. Land areas adjacent to Harrods Creek have moderate flood potential. There are areas classified as insurance risk rate zones that lay between the 100-year flood boundaries. Special flood hazard areas, which in the Brownsboro planning area exist near Harrods Creek and its tributaries, are defined by FEMA as areas subject to flooding by the 1% annual chance flood. Related to floodplains, buffer zones also represent important areas around waterways that should be protected. Buffer zones are the strip of natural vegetation along the banks that separates the body of water from developed areas. The elimination of buffer zones can increase erosion as well as weakening the streams natural ability to filter incoming ground water.

## SINKHOLES

Sinkholes are defined by the Environmental Protection Agency as any closed formation in soil or bedrock formed by the erosion and transport of earth material from below the land surface, which is circumscribed by a closed topographic contour and drains to the subsurface. While sinkholes can be naturally formed they can also be created or exacerbated when water drainage patterns are changed due to construction or development. Kentucky's geologic makeup makes it one of the most prone areas for karst activity, and thus sinkholes.

## OPEN SPACE

Open space is typically defined as undeveloped land suitable for passive recreation, nature parks, greenways, or conservation areas. In the Brownsboro Planning Area, there are few public passive open spaces with the exception of golf courses. Nevel Meade and Sleepy Hollow Golf Courses are public, and GlenOaks Golf Course is a semi-private golf course. Moser Farms Subdivision includes a private park for its residents and Celebration Park Development at Apple Patch also has plans for open spaces. There are no public active open spaces, parks, or recreational facilities within the planning area although residents have access to the multiple Oldham County and Jefferson County parks within a 15-20 minute drive.

Open space also includes land that is preserved and protected from development: this is inclusive of land protected by agricultural districts, or conservation easements. In the Brownsboro Extended Planning Area, about 4,348 acres of land is protected by agricultural districts and conservation easements. Residents in the planning area are currently in the process of adding additional parcels in agricultural districts.

Brandstetter Carroll Inc, a Lexington consulting firm, is developing a new Oldham County Parks and Recreation Master Plan that will be completed in early 2008. The plan identifies potential new park location areas for the county.

The Potential Park Locations figure below identifies the general area of the county for the development of new Community and County Parks. This plan purposely does not call out specific properties, especially those in private ownership. The intent is that the County would look for opportunities within those areas for land to purchase. The red-dashed areas identify areas for the development of County Parks of between 100 to 200 acres. The blue-dashed areas identify areas for Community Parks of 20-50 acres. The Master Plan Steering Committee which is overseeing the master planning effort agreed that the county should concentrate on these larger parks that are easier to manage and operate and that smaller Neighborhood Parks would be developed by developers such as the park in the Moser Farms subdivision.

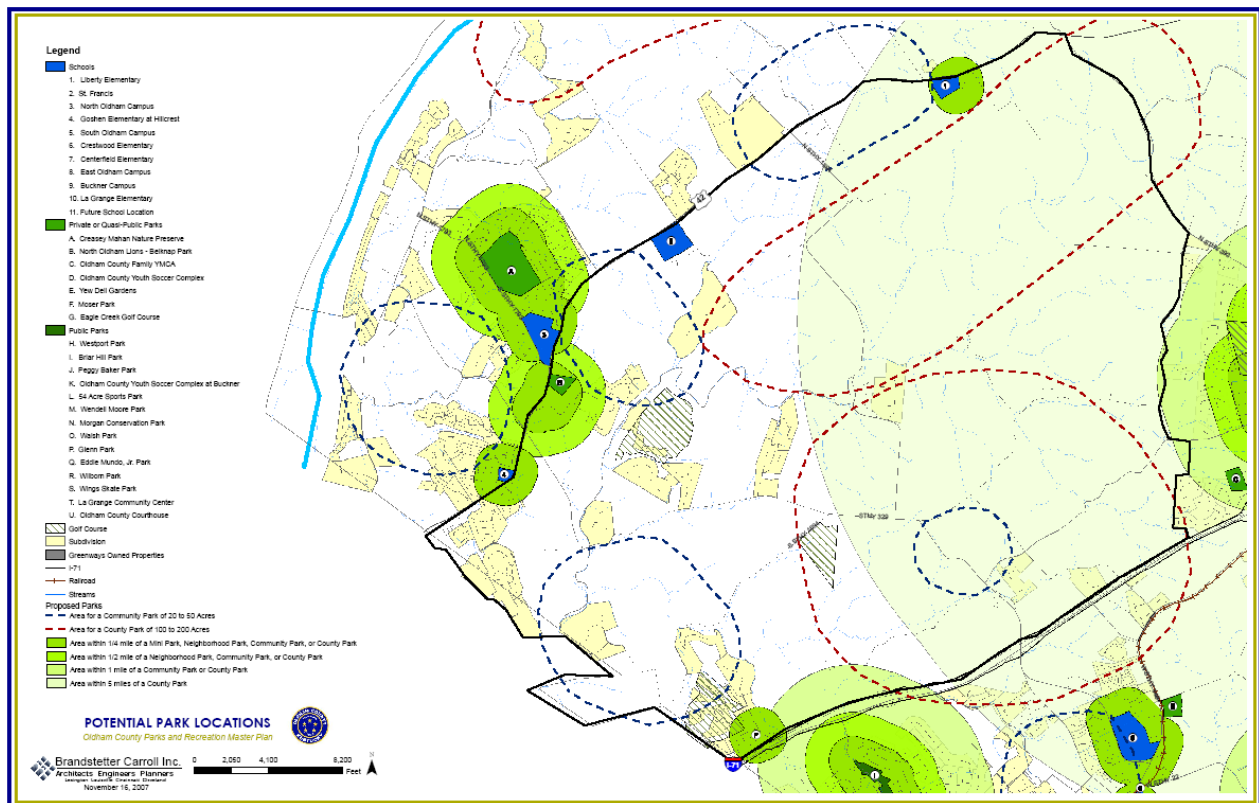


Figure 4.4, Potential Park Locations

Larger County Parks are identified to be developed in the following areas (those within the Brownsboro planning area are highlighted in red below):

- Along the Ohio River between Westport and Goshen.
- Along the Harrods Creek Corridor which should include equestrian trails.
- In the Brownsboro area.
- North of LaGrange.
- South of LaGrange.
- An Equestrian Park at a location not identified on the plan.
- An athletic field complex somewhere in the County such as has been previously planned for the 54 Acre Sports Park in Buckner.

The plan recommends that several community Parks should be developed in the following areas within the county to include the Brownsboro area.



The Oldham County Vision Council Report to Fiscal Court (July 17, 2007) included several recommendations regarding open space applicable to the Brownsboro Planning Area. They include:

- The county should continue to pursue partnerships with the many county non-profit organizations that are involved in recreation and the promotion of parks, trails, and equine activities for public use.
- The county should actively promote and assist in the voluntary and private efforts of citizens to place their properties in conservation easements that result in the preservation of the county's rural character and heritage.
- The county should consider the use of its bonding authority as one option for implementing its parks and open space programs.

## TRAILS AND GREENWAYS

Trails (bike, pedestrian and equestrian) and greenways are a desired amenity in the county and in the Brownsboro planning area. Currently there are no public trails for recreational use in the planning area. However, nearly all of the roads within the Brownsboro Planning Area serve as popular bicycling routes.

A greenway is defined as a linear open space established along a natural corridor. They connect parks, nature preserves, cultural facilities, and historic sites with residential areas. Trails are linear routes with protected status and public access for recreation or transportation purposes. Greenways may, and typically do, include trails as well.

Trails and greenways are now typically included in the discussion of environmental resource planning; trails and greenways corridors provide preservation areas for floodplain protection, wildlife habitats, and areas of preservation for scenic views and natural resources. It is an option that should be used for preservation of environmental resources in the BPA.

New trails have been proposed in conjunction with the development of a future master plan for the Brownsboro Village area. They and other recommended trails are included in the Oldham County Bike, Pedestrian, and Greenways Master Plan completed in January 2008. See Chapter Five, Transportation, for details.

## FORESTING

Forestland is defined as land at least 10 percent stocked by forest trees of any size, or formerly having had such tree cover, and not currently developed for non-forest use. The minimum area considered for classification is one acre. Forested strips must be at least 120 feet wide. The forested areas of the extended BPA largely surround and follow Harrods Creek and its tributaries. According to the Kentucky Department of Forestry, forestlands make up less than 25% of Oldham County, as compared with nearly 47% of Kentucky as a whole.

## THREATENED AND ENDANGERED SPECIES

Currently there are no threatened or endangered species in the extended BPA; however, there is wildlife that is native to Oldham County and the planning area that should be protected. The soil survey for Oldham County states that Oldham County comprises an estimated 37 species of mammals, 43 species of reptiles and amphibians, and 107 various

types of breeding birds. The wildlife in Oldham County is dependent upon the conditions of the soil and the amount of vegetation available and the amount of food and cover it provides.

In preserving existing or creating wildlife corridors within the Brownsboro Planning Area, planners should consider corridors that permit a comprehensive use of greenways, and soils that would sustain vegetation for the potential wildlife.

#### AGRICULTURE ACTIVITIES IN BROWNSBORO EXTENDED PLANNING AREA

Farms and equine operations represent major land uses of the Brownsboro-area landscape and provide major sources of commerce within the area. The large tracts of land used for agriculture and equine operations provide tertiary benefits of providing Brownsboro's signature scenic corridors and viewsheds, and providing significant wildlife corridors.

A wide variety of farming activities currently exist within the area. They include row crop farms, hay farms, beef and equine related farms. A retail outlet for locally raised grass-fed beef opened at the Fox Hollow Farm in 2007.

The area's significant acreage in agriculture has the positive effect of buffering streams and steep slopes when employing agriculture best practices. However, run-off of pesticides and animal waste can also adversely impact water quality when best management practices are not utilized.

#### ADDITIONAL STUDIES IMPACTING THIS PLAN

There are three related studies that will be ongoing upon the publishing of this report in early 2008 that are likely to impact future Oldham County regulations, adoption of best management practices, and land use practices within watershed management areas. They are the Oldham County MS4 Stormwater Management Study being conducted by the engineering firm URS; the Floyds Fork Watershed Management Study; and the Darby Creek Watershed Study which was initiated in September 2007.

The Stormwater Management Study is determining Oldham County actions to achieve compliance with federal regulations. It seeks to complement community goals and to shape program activities through the year 2012.

The Floyds Fork watershed-based plan, also ongoing will include goals, strategies, commitments, known and potential funding sources and an implementation schedule for improving and protecting water resources within the Floyds Fork watershed, which is partly in Oldham County.

This work is funded in part by a grant from the U.S. Environmental Protection Agency under §319(h) of the Clean Water Act through the Kentucky Division of Water to the Kentucky Waterways Alliance.

The Darby Creek watershed-based plan is similar to the Floyd Creek effort and addresses the Darby Creek watershed that is located within the BPA. This pilot study is funded by an EPA grant and led by the Oldham County Engineer in collaboration with the Kentucky Waterways Alliance, residents in and around the Darby Creek watershed within the BPA, and the University of Louisville.

Goals and decisions relative to the Darby Creek watershed, and also applicable to Harrods Creeks, will be developed with local input; identify responsible parties; include an implementation plan with milestones, resources needed, and funding options. Plan participants will develop specific Best Management Practices such as increasing riparian zones.

#### DESIGNATION OF BROWNSBORO PLANNING AREA CONSERVATION AREAS

Based on the analyses of the extended BPA's environmental resources, a Harrods Creek watershed-based management approach provides the best long-range strategy to achieve the goals and objectives of this chapter.

The following map shows the recommended conservation areas. The Conservation Areas include 100-year floodplains, wetlands, and very steep slopes (30% and higher). Conservation of these environmentally sensitive areas provides long-term value to the community. Potential residential development near or within the conservation areas should be scrutinized very carefully during the development review process to ensure low impact development techniques are employed to protect and preserve the Harrods Creek watershed.

Specific recommended guidelines and strategies to achieve the goals and objectives of this chapter are included at the end of this chapter. Additionally, the recommendations and resulting regulations that will emerge from the studies above will be very applicable to the extended BPA in the future.

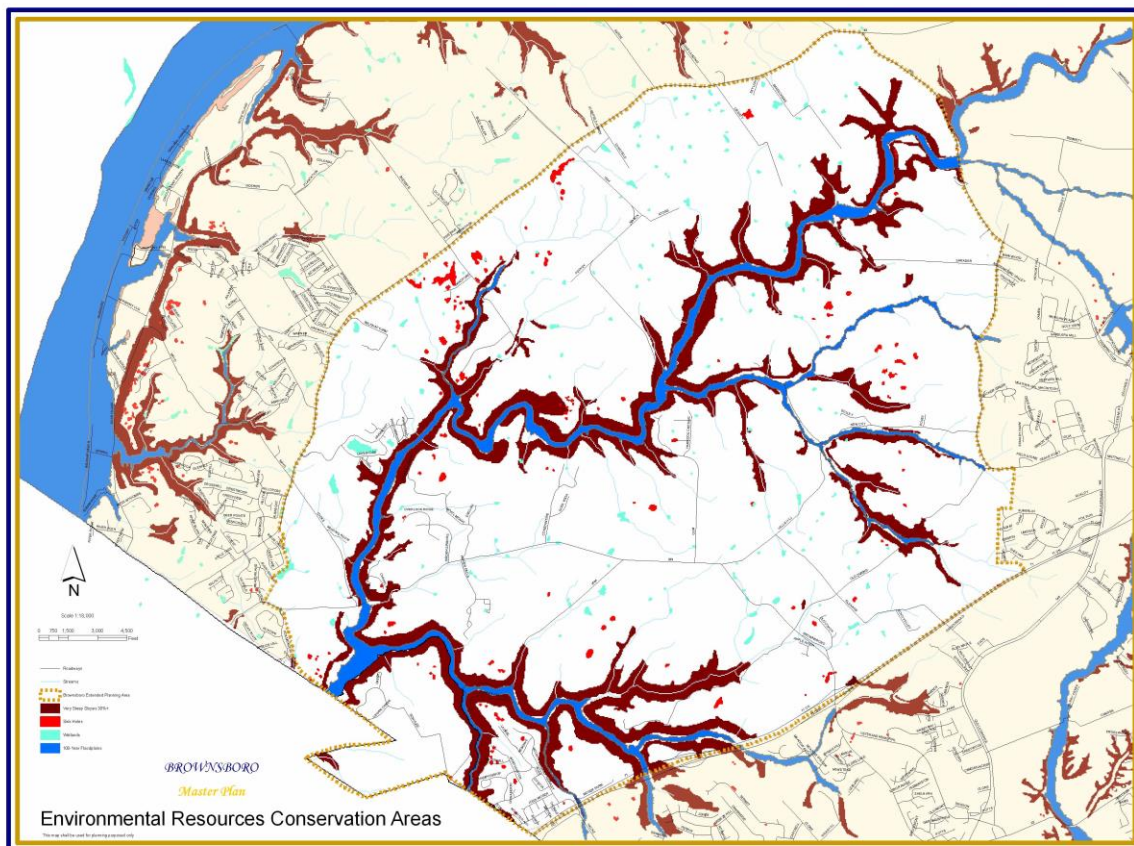


Figure 4.5, Environmental Resources Conservation Areas

## RECOMMENDATIONS:

Encourage a watershed-based approach for overall environmental protections and management within the Brownsboro Planning Area
The conservation areas identified in Figure 4.5 shall be preserved
Any potential development adjacent to conservation areas shall be very carefully scrutinized during any development review process to ensure low-impact development techniques are employed to protect and preserve the Harrods Creek Watershed
Within the Harrods Creek Watershed Management Area, Watershed and Forest Buffer Areas shall be required to protect the streams, wetlands, and floodplains of the Brownsboro Planning Area; to protect the water quality of the Harrods Creek watershed, wells, and ponds, and other significant water resources within the Brownsboro Planning Area to protect riparian and aquatic ecosystems; and to provide for the environmentally sound use of Brownsboro's land resources as they relate to water quality within the Brownsboro area
Work with state and county officials and land trust officials to educate landowners on the benefits of agricultural districts and conservation easement donations and encourage their use
Encourage Brownsboro-area farming activities by promoting the sale and use of local goods and services
Market Harrods Creek as a natural land resource and physical feature in the Brownsboro area
Design signs to identify at every bridge within the Brownsboro Planning Area the stream or creek and its watershed
Develop a Brownsboro community-based water quality monitoring program to assess the health of Brownsboro streams.  Develop a plan for stream indicator monitoring: <ul style="list-style-type: none"> <li>a. Identify Harrods Creek unique stream indicators</li> <li>b. Locate representative fixed monitoring stations</li> <li>c. Create a schedule for monitoring across all subwatersheds</li> <li>d. Set up a tracking system to analyze indicator data for long-term trends to track watershed improvement</li> </ul>
Develop stream and water body setback standards and restrictions for activities and land uses that pose potential hazards to water quality
In concert with the Darby Creek Watershed Study, develop proposed new standards and techniques for county subdivision regulations and emerging MS4 stormwater regulations to address 303(d) impaired streams
Low impact development techniques are the preferred best management practices for any development proximate to the Darby Creek /Harrods Creek watersheds
Stormwater drainage systems shall provide features to eliminate the introduction of litter and debris into watersheds
New developments shall provide active or passive parks and recreation amenities or contribute to Brownsboro Area public parks or trails initiatives
Utilize contiguous greenways as a strategy for the protection of identified natural land resources
Where new developments are adjacent to proposed or existing trails, continuations and/or connections should be provided and trailheads considered. Appropriate density bonuses

should be offered for providing access and trailheads meeting required standards as suggested in the Bicycle, Pedestrian, and Greenways Trails Master Plan (2008).
Create public access to identified and protected natural land resources and physical features and wildlife corridors by either county acquisition efforts or the private donation of land or easements
Develop plans for a future greenways/trails connection with pedestrian access between the villages of Brownsboro and GlenOaks/Norton Commons
Work with the county to promote and assist in the voluntary and private efforts of citizens to place their properties in conservation easements and/or agricultural districts.
Periodically review and identify potential properties for donation or purchase to support the county's Greenways and Parks and Recreation Master Plans
Promote the equine industry within Brownsboro as part of an overall county tourism strategy.

## **CHAPTER FIVE: TRANSPORTATION**

### **INTRODUCTION**

Transportation is a critical component to successfully achieving Brownsboro's vision. Key issues identified during the planning process dealt with the four primary travel modes – auto oriented, bicycle, pedestrian and transit. Vital to deliberations was safe and efficient mobility, while also maintaining the rural character of present and future roadways. Also important was the development of I-71 interchanges recommendations to guide the future land uses at interstate gateways into Brownsboro.

### **GOALS AND OBJECTIVES**

1. Create a safe transportation network for all modes of transportation including public transportation, bikes and pedestrians.
  - 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.
  - b. Ensure planned transportation facilities are constructed at the development stage.
  - c. Promote connected trails between the villages of Brownsboro and Norton Commons and neighboring subdivisions and areas.
  - d. Facilitate coordination between Oldham County and TARC for public transportation to service the population centers of the Brownsboro area.
2. Develop design standards for Brownsboro that facilitate the village concept while promoting safety.
  - a. Ensure that future county and state transportation projects include context sensitive design input from Brownsboro residents and the OCPZ staff and commission.
  - b. Develop specific street design standards for Brownsboro village(s) in the Oldham County street construction standards and land development regulations.
3. Create a safe, scenic and rural roadway system in a historical and natural setting.
  - 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.
  - b. Develop specific context sensitive standards for inclusion in future state and county road improvement plans including recommended cross-sections for specific roads.
4. Develop community based I-71 interchange alternatives that improve traffic efficiency while preserving the character of Brownsboro.
  - 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.
  - b. Ensure that the Brownsboro Master Plan recommendations are reflected in the county's input to I-71 interchange alternatives.

## EXISTING ROADWAY CHARACTERISTICS

Brownsboro is served by scenic rural roadways. Roadways are typically surrounded by agricultural lands and wooded slopes. The transportation conditions within the BPA are generally good. Traffic flow is good, and roadways maintain adequate levels of service.

The Oldham County Road Department conducted a detailed review of roadway conditions and identified recommended roadway improvements for all roads within the planning area. Roadway widths are illustrated in the Appendix. Detailed road recommendations such as the need for guard rails, culverts (drainage improvements), tree trimming, and shoulder improvements are detailed in the technical document.

Because of Brownsboro's high-quality scenic beauty and low traffic volumes, many roads are heavily used for recreational bicycling and touring by experienced bicycling enthusiasts. The 2003 Oldham County Major Thoroughfare Plan (OCMTP) recommends designating Highway 329, Highway 1694 and Glenarm Road as bicycle routes. Bicycle routes are designed to allow bicyclists and motorists to share the road. No TARC public transit service currently exists in the planning area but local transit provides service to Apple Patch and the Wetlands Day Care Center.

The Oldham County Major Thoroughfare Plan (OCMTP) identified Highway 329 from the Jefferson County line to South Highway 1694 and South KY 1694 (Sleepy Hollow Road) to the Jefferson County line near Norton Commons as high-accident roadway segments. These roads have historical crash rates which are higher than those for similar highway segments. They should be recognized as potential safety concerns and identified for improvements.

Historical and existing traffic volumes are summarized in the Appendix. It should be noted that Highway 329, between the Oldham County Stone/Rogers Group quarry and I-71, carries heavy truck traffic volumes.

## PREVIOUSLY RECOMMENDED, PLANNED AND PROGRAMMED PROJECTS

Currently, there are no projects listed in the Kentucky Transportation Cabinet's "Six Year Highway Plan for the BPA. The Kentuckiana Regional Planning and Development Agency's long range plan identifies two projects that are not programmed or funding has not been identified for construction. This includes the reconstruction of KY 329 which is identical to the OCMTP Highway 329 project described below and the reconstruction of the Highway 329/I-71 interchange. The OCMTP recommends two major transportation issues as top priorities of the recommended projects in the plan.

- New North-South Connection with Interchange from US 42 to KY 22

Recommendations included a new two-lane route that is approximately 4 miles in length. The project would provide a new North-South connection from US 42 to Highway 22 in the area of Haunz Lane and Locke Lane. The project is proposed to improve overall system service by reducing congestion and serving the growth areas of Pewee Valley and Crestwood. A new interchange at I-71 is also proposed with this project. The new interchange would alleviate congestion in the I-71/Snyder Freeway/ KY 22 area.

- KY 329 – Jefferson County to I-71



Recommendations include reconstruction of Highway 329 to increase capacity and improve safety. The reconstruction project would provide left turn lanes at several subdivisions. The section of Highway 329, between I-71 and KY 1817 (Halls Hill Road) is recommended to be considered a priority section where improvements are most necessary. The OCMTP projections for Highway 329 in 2025 are between 10,000 and 12,000 vehicles per day. Without improvements to Highway 329, the OCMTP traffic model results indicate that the road will operate at a failing level of service.

## ROAD CLASSIFICATIONS IN BROWNSBORO

A functional classification system was developed for recommendation as part of the OCMTP. The proposed functional classification for roads in the BPA are summarized below.

Interstate:	I-71
Primary Arterial Rural:	Highway 329 (Jefferson County line to Highway 1817)
Secondary Arterial Rural:	Highway 1694 and Highway 1817
Primary Arterial Urban:	Highway 329 (Highway 1817 to I-71)
Collector Rural:	Glenarm Road and Old Zaring Road

Primary arterial routes serve as connections for the movement of larger traffic volumes. Secondary arterials typically serve as connections to primary arterials and provide more access to land and property than primary arterials. Collector roads provide for a balance of traffic movement and property access functions, as compared to arterial streets; collectors accommodate smaller traffic volumes over shorter distances. The distinction between urban and rural classifications serve different functions and have different roadway design standards.

## TRANSPORTATION RECOMMENDATIONS

### ROADWAY RECONSTRUCTION

Highway 329 is recommended for reconstruction from the Oldham/Jefferson County line to Interstate 71 at exit 14 in the Brownsboro area. Reconstruction along this portion of KY 329 includes widening shoulders and adding turning lanes to increase capacity and improve safety for motorists.

Most of Highway 329 after reconstruction will remain a rural highway with the possible exception of the portion in the Brownsboro Village area which is recommended for a boulevard section.



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## ROADWAY SAFETY IMPROVEMENTS

Highway 1694, Glenarm Road, Halls Hill Road and New Cut Road in the Brownsboro area are recommended for safety/spot improvements. Roadway improvements on these roads will occur in certain areas to improve safety for motorists.

## INTERSTATE HIGHWAY INTERCHANGE

In addition to the existing Interstate Highway Interchange at Exit 14, a new interchange has been proposed at Haunz Lane near the Oldham/Jefferson County line. This proposed interchange would serve the growth areas of Pewee Valley and Crestwood and potentially reduce congestion along portions of Highway 329. The BTF study strongly supports the new interchange, but discourages the northern connector route. A potential connection to Highway 1694 has not been identified at this time. A preferred connection route to Hwy 1694 would be a route parallel to I-71 on the southern side of the interstate connecting westward to the south side of the current I-71 overpass on Hwy 1694. This would avoid routing the connection through existing Oldham and Jefferson County subdivisions.

The roadway segment to the north of the proposed new interchange should be connected to Highway 1694 as near to the Norton Commons development as possible. Due to severe topographical constraints, a new north-south connection to U.S. 42 would likely be cost prohibitive. In addition, recently planned and funded improvements to Locke Lane will improve north-south travel in this area.

Also attached is a KIPDA graphic on the Hwy 329 improvement project.

## SIDEWALKS AND TRAILS

Sidewalks/trails shall be provided in all new developments located in the Mixed-Use Village areas. The trail system designed for Oldham Reserve in LaGrange is an example of a comprehensive trails master plan that Brownsboro Village Center might consider for its future design.

Trails to connect neighborhoods, parks and activity centers are strongly encouraged within the BPA.

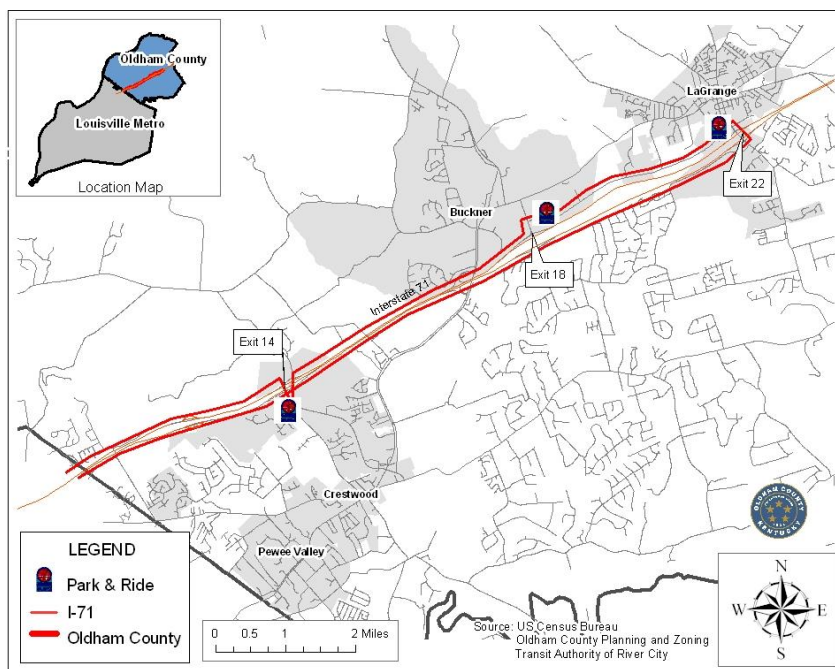


Figure 5.1, TARC Park & Ride Locations

## TRANSIT CENTER

A public transit center is recommended in the Brownsboro Area near the existing Interstate Highway Interchange Exit 14. Focus higher density development at interchanges with Transit Oriented Development.

## RURAL ROADWAY DESIGN

All roadway improvement projects should be designed to respect the natural environment and enhance the character of Brownsboro while still recognizing the need for safety improvements. The best way to preserve rural character is by minimizing infrastructure and interference with the roadside environment, and using local materials and resources. Special construction features such as guardrails with a weathered appearance or rust color that blend into the environment is another technique used to preserve rural character along roads.

With the exception of the recommendation of a Boulevard section through the Brownsboro Village area, rural cross-sections are recommended along all state roads within the Brownsboro study area.

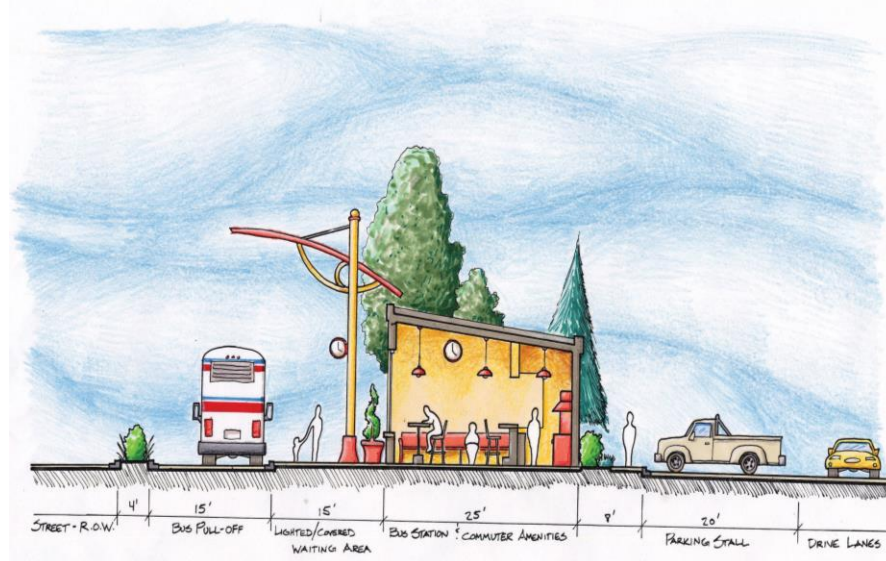
### DEFINITIONS

Safety Improvements – These roads are recommended for safety improvements only. Actions that address problems at specific locations such as intersections, short lengths of roadway, or single locations. Problems are usually identified as hazards such as poor sight distances from obstructions or poor geometric features.

Roadway Reconstruction – Reconstruction of roadway usually brings the entire segment of roadway geometry into compliance with basic design criteria.

Transit-Oriented Development (TOD) – Moderate and high-density housing concentrated in mixed-use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation.

Transit Center or Transit Station – A building, structure or area designed and used for persons changing transportation modes. The station may include station platforms, park and ride lots, bus stops, and other similar facilities.





## OLDHAM COUNTY BIKE, PEDESTRIAN, AND GREENWAYS MASTER PLAN RECOMMENDATIONS FOR THE BROWNSBORO PLANNING AREA

The Oldham County Bike, Pedestrian, and Greenways Master Plan (January 2008) provides recommendations for trails and greenways within the county. Because the Brownsboro Area Master Plan was being developed concurrently with the Greenways Master Plan, OCPZ directed that more Brownsboro-area detail be included in that plan as an example of the level of detail that should be provided as other areas of the county undergo their own master planning processes.

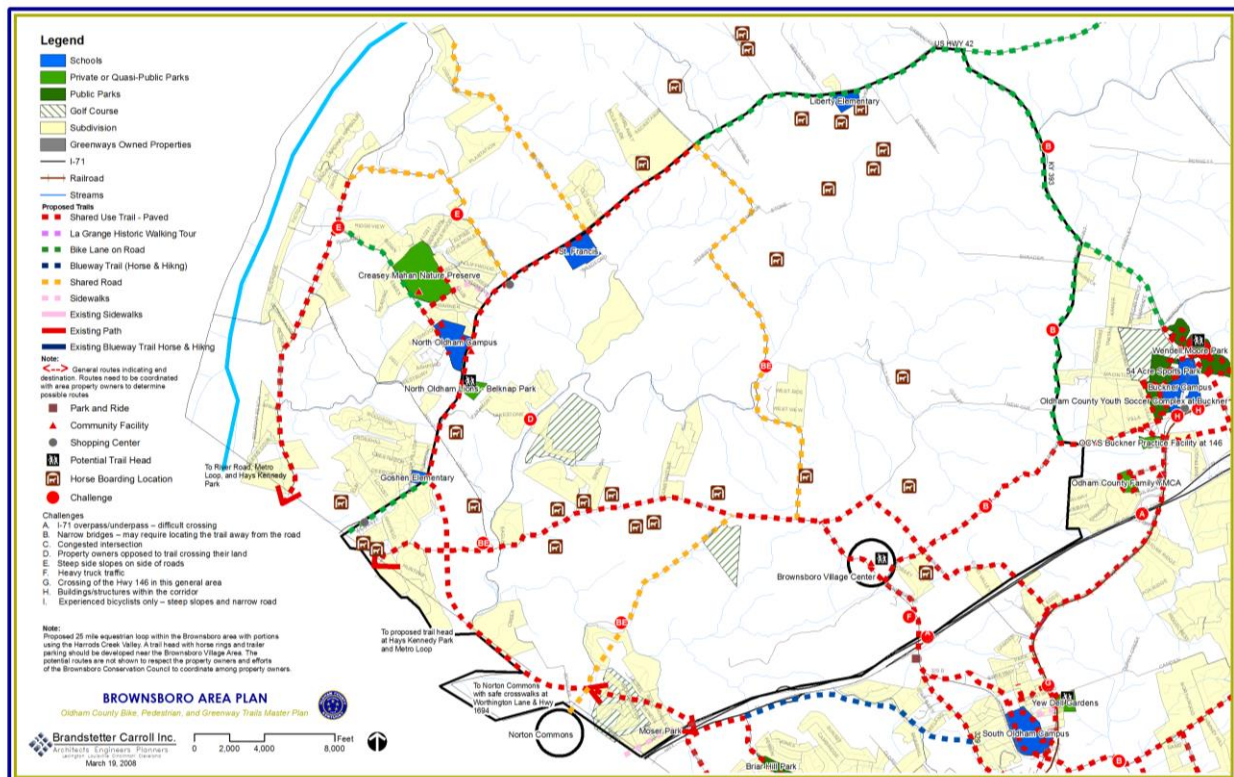


Figure 5.1 Brownsboro Area Greenways Plan

The Bike, Pedestrian, and Greenways Master Plan, which was finalized in January 2008, was funded in part by a grant from the KIPDA Short Range Planning Study Funds. It provides a long-range view of potential bike, pedestrian and equestrian trails and routes within the Brownsboro area that should be considered and implemented. The plan acknowledges that potential routes are for planning purposes only and that landowners would not involuntarily be forced to provide public access to their property without their consent.

Figure 5.1, Brownsboro Area Plan, is an enlargement of the Oldham County Bike, Pedestrian and Greenway Trails Master Plan that was adopted by the Planning and Zoning Commission as an element of the Oldham County Comprehensive Plan.

This figure identifies several major transportation greenway routes to connect the Brownsboro Village Center, Crestwood, Buckner, Norton Commons to the west, and the Prospect and Goshen area in the north. The Harrods Creek Trail traverses through the center of the Brownsboro study area.

All of the types of routes that are recommended are included within this specific area. Many of the proposed shared-use paths are centered and radiate out from the Brownsboro Village Center. These paths would be developed along Glenarm Road to provide an access over I-71, which would connect to the Interurban Greenway Trail that would be adjacent to KY 146 (Old LaGrange Road). An alternative route would follow Old Zaring Road, probably on the southern side, as a shared-use path adjacent to, but separated from, the roadway that would provide another connection to the Buckner area. A trail would traverse southerly to KY 329 and Crestwood and KY 329B to the South Oldham Schools campus and also to the Interurban Greenway area. Another shared-use path would extend to the north of Brownsboro along KY 329 to Prospect. This shared-use path could follow adjacent to the road in most areas, but then would need to go cross country through individuals' properties. It would not be feasible on KY 1694 in the vicinity of Harrods Creek to include the path along the road or bridge.

It is proposed that a 25-mile equestrian loop be developed within the Brownsboro area with portions using Harrods Creek valley. A trailhead with horse ring and trailer parking should be developed near the Brownsboro Village area. The potential routes are not shown on the plan to respect property owners and the efforts of the Brownsboro Conservation Council to coordinate among the various property owners. A 25-mile loop would attract professional trail riders as well as recreational trail riders from a large region and therefore, provide destination tourism activity.

## RECOMMENDATIONS

Ensure any new roadways reflect the pattern and character of the existing roadway system and minimize impacts to existing tree lines and natural features
Context Sensitive Design practices, incorporating bike and pedestrian features, should be strongly supported by Oldham County government for any planned future highway improvements or additions
Support permanent Park and TARC locations in or around the I-71 interchanges and provide bike and pedestrian access with bike security facilities
Develop a bicycle and pedestrian master plan for the Brownsboro Master Planning Area to be incorporated into the Oldham County Bicycle, Pedestrian, and Greenways Master Plan. Plan should identify future bicycle, pedestrian, and multi-use corridors, including opportunities to connect with proposed Oldham and Jefferson County connections. Ensure private property rights are respected when considering future connections
Require sidewalks and a trail network for all development within the Brownsboro Village Center to promote walking as a viable alternative
Promote greenway trails to provide pedestrian access within the outlying village areas when incorporated as part of new development
Design and develop safe pedestrian and bike crossings from GlenOaks to Norton Commons across Hwy 1694
Consider public pedestrian and equine trail connectivity developments that separate equine activities and operations
Facilitate coordination between the county and county non-profit organizations to influence the future design of Brownsboro roadway improvements
Consider the construction of service roads to increase the road network alternatives adjacent to

I-71 that addressed future road connections and I-71 closures and rerouting alternatives
Ensure that the Brownsboro Master Plan recommendations are reflected in the county's input to I-71 interchange alternatives
Provide incentives for developers for providing connectivity between developments and contributing to the Oldham County Parks and Recreation Master Plan and the Oldham County Bike, Pedestrian, and Greenways Master Plan
<b>Infrastructure/Capital Improvement Alternatives</b>
Incorporate bike and pedestrian lanes into the planned future improvement of Hwy 329; incorporate into <i>Horizon 2030</i>
Design and develop a signature parkway entrance and boulevard into the Brownsboro Village area from Hwy 329 North into the village proper
Encourage the location of a future I-71 interchange at Haunz Lane with a connection to Hwy 22 and a connection parallel to the south side of I-71 to Hwy 1694
Develop an Interchange Overlay District for the Exit 14 Crestwood exit and designate the area for appropriate commercial development
Evaluate sites within the GlenOaks/Norton Commons Village area as a possible location for a future neighborhood school to service the highest density of Brownsboro residents to minimize busing requirements and best accommodate commuting parents
Limit county community facilities locations to areas within or adjacent to the designated village centers

## CHAPTER SIX: LAND USE

The primary purpose of this chapter is to provide a Future Land Use Map and policies that reinforce the goals, objectives and policies contained in the other chapters of the Brownsboro Master Plan. The Future Land Use Map and associated policies are intended to guide how and where future development occur in the BPA. This chapter will include existing land use patterns and analyses, a future land use map, and policy recommendations.

Land use is a central element to the area master planning process. Guiding decisions regarding land uses, their interrelationships and the pattern and form they create, is fundamental in moving toward the Brownsboro community's vision.

### GOALS AND OBJECTIVES

**Goal One:** Direct compatible mixed-use developments in designated village centers where existing or planned infrastructure is available.

- a. Develop overlay zoning to encourage the creation of village centers.
- b. Develop a village concept master plan for the Brownsboro Village Center.
- c. Encourage the extension of the existing infrastructure to support the village center.

**Goal Two:** Enhance the rural and historic characters of the Brownsboro Planning Area.

- a. Develop policies that require future land uses to be compatible in scale, character, and form with existing development.
- b. Develop land use guidelines and standards to enhance the Highway 329 into the Brownsboro Village Center.

**Goal Three:** Encourage and create conservation/open space residential developments.

- a. Develop conservation residential development standards.
- b. Provide incentives for conservation residential development.

**Goal Four:** Perpetuate farming, equine and other uses compatible with the rural nature of the Brownsboro Planning Area.

- a. Increase promotion efforts of equine industry and supporting uses.
- b. Encourage the creation of agricultural districts and easements.



## EXISTING LAND USE

An accurate land use inventory is critical for determining appropriate future land uses. The existing land use inventory for the BPA was created using Geographic Information System (GIS) technology based on aerial photography, field survey, and the County tax assessment records.

The existing land use inventory map presents nine categories of land use. Each of the land uses is listed and defined below.

**Farm/Agriculture:** cropland, pasture land, orchards, vineyards, and nurseries, confined feeding operations, and equestrian facilities. This category also includes all areas that are assessed as agriculture use by Oldham County Property Valuation Administration.

**Public/Private Open Space:** Forest preserves, parks, arboretums, trails, subdivision and neighborhood conservation areas, and public or private golf courses.

**Undeveloped/Vacant Land:** Area of land not identified for any use at this time.

**Very-Low-Density (Rural) Residential:** Single-family detached residential use with a density greater than 5 acres per housing unit.

**Low-Density Residential:** Single-family detached residential use with a density of 1-5 acres per housing unit.

**Medium Density Residential:** Residential use with a density of less than 1 acre per housing unit.

**High Density Residential:** Residential use with a density of less than ¼ acre per housing unit.

**Public and Institutional:** Government, medical, education, and religious facilities.

**Commercial/Office:** Shopping malls, mixed-use buildings (which could include residential uses located above store fronts), hotels and motels, marinas, cultural and entertainment uses, and office buildings.

**Industrial:** manufacturing, warehousing, wholesale trade, and mining uses.

The existing land use map at Figure 6.1 below reflects that farm/agricultural, open spaces, and large-lot developments are the current predominant land uses of the BPA. Large tract farms and equine operations exist throughout the study area. High-density residential development is largely concentrated in the southwest corner of the study area in the GlenOaks and Moser Farm subdivisions which are serviced by the Metropolitan Sewer District and the Louisville Water Company. Higher density development is also occurring at Celebration Park at Apple Patch near Brownsboro, and in the eastern part of the planning area with the development of the Reserves of Deer Fields in the Buckner area. The developments in these areas are serviced by the Oldham County Sewer District. (See the Developed Areas map in the appendix for details).

Commercial and industrial operations currently are situated in and around the Brownsboro Village area and Exit 14 of Interstate 71. Lower density, large-lot developments and individual home sites are located primarily along Highway 329, Highway 1694 North, and in and around the Brownsboro Village area.

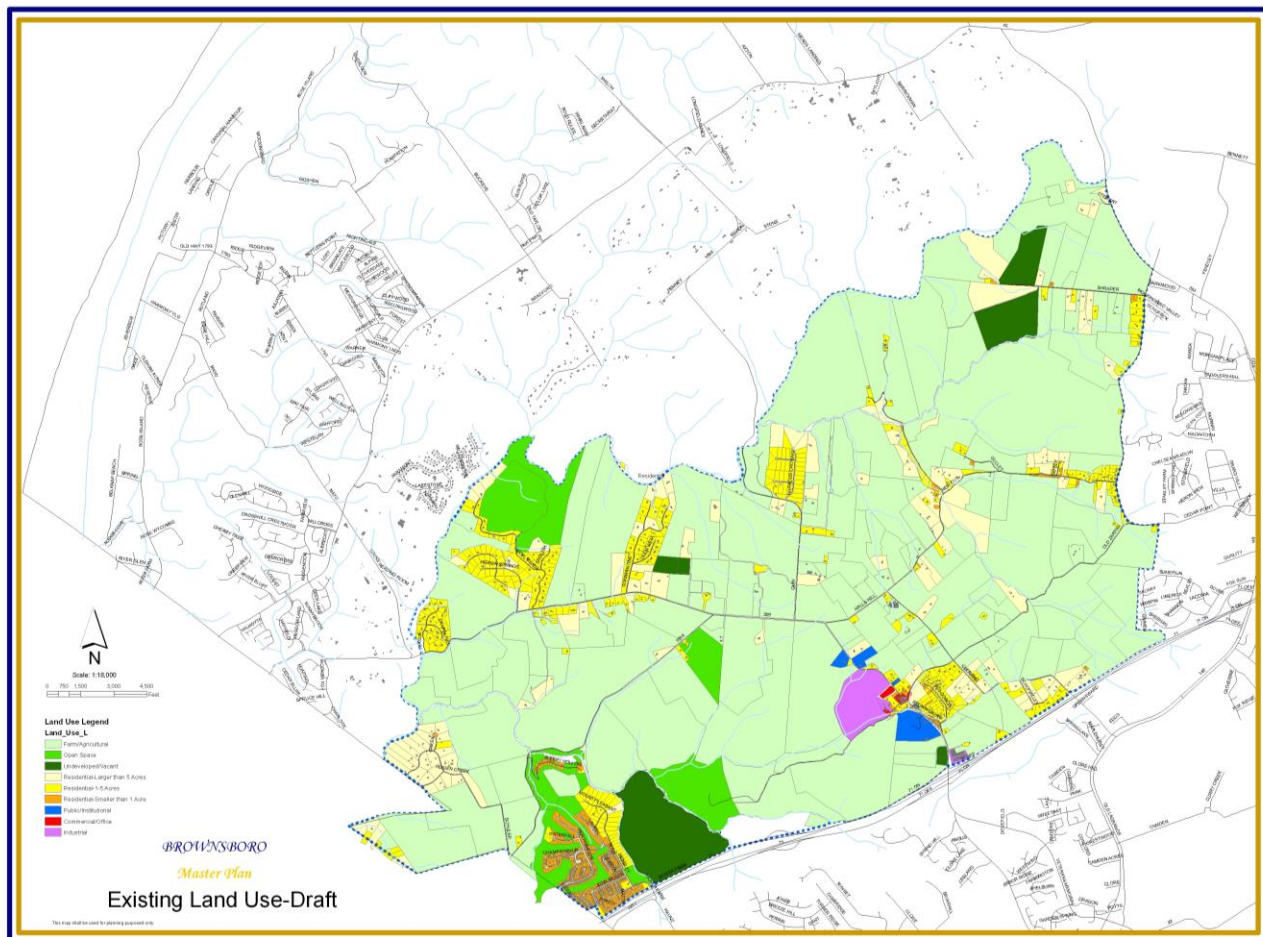


Figure 6.1, Existing Land Use

Due to the availability of high-speed broadband communications, a growing number of Brownsboro residents conduct business operations from their homes by either telecommuting or operating home-based businesses. That trend will likely continue in the future and can have a beneficial impact with respect to reduced demands on the area's transportation system.

Sewer service is limited in the BPA. Currently the Metropolitan Sewer District services the high-density GlenOaks and Moser Farms subdivisions. The Oldham County Sewer District has extended its service from Crestwood to the Celebration Park at Apple Patch community north of I-71 near the village of Brownsboro. The district will also service the Reserves of Deer Fields in the eastern edge of the planning area. While the OCSD 201 Facilities Plan completed in 2007 has no formal plans to extend sewer service in the Brownsboro study area, extensions may become feasible in the eastern part of the study area upon the completion of the planned expanded regional wastewater treatment plan at the Kentucky State Reformatory. Additionally, extensions north to the Brownsboro Village area and beyond are also feasible for the future. Figure XX below reflects the OCSD Countywide

Facilities Plan relative to the Crestwood Service Area and shows sewer penetration into the Brownsboro study area.

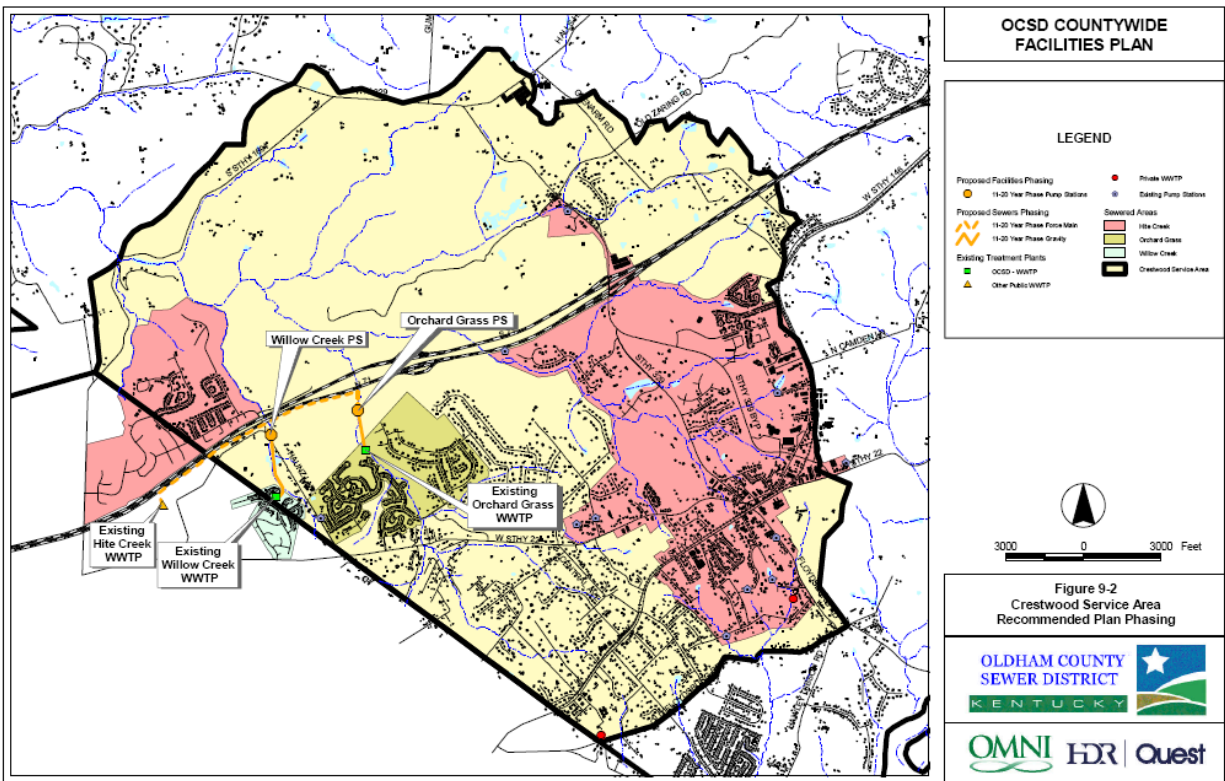


Figure 6.2, Facilities Plan

Due to the general lack of sewer service within the planning area, residential lots are limited to one acre and larger sites, per Oldham County Health Department regulations. These restrictions affect both current and future residential development and parcel sizes within the planning area.

The Brownsboro planning area is largely characterized by large tract agricultural lands that reflect the rural nature of the overall area. The planning area totals 15,099 acres (23.6 square miles), of which 10,507 acres are included in 76 parcels of 50 acres or more. These large tracts comprise 70 percent of the total land area within the study area. Figure 6.1 below reflects the parcel size distribution of land within the planning area.

Parcel Size	Total Acreage	% of Brownsboro Area	Number of Parcels
50 Acres or More	10,507	70%	76
20-50 Acres ( $\geq 2$ but $< 50$ )	1,806	12%	53
5-20 Acres ( $\geq 10$ but $< 20$ )	1,601	11%	176
1-5 Acres ( $\geq 1$ but $< 5$ )	976	6%	413
Less than 1 Acre	209	1%	532
<b>Total</b>	<b>15,099</b>	<b>100%</b>	<b>1,250</b>

Table 6.1, Parcel Size/Total Acreage

There are 53 parcels of between 20 and 50 acres that total 1,806 acres and 176 parcels of greater than five acres and less than 20 acres totaling 1,601 acres. Altogether, parcels of five acres or more comprise 93 percent of Brownsboro's land mass.

Of the 1,250 parcels within the study area, 413 are between one and five acres and 532 are less than one acre. These parcels are largely concentrated in the GlenOaks and Moser Farms subdivisions.

The pie chart at Figure 6.2 visually depicts the current parcel size distribution with the study area.

While residential development has occurred at a fast pace within the BPA, there has also been a trend to preserve existing farmland through conservation easements and the establishment of agricultural districts. During 2007, 24 landowners placed 3,092 acres in 5 separate Agricultural Districts in the Brownsboro Extended Planning area. A total of 748 acres have been placed in permanent conservation easements since 2000.

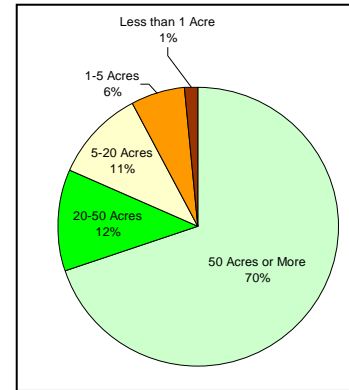


Figure 6.2, Current Parcel Size Distribution

## EXISTING ZONING

The existing zoning within the BPA is depicted in figure X. The majority of land is currently zoned agricultural, conservation (in and around watershed areas) and R-2, low density residential (along Highway 329 and the southeast part of the planning area). Small lot residential zoning (R-2A and R-2) exists in the GlenOaks/Moser Farm subdivisions as a result of sewer availability. The Brownsboro village area and area north of the Exit 14 interchange includes a variety of commercial, industrial, and residential zoning that reflects current land uses. As indicated above, the lack of sewer service, and to a lesser extent lack of public water service, limit development to the substantial R-2 zoning areas. R-2 zoning allows densities up to 3.63 dwelling units per acre.

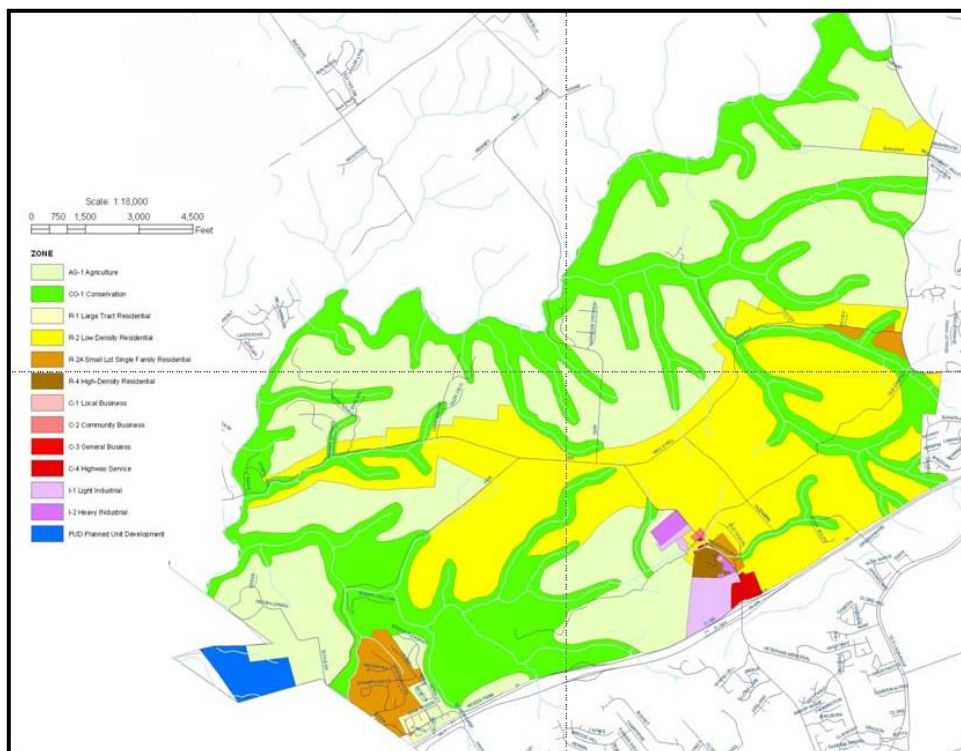


Figure 6.3, Brownsboro Existing Zoning

## FUTURE LAND USE

The Brownsboro Area Master Plan Task Force members developed future land use recommendations and guidelines to support the Vision and Land Use goals and objectives designed to achieve the Vision.

Future land use recommendations recognize that future development will occur within Brownsboro and likely at a pace greater than the county at large. The plan also recognizes that existing zoning will remain in place for the future while recommending potential mixed-use zoning within the Brownsboro Village area and additional commercial zoning to enhance the Interstate Interchange Gateway Areas.

This plan attempts to balance development pressures with the community desire to enhance the rural and historic character of the planning area; protect watershed areas; and to perpetuate farming, equine, and other uses compatible with the rural nature of the area.

In order to achieve a balance of future residential development and rural preservation, this plan encourages the use of conservation/open space residential development and the use of incentives, primarily via density bonuses, for those developers who design conservation developments and employ low-impact development practices. Density bonuses should also be used to encourage the development of connected trails to support the Bike, Pedestrian, and Greenways Master Plan. These recommendations require adoption by the Planning Commission and Fiscal Court for implementation.

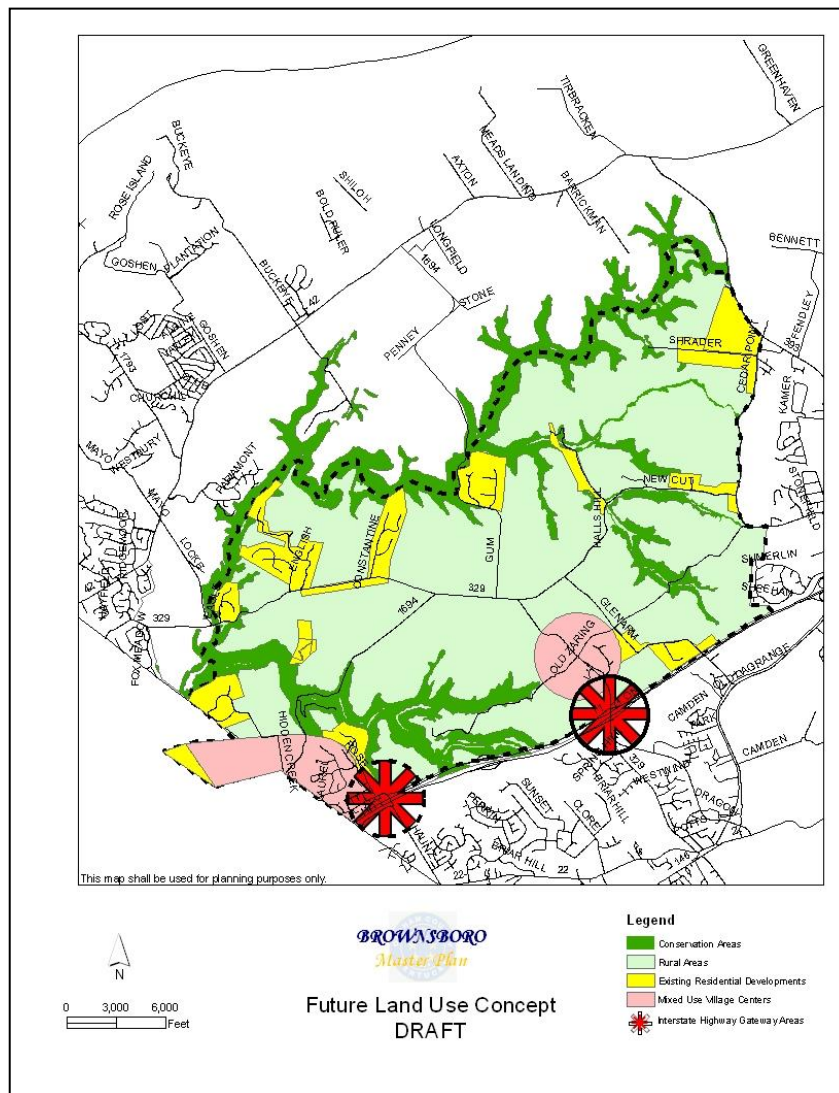
In summary, the guidelines and recommendations offer a long-term, “big picture” view of what is envisioned for the Brownsboro Planning Area over the next 20 to 30 years or longer.

## CONCEPT FOR FUTURE LAND USES AND DESIGN

In order to achieve the goals and objectives developed to support the future Vision, the Brownsboro Area Master Plan Task Force recommended that the planning area include the designation of a Rural Area for land that is predominately agricultural and serves conservation purposes. Guidelines are provided to allow future development while respecting the rural character of the area and its natural resources to include the Harrods Creek watershed areas.



In order to enhance the entrance to the Brownsboro area from Exit 14 of I-71, an Interstate Interchange Gateway Area is designated for consideration of attractive mixes of light industrial, retail, offices, or a mix of uses that could incorporate transit oriented developments. A potential Interchange Gateway Area is also proposed near Haunz Lane in the event an interchange is identified there in the future. These areas are important points of entry into Brownsboro and provide potential economic development value to the county.



Lastly, a Harrods Creek Watershed Management Area is recommended that will include guidelines that employ low-impact development techniques, sufficient buffering to protect the watershed; adherence to emerging county stormwater management regulations, and the incorporation of recommendations from the ongoing Darby Creek Watershed Study.

## SITE DEVELOPMENT GUIDELINES

Guidelines for future site development are provided or the categories of future land use discussed above.

## CONSERVATION AREAS

The Conservation Areas include 100-year floodplains, wetlands, and very steep slopes (30% and higher). Conservation of these environmentally sensitive areas provides long-term value to the community.

The following are guidelines applicable to Conservation Areas:

1. Development is limited to non-intrusive changes designed to provide public access, where appropriate. These are limited to access drives, parks, parking areas, shelters, trails or related uses, only upon a determination that the environmental integrity of the area can be protected.
2. On sites with a portion located in a Conservation Area, the transfer of development density from one area of the site to the other through a conservation residential development may be appropriate.
3. Watershed and Forest Buffer Areas shall be required to protect the streams, wetlands, and floodplains of the BPA, to protect the water quality of the Harrods Creek watershed, wells, ponds, and other significant water resources; to protect riparian and aquatic ecosystems, and to provide for the environmentally sound use of Brownsboro's land resources as they relate to water quality within the BPA.
4. Develop a Harrods Creek Watershed Management Area with associated guidelines in conjunction with the Darby Creek Watershed Plan process that was initiated in the fall of 2007.

## RURAL AREAS

The Rural Areas are primarily characterized by agriculture uses, equine operations, homesteads associated with agriculture uses and agriculture service businesses. These agriculture or related uses are desirable and should be encouraged to continue. The Rural Areas also encourage conservation residential developments that preserve a portion of the site permanently.

The following guidelines are applicable to the Rural Areas:

1. The desired character for the Rural Areas is a continuation of historic, rural and agriculture patterns, including farms and farm related uses.
2. Encourage the voluntary formation of agricultural districts and the donation of conservation and other easements to preserve the rural character in these areas.
3. Parks, open space, greenways and public recreational facilities should be encouraged in the Rural Areas.
4. Community facilities and religious institutions should be allowed in the Rural Areas if the infrastructure and public services are available.
5. New residential development in Rural Areas will be accommodated, but it is strongly encouraged, using incentives, to occur through Conservation Residential Developments.
6. Recommendations for guidelines governing Conservation Residential Developments should be considered for near-term adoption by the OCPZ Commission and Fiscal Court. Included is the provision for density bonuses as follows that will achieve the goals and objectives of this chapter:
  - a. Preserve a higher percentage of conservation areas than the minimum requirement;
  - b. Provide trails in the open space that conform to county standards;
  - c. Are contiguous with existing conservation easements;



- d. Dedicate open space for public use greater than minimum requirement;
- e. Preserve the open space in a land trust;
- f. Provide additional setbacks from scenic byways;
- g. Provide additional buffer areas along streams.

#### EXISTING RESIDENTIAL AREAS

The Existing Residential Areas are characterized by large lots of 1 acre or more in size that are scattered throughout the Brownsboro Planning Area.

#### INTERSTATE INTERCHANGE GATEWAY AREAS

Interstate Interchange Gateway Areas are identified at two locations. The area around Exit 14 is an existing Interstate Interchange Area that is mostly undeveloped. This area is zoned largely industrial and commercial. A potential Interstate Interchange Area has been identified near Haunz Lane at the southeast corner of the Brownsboro Planning Area near the Jefferson-Oldham County line. The Interstate Interchange Gateway Areas are activity centers that attract large numbers of people. They may include light industrial, retail, office or a mix of uses that could incorporate transit-oriented developments. These areas are important points of entry into Brownsboro and provide economic development value not just for the Brownsboro Area but the entire county.

The following guidelines are applicable to Highway Interchange Areas:

1. The Highway Interchange Areas are viewed as valuable limited resources, as key symbolic entrances into the community and generate high economic returns for the community. They should be protected from inappropriate uses.
2. Encourage transit orientated developments in these areas.
3. Develop design guidelines for the Exit 14 Interchange Area and designate the area for appropriate commercial and light industrial development.
4. Signage in these areas should be limited and integrated into an overall site planning theme. Billboards should be prohibited.
5. Special attention should be paid to architectural quality, and overall architectural themes should be developed for each area.
6. Traffic circulation and access should be carefully planned and managed so that each area operates as a coordinated circulation system.
7. Landscaping and lighting themes should be developed for each area.

#### MIXED-USE VILLAGE CENTERS

Mixed-Use Village Centers are identified at two locations. The Brownsboro Village Center is a proposed Village Center located along Highway 329 at Old Zaring Road. The Norton Commons is currently being developed and is located on the west side of the Brownsboro Planning Area near the county line. Part of this Village Center is located in Jefferson County. Due to its proximity to Norton Commons we characterize the GlenOaks/Moser Farms subdivisions as a part of the larger Norton Commons Village Center.

The following are guidelines that will apply to Mixed-Use Village Centers:

1. Buildings and sites are encouraged to accommodate a mixture of uses. A mixture of land uses and housing types is encouraged, not just within the overall center, but on individual parcels and buildings. High-activity uses such as retail and services are

encouraged on the ground floor, with uses such as offices and residential on the upper floor.

2. Recognize and encourage the future development of the StrataSpace within the Brownsboro Village Center to stimulate future commercial establishments within the village.
3. A master sign plan should be prepared illustrating the location, materials, height, materials, type and size of all signage.
4. A lighting plan should be prepared. Lighting should be designed to avoid spillover onto adjacent properties.
5. Initiate an area-wide rezoning process to change the existing zoning of the properties with the Brownsboro Village Center to a mixed-use overlay district with the consent of the property owners.

Figure 6.5 is a conceptual Master Plan for the Brownsboro Village area. This long-range plan was developed by Randall Arendt along with a local landscape architecture firm, Environs. Included in the plan were mixed-use developments such as commercial/industrial, single-family and multi-family residential, community facilities, integrated trails and open spaces. The plan also includes a recommendation for a signature entrance into Brownsboro with a boulevard for visual enhancement of the village and for traffic calming and safety.

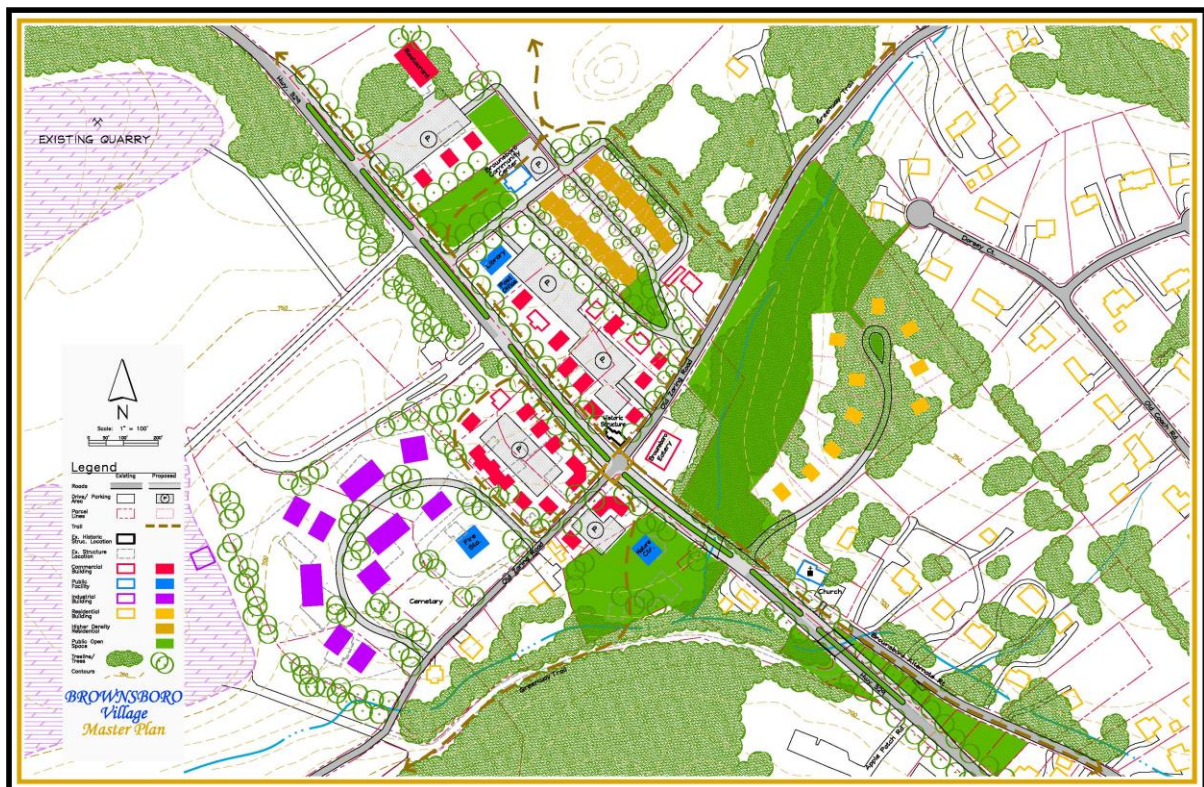


Figure 6.5, Brownsboro Village Plan

A major community facility that should be considered for the village center if possible is new South Oldham Fire Department (SOFD) station. The SOFD services a major portion of the BPA with its current fire station located in Crestwood. In order to provide quicker response times to the BPA, the SOFD board would like to locate a station in the BPA within the next five-to-ten years depending upon the availability of land, funding, and other factors. Like

other fire stations within the county, to including the SOFD station in Crestwood, the new fire station could include community meeting rooms and other opportunities to foster community cohesion.

Informal talks with SOFD officials indicated that if land were available within the Brownsboro Village Center, the department would consider locating there and would be sensitive to adhering to the architectural standards recommended in this plan. A new fire station in the village center would be an important community asset and could spur future redevelopment actions in the area.

## CHAPTER SEVEN: IMPLEMENTATION

The implementation element of the Brownsboro Master Plan is intended to outline the steps necessary to achieve the plan vision and its supporting goals and objectives. Included in the plan's chapters are community based guidelines and recommendations to shape the future of the Brownsboro Planning Area.

Guidelines are intended to reflect community desires with respect to maintaining the community character of the area. General and specific guidelines are provided in this plan to assist those who propose residential and commercial development within the BPA to consider and incorporate those guidelines within their development plans in the early stages of planning. Many of the guidelines and recommendations are included in existing Oldham County subdivision regulations; some are recommended for inclusion. Developers, builders, businesses, adjoining neighbors, homeowners associations, and community groups will have a common set of guidelines and criteria to discuss and refine, and hopefully agree upon prior to zoning map amendment requests and development plans reach the Planning Commission.

The Brownsboro Master Plan also includes specific recommendations, most of which require action by single or multiple agencies for implementation. Recommendations, and selected guidelines that may require some level of action, are included in this implementation chapter. They are divided into three categories: Changes related to the county's Land Use (subdivision and zoning regulations and ordinances); infrastructure or capital improvements; and recommendations of a policy or programmatic nature. Associated with each recommendation are the lead (in bold) and supporting entities that would need to assume responsibility for implementing the recommendation. Time-frames are given in three ranges: short (less than two years); medium (three-to five years); and long (greater than five years).

Each recommendation in the tables below will include a numbering sequence for easy reference. First, the chapter within the plan where the recommendation originates will be identified, and then a sequential referencing number will be provided. Chapters are identified as follows:

Chapter 3, Community Character	CC
Chapter 4, Environmental Resources, Open Space and Farmland	E
Chapter 5, Transportation	T
Chapter 6, Land Use	LU

RECOMMENDATION	IMPLEMENTATION RESPONSIBILITY	TIMEFRAME/RE MARKS
CC-1 New residential developments are encouraged to have buildings facing the street.	<b>Planning and Zoning Office</b> , Planning Commission	Short-Medium-Long
CC-2 (Scenic Corridors) Parking lots shall be screened by a landscape buffer or other natural features from view along the scenic corridors	<b>Planning and Zoning Office</b> , Planning Commission	Short-Medium-Long
CC-3 (Scenic Corridors) All new buildings shall have predominant façades facing the corridor	<b>Planning and Zoning Office</b> , Planning Commission	Short-Medium-Long

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME/RE MARKS</b>
CC-4 (Mixed Use Village Centers) Develop new sections in the subdivision regulations and zoning ordinance to incorporate recommendations on a county-wide basis	<b>Planning and Zoning Office</b> , Planning Commission	Short
CC-5 (Conservation Residential Developments) Develop new sections in the subdivision regulations and zoning ordinance to incorporate recommendations on a county-wide basis	<b>Planning and Zoning Office</b> , Planning Commission, Fiscal Court	Short
T-1 Provide incentives for developers for providing connectivity between developments and contributing to the Oldham County Parks and Recreation Master Plan and the Oldham County Bike, Pedestrian, and Greenways Master Plan	<b>Planning and Zoning Office</b> / Parks and Recreation Department /Planning Commission / Fiscal Court	Short (Changes to the Subdivision and Zoning Regulations required)
T-2 Develop an Interchange Overlay District for the Exit 14 Crestwood exit and designate the area for appropriate commercial development	Affected Landowners / <b>Planning and Zoning Office</b> / Planning Commission / Fiscal Court	Medium-Long
E-1 Encourage a watershed-based approach for overall environmental protections and management within the Brownsboro Planning Area	Planning and Zoning Office / County Engineer /Planning Commission / Fiscal Court	Medium-Long Consider recommendations from Darby Creek study and emerging MS-4 regulations
E-2 The conservation areas identified in Figure 4.5 of Chapter 4 shall be preserved	<b>Planning Commission</b> / Fiscal Court	Short-Medium-Long
E-3 Any potential development adjacent to conservation areas shall be very carefully scrutinized during any development review process to ensure low-impact development techniques are employed to protect and preserve the Harrods Creek Watershed	Planning and Zoning Office / <b>County Engineer</b> /Planning Commission / Fiscal Court	Short-Medium-Long
E-4 Develop stream and water body setback standards and restrictions for activities and land uses that pose potential hazards to water quality	Planning and Zoning Office / <b>County Engineer</b> /Planning Commission / Fiscal Court	Medium-Long Consider recommendations from Darby Creek study and emerging MS4 regulations

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME/RE MARKS</b>
E-5 In concert with the Darby Creek Watershed Study, develop proposed new standards and techniques for county subdivision regulations and emerging MS4 stormwater regulations to address 303(d) impaired streams	Planning and Zoning Office / <b>County Engineer</b> /Planning Commission / Fiscal Court	Short-Medium
E-6 Low impact development techniques are the preferred best management practices for any development proximate to the Darby Creek /Harrods Creek watersheds	Planning and Zoning Office / <b>County Engineer</b> /Planning Commission / Fiscal Court	Short-Medium-Long
E-7 Stormwater drainage systems shall provide features to eliminate the introduction of litter and debris into watersheds	Planning and Zoning Office / <b>County Engineer</b> /Planning Commission / Fiscal Court	Short-Medium-Long
E-8 New developments shall provide active or passive parks and recreation amenities or contribute to Brownsboro Area public parks or trails initiatives	Planning and Zoning Office / <b>Parks and Recreation Department</b> /Planning Commission / Fiscal Court	Short-Medium-Long
E-9 Utilize contiguous greenways as a strategy for the protection of identified natural land resources	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court	Short-Medium-Long
E-10 Where new developments are adjacent to proposed or existing trails, continuations and/or connections should be provided and trailheads considered. Appropriate density bonuses should be offered for providing access and trailheads meeting required standards as suggested in the Bicycle, Pedestrian, and Greenways Trails Master Plan (2008).	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court	Short (incorporate into subdivision regulations)
E-11 Create public access to identified and protected natural land resources and physical features and wildlife corridors by either county acquisition efforts or the private donation of land or easements	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court / local land trusts	Medium-Long
E-12 Develop plans for a future greenways/trails connection with pedestrian access between the villages of Brownsboro and GlenOaks/Norton Commons	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court / Brownsboro Conservation Council / Greenways for Oldham County	Short-Medium

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME/RE MARKS</b>
LU-1 For conservation areas, development is limited to non-intrusive changes designed to provide public access, where appropriate. These are limited to access drives, parks, parking areas, shelters, trails or related uses, only upon a determination that the environmental integrity of the area can be protected.	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court	Short-Medium-Long
LU-2 On sites with a portion located in a Conservation Area, the transfer of development density from one area of the site to the other through a conservation residential development may be appropriate.	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court	Short-Medium (Requires changes to Zoning Ordinance and Subdivision Regulations)
LU-3 Watershed and Forest Buffer Areas shall be required to protect the streams, wetlands, and floodplains of the BPA, to protect the water quality of the Harrods Creek watershed, wells, ponds, and other significant water resources; to protect riparian and aquatic ecosystems, and to provide for the environmentally sound use of Brownsboro's land resources as they relate to water quality within the BPA.	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court	Short-Medium (Requires changes to Zoning Ordinance and Subdivision Regulations)
LU-4 Develop a Harrods Creek Watershed Management Area with associated guidelines in conjunction with the Darby Creek Watershed Plan process that was initiated in the fall of 2007.	<b>Planning and Zoning Office</b> /Planning Commission / Fiscal Court / Darby Creek Planning Team	Short-Medium (Requires changes to Zoning Ordinance and Subdivision Regulations)
<b>The following guidelines are applicable to the Rural Areas:</b>		
LU-5 The desired character for the Rural Areas is a continuation of historic, rural and agriculture patterns, including farms and farm related uses.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
LU-6 Encourage the voluntary formation of agricultural districts and the donation of conservation and other easements to preserve the rural character in these areas.	Planning and Zoning Office /Planning Commission/ Fiscal Court / <b>Affected Landowners</b> / Oldham County/ Oldham County Conservation District	Short-Medium-Long
LU-7 Parks, open space, greenways and public recreational facilities should be encouraged in the Rural Areas.	Planning and Zoning Office /Parks and Recreation Department / <b>Planning</b>	Short-Medium-Long



RECOMMENDATION	IMPLEMENTATION RESPONSIBILITY	TIMEFRAME/RE MARKS
	<b>Commission/</b> Fiscal Court	
LU-8 Community facilities and religious institutions should be allowed in the Rural Areas if the infrastructure and public services are available.	<b>Planning and Zoning Office /</b> Planning Commission/ Fiscal Court	Short-Medium-Long
LU-9 New residential development in Rural Areas will be accommodated, but it is strongly encouraged, using incentives, to occur through Conservation Residential Developments.	<b>Planning and Zoning Office /</b> Planning Commission/ Fiscal Court	Short-Medium-Long
<p>LU-10 Recommendations for guidelines governing Conservation Residential Developments should be considered for near-term adoption by the OCPZ Commission and Fiscal Court. Included is the provision for density bonuses as follows that will achieve the goals and objectives of this chapter:</p> <ul style="list-style-type: none"> <li>7. Preserve a higher percentage of conservation areas than the minimum requirement;</li> <li>8. Provide trails in the open space that conform to county standards;</li> <li>9. Are contiguous with existing conservation easements;</li> <li>10. Dedicate open space for public use greater than minimum requirement;</li> <li>11. Preserve the open space in a land trust;</li> <li>12. Provide additional setbacks from scenic byways; <ul style="list-style-type: none"> <li>a. Provide additional buffer areas along streams.</li> </ul> </li> </ul>	<b>Planning and Zoning Office /</b> Planning Commission/ Fiscal Court	Short
<b>The following guidelines are applicable to the Highway Interchange Area (existing and proposed):</b>		
LU-11 The Highway Interchange Areas are viewed as valuable limited resources, as key symbolic entrances into the community and generate high economic returns for the community. They should be protected from inappropriate uses.	<b>Planning and Zoning Office /</b> Planning Commission/ Fiscal Court	Short-Medium-Long

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME/RE MARKS</b>
LU-12 Encourage transit orientated developments in these areas.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
LU-13 Develop design guidelines for the Exit 14 Interchange Area and designate the area for appropriate commercial and light industrial development.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court / Affected Landowners	Short-Medium-Long
LU-14 Signage in these areas should be limited and integrated into an overall site planning theme. Billboards should be prohibited.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
LU-15 Special attention should be paid to architectural quality, and overall architectural themes should be developed for each area.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
LU-16 Traffic circulation and access should be carefully planned and managed so that each area operates as a coordinated circulation system.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
LU-17 Landscaping and lighting themes should be developed for each area.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
<b>The following guidelines are applicable to Mixed Use Village Centers (existing and proposed):</b>		
LU-18 Buildings and sites are encouraged to accommodate a mixture of uses. A mixture of land uses and housing types is encouraged, not just within the overall center, but on individual parcels and buildings. High-activity uses such as retail and services are encouraged on the ground floor, with uses such as offices and residential on the upper floor.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
LU-19 Recognize and encourage the future development of the StrataSpace within the Brownsboro Village Center to stimulate future commercial establishments within the village.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court / StrataSpace /OCEDA / Oldham County Chamber of Commerce	Short-Medium-Long

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME/RE MARKS</b>
LU-20 A master sign plan should be prepared illustrating the location, materials, height, materials, type and size of all signage.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium
LU-21 A lighting plan should be prepared. Lighting should be designed to avoid spillover onto adjacent properties.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium
LU-22 Initiate an area-wide rezoning process to change the existing zoning of the properties with the Brownsboro Village Center to a mixed-use overlay district with the consent of the property owners.	Affected property owners / <b>Planning and Zoning Office</b> / Planning Commission / Fiscal Court	Medium-Long
LU-23 Consider a new South Oldham Fire Department station in the Brownsboro Village Center area for the future	<b>South Oldham Fire Department</b> / Community Residents / Planning and Zoning Office / Planning Commission	Medium

### **Infrastructure and Capital Improvements**

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME</b>
CC-1 Use cor-ten steel guardrails with wooden posts as the design standard where guardrails are required or replaced in the Brownsboro Planning Area.	Planning and Zoning Office/ <b>County Engineer</b> /KIPDA, Kentucky Transportation Cabinet	Medium-Long
CC-2 (Mixed Use Village Centers) Design and develop a signature parkway entrance and boulevard into the Brownsboro Village area from Highway 329 North into the village.	<b>Planning and Zoning Office</b> /Planning Commission/ Fiscal Court	Short-Medium-Long
T-1 Ensure any new roadways reflect the pattern and character of the existing roadway system and minimize impacts to existing tree lines and natural features	Planning and Zoning Office/ <b>County Engineer</b> /KIPDA, Kentucky Transportation Cabinet	Medium-Long
T-2 Context Sensitive Design practices, incorporating bike and pedestrian features, should be strongly supported by Oldham County government for any planned future highway improvements or additions	Planning and Zoning Office/County Engineer / <b>Fiscal Court</b> /KIPDA, Kentucky Transportation Cabinet	Medium-Long
T-3 Support permanent Park and TARC locations in or around the I-71 interchanges and provide bike and pedestrian access with bike security facilities	<b>Fiscal Court</b> / Louisville Metro Government	Short-Medium

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME</b>
T-4 Develop a bicycle and pedestrian master plan for the Brownsboro Master Planning Area to be incorporated into the Oldham County Bicycle, Pedestrian, and Greenways Master Plan. Plan should identify future bicycle, pedestrian, and multi-use corridors, including opportunities to connect with proposed Oldham and Jefferson County connections. Ensure private property rights are respected when considering future connections	<b>Planning and Zoning Office</b>	Short (Note: Completed with Oldham County Bike, Pedestrian, and Greenways Master Plan, April 2008)
T-5 Require sidewalks and a trail network for all development within the Brownsboro Village Center to promote walking as a viable alternative	<b>Planning Commission</b>	Long
T-6 Promote greenway trails to provide pedestrian access within the outlying village areas when incorporated as part of new development	<b>Planning Commission</b>	Medium-Long
T-7 Design and develop safe pedestrian and bike crossings from GlenOaks to Norton Commons across Hwy 1694	Planning and Zoning Office / <b>County Engineer</b> /Fiscal Court / Metro Louisville / Kentucky Transportation Cabinet	Short
T-8 Consider public pedestrian and equine trail connectivity developments that separate equine activities and operations	<b>Private developers</b> / affected landowners/ Planning and Zoning Office /Brownsboro Conservation Council	Short-Medium-Long
T-9 Facilitate coordination between the county and county non-profit organizations to influence the future design of Brownsboro roadway improvements	<b>Office of the Judge-Executive</b> / County Engineer	Short-Medium-Long
T-10 Consider the construction of service roads to increase the road network alternatives adjacent to I-71 that addressed future road connections and I-71 closures and rerouting alternatives	<b>County Engineer</b> /Fiscal Court / Kentucky Transportation Cabinet	Medium-Long
T-11 Ensure that the Brownsboro Master Plan recommendations are reflected in the county's input to I-71 interchange alternatives	<b>Planning and Zoning Office</b> / County Engineer/Fiscal Court / KIPDA / Kentucky Transportation Cabinet	Short-Medium-Long
<b>Infrastructure/Capital Improvement Alternatives</b>		

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME</b>
T-12 Incorporate bike and pedestrian lanes into the planned future improvement of Hwy 329; incorporate into <i>Horizon 2030</i>	<b>Planning and Zoning Office</b> / KIPDA	Short-Medium-Long
T-13 Design and develop a signature parkway entrance and boulevard into the Brownsboro Village area from Hwy 329 North into the village proper	<b>Planning and Zoning Office</b> / Community Residents	Medium-Long
T-14 Encourage the location of a future I-71 interchange at Haunz Lane with a connection to Hwy 22 and a connection parallel to the south side of I-71 to Hwy 1694	Planning and Zoning Office/ <b>County Engineer</b> / Fiscal Court / KIPDA / Kentucky Transportation Cabinet	Long
T-15 Evaluate sites within the GlenOaks/Norton Commons Village area as a possible location for a future neighborhood school to service the highest density of Brownsboro residents to minimize busing requirements and best accommodate commuting parents	Planning and Zoning Office / Planning Commission / Fiscal Court / <b>Oldham County Board of Education</b>	Medium
T-16 Limit county community facilities locations to areas within or adjacent to the designated village centers	<b>Planning and Zoning Office</b> / Planning Commission / Fiscal Court / Oldham County Board of Education	Medium-Long

### Policy / Programmatic

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME</b>
CC-1 Design unique county/Brownsboro signs that identify the entries to the Brownsboro Planning Area	<b>Community residents</b> / Planning and Zoning Office	Short
CC-2 Design signs to identify the stream or creek and its watershed at every bridge within the Brownsboro Planning Area.	Community residents / <b>Planning and Zoning Office</b>	Short-Medium (Should be standardized for countywide implementation)
E-1 Work with state and county officials and land trust officials to educate landowners on the benefits of agricultural districts and conservation easement donations and encourage their use	<b>Planning and Zoning Office</b> / Landowners / Local and state land trusts	Short-Medium-Long
E-2 Encourage Brownsboro-area farming activities by promoting the sale and use of local goods and services	Oldham County Extension Office / <b>landowners</b> / Oldham County Tourism Commission	Short-Medium-Long

<b>RECOMMENDATION</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>TIMEFRAME</b>
E-3 Market Harrods Creek as a natural land resource and physical feature in the Brownsboro area	<b>Oldham County Tourism Commission</b>	Short-Medium-Long
E-4 Design signs to identify at every bridge within the Brownsboro Planning Area the stream or creek and its watershed	<b>Planning and Zoning Office</b> / County Engineer	Short-Medium
E-5 Develop a Brownsboro community-based water quality monitoring program to access the health of Brownsboro streams.  Develop a plan for stream indicator monitoring: a. Identify Harrods Creek unique stream indicators b. Locate representative fixed monitoring stations c. Create a schedule for monitoring across all subwatersheds d. Set up a tracking system to analyze indicator data for long-term trends to track watershed improvement	<b>County Engineer</b> / Community Groups / Kentucky Waterways Alliance	Short-Medium
E-6 Work with the county to promote and assist in the voluntary and private efforts of citizens to place their properties in conservation easements and/or agricultural districts.	<b>Planning and Zoning Office</b> / Affected Landowners / Oldham County Conservation District / local land trusts	Short-Medium-Long
E-7 Periodically review and identify potential properties for donation or purchase to support the county's Greenways and Parks and Recreation Master Plans	<b>Parks and Recreation Department</b> / Planning and Zoning Office / Planning Commission / Fiscal Court	Short-Medium-Long
E-8 Promote the equine industry within Brownsboro as part of an overall county tourism strategy.	Oldham County Equine Council / Oldham County Tourism Commission / Affected landowners and equine business owners	Short-Medium-Long

## **APPENDICES**

Map-Prime Farmland Soils

Map-Septic Tank Absorption

Map-Very Steep Slopes of 30%+

Map-Agriculture Districts and Conservation Easements

Table-Historical and Existing Traffic Volumes

Table-Detailed Road Analysis/Inventory

Map-Develop Area

Map-Future Land Use Concept

Map-Environmental Resources Conservation Areas

Map-Existing Zoning

Map-Existing Land Use

Map-Brownsboro Village Master Plan