

This Page Intentionally Blank

INTRODUCTION

In November 2020, The Oldham County Comprehensive Plan Update was adopted to serve as the blueprint for guiding the community's growth and development. The eighty-five goals and objectives which were included as part of the Comprehensive Plan Update 2020 provide guidance to meet the vision statement which reads:

"Oldham County is a highly desirable place to live in the year 2025. Our county contains all the facilities and public services necessary to maintain a vibrant community today and in the future. The county's excellent infrastructure, parks, community facilities, and well-run government services are optimized for citizens, schools, services, business and light industry. Our leadership respects and adheres to the values of the community and has the political will to implement these values.

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

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

- Adopted regulations for accessory dwelling units and accessory uses & structures (2016).
- Updated sign regulations for off-premise, temporary, prohibited and exempt sign standards along with content-based regulations and sign definitions (2016+2019).
- Updated Site Plan Review Procedures which allow for different category review and approval procedures (2016).
- Updated Comprehensive Zoning Ordinance (2007+2016+2018) regarding permitted uses, conditional uses and property development regulations.
- Adopted special provisions and conditional use standards for short-term rental properties (2018).
- Revised capacity standards for schools and added cluster mailbox requirements (2018+2019).
- Updated landscape regulations (2018).
- Updated Subdivision Regulations (2018).
- Updated definitions & adopted *Planners Dictionary* (2016+2019).

- Adopted regulations for agritourism buildings, lighting regulations, distilleries, breweries and barrel warehouses (2019).
- Adopted PRD Planned Residential Development District Zoning Classification (2016) & AG-2 Agricultural Business District Zoning Classification (2019).

Work began on the Oldham County Comprehensive Plan Update in April 2019. Staff met with 45 government departments, agencies & utilities providing services in Oldham County, held multiple public meetings, worked with the Study Review Committee, numerous officials and many concerned citizens to craft the language contained within this document, the Goals & Objectives and the Plan Elements, which comprise the Oldham County Comprehensive Plan Update 2020. The resulting document shall serve as a guide for public and private actions and decisions to assure the development and preservation of public and private property in the most appropriate manner for the next twenty years and beyond.

Oldham County Planning & Development Services Staff:

Jim P. Urban, Director
 Amy Alvey, Assistant Director
 Thomas McIntyre, Senior Planner

Oldham County Planning & Zoning Commission:

Kevin Jeffries, Chairman*	Greg King, Vice Chairman*	Katie Nasser
Ed Hafling*	Laura Bohne	Berry Hampton
John Falvey	Sam Finney*	Wendy Hagan
Brandon Smith	Bob Klingenfus*	Tom Elder
Iva Davis	Mary Ann Smith*	William Douglas

* Study Review Committee members

Local Officials:

David Voegle, Oldham County Judge Executive
 James Kramer, Mayor, City of Crestwood
 John Black, Mayor, City of LaGrange
 Bob Rogers, Mayor, City of Pewee Valley
 Dennis Deibel, Mayor Emeritus City of Crestwood

This Page Intentionally Blank

Oldham County

Comprehensive Plan Update:

Goals & Objectives

On November 24, 2020, the Oldham County Planning & Zoning Commission approved a motion to recommend adoption of the Oldham County Comprehensive Plan: Goals & Objectives by a unanimous vote (Docket Number PZ-20-020).

On March 16, 2021, the Oldham County Fiscal Court approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives Statements and Plan Elements by a unanimous vote (KOC 21-910-71).

On April 5, 2021, the LaGrange City Council approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives Statements and Plan Elements by a unanimous vote (Ordinance No. 01, Series 2021).

On April 14, 2021, the Crestwood City Council approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives and Plan Elements by a unanimous vote (Ordinance No. 03, Series 2021).

On May 3, 2021, the Pewee Valley City Council approved an ordinance to adopt the Oldham County Comprehensive Plan: Goals & Objectives Statements and Plan Elements by a unanimous vote (Ordinance No. 04, Series 2021).

TABLE OF CONTENTS

Land Use1

Transportation7

Community Facilities and Services12

Environment16

Government19

Business and Industry.....20

Brownsboro Master Plan22

Land Use

GOAL LU-1

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

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

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

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

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

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

4. The most recent and relevant planning and zoning techniques should be used to implement the Comprehensive Plan.

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

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

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

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

Oldham County Comprehensive Plan Update:
Goals & Objectives

<p><i>Commentary: Examples of ownership and management techniques that can be used to ensure continued care and maintenance of open space include:</i></p> <ul style="list-style-type: none"> • <i>Leasing of the land on a long-term basis to a nearby farmer;</i> • <i>Selling the open space with development restrictions to a farmer, nursery operation, or other agricultural use;</i> • <i>Designing low maintenance open space that requires lower homeowner dues;</i> • <i>Requiring automatic membership by all property owners in a homeowners' association in the zoning regulations. Many successful homeowners' associations have legal authority to place a lien on the property of members who fail to pay their dues.</i>
<p>3. The zoning ordinance and subdivision regulations should include guidelines and standards that can be used to consider individual development site limitations and features.</p>
<p><i>Commentary: Each development site may have different features that merit preservation. Locating structures out of flood hazard areas is an example of a feature that may be addressed.</i></p>
<p>Objective LU-1-3: Establish development priority areas and provide incentives for compatible development proposals within these areas.</p>
<p>1. Encourage development to locate in areas with existing infrastructure and services before moving into less developed areas of the county.</p>
<p><i>Commentary: Development priority areas are intended to facilitate the efficient use of financial and environmental resources. Development priority areas provide an effective means to use vacant, bypassed and underutilized lands, ranging in size from single lots to many acres, provided there is adequate infrastructure and no environmental constraints.</i></p>
<p>2. Oldham County Planning & Development will work with the Legislative Bodies to designate development priority areas consistent with municipal plans and the Comprehensive Plan.</p>
<p>3. Encourage development priority areas as reflected in the Future Land Use Map.</p>
<p>4. The zoning ordinance and subdivision regulations should address the following aspects of developments in development priority areas:</p> <ul style="list-style-type: none"> • The impact on older/existing neighborhoods; • Development that is compatible with the surrounding residential density, housing type, affordability or use characteristics; and • Compatibility with historic properties and historic districts.
<p>Objective LU-1-4: Encourage the continued use of land for agriculture, farming, dairying, pasture land, horticulture, wildlife conservation, wildlife habitat, etc. by providing flexibility in zoning, subdivision and site plan review regulations that enable such activities to coexist with development, thus assisting in the preservation of Oldham County's rural character.</p>
<p>GOAL LU-2 To encourage the preservation and development of a range of housing opportunities.</p>

Oldham County Comprehensive Plan Update:
Goals & Objectives

<p>Objective LU-2-1: Establish neighborhood development guidelines that promote connectivity between neighborhoods, encourage integration of community and civic facilities, and address issues of neighborhood identity and compatibility with adjacent development and assure that adjacent development is sensitive in both design and environmental impact of historic sites, neighborhoods and districts.</p>
<p>1. Encourage new mixed-use development in addition to existing mixed-use centers and planned unit developments.</p>
<p>2. Oldham County should work with affordable housing advocates to propose modifications to the zoning ordinance and subdivision regulations that will encourage development of affordable housing.</p>
<p><i>Commentary: Affordable housing is described by a sales price or rent within the means of a low- or moderate-income household within a specific region or geographic area.</i></p>
<p>3. Oldham County should partner with other government entities to address the issue of regional affordable housing.</p>
<p>4. Housing in Oldham County should include efforts to provide an appropriate mix of housing types and opportunities to meet the needs of all people.</p>
<p>Objective LU-2-2: Protect the character of historic or culturally important structures and neighborhoods through the use of historic districts that utilize site and architectural design standards.</p>
<p>1. Develop design guidelines to ensure future development is compatible with existing community character of historic and cultural activity centers. The design guidelines should address the following:</p> <ul style="list-style-type: none"> • Signage; • Site design; • Historic patterns of development; • Historic architecture; and • Spatial relationships between buildings and the street.
<p><i>Commentary: For example, KY 53 Corridor Overlay District.</i></p>
<p>2. Areas with unique or sensitive features may merit individual attention. The legislative bodies of Oldham County may, by ordinance following review and recommendation by the Planning & Zoning Commission, designate these and other areas as appropriate for additional regulations such as overlay districts.</p>
<p><i>Commentary: Overlay districts encompass underlying zoning districts and requirements in addition to those required by the underlying district. Overlay district requirements are limited in scope to protect only those special features that are not dealt with in the underlying zoning districts. Unique and sensitive features may include, but are not limited to, historic districts, streams, unstable soils or floodplains.</i></p>
<p>3. Work with entities such as the Kentucky Heritage Council, Oldham County Historical Society, Oldham Ahead, local legislative bodies and other public or private entities to identify and inventory cultural and historic resources as a means to help the community better understand, protect and market the historic resources of Oldham County.</p>

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

Oldham County Comprehensive Plan Update:
Goals & Objectives

<p>4. Establish a process evaluating new or unanticipated land uses to ensure that they are categorized in the appropriate zoning district.</p>
<p>Objective LU-3-2: Focus new commercial and workplace development in designated areas on the Future Land Use Map.</p>
<p>1. Encourage mixed-use developments where buildings and structures accommodate a variety of complementary and integrated uses in one area.</p>
<p><i>Commentary: Mixed-use developments help reduce traffic generation by locating homes, retail and jobs within easy commuting distance.</i></p>
<p>2. Expansion and redevelopment of areas or the creation of new centers should be evaluated for:</p> <ul style="list-style-type: none"> • Compatibility with surrounding areas; • Consistency with Economic Development Goals; and • Adequate infrastructure.
<p>GOAL LU-4 To maintain a consistent and understandable development review process that encourages and accommodates citizen involvement in decisions affecting and implementing this Comprehensive Plan.</p>
<p>Objective LU-4-1: Development review procedures should be reviewed on a regular basis to ensure that citizens and property owners affected by development proposals can receive adequate information and meeting/hearing notices for a proposal at the earliest possible stage of the review process.</p>
<p>1. Oldham County Planning & Development should post details of all hearings and meetings, summaries of new applications, ordinances and regulations on Oldham County's website.</p>
<p>2. Develop a multi-tier notice system based on size and intensity of proposed development.</p>
<p>Objective LU-4-2: Periodically evaluate development review procedures to determine whether application review and processing schedules are appropriate and adequate for citizens, applicants and reviewing agencies.</p>
<p><i>Commentary: It is important to facilitate and encourage public participation in the development review process. Public participation helps assure that decision makers have a full understanding of the issues, interrelationships and impacts of a particular development proposal. In addition, the public planning process may provide useful ideas and perspectives from concerned citizens and interest groups.</i></p>
<p>1. Hold hearings and meetings that are:</p> <ul style="list-style-type: none"> • Publicized broadly and well in advance; • Well organized; • Informational and educational about proposals; and • Structured to gather feedback and input from the public regarding the proposal.
<p>2. Seek out new public participation techniques that are as creative and fresh as possible to attract public interest in community planning and development.</p>

Oldham County Comprehensive Plan Update:
Goals & Objectives

Objective LU-4-3: The Oldham County Planning Commission should establish a procedure to notify adjacent Planning Commissions and Legislative Bodies in order to provide opportunities for input on development applications for sites in close proximity to county boundaries.

1. Utilize the geographic information system to identify development proposals that affect adjacent counties.

Transportation

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

Oldham County Comprehensive Plan Update:
Goals & Objectives

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

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

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

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

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

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

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

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

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

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

<p>Objective T-1-5: Coordinate improvements to the transportation system with land use decisions to ensure maintenance of an adequate level of service.</p>
<p><i>Commentary: Coordinated land use and transportation decisions solve a variety of problems including air pollution, congestion and the decay of older centers.</i></p>
<p>1. Review all proposed road improvement projects for consistency with the Comprehensive Plan.</p>
<p>2. Road improvement projects and other transportation recommendations that are found to be consistent with the Comprehensive Plan should be included as an update to the Comprehensive Plan.</p>
<p>Objective T-1-6: Utilize traffic impact analyses to project, describe and suggest ways of off-setting the traffic effects and effects of development when appropriate.</p>
<p><i>Commentary: Traffic Impact Analysis is used to determine whether the roadway network in the area of a proposed major development will be able to handle the existing through traffic plus the additional traffic that the development will generate. The purpose of the analysis is to protect the substantial public investment in the existing street system.</i></p>
<p>1. Require traffic impact analysis for all developments that will generate 100 or more new peak hour trips. Proposals should be transmitted for review and comment in a timely manner prior to Planning Commission decision or recommendation to allow adequate time for review.</p>
<p>2. Although the development may generate less than the above defined threshold of new trips, it may still be necessary to require an analysis of site access for reasons such as the following:</p> <ul style="list-style-type: none"> • High traffic volumes on the adjacent roadway that may affect movement into or out of the site; • Lack of existing left-turn lane(s) on the adjacent roadway at the proposed access drive(s); • Inadequate horizontal or vertical sight distance at access points; • The proximity of the proposed access points to other existing drives or intersections; • The proposed use is a special or conditional use zoning classification or involves a drive-through operation.
<p>Objective T-1-7: Utilize traffic calming techniques for subcollector and local roads in order to produce safer and more livable streets for motorists and pedestrians.</p>
<p><i>Commentary: According to the Institute of Transportation Engineers, "Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users" and "Traffic Calming involved changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and cut-through volumes and streetscaping in the interest of street safety, livability and other purposes."</i></p>
<p>1. Street design standards should include technical drawings that address pedestrian safety and traffic flow and volumes in neighborhoods and other areas where livability is affected by motor vehicle traffic.</p>

Oldham County Comprehensive Plan Update:
Goals & Objectives

Commentary: Traffic calming techniques are primarily used in residential areas or areas where there is a high concentration of pedestrian traffic that conflicts with motor vehicle traffic. In addition, traffic calming techniques can be used to reduce speeds in high accident locations.

GOAL T-2

To coordinate the Major Thoroughfare Plan with other modes of travel, including bus transit, rail, pedestrian and bicycle, to comprehensively address mobility issues and needs within Oldham County.

Objective T-2-1: Develop long-term, countywide bicycle and pedestrian recommendations in the Major Thoroughfare Plan and Master Plans.

1. Require the inclusion of bicycle and pedestrian facility connections between nearby developments and community facilities or workplaces.
2. Require pedestrian and bicycle pathways as part of the subdivision and site plan approval process.
3. Address pedestrian and bicycle facilities in the Greenways Master Plan.

Objective T-2-2: Work with the Transit Authority of River City (TARC) to provide an appropriate level of bus transportation service to cities, employment centers and concentrations of neighborhoods within Oldham County.

Commentary: The coordination of land use and transportation policies can strengthen the effectiveness of public transportation and increase road capacity.

1. Develop long-term public transportation and land use plans in order to relieve traffic problems.
2. Evaluate the potential for expansion and enhancement of bus service in the major thoroughfare plan.

Objective T-2-3: Enhance opportunities for transit use by working with major employers and retail centers to provide park and ride facilities or to participate in ride-sharing programs designed to reduce the number of single occupant vehicular trips.

1. Address road facilities, public transportation, ride sharing programs, bicycle and pedestrian facilities in the public participation process.

GOAL T-3

To protect and preserve scenic or culturally important transportation corridors and resources.

Commentary: Community character is largely based on what can be seen from an automobile, bicycle or on foot. Protecting and preserving scenic or culturally important corridors enhances aesthetic qualities and ultimately benefits property values.

Objective T-3-1: Identify and designate scenic and culturally important transportation corridors and resources using a process as specified in Goal G-2.

1. Preserve historic and scenic resources along transportation corridors within Oldham County using local, state and federal guidelines. Oldham County will work with residents to define and designate scenic corridors to protect and preserve the character of the County's rural roads.

Oldham County Comprehensive Plan Update:
Goals & Objectives

<p><i>Commentary: Scenic corridor designations should include flexible guidelines rather than rigid regulations to account for the individual characteristics of development sites. Acceptable aesthetic guidelines for developments abutting designated scenic corridors should be defined and imposed with caution.</i></p>
<p>2. The design of developments, including signs, abutting designating scenic corridors are to be in keeping with the aesthetic character of the corridor.</p>
<p><i>Commentary: Development and redevelopment should be managed to maintain, complement and enhance scenic values within designated scenic corridors.</i></p>
<p>3. Guidelines for scenic corridors should address:</p> <ul style="list-style-type: none"> • Regulating nonconforming billboards; • Coordinating directional signage throughout Oldham County and with adjacent counties; • Establishing an acceptable design review procedure for development and redevelopment which includes site-layout flexibility; and • Respecting the individuality of development sites and the rights of property owners.
<p>4. Oldham County will work proactively with residents to identify potential Scenic Byways for designation by the Commonwealth.</p>
<p>5. The preservation of the scenic qualities or environmental character of streets and highways shall be consideration in the design of any street improvements or modifications.</p>
<p>Objective T-3-2: Develop and implement facility design, lighting, access management and land use guidelines specific to individual scenic corridors and resources.</p>
<p>1. Evaluate use of corridor review overlay districts, special zoning districts or other techniques as methods for implementation of guidelines.</p>
<p>2. Oldham County will work proactively to communicate scenic corridor planning objectives before landowners begin to contemplate site-layout scenarios for their property.</p>
<p>3. Oldham County will work to coordinate the various agencies that regulate different aspects of designated scenic corridors to achieve consistency.</p>

Community Facilities and Services

GOAL CF-1

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

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

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

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

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

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

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

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

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

GOAL CF-2

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

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

Oldham County Comprehensive Plan Update:
Goals & Objectives

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

Oldham County Comprehensive Plan Update:
Goals & Objectives

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

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

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

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

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

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

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

Environment

<p>GOAL E-1 (WATER QUALITY) Ensure the highest possible level of water quality and water conservation practices.</p>
<p>Objective E-1-1: To preserve and improve the quality of Oldham County’s natural resources while protecting the health, safety and welfare of its citizens through a watershed-based approach to environmental planning and stormwater management.</p>
<ol style="list-style-type: none"> 1. Work toward implementation of fully developed watershed master plans by assisting in the preparation of multi-jurisdictional watershed planning and watershed management within and adjacent to the County.
<ol style="list-style-type: none"> 2. Protect blue-line streams from channelization, stripping, relocation, erosion or other alteration.
<ol style="list-style-type: none"> 3. Establish minimum vegetative buffers for the banks of blue-line streams for all development proposals to protect the functional integrity of the channel.
<p>Objective E-1-2: Best management practices should be used on individual development sites to control soil erosion into lakes and streams, prevent hazardous materials from degrading surface or groundwater resources and protect water resources from other types of environmental threats.</p>
<p>Objective E-1-3: Continue implementation of the MS4 Program.</p>
<ol style="list-style-type: none"> 1. Revise/update regulations as needed.
<p>Objective E-1-4: On individual development sites, limit the use of septic tanks in designated conservation zones and floodplains and encourage their use in areas with appropriate soil and groundwater conditions based upon the recommendations of the appropriate agencies.</p>
<ol style="list-style-type: none"> 1. Refer to state standards for on-site septic systems in the development plan review and building permit process.
<ol style="list-style-type: none"> 2. Require secondary containment, treatment and emergency response plans for activities that propose pollution sources such as storing and dispensing of petroleum products, chemical storage and sale or transfer of potential contaminants.
<p>GOAL E-2 (AIR QUALITY) Maintain and improve Oldham County’s air quality.</p>
<p>Objective E-2-1: Work with the Air Pollution Control District and other agencies to inform Oldham County residents of best practices.</p>
<ol style="list-style-type: none"> 1. Require plans that promote tree preservation and increase the urban and suburban tree canopy as part of the development review process.
<ol style="list-style-type: none"> 2. Encourage tree preservation plans that permanently preserve areas from clear cutting as well as areas to be left undisturbed during the subdivision infrastructure construction phase.
<ol style="list-style-type: none"> 3. Refer to the state standards regarding air quality requirements.
<p>Objective E-2-2: To encourage the use of alternative modes of transportation such as ride sharing, bicycling, walking and transit.</p>

Oldham County Comprehensive Plan Update:
Goals & Objectives

1. Work with Kentuckiana Regional Planning & Development Agency (KIPDA) to promote ride share/van pool program.
2. Promote Transit Authority of River City (TARC) and Oldham County Bus Service to encourage additional ridership.
GOAL E-3 (LAND PRESERVATION) Recognize unique land qualities and adopt specific planning objectives.
Objective E-3-1: Encourage the preservation of topographic contours in site development and restrict site grading to the minimum necessary.
1. Encourage open space subdivision design in areas with sensitive topographic features.
Objective E-3-2: Areas with sensitive slopes should be avoided or be subject to testing or engineering studies prior to consideration of development approval.
Objective E-3-3: Regulate the adverse impacts of residential, commercial or industrial site noise, pollutants, dust, odor and smoke by establishing standards.
1. Include a new section in the zoning ordinance that addresses countywide noise, dust, odor and smoke control performance standards.
Objective E-3-4: Continue to improve the existing landscape guidelines to guide the preservation of on-site woodlands, provide appropriate buffers from adjacent uses, increase the urban and suburban tree canopy, provide vegetative buffer to riparian corridors, mitigate the effect of flooding and stormwater run-off and improve the visual appearance of structures, stormwater and parking facilities.
1. Conduct an audit of landscape regulations to gauge their effectiveness and ensure the most current practices are employed and continue to allow flexibility in landscape materials and design to encourage innovative designs that improve the appearance of an area.
GOAL E-4 (LIGHT DISTRIBUTION) Minimize light emissions to those necessary and consistent with general public safety.
Objective E-4-1: Encourage the reduction of light pollution by exploring opportunities to curtail and reverse any degradation of the outdoor environment.
1. Evaluate and/or develop a policy for streetlight replacements to help reduce light pollution.
2. Require all new and replacement streetlights to use light-focusing fixtures to preserve the high-quality rural character.
Objective E-4-2: Consider utilizing unobtrusive lighting techniques.
1. Full light-focusing features should be used in exterior lighting for development and redevelopment projects.
2. Light sources for parking lots and signage should use the minimum light intensity necessary to accomplish the light's purpose.
3. Incorporate the latest technology that provides effective illumination and enhanced energy efficiency whenever possible.

GOAL E-5 (OHIO RIVER)

To protect and enhance the Ohio River Corridor, and its tributaries, as a valuable county natural resource.

Objective E-5-1: Develop strategies and programs designed to focus community attention on the preservation and use of the Ohio River corridor. Coordinate these strategies and programs with the Parks & Recreation Master Plan, the Bicycle/Pedestrian Plan and Greenway Trails Master Plan.

1. Develop an Ohio River Corridor Master Plan for the Ohio River and its tributaries that addresses parks, recreation, riparian corridor vegetative buffering, agricultural preservation and land development planning and zoning strategies.
2. Encourage public and private entities to acquire land along the riverfront for public access and protection of natural areas.

Government

GOAL G-1

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

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

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

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

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

GOAL G-2

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

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

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

Business and Industry

<p>GOAL BI-1</p> <p>Promote business and industrial development that is compatible with Oldham County’s vision statement to provide an increased and balanced property tax base and more jobs in Oldham County with higher average wages.</p> <p><i>Commentary: Ensuring that the Comprehensive Plan is consistent with Oldham County’s economic health and development strategy strengthens our community’s ability to support continued economic growth.</i></p>
<p>Objective BI-1-1: Develop a long-term strategy to attract specific types of environmentally friendly businesses and industries to Oldham County, which provide stable and high-paying employment opportunities.</p>
<ol style="list-style-type: none"> 1. Encourage development and adoption of master plans for all business and industrial parks and other significant lands well suited for commercial and industrial development or redevelopment. Ensure that master plans that are consistent with the goals and objectives of the Comprehensive Plan are adopted into it.
<ol style="list-style-type: none"> 2. Identify target industries for Oldham County and implement strategies to attract them.
<ol style="list-style-type: none"> 3. Identify appropriate areas on the Future Land Use Map for the expansion of business and industry.
<p>Objective BI-1-2: Support existing business and industry to thrive and grow in Oldham County.</p>
<ol style="list-style-type: none"> 1. Encourage the highest and best use of existing industrial and commercial land through flexible land development regulations.
<ol style="list-style-type: none"> 2. Encourage emergency preparedness plans to reduce economic loss in addition to protecting residents.
<ol style="list-style-type: none"> 3. Encourage infrastructure priorities and improvements that support the economic viability of existing businesses and industries.
<ol style="list-style-type: none"> 4. Cooperate in regional strategies for avoiding air-quality non-attainment status.
<ol style="list-style-type: none"> 5. Revise the existing sign regulations to be more consistent with current business needs and address new and innovative sign technology.
<p>Objective BI-1-3: Oldham County will facilitate broadband infrastructure and telecommunication availability for residential, governmental and business segments of the county.</p>
<p>GOAL BI-2</p> <p>To maintain the county’s incorporated cities as attractive centers for public and private business activity.</p>
<p>Objective BI-2-1: Undertake or support planning for cities that helps to define local design, transportation and land use issues that should be addressed in the development review process.</p>
<ol style="list-style-type: none"> 1. Facilitate and contribute to the revitalization of cities in the land development regulations.

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

Brownsboro Master Plan

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

<p>Environmental 3 (E-3) Identify and encourage the creation of connected greenways and wildlife corridors in the Brownsboro Planning Area.</p>
<p>a. Include the Brownsboro study area in the Greenways Master Plan and in the Oldham County Parks and Recreation Master Plan Update.</p>
<p>b. Utilize contiguous greenways as a strategy for the protection of identified natural land resources.</p>
<p>c. Create public access to identified and protected natural land resources and physical features (greenways) and wildlife corridors.</p>
<p>Transportation 1 (T-1) Create a safe transportation network for all modes of transportation including public transportation, bikes and pedestrians.</p>
<p>a. Include Brownsboro pedestrian, hiking, equestrian and bicycling needs in the county Parks and Recreation/Greenways of Oldham County master plans, and county and state transportation projects.</p>
<p>b. Ensure planned transportation facilities are constructed at the development stage.</p>
<p>c. Promote connected trails between the villages of Brownsboro and Norton Commons and neighboring subdivisions and areas.</p>
<p>d. Facilitate coordination between Oldham County and TARC for public transportation to service the population centers of the Brownsboro area.</p>
<p>Transportation 2 (T-2) Develop design guidelines for Brownsboro that facilitate the village concept while promoting safety.</p>
<p>a. Ensure that future county and state transportation projects include context sensitive design input from Brownsboro residents and the OCP&D staff and commission.</p>
<p>b. Develop specific street design standards for Brownsboro village(s) in the Oldham County street construction standards and land development regulations.</p>
<p>Transportation 3 (T-3) Create a safe, scenic and rural roadway system in a historical and natural setting.</p>
<p>a. Facilitate coordination between the county, Greenways of Oldham County, the Louisville Bicycle Club and other non-profit groups to influence the future design to Brownsboro roadway improvements.</p>
<p>b. Develop specific context sensitive design guidelines for inclusion in future state and county road improvement plans including recommended cross-sections for specific roads.</p>
<p>Transportation 4 (T-4) Develop community based I-71 interchange alternatives that improve traffic efficiency while preserving the character of Brownsboro.</p>
<p>a. Encourage service roads to increase the road network alternatives adjacent to I-71 that addresses future road connections and I-71 closures and rerouting alternatives.</p>
<p>b. Ensure that the Brownsboro Master Plan recommendations are reflected in the county's input to I-71 interchange alternatives.</p>

Land Use 1 (LU-1) 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.
Land Use 2 (LU-2) 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 to enhance the Highway 329 into the Brownsboro Village Center.
Land Use 3 (LU-3) Encourage and create conservation/open space residential developments.
a. Develop conservation residential development guidelines.
b. Provide incentives for conservation residential development.
Land Use 4 (LU-4) 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.

This Page Intentionally Blank

OLDHAM COUNTY COMPREHENSIVE PLAN UPDATE: PLAN ELEMENTS

On November 24, 2020, the Oldham County Planning & Zoning Commission approved a resolution to adopt the Oldham County Comprehensive Plan: Plan Elements by a unanimous vote (Docket Number PZ-20-020).

TABLE OF CONTENTS

Future Land Use	1
Figure 1.1 Recommended Development Plan Map, September 1982	1
Figure 1.2 Oldham County Future Land Use Map	3
Table 1.1 Ag/Rural Future Land Use Category	9
Table 1.2 Ag/Single Family Future Land Use Category	10
Table 1.3 Attached/Multi-Family Future Land Use Category	11
Table 1.4 Commercial Future Land Use Category	12
Table 1.5 Commercial/Industrial Future Land Use Category	13
Table 1.6 Conservation Future Land Use Category	14
Table 1.7 Industrial Future Land Use Category	15
Table 1.8 Institutional Future Land Use Category	16
Table 1.9 Mixed Use Future Land Use Category	17
Table 1.10 Recreation/Open Space Future Land Use Category	18
Table 1.11 Single Family – City Future Land Use Category	19
Table 1.12 Single Family – Future Subdivision Future Land Use Category	20
Table 1.13 Single Family – Subdivision Future Land Use Category	20
Population	21
Table 2.1 Oldham County Population: 1830 to 2018	21
Table 2.2 Population Growth 2010 to 2018 Top Five Kentucky Counties	22
Table 2.3 Oldham County Incorporated Cities Populations: 1960 to 2017	22
Table 2.4 Oldham County Population Characteristics: 1970 to 2017	23
Figure 2.1 Populations Comparisons: Oldham County vs. Kentucky	24
Table 2.5 Oldham County Housing Characteristics: 1980 to 2018	25
Figure 2.2 Oldham County Populations Projections: 2010 to 2050	26
Business & Industry	27
Table 3.1 Comparison of Per Capita Income: 2008 to 2018	27
Table 3.2 Median Household Income and Poverty Level Data for Oldham County, Louisville MSA and Kentucky: 2013 to 2017 Period	29
Figure 3.1 Annual Unemployment Rates: 2000 to 2017	29
Table 3.3 Oldham County Commuting Information	30
Table 3.4 Oldham County Tourism	30
LaGrange Main Street Program	31
Development Throughout the County	31

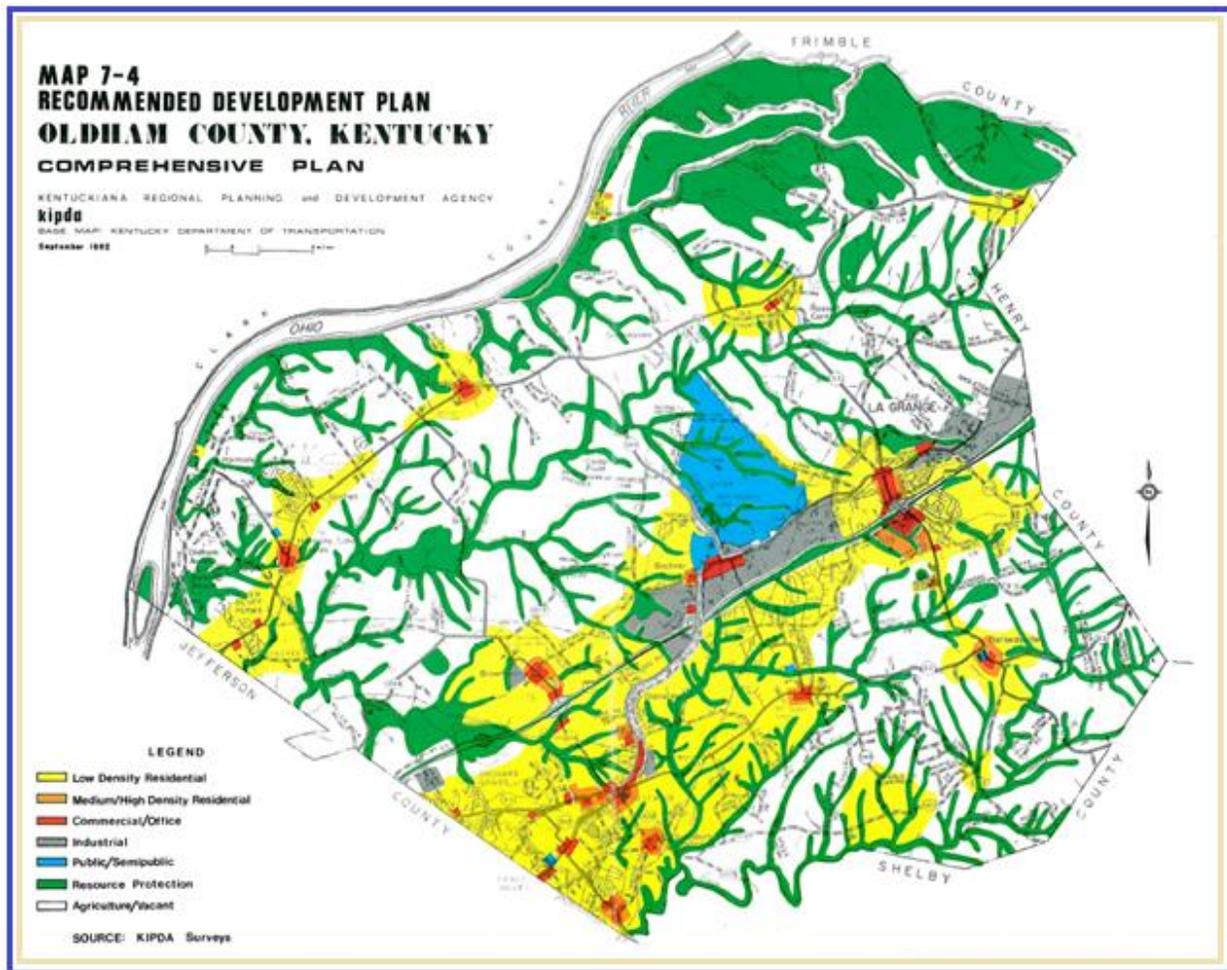
Environment	34
<i>Physical Environment</i>	34
Table 4.1 Oldham County Soil Type Limitations for Septic Tank Absorption Fields	35
Figure 4.1 Oldham County Slopes Greater than 30 Percent	38
Figure 4.2 Karst Potential Areas in Kentucky	39
Table 4.2 Oldham County Flood Prone Areas.....	41
Figure 4.3 Oldham County Flood Hazard Areas.....	42
Table 4.3 Oldham County Watersheds and Streams Information	45
Figure 4.4 Oldham County Watersheds and Streams.....	46
<i>Social Environment</i>	47
Rural Preservation.....	47
Historic Preservation.....	50
Service Infrastructure	51
Urban Site Design.....	52
Community Facilities	54
Figure 5.1 Oldham County Fire Districts Map.....	54
Table 5.1 Oldham County Fire Districts Information.....	55
Oldham County Health Department.....	56
Oldham County Law Enforcement.....	57
Oldham County Libraries	58
Tri-County Community Action Agency.....	59
City of LaGrange Parks Information.....	60
Figure 5.2 City of LaGrange Parks	61
Oldham County Parks Information	61
Figure 5.3 Oldham County Parks	64
Greenways	64
Table 5.2 School Enrollment Projection Numbers	66
Figure 5.4 2014 Elementary School Redistricting Plan	67
Figure 5.5 2014 Middle School Redistricting Plan	68
Figure 5.6 2014 High School Redistricting Plan	68
Oldham County Solid Waste	69
Oldham County Stormwater Management	70
Wastewater Treatment.....	72
Figure 5.7 Map of the Oldham County Environmental Authority Wastewater Treatment Plants and Service Areas.....	73
Table 5.3 Oldham County Environmental Authority Wastewater Treatment Plants and Design Capacity.....	74

	Water Treatment	75
Figure 5.8	Oldham County Water Provider Service Areas.....	76
Transportation		77
Table 6.1	Oldham County Transportation Projects Included in the Kentucky Transportation Cabinet Six-Year Highway Plan: FY 2018 to FY 2024	78
Figure 6.1	Oldham County Transportation Projects Included in the Kentucky Transportation Cabinet Six-Year Highway Plan: FY 2018 to FY 2024	79
	Mass Transportation	80
Table 6.2	TARC Route 67x Ridership Numbers January 2017 to December 2018	81
Figure 6.2	TARC Route 67x Map	81
	Bike and Pedestrian	82
	Rail.....	83
Future Considerations		84
Table 7.1	Projected Oldham County Senior Population: 2010 to 2050	89
Table 7.2	Oldham County Foreclosure Cases	93

FUTURE LAND USE

The Future Land Use Map is intended to be a planning tool that can be used by local officials, citizens, developers and other interested parties to help guide development in Oldham County. A future land use map is not a new concept to the Oldham County Comprehensive Plan; in fact, every comprehensive plan prior to the adoption of *Outlook 2020* included a future land use component and the 2014 Comprehensive Plan added the Future Land Use Map into the document.

Figure 1.1
Recommended Development Plan Map, September 1982



FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

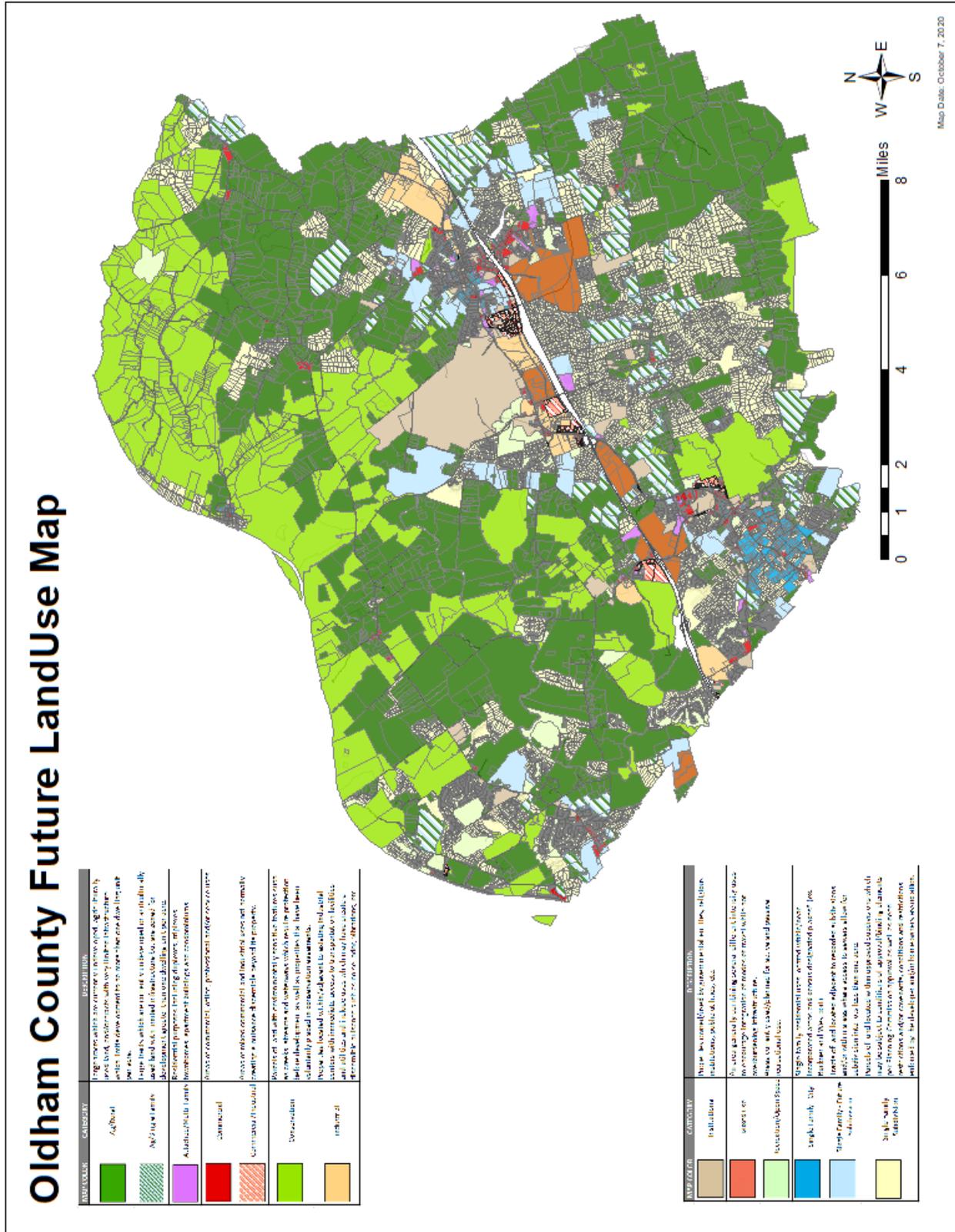
Updates to the Future Land Use Map

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

Thanks to today’s geographic information system (GIS) technology, planners are able to take a much closer look at areas of the county to make much more efficient maps for predicting future land use patterns. Accurate stream and floodplain information, topography, parcel boundaries, aerial photos and other information help to provide a much more complete snapshot of what is happening and how different areas could be developed. This technology, along with shared information obtained during meetings with various local agencies has paved the way for the most detailed future land use map ever created for Oldham County.

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
----------------------------	------------	------------------------	-------------	-------------------------	----------------	--------------------------

Figure 1.2
Oldham County Future Land Use Map



Future Land Use Categories

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

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

Ag/Single Family – Large tracts which are currently undeveloped or agriculturally used land with limited infrastructure but are zoned for development greater than one dwelling unit per acre. An example an Ag/Single Family designation would be parcels that are currently undeveloped and do not have access to sanitary sewers, but are zoned a classification (R-2 Residential) which would allow development of tracts smaller than one acre IF sanitary sewers were accessible.

Attached/Multi-Family – Residential purposes including duplexes, triplexes, townhomes, apartment buildings and condominiums.

Commercial – Areas of commercial, office, professional and/or service uses.

Commercial/Industrial – Areas of mixed commercial and industrial uses not normally creating a nuisance discernible beyond its property. An example of an area designed Commercial/Industrial is the Oldham Reserve development located off New Moody Lane in LaGrange.

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

Industrial – Properties located within/adjacent to existing industrial centers with immediate access to transportation facilities and utilities and include uses which may create a discernible nuisance such as noise, odor, vibrations, etc.

Institutional – Properties owned/used by governmental entities, religious institutions, public utilities, etc.

Mixed Use - An area generally combining several different intensity uses to encourage integration of modes of travel while not overburdening infrastructure.

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

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

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

Single Family – Future Subdivision – Tracts of land located adjacent to recorded subdivisions and/or within areas where access to sewers allow for subdivision into lots less than one acre.

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

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
----------------------------	------------	------------------------	-------------	-------------------------	----------------	--------------------------

Potential Land Uses

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

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

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

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

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

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

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

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

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

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

Highway Service – general commercial and businesses that require heavy infrastructure.

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

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

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

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

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
----------------------------	------------	------------------------	-------------	-------------------------	----------------	--------------------------

Appropriateness Levels

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

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

Regardless of whether a use is deemed General, Limited or Restricted, all proposed uses are required to meet all of the capacity standards. The Capacity Standards System was established to ensure that adequate water supply, wastewater disposal, public schools and roads are available at the time developments are occupied. The capacity standards which are currently a part of the zoning ordinance are Road Capacity, School Capacity, Fire Protection, Postal Service and Wastewater Treatment Facility.

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

Table 1.1
Ag/Rural
Future Land Use Category

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

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

Table 1.2
Ag/Single Family
Future Land Use Category

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

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

Table 1.3
Attached/Multi-Family
Future Land Use Category

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

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

Table 1.4
Commercial
Future Land Use Category

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

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

- Light Industrial uses in the Commercial Future Land Use Area shall not have any outdoor storage.

Table 1.5
Commercial/Industrial
Future Land Use Category

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

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

Table 1.6
Conservation
Future Land Use Category

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

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

Table 1.7
Industrial
Future Land Use Category

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

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

Table 1.8
Institutional
Future Land Use Category

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

Table 1.9
Mixed Use
Future Land Use Category

Map Color	Category	Description
	Mixed Use	An area generally combining several different intensity uses to encourage integration of modes of travel while not overburdening infrastructure.
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	1,
Single Family Residential	General	1, 2, 4, 5
Two-Family Residential	Limited	1, 2, 4, 6
Multi-Family Residential	Limited	1, 2, 4, 5
Office	General	2,
Neighborhood Commercial	General	2, 7,
Local Business	General	2, 6,
Community Business	Limited	2, 6, 7
General Business	Limited	2, 6, 7
Highway Service	Restricted	2, 3
Industrial	Restricted	3, 8, 9, 10

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

8. Industrial developments must comply with all the requirements of Division 210 of the Zoning Ordinance.
 9. Light industrial uses shall not abut residentially zoned/used parcels.
 10. Light industrial uses shall not have any outdoor storage.
-

Table 1.10
Recreation/Open Space
Future Land Use Category

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

Table 1.11
Single Family - City
Future Land Use Category

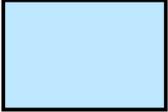
Map Color	Category	Description
	Single Family – City	Single family residential uses located within/near incorporated areas and census designated places* (ex. Buckner and Westport).
Land Use	Appropriateness Level	Specific Criteria
Agricultural/Conservation	General	
Single Family Residential	General	
Two-Family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

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

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

Table 1.12
Single Family – Future Subdivision
Future Land Use Category

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

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

Table 1.13
Single Family - Subdivision
Future Land Use Category

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

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

FUTURE LAND USE	Population	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
------------------------	------------	---------------------	-------------	----------------------	----------------	-----------------------

POPULATION

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

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

Table 2.1
Oldham County Population: 1830 to 2018

YEAR	POPULATION	YEAR	POPULATION
1830	9,588	1930	7,402
1840	7,380	1940	10,716
1850	7,629	1950	11,018
1860	7,283	1960	13,388
1870	9,027	1970	14,687
1880	7,667	1980	27,787
1890	6,754	1990	33,263
1900	7,078	2000	46,178
1910	7,248	2010	60,316
1920	7,689	2018	66,470

Source: United States Department of Commerce, Bureau of Census

Oldham County continues to be one of the fastest growing counties in Kentucky. Oldham's population increase between the 2010 Census and 2018 (6,154) was the tenth largest increase in total number of new residents amongst Kentucky counties. This increase of 10.2 percent ranked seventh in regard to the percent change.

Table 2.2
Population Growth 2010 to 2018
Top Five Kentucky Counties

TOTAL NUMBER		PERCENT CHANGE	
Jefferson	29,421	Scott	18.8
Fayette	27,977	Warren	15.4
Warren	17,472	Shelby	15.3
Boone	12,722	Madison	11.4
Madison	9,452	Jessamine	11.0

Source: University of Louisville, Kentucky State Data Center

LaGrange, the County Seat of Oldham County, remained the county’s largest city with an increase from 8,082 to 8,877 residents, an increase of 9.8 percent. The fastest growing city in Oldham County is the City of Crestwood. Crestwood’s population increased by 9.9 percent, going from 4,531 residents in 2010 to 4,982 residents in 2017. This increase is due to the tremendous residential growth associated with Crestwood’s convenient location to Louisville Metro as well as greater density because of access to sewers.

Table 2.3
Oldham County Incorporated Cities Populations: 1960 to 2017

CITY	1960	1970	1980	1990	2000	2010	2017	% CHANGE
Crestwood	*	*	531	1,601	1,999	4,531	4,982	9.9%
Goshen	*	*	*	860	907	909	993	9.2%
LaGrange	2,168	1,713	2,871	4,010	5,676	8,082	8,877	9.8%
Orchard Grass Hills	*	*	1,047	1,054	1,031	1,595	1,748	9.5%
Park Lake	*	*	*	263	537	**	**	N/A
Pewee Valley	881	950	982	1,363	1,436	1,456	1,554	6.7%
River Bluff	*	*	*	448	402	403	433	7.4%
Balance of Oldham County	10,339	12,024	22,356	23,664	34,190	43,340	47,761	10.2%
Oldham County Total	13,388	14,687	27,787	33,263	46,178	60,316	66,415	10.1%

* Not incorporated at time of census

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

Source: United States Department of Commerce, Bureau of Census

Upon first glance one particular aspect of Oldham County’s population is striking. The number of males in the county (33,876) outnumbers the number of females (30,757), which is not typical in most counties in the United States. Most citizens can quickly identify the reason for the abnormality and a closer examination of the census information points out that the institutionalized population of Oldham County in 2017 was 4,038, of which 2,922 are males located on the Kentucky State Reformatory property in Buckner.

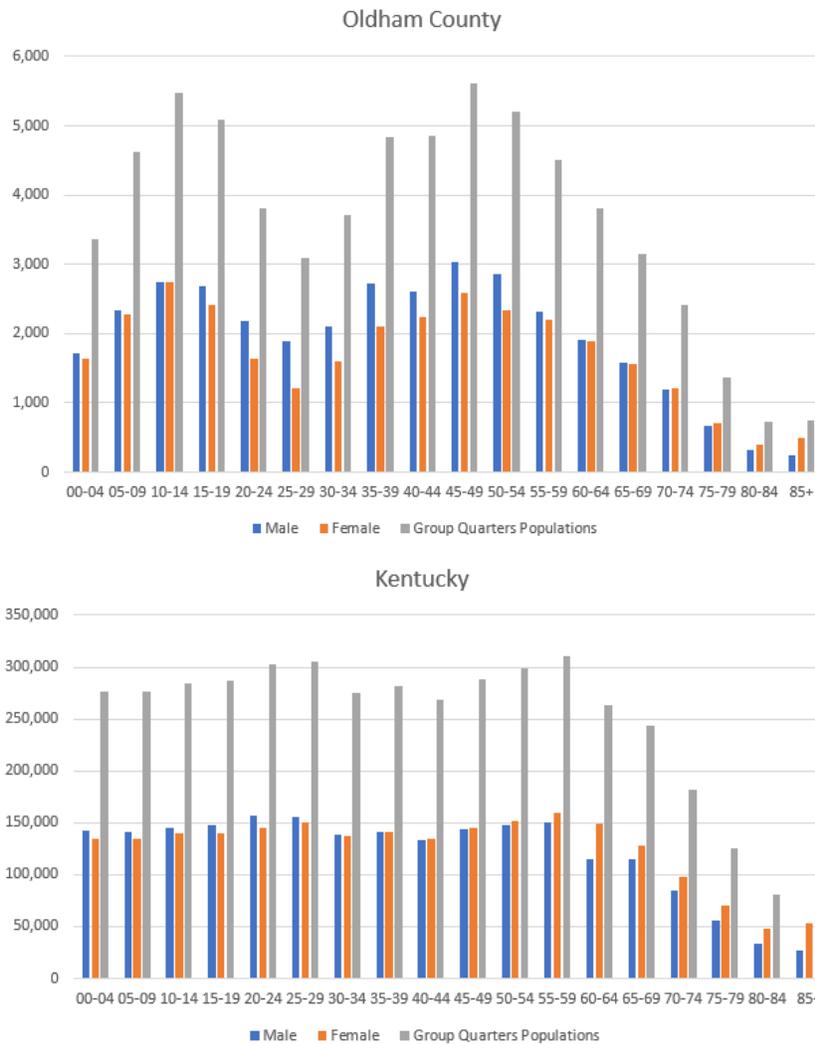
Table 2.4
Oldham County Population Characteristics: 1970 to 2017

	1970	1980	1990	2000	2010	2017
Total Population	14,687	27,787	33,263	46,178	60,316	66,633
Male	8,070	14,960	17,320	24,595	31,737	33,876
Female	6,617	12,835	15,943	21,583	28,579	30,757
Population Median Age	26.9	28.2	33.0	36.7	39.0	39.0
Percent Population Under 18	33.3%	35.5%	28.6%	26.9%	27.8%	25.8%
Percent Population Over 65	8.2%	5.7%	6.8%	6.8%	9.2%	12.0%
Racial Origin						
White	91.1%	94.5%	95.7%	93.6%	91.0%	91.1%
Black	8.7%	5.0%	3.6%	4.2%	4.3%	3.7%
American Indian or Eskimo	*	0.1%	0.2%	0.2%	0.4%	0.2%
Asian or Pacific Islander	*	0.1%	0.4%	0.4%	1.3%	1.5%
Other	0.2%	0.3%	0.1%	*	*	0.9%
Hispanic	*	*	*	1.3%	3.5%	3.8%
Institutionalized Population	1,882	2,497	1,994	3,789	4,511	4,038

Source: Unites States Department of Commerce, Bureau of Census

Another interesting characteristic of the Oldham County population is the age of the county’s residents. In 2017, Oldham County’s percent of the population over 65 was 6.5 percent, which was a decrease from the 2010 Census (9.2 percent) but still considerably below the state percentage (15.9 percent). However, even with a smaller percentage of residents currently over 65 the median age of Oldham County was greater than that of Kentucky, 39.0 for Oldham County compared to 38.6 for Kentucky. This statistic shows that Oldham County will soon see a significant increase in the number of residents over the age of 65 and will likely catch or possibly surpass the state median age.

Figure 2.1
Population Comparisons: Oldham County vs. Kentucky



Source: University of Louisville, Kentucky State Data Center

Oldham County’s percentage of owner-occupied housing was approximately 85.2 percent in 2018. This number is higher than the state average (approximately 67.0 percent) and is amongst the top five counties in the state.

Oldham County’s median housing unit value in 2018 was \$259,700. This value is over double the state average (\$115,500) and over \$50,000 higher than the second highest ranked Kentucky county.

Future Land Use	POPULATION	Business & Industry	Environment	Community Facilities	Transportation	Future Considerations
-----------------	-------------------	---------------------	-------------	----------------------	----------------	-----------------------

Table 2.5
Oldham County Housing Characteristics: 1980 to 2018

	1980	1990	2000	2010	2018
Total Housing Units	8,694	11,202	14,856	20,688	21,512
Owner Occupied	83.2%	83.1%	86.9%	85.6%	85.2%
Renter Occupied	16.8%	16.9%	13.1%	14.4%	14.8%
Housing Unit Type					
Single Unit	88.4%	86.8	90.3%	89.5%	90.2%
2 to 9 Units	5.5%	5.1%	4.5%	5.2%	5.0%
Over 10 Units	1.2%	1.9%	1.7%	2.3%	1.9%
Mobile Home or Other	4.9%	6.2%	3.5%	3.1%	2.9%
Median Housing Unit Value	\$54,600* (\$144,489**)	\$86,500* (\$144,314**)	\$158,600* (\$200,834**)	\$239,558	\$259,700

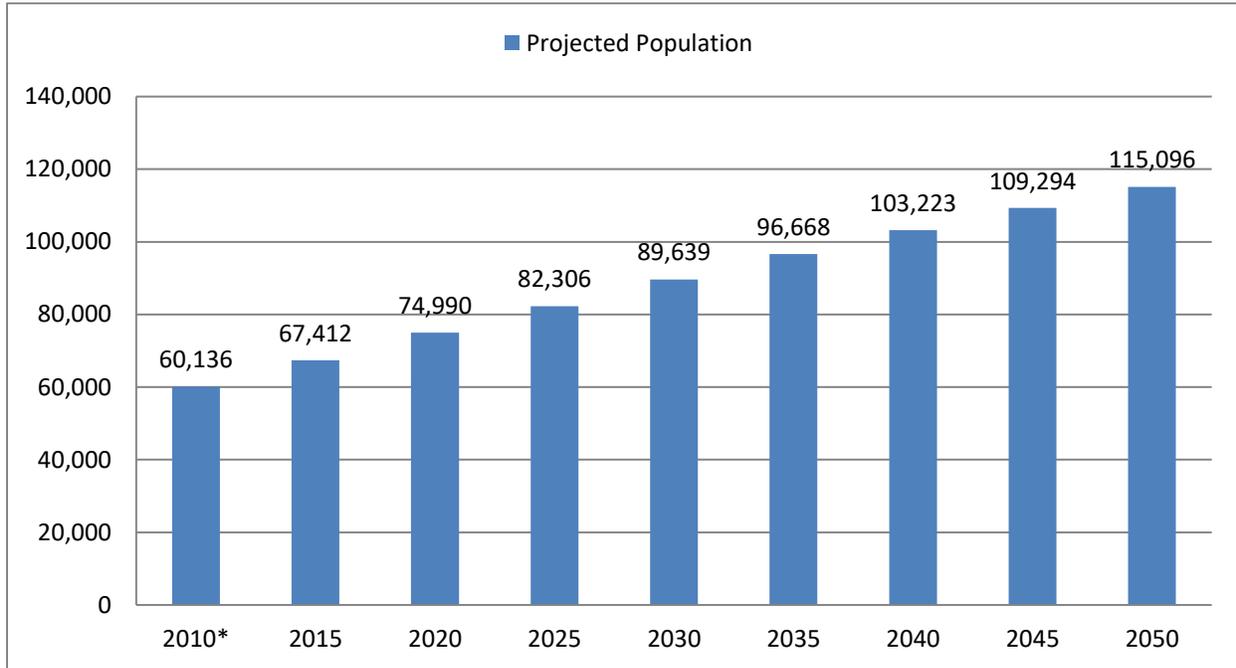
* Not in Constant Dollars.

** CPI Inflation Adjusted Value for 2010 Dollars

Source: United States Department of Commerce, Bureau of Census

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

Figure 2.2
Oldham County Population Projections: 2010 to 2050



* 2010 Census population, not an estimate.

Source: University of Louisville, Kentucky State Data Center

BUSINESS AND INDUSTRY

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

Table 3.1 below shows the annual per capita income for Oldham County, the Louisville Metropolitan Statistical Area (MSA) and the state of Kentucky. Oldham County’s per capita income has historically been amongst the top in the state. In 2018, the per capita income was approximately \$13,000 higher than the Louisville MSA and \$20,000 than the overall Kentucky per capita income value.

Table 3.1
Comparison of Per Capita Income: 2008 to 2018

YEAR	OLDHAM COUNTY (STATE RANK)	LOUISVILLE, KY-IN MSA	KENTUCKY
2008	42,048 (1)	38,066	32,525
2009	41,816 (1)	36,576	31,957
2010	41,756 (1)	36,992	32,316
2011	49,440 (1)	39,730	34,626
2012	52,794 (1)	42,118	35,753
2013	49,822 (1)	41,403	35,919
2014	52,235 (1)	43,293	37,584
2015	55,922 (1)	45,457	39,093
2016	58,040 (1)	46,456	39,638
2017	60,029 (1)	48,163	40,999
2018	63,039 (1)	50,101	42,458

Source: US Bureau of Economic Analysis

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

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

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

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

For the 2013 to 2017 reporting period, the Median Household Income for Oldham County was \$92,237, the highest such value for any county in Kentucky. For comparison, the Louisville MSA’s Median Household Income was \$49,439 and Kentucky’s Median Household Income for the same reporting period was \$46,535.

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

From 2013 to 2017, the percentage of Oldham County residents living below poverty level was 5.6 percent, the lowest of any county in Kentucky (for comparison, the Kentucky county with the highest percentage of residents living below poverty level is Owsley County with 39.2 percent). This number is considerably lower than the percentage of Kentuckians living below the poverty level, which is approximately 18.3 percent as well as the Louisville MSA value of 16.7 percent.

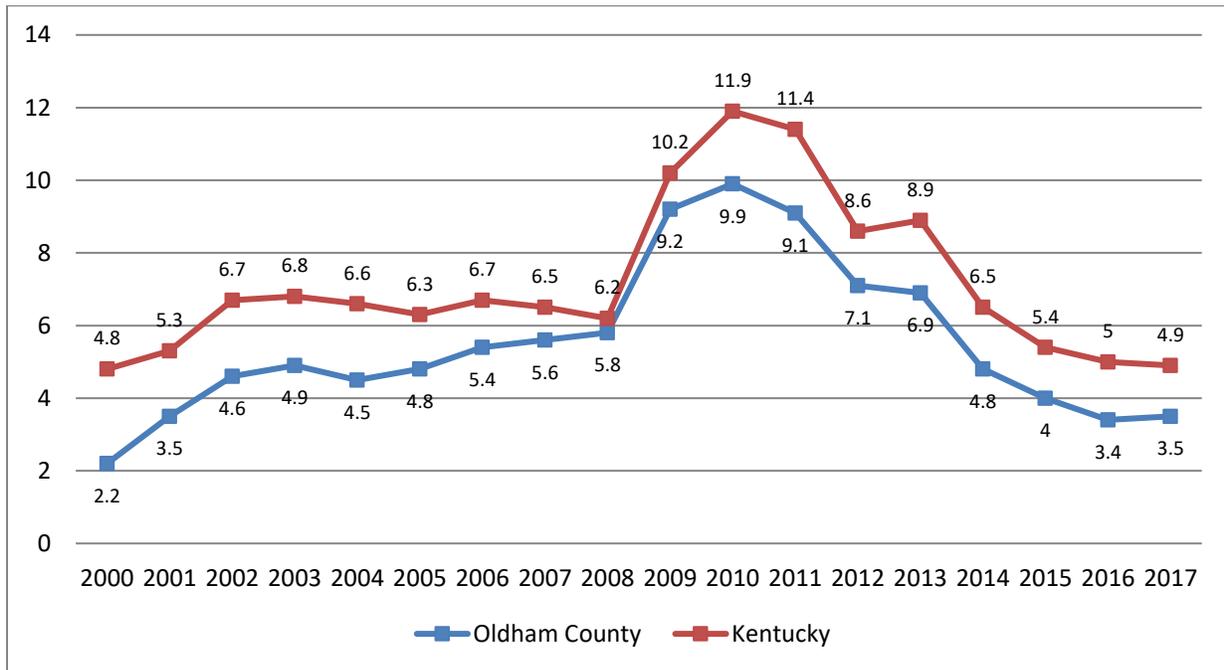
Future Land Use	Population	BUSINESS & INDUSTRY	Environment	Community Facilities	Transportation	Future Considerations
-----------------	------------	--------------------------------	-------------	----------------------	----------------	-----------------------

Table 3.2
Median Household Income and Poverty Level Data for
Oldham County, Louisville MSA and Kentucky: 2013 to 2017 Period

	Oldham County	Louisville, KY-IN MSA	Kentucky
Median Household Income	\$92,237	\$49,439	\$46,535
Percent Below Poverty Level	5.6%	16.7%	18.3%

Source: United States Department of Commerce, Bureau of Census

Figure 3.1
Annual Unemployment Rates: 2000 to 2017



Source: Kentucky Workforce Cabinet

The large number of resident workers in Oldham County commuting to neighboring Jefferson County is a reflection of Oldham County’s strong economic interrelationship to the Louisville Metropolitan area and cements its status as a bedroom community. The percentage of Oldham County resident workers who commute to other communities only increased by 0.9 percent between 2010 and 2015, this compared to the 13.6 percent increase between 2000 and 2010.

Table 3.3
Oldham County Commuting Information

	1990	2000	2010	2015
<i>Residents of Oldham County</i>				
Working and Residing in County	5,693 (36.3%)	7,207 (33.2%)	5,205 (19.6%)	5,196 (18.7%)
Commuting to Other Counties	9,985 (63.7%)	14,509 (66.8%)	21,370 (80.4%)	22,542 (81.3%)
Total Resident Workers	15,678	21,716	26,575	27,738
<i>Employees in Oldham County</i>				
Working and Residing in County	5,693 (60.8%)	7,207 (54.4%)	5,205 (38.1%)	5,196 (37.0%)
Commuting Into County	3,669 (39.2%)	6,050 (45.6%)	8,443 (61.9%)	8,853 (63.0%)
Total Employees Working in County	9,362	13,257	13,648	14,049

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

Oldham County Tourism

The top counties in our region have grossed over 60 million in economic impact with Oldham County totaling \$75,880,655 which exceeded the 2016 totals by 3.3 million. Jefferson, Hardin and Bullitt counties total \$2,576,924,156 while Oldham, Shelby and Nelson counties total \$206,039,462. In 2017 alone, tourism generated \$75,880,655 dollars in direct tourist spending into our Oldham County economy. For every \$1 Oldham County Tourism spends to attract visitors to the county, visitors spend on average of \$439.90. Additionally, these invested dollars support 777 tourism-industry jobs which is up 28 from 2016.

Table 3.4
Oldham County Tourism

County	Impact (\$)
Jefferson	2,234,513,230
Hardin	245,753,375
Bullitt	96,657,551
Oldham	75,880,655
Shelby	66,893,368
Nelson	63,265,439

LaGrange Main Street Program

The LaGrange Main Street’s mission is to sustain and grow diversity, harmony and economic vibrancy of the LaGrange Main Street District. The vision is to create awareness of the community by celebrating the rich cultural heritage of railroads, “spirits” and the arts. In 2003, a group of citizens, city government officials and business owners, all concerned about the future of LaGrange’s central historic district, decided to form a Main Street Program based on guidelines from the Kentucky Heritage Council and the National Trust for Historic Preservation. These organizations’ goals are to assist communities with downtown revitalization and economic development in the context of historic preservation through four points: Design, Economic vitality, Promotion and Organizational Program Development.

Development throughout the County – Exits 14 through 22 off I-71

Exit 14 – Crestwood: Being only five miles from the Gene Snyder Freeway, Exit 9, a most eastern side of Jefferson County, Crestwood is and will continue to see significant residential and commercial development as the next natural migration from Jefferson County.

DEVELOPMENT

- The City of Crestwood created a masterplan of Maples Park including 30,000 sq. ft. of retail and restaurants overlooking the park amenities, which will include an amphitheater. A master developer will be chosen to assist with the implementation of the plan and finalize the park creating a civic center of Crestwood.
- The City of Crestwood also purchased Crestwood Manor (formerly Stoess Manor), and will be re-developing this property as time and funds permit. A former IGA Grocery building on the property has been chosen as a temporary home for the Oldham County Courts from 2020 thru 2023 while the main Court building in La Grange undergoes a major renovation. When vacated, it is likely this court’s building will eventually become the first Government building for the City of Crestwood.
- Between the two acquisitions and redevelopments, Crestwood will have a “center of town” that has walkability, city offices, new restaurants and commercial venues.
- The Clore Farm Development will occupy the majority of the property near Exit 14 off I-71. The northwest corner of the exit is zoned Light Industrial and will likely become home to a light manufacturing facility.
- The other three corners of the interchange will be a major asset to the county and City of Crestwood as it develops out over the next 20-25 years. The Clore/Jones families have chosen DPZ (Duany Plater Zyberk), internationally recognized designers and urban planners, to be their design and development partners. It is expected that the roughly 400 acres will be developed as approximately 60% residential, with the remainder a mixture of commercial, community services, office space, and various venues for the arts. It is anticipated that the first phase of construction will begin in 2025-26.

Future Land Use	Population	BUSINESS & INDUSTRY	Environment	Community Facilities	Transportation	Future Considerations
-----------------	------------	--------------------------------	-------------	----------------------	----------------	-----------------------

- An entertainment district has resulted by the development of the Kentucky Artisan Distillery, Third Turn Brewery & Yew Dell Gardens all located in close proximity on Old La Grange Road. These three venues are successful as individual attractions, and are working together to create connecting walking trails throughout the properties in an effort to provide entertainment and activities which will draw in more customers, tourists, and families.

INFRASTRUCTURE

- Crestwood sold its sewer system to MSD in 2019.
- Kentucky Artisan Distillery, Third Turn Brewery & Yew Dell are in discussion with the city to be annexed into the city limits to receive all utility services.
- Exit 14 is part of Phase 1 of the I-71 widening project which will commence in 2022 from Exit 9 (Gene Snyder Freeway) to Exit 14 (Crestwood). Considering the planned Clore Development, the families and development team are working with KYTC and other authorities to address the overpass and exit ramp improvements that will be necessary with the future growth occurring by natural attrition from eastern Jefferson County.

Exit 17 – Buckner: An unincorporated area of Oldham County, Buckner will continue to see significant commercial and industrial development, especially due to CSX railroad.

DEVELOPMENT

- A 320-acre area consisting of eleven parcels on KY 146 has potential for development.
- The county anticipates potential mixed-use development on the 320 acres which is south of I-71 west of KY 146 extending south to Glenarm Road.
- The development of this quadrant off Exit 17 has remained a challenge for many years due to the lack of sewers and other utilities.

INFRASTRUCTURE

- Currently infrastructure is available on KY 146, however, only north of I-71.
- A preliminary engineering study should be performed to determine the best alternative for providing utilities to this area.

Exit 18 – Buckner: This exit is crucial to the future growth of the county. Commerce Parkway runs parallel to I-71 from La Grange to Buckner. Commerce Parkway has ample land for sale that is relatively flat with utilities – a rare and valuable combination.

DEVELOPMENT

- Owning the southeast parcel at the intersection of Commerce Parkway and Hwy. 393, Kroger plans to build a 95,000 s.f. grocery store once construction commences on Phase 2 of the Hwy. 393 extension – which is expected to occur by 2023.

Future Land Use	Population	BUSINESS & INDUSTRY	Environment	Community Facilities	Transportation	Future Considerations
-----------------	------------	--------------------------------	-------------	----------------------	----------------	-----------------------

- This plan has been in place for several years and concern remains that as the grocery industry continues to adapt to changing consumer buying trends coupled with corporate changes at Kroger, the more time that passes without 393 continuing the extension, a better chance that the Kroger development becomes at risk.
- Acres of developable land along Commerce Parkway and KY 393 are readily available with anticipated uses being commercial, industrial and mixed-use.
- Less than a mile from the exit, at the intersection of Hwy. 146 and Hwy. 393, is approximately 51 acres where a manufacturing plant, Clayton & Lambert, has existed for over 50 years. It is a valuable piece of land considering it is zoned Industrial with flat topography, good access and all utilities to the site. The efforts to privately market the property to Industrial developers began in November 2019.

INFRASTRUCTURE

- Commerce Parkway, which currently ends at the 393 intersection, will be extended west across 393 and connect to Mattingly Road, which currently is a small industrial park. This will improve accessibility to I-71 for the major truck traffic produced by the industrial park.
- KY Route 393 will be extended north through the Clayton & Lambert property connecting to Tucker Drive which is currently the entrance to the John Black Center.

Exit 22 - La Grange: LaGrange is the county seat and the main concentration of economic activity in the county. Thoughtful, productive development is necessary to maintain the qualities that many have grown accustomed to and expect.

DEVELOPMENT

- Ramp improvement off I-71 at Exit 22 on both the north and southbound lanes was completed in early 2020.

INFRASTRUCTURE

- The completion of La Grange Parkway and the internal road systems within Oldham Reserve is in La Grange, and defined above under the Oldham Reserve section.
- The widening of Commerce Parkway is being studied using a 10-year plan of development and growth.

Future Land Use	Population	BUSINESS & INDUSTRY	Environment	Community Facilities	Transportation	Future Considerations
-----------------	------------	--------------------------------	-------------	----------------------	----------------	-----------------------

ENVIRONMENT

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

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

Physical Environment

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

Soils

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

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

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

	Percent of Total Land Area
<i>Soil Types with Slight Limitations</i>	
Crider Silt Loam, 0 to 2 Percent Slope	0.3
Crider Silt Loam, 2 to 6 Percent Slope	14.2
Elk Silt Loam, 2 to 6 Percent Slope	0.5
Wheeling Silt Loam, 0 to 2 Percent Slope	0.2
Wheeling Silt Loam, 2 to 6 Percent Slope	0.6
TOTAL	15.8
<i>Soil Types with Moderate Limitations</i>	
Crider Silt Loam, 6 to 12 Percent Slope	5.5
Hagerstown Silt Loam, 2 to 6 Percent Slope	0.3
Hagerstown Silt Loam, 6 to 12 Percent Slope	3.0
Hagerstown Silty Clay Loam, 6 to 10 Percent Slope	0.3
Wheeling Silt Loam, 6 to 12 Percent Slope	0.3
TOTAL	9.4
<i>Soil Types with Severe Limitations</i>	
Beasley Silt Loam, 2 to 6 Percent Slope	1.9
Beasley Silt Loam, 6 to 12 Percent Slope	14.4
Beasley Silt Loam, 12 to 20 Percent Slope	1.6
Beasley Silty Clay Loam, Silt Loam, 6 to 12 Percent Slope	4.6
Beasley Silty Clay Loam, Silt Loam, 12 to 20 Percent Slope	3.2

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

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

The septic tank absorption field is the most widely utilized on-site sewage disposal system in Oldham County. The feasibility of a septic tank absorption field is dependent upon the soil's permeability, depth to seasonal high-water table, depth to bedrock or fragipan, degree of slope, and susceptibility to flooding. Approximately 75 percent of the land area in Oldham County is

comprised of soils that have severe limitations in adequately supporting septic tank absorption fields.

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

Encourage alternative on-site sewage disposal systems.

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

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

Topography

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

Figure 4.1
Oldham County Slopes Greater than 30 Percent



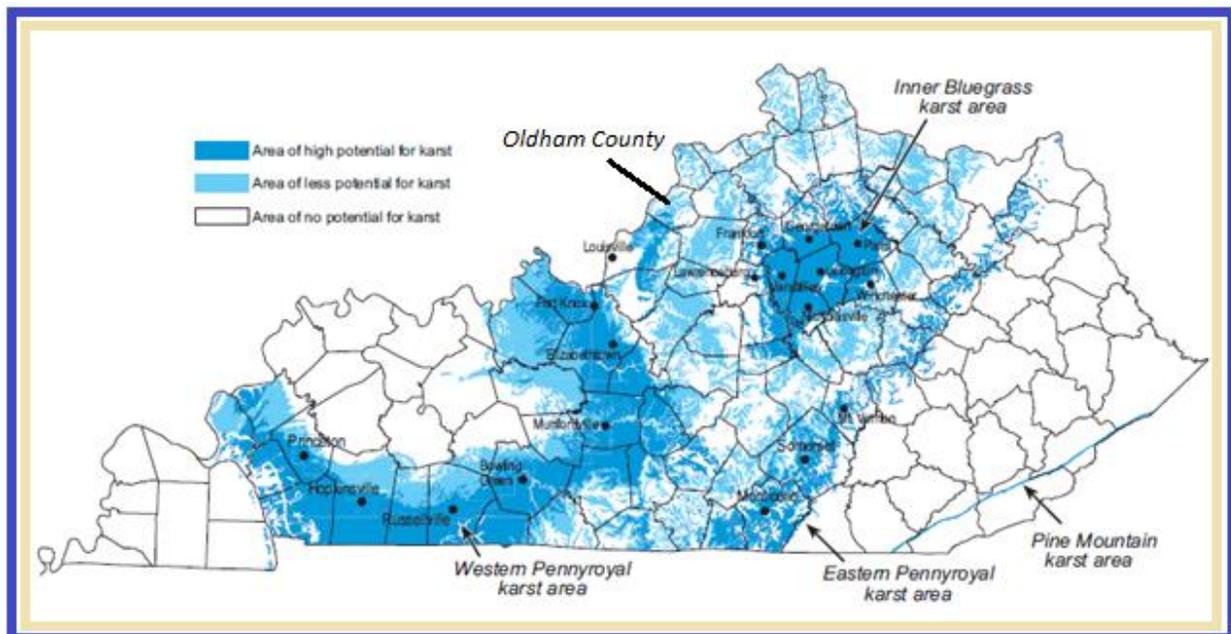
Source: United States Geological Survey

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

The degree of slope is a significant consideration in making decisions concerning an appropriate land use for an area. The design and engineering of service infrastructure and building improvements are greatly impacted by the degree of slope. Poor development design in areas with steep slopes and hillsides can potentially create a tremendous negative impact. Additionally, the presence of natural channels or other existing features indicative of stormwater runoff channelized flow should also be considered when determining the suitability of land for development.

Karst is a special type of landscape that is technically defined by the U.S. Geological Society as “a terrain, generally underlain by limestone or dolomite, in which the topography is chiefly formed by dissolving of rock and which may be characterized by sinkholes, sinking streams, closed depressions, subterranean drainage and caves.” Kentucky is famous for the prevalence of karst landscape and known internationally for being the home of Mammoth Cave, the world’s largest cave system, and the International Center for Cave and Karst Studies at Western Kentucky University.

Figure 4.2
Karst Potential Areas in Kentucky



Source: Kentucky Geological Survey

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

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

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

Follow the natural topography.

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

Retain the natural topographic features.

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

Cluster the development sites.

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

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

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

Flood Prone Areas

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

primarily occurs in areas adjacent to the Ohio River and major internal creeks. Significant flooding has a potentially tremendous economic impact on public and private fiscal situations.

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

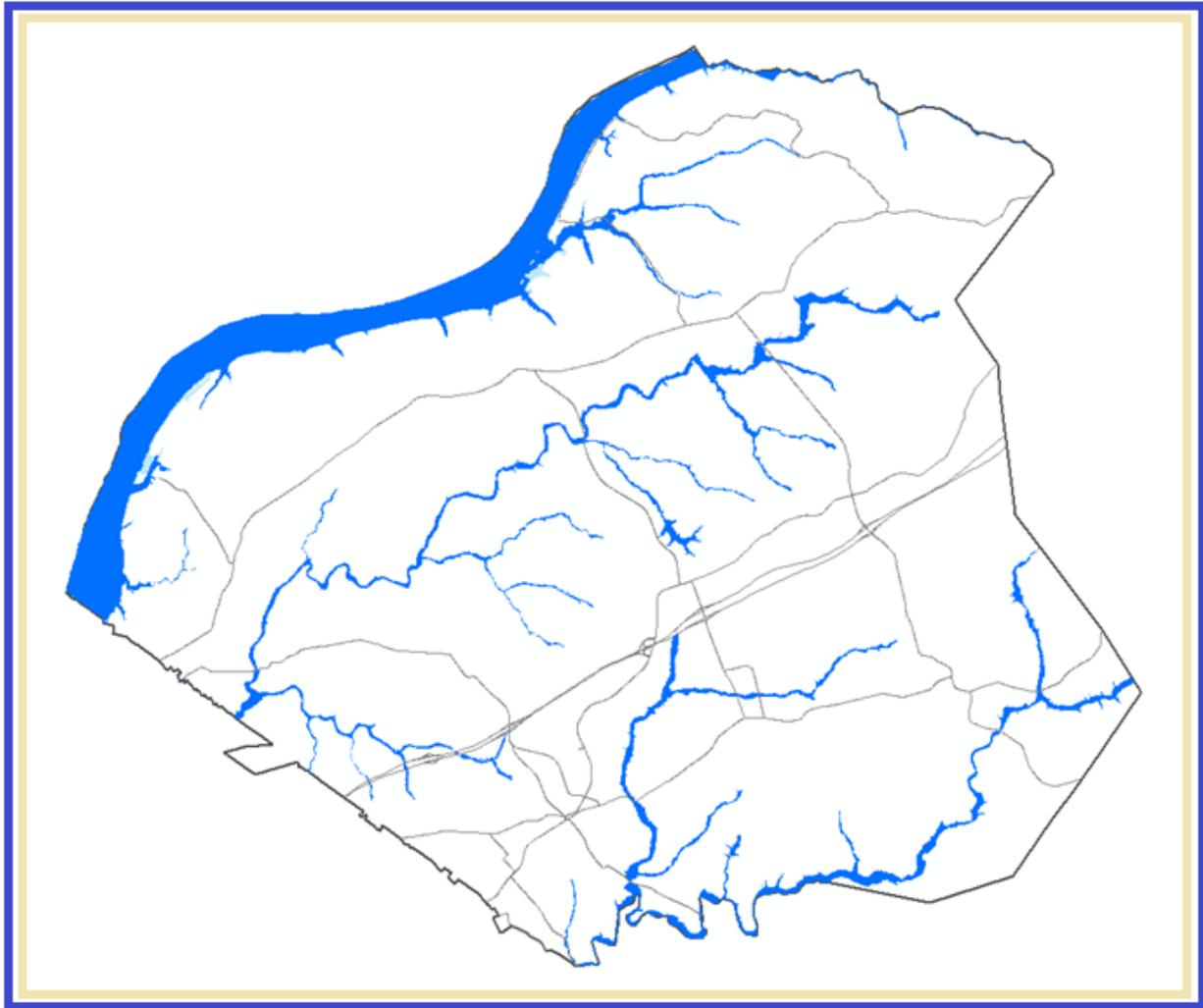
Table 4.2
Oldham County Flood Prone Areas

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

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

The identified area of extensive flooding is referred to as the one hundred (100) year flood plain (refer also to the 1% annual exceedance probability (AEP) flood). Development in flood plain areas can potentially create a tremendous negative impact on public and private fiscal situations. When development is proposed in these areas guidelines that address the potential flood hazard should be considered.

Figure 4.3
Oldham County Flood Hazard Areas



Source: Federal Emergency Management Agency

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

Implementation strategies that address the flood hazard are listed below:

Regulate development in the floodplain.

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

Discourage the importation of fill material.

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

The placement of additional fill material in the floodplain should be discouraged. The importation of fill reduces the floodplain's water carrying capacity and increases the heights and velocities of floodwaters. The importation of fill not only increases the flood hazard of the immediate area but also of the watershed.

Construct livable areas above the determined flood elevation.

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

Cluster the development sites.

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

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

Wetlands

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

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

criteria used to identify wetlands are the presence of hydrophytic plants, hydric soils, and wetland hydrologic patterns. The criteria outlined in the federal manual are effective tools to designate wetlands in Oldham County. When development is proposed in areas that contain designated wetlands, federal law requires the developer must first try and avoid impact to a wetland, then minimize it, and as a last resort, compensate for wetland damage through mitigation. Proper wetland delineation should be completed by a qualified professional. Implementation strategies that address the negative impacts on wetlands are listed below:

Discourage dredging and filling.

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

Minimize changes in the natural water flow.

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

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

Cluster the development sites.

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

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

Watersheds and Streams

A watershed defines an area of land where all water drains to a particular body of water such as a river, stream, or lake. Watersheds are identified by a unique Hydrologic Unit Code (HUC) consisting of 2 to 12 digits based on the level of classification. In Oldham County there are 12 HUC-12 watersheds; only 4 of which are completely within county lines. This is because watersheds are defined by topography and not based on political boundaries. As precipitation captured by these individual watersheds flows over the landscape and under the ground, land which is covered in natural vegetation helps to slow down and filter the water, reducing sediment and pollutants entering streams. Conversely, land covered in hard surfaces contributes to stream pollution and sedimentation by increasing the velocity of runoff and the capture of pollutants associated with urban environments.

There are 42 streams in Oldham County which have a combined length of about 525 miles; 175 miles of perennial and another 350 miles of intermittent stream. These streams all lead to the Ohio River; the source of drinking water for a large number of residents, both in and out of the County. Many of these streams have water quality impairments according to the Environmental Protection Agency (EPA). An impairment means that the stream may not support a designated use such as swimming, recreation, and/or aquatic life. Impairments are caused by activities in the watershed which contribute pollution and alter the landscape.

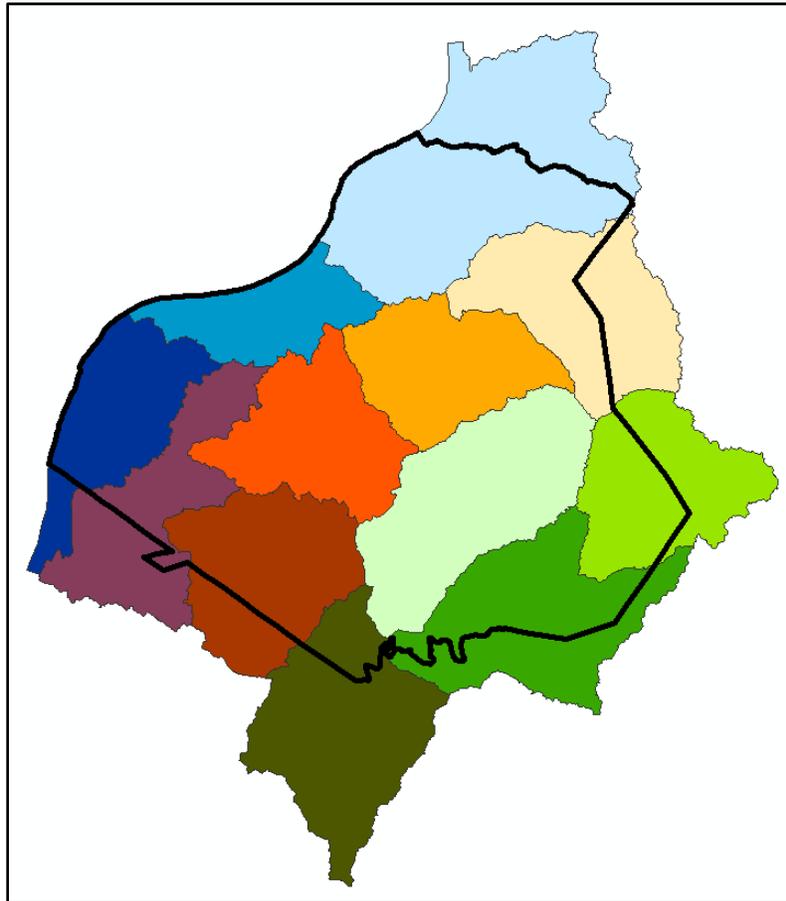
Development alters the landscape by increasing impervious surfaces such as roads, driveways, and buildings, and through the creation of artificial channels which move water around, under, and through property. In many cases, the process of developing land results in a complete remove of top soil which if not managed properly will increase sedimentation of streams. Additionally, development leads to future water pollution generated by housing, industry, public facilities, etc.

Table 4.3
Oldham County Watersheds & Stream Information

Map Symbol	HUC 12 Name	Drainage Area (acres)
	Pattons Creek-Ohio River	28,712.73
	Bull Creek- Ohio River	8,649.26
	Little Huckleberry Creek-Ohio River	11,473.24
	Headwaters- Harrods Creek	15,483.31
	Brush Creek-Harrods Creek	12,276.88
	Darby Creek- Harrods Creek	12,846.91
	Wolf Pen Branch- Harrods Creek	13,557.44
	South Fork Harrods Creek	14,690.74
	Currys Fork	18,235.60
	Headwaters Floyds Fork	13,718.45
	Lick Fork- Floyds Fork	17,416.26
	Brush Run- Floyds Fork	17,410.27

Data Source: Kentucky Geography Network and Oldham County GIS Consortium

Figure 4.4
Oldham County Watersheds & Streams



In 2012 with the support of the Oldham County Fiscal Court, a Watershed Plan was completed for Currys Fork Watershed. The County is currently working towards implementation of objectives outlined in the Watershed Plan, in order to address issues in the watershed which have resulted in stream impairments. The Darby Creek-Harrods Creek Watershed also has an associated Watershed Plan. Efforts were made by the Kentucky Waterways Alliance to create the plan and begin its implementation, however, the grant supporting this ended in 2017. Watershed focused efforts in Oldham County have largely been accomplished with assistance from federal grant funding from the EPA and in partnership with the Kentucky Division of Water.

Wildlife Habitat

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

The ecological viability of wildlife habitats has been significantly altered due to development pressures. When development is proposed in areas that support wildlife habitats, guidelines that minimize the negative impacts should be observed. Implementation strategies that minimize the negative impacts on wildlife habitats are listed below:

Retain the natural features.

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

Discourage perimeter fencing along waterways.

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

Clustering the development sites.

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

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

Social Environment

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

Rural Preservation

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

Pewee Valley, Westport, Crestwood, Buckner, Brownsboro, Ballardsville, Goshen, Skylight, Floydsburg, and Centerfield.

In 1969, farm land made up 88% of Oldham County’s land area. The mid-1970’s witnessed Oldham County’s evolutionary change from a rural and agricultural community to a residential suburban community. Even though Oldham County is now a predominantly residential suburban community, vestiges of the county’s past rural, agricultural, and historical character are clearly evident. These vestiges contribute to the attractive nature of Oldham County as a residential suburban community.



Fence in Pewee Valley

Half of Oldham County was still made up of farm land in 2012. A review of the Oldham County Agriculture Census shows that in 2017, 42% of the land is still in farms. While over 50% of Oldham County is now residential/suburban, considerable acreage composes rural and agricultural uses that have future development potential. The character of the remaining land’s rural and agricultural use contributes to the attractive nature of the county. Oldham County’s rural and agricultural characteristics are particularly evident along some of the county’s traffic corridors. Thoughtful design and sound planning principles can ensure that future development contributes to the county’s maintenance of its rural and agricultural character.

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

Guidelines that minimize the loss of rural and agricultural character should be considered. Implementation strategies that minimize the loss of rural and agricultural character are listed below:

Retain rural and agricultural features.

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

Maintain the appearance of scenic corridors.

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

Cluster the development sites.

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

Enhance the economic viability of agricultural uses.

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

The enactment of the above and similar implementation strategies should be encouraged. Development along scenic corridors and prime agricultural land should seek to minimize the development's impact on the rural and agricultural character of the area.

Historic Preservation

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

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

New construction should complement existing historical character.

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

Discourage demolition.

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

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

Service Infrastructure

The availability of the service infrastructure is a primary determinant in the development of Oldham County. The availability of this infrastructure significantly contributes to the economic costs of development and significantly contributes to the county’s quality of life. The utility line and transportation networks are the most influential components of the service infrastructure. Thoughtful design and development patterns can contribute to the continued functionality and improvement of the infrastructure network.

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

Improve existing utility lines and transportation networks

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

Encourage in-fill development

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

Encourage an integrated utility line network

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

Encourage a hierarchical transportation network

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

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

Urban Site Design

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

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

Improve the appearance of commercial corridors

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

Improve parking areas and on-site traffic circulation

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

Proper design of parking areas and on-site circulation decreases traffic and pedestrian hazards.

Encourage buffering between different land uses

Buffering lessens the negative impact that urban land uses may have on adjacent land uses. Landscaping, earthen berms, fences, and increased building setbacks are effective buffering provisions.

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

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

Future Land Use	Population	Business & Industry	ENVIRONMENT	Community Facilities	Transportation	Future Considerations
-----------------	------------	---------------------	--------------------	----------------------	----------------	-----------------------

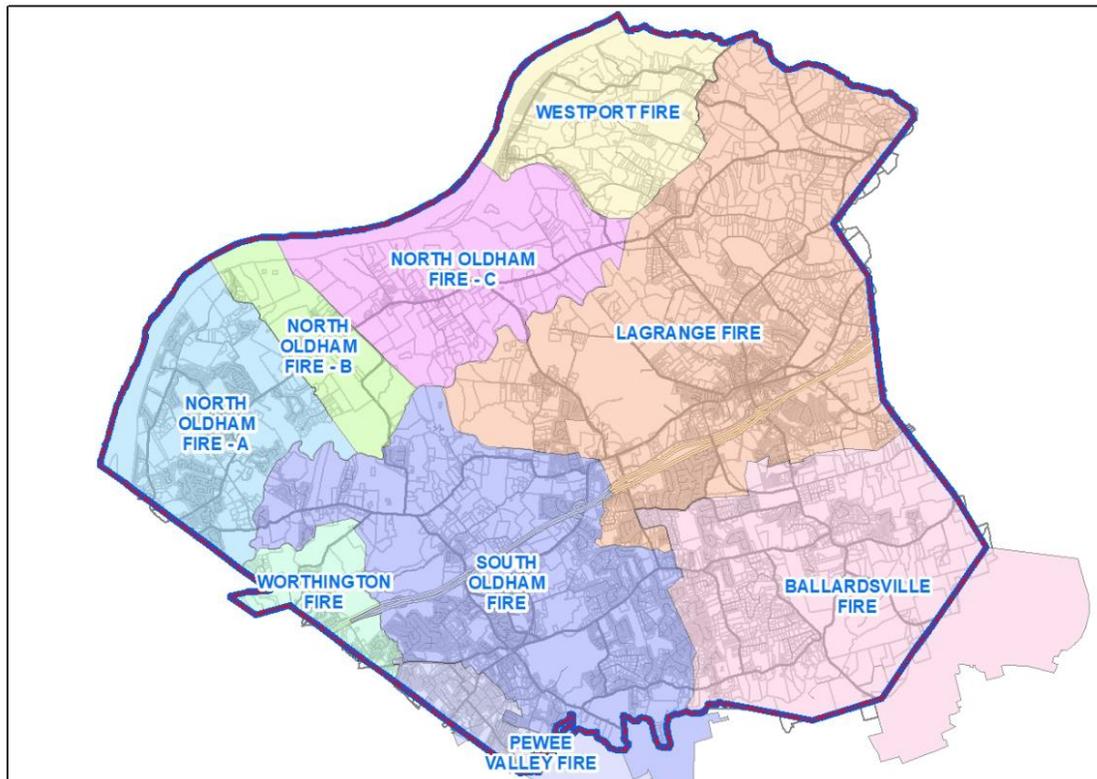
COMMUNITY FACILITIES AND SERVICES

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

Fire Protection

Fire Protection services are provided by seven different municipal and rural fire departments. Six of these districts are located entirely within Oldham County while the Eastwood/Anchorage/Middletown Fire District is located in Louisville Metro but provides service to some areas of Oldham County. In addition to fire protection services, this district provides first response emergency medical service to the citizens of Oldham County.

Figure 5.1
Oldham County Fire Districts Map



Source: Oldham Geographic Information Consortium

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

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

The fire districts are made up of both full and part-time paid employees as well as volunteers, ranging in size from fourteen (14) members (Westport Fire Department) to seventy-six (76) members (North Oldham Fire Department), with the exception of the Eastwood/Anchorage/Middletown Fire District totaling two hundred and twenty-five (225).

Table 5.1
Oldham County Fire Districts Information

DISTRICT	STATIONS	EMPLOYEES/ VOLUNTEERS	TOTAL RUNS: 2018
Ballardsville Fire & Rescue	4604 S. Highway 53 2414 W. Highway 22	45	400****
LaGrange Fire & Rescue	309 N. First Avenue 3637 W. Highway 146 2800 E. US Highway 42	57	943
North Oldham Fire Dept.	8615 W. US Highway 42 1660 Highway 1793	76	541
Pewee Valley Fire Dept.	8607 Foley Avenue 2677 Ash Avenue	45	252**
South Oldham Fire Dept.	6310 Old LaGrange Road 6413 Railroad Avenue 7715 Old Zaring Road	52	1012
Westport Fire Dept.	6301 Third Street	14	62
Anchorage/Middletown Fire & EMS Eastwood Fire Dept. Harrods Creek Fire Dept.	108 Urton Lane 10217 Shelbyville Road 13012 Factory Lane 1400 Evergreen Road 16010 Shelbyville Road 15000 Taylorsville Road 8412 Brownsboro Road 9514 Featherbell Blvd. 4700 Murphy Lane 8905 U.S. Highway 42	225	**

** Data currently not available.

**** Combined runs in Oldham and Shelby counties.

In October 2011, the Oldham County Fire Task Force was created with a mission “to review all data necessary to determine the most efficient and effective delivery of fire services to the citizens of Oldham County.” The task force was comprised of a number of local EMS professionals, local officials and business leaders who looked at all facets of fire protection

services in Oldham County to determine whether the existing system was adequate or if changes could be made to better improve these services. In November 2012 the “Task Force Report: Fire Department Operations” was released and included recommendations for possible mergers to not only improve fire protection services but to do so in a more organized and fiscally efficient manner.

Health Department

The Oldham County Health Department (OCHD) is a quasi-state entity under the guidance of a local Board of Health and operates under the direction of the Department for Public Health. OCHD provides foundational public health services within five focus areas which include statutorily and regulatory responsibilities.

1. **Population Health;** this collaborative public health framework guides us to improve the health of our community by assessing the overall health status of the community periodically. After data analysis, a community health improvement plan is created in collaboration with participating community sectors and often utilizes these cross-sector collaborations to identify initiatives and develop methods to reach defined goals. This population health framework also focuses on an awareness and understanding of social determinants of health and how they impact health in our community.

Social determinants of health are;

- Education-early childhood infrastructure, school readiness (kindergarten), high school graduation, career training/higher education
- Income-employment and workforce development
- Access to affordable, safe housing
- Access to affordable, nutritious food
- Built environment in which we live; safe walking, biking, transportation, pollution, and violence
- Access to healthcare; preventative and primary care
- Existence of meaningful relationships and connection to community

All of these factors directly impact a person’s health status over their lifespan and we continually seek to have knowledge of these determinants to order to continually improve health determinant factors in Oldham County.

2. **Enforcement of Regulation;** includes Environmental Health oversight and inspection of restaurants, schools, public swimming pools, hotel/motels, rabies control/animal quarantine, along with permitting and inspection of on-site septic systems. Additionally, OCHD supports KY immunization compliance laws to mitigate the spread of disease.

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

3. **Emergency Preparedness & Response;** OCHD is charged to provide emergency response related to Oldham County Emergency Operations Plan: Essential Function Services #8 (Health and Medical). Other OCHD preparedness planning include Continuity of Operations Plan, Disease Outbreak Support Plan, and Strategic National Stockpile Support Plan.
4. **Communicable Disease Control;** Public Health has the distinct role to prevent and mitigate the spread of disease in our community. We do this by investigating and monitoring reportable diseases/illness, mitigating disease outbreaks and ensuring immunization compliance when applicable. Disease mitigation involves preventing the spread of STD's, Measles, Tuberculosis, Pertussis and other contagious disease/illnesses identified by the Kentucky's Reportable Disease requirements. Disease mitigation also involves disaster response planning in the event of severe disease outbreaks such as Measles, Ebola and certain influenzas.
5. **Administrative and Organizational infrastructure;** Public Health operations are supported by the management of taxing district funds via the Oldham County Board of Health (BOH). The BOH oversees the agency Director and ensures financial compliance of the organization. The BOH assures that the services provided meet the needs of the local citizenry, to protect and promote public health.

Law Enforcement

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

Oldham County Sheriff's Office

The Oldham County Sheriff's Office is comprised of 43 employees, 16 of which are full-time deputies (3 court deputies), 1 part-time deputy, 18 reserve deputies, 1 special deputy and 3 full-time office clerks. The office provides 24 hour patrol service throughout the county as well as a number of other functions including tax collection, court services, auto inspections, prison transports, etc.

Oldham County Police Department

The Oldham County Police Department is dedicated to serving the residents and visitors of Oldham County by providing professional law enforcement and community services. There are currently 40 officers on the department, including 9 School Resource Officers and three citizen employees. The department provides a number of services beyond the "usual" protective and law enforcement services, including but not limited to a citizen's academy, home watch program, assist with community events, provide education opportunities for public groups, etc.

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

LaGrange Police Department

The LaGrange Police Department, which was founded in 1840, provides 24-hour law enforcement services within the city limits of LaGrange, KY. The agency is comprised of sixteen sworn officers, two civilian administrative employees, a code enforcement officer and a chaplain. In addition, the department staffs detective personnel to conduct investigations, a school security officer to enhance local school safety, and a K-9 unit to assist in detection of narcotics. To further our community involvement efforts, our K-9 officer attends various events and schools to educate the public about the duties of a K-9. The department also conducts an annual Citizen’s Police Academy and provides an Explorer/Cadet Program and house watch service year round.

Pewee Valley Police

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

Oldham County Dispatch

Oldham County Dispatch, or OCD as it is commonly referred to, is a centralized dispatch center that consolidates communications and 911 for the Oldham County, LaGrange, and Pewee Valley Police Departments, Oldham County Sheriff’s Office, Oldham County EMS, and all Oldham County Fire Departments. OCD is staffed 24 hours a day, 7 days a week.

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

Libraries

The Oldham County Public Library’s goal is to provide well-maintained, aesthetically pleasing, comfortable and easily accessible facilities that serve as community hubs. A major component of Oldham County’s strong education system, the public library delivers high quality education and enrichment activities for all ages. The library system is regarded as an essential community amenity and enjoyed over 234,000 visitors in FY18/19. In addition to borrowing books, residents also engage in educational programs, art classes, free computer and internet access, technology training classes including access to a 3D printer, and job search and resume writing assistance. During June and July, the library regularly offers over 180 programs for children, teens, and adults.

There are three library locations: the 30,000 sq. ft. Main Library in LaGrange, constructed in 2009; the South Oldham Library in Crestwood; and the Mahan/Goshen Library currently located on the property of the Creasey Mahan Nature Preserve in Goshen. Both the South Oldham and Mahan branches are included in the library’s long term capital improvement plan and will undergo renovation or new construction within the next 10 years. The consistent population growth

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

within the county has led the demand for larger and more modern library facilities. These new and renovated buildings will provide more meeting room space, quiet study rooms, and greatly expanded children’s areas. Wheeled shelving will allow staff to reconfigure interior layouts to provide endless programming opportunities.

Tri-County Community Action Agency

Tri-County Community Action Agency, Inc. is a quasi-governmental private non-profit corporation that has served Henry, Oldham, and Trimble counties in Kentucky since 1974. We stand alongside approximately 1000 Community Action Agencies across this nation established as part of the War on Poverty. Tri-County’s individualized mission statement reads as follows: Tri-County Community Action exists to provide leadership and advocacy; to develop community-based coordinated services and activities designed to enable low-income/disadvantaged persons to gain the necessary skills, education and motivation to become self-sufficient.

Community Service Block Grant funds are the foundation of the agency and are secured through the Department of Community Based Services. The obligation, utilizing these funds, is to assess our community needs and formulate a plan to ensure programs and services are available for individuals and families in need to achieve and maintain self-sufficiency. CSBG funds allow our staff to provide case management services while working intently to move families toward solutions, solving barriers to meet their basic needs, and reducing homelessness with rent and deposit assistance. Services which go hand in hand with CSBG are the following: providing utility assistance, weatherization to increase home energy efficiency, distribute educational funds to reduce barriers to education opportunities, case management providing direction to employment services and improving mental & behavioral health through the Compass Program. These services are not age specific.

The Tri-County Community Action Agency also serves as a hub for free services for the senior demographic by offering a range of supportive services designed to improve the quality of life and help the elderly maintain an independent lifestyle for as long as possible. Our Senior Life Enrichment Centers support our independent aging population to remain social, keep active and preserve their independence by promoting wellness, personal fulfillment and self-esteem. Services to less mobile and homebound seniors include home visits and/or home care, telephone reassurance and home delivered meals and non-emergency medical transportation. Specialized care to the increasing adult population of individuals affected by dementia, Alzheimer’s, and Parkinson’s in our Caring Adult Day Center provides a flexible schedule of respite for their caregivers.

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Parks and Recreation

City of LaGrange Park Board

The City of LaGrange operates the John T. Walsh Park, Raymond & Irene Wilborn Park, Eddie Mundo Park and the Glen. In addition, the City of LaGrange operates the James T. Beaumont Community Center and Eagle Creek, an 18 hole golf course proclaimed by Golf Digest magazine **as the Top Ranked Municipal Course in Kentucky**. Below is an overview of the parks and recreational facilities provided by the City of LaGrange:

John T. Walsh Park, 600 N. 4th Street, LaGrange (Regional Park)

- 15 acres
- Fitness Trail
- Home of North Oldham Little League
- Batting Cages
- Large playground apparatus
- 4 baseball/open play fields
- Large Pavilion with restrooms
- Picnic tables + shelters
- Gazebo
- Concrete cornhole boards

Raymond & Irene Wilborn Park, Head Lane, LaGrange (Community Park)

- 30 acres
- Two fishing lakes
- 6 baseball/open play fields
- Large Pavilion with restrooms

Eddie Mundo Jr. Park, Washington Street, LaGrange (Community Park)

- 1.5 acres
- Playground apparatus
- Open play field
- Gazebo
- Picnic tables

The Glen, Maple Street, LaGrange (Community Park)

- 11 acres
- Conservation Park
- Open play field
- Elizabeth Water Trail
- Walking Trails
- Fishing Pond

James T. Beaumont Community Center, 307 W. Jefferson Street, LaGrange (Community Center)

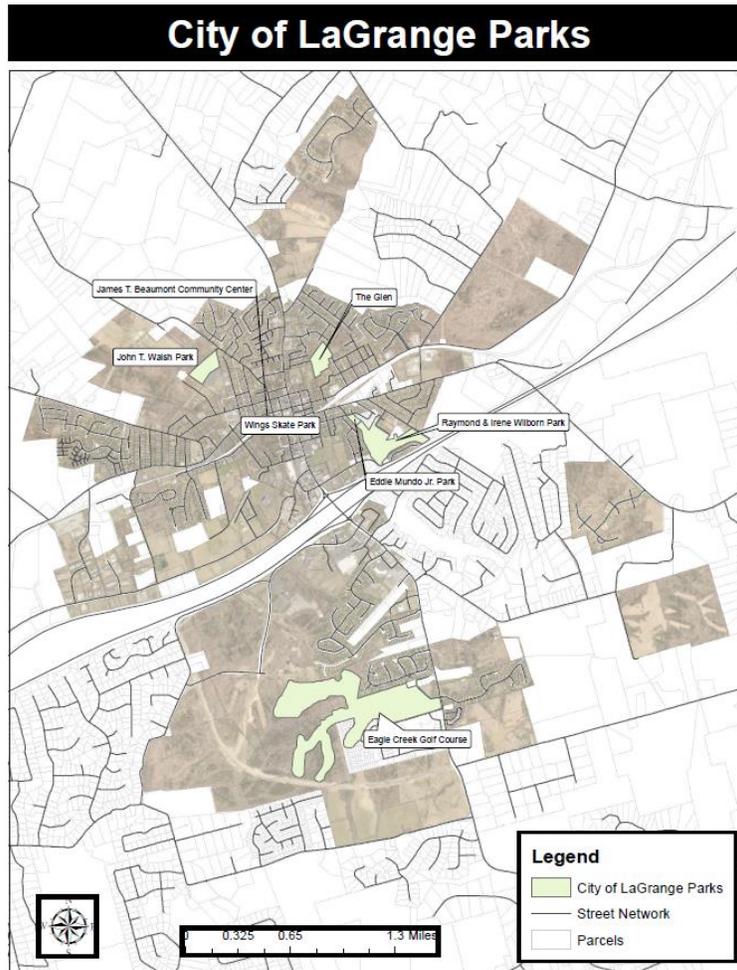
- Full size (regulation) basketball court
- Walking track
- Full size kitchen
- Four classrooms
- Game room
- Aerobics room
- 150+ seat meeting room

Eagle Creek Golf Course, 2820 S. Hwy 53, LaGrange (Golf Course)

- 150+ acres
- 18-hole public golf course
- Meeting room
- Picnic tables with pavilion
- Fishing lake
- Putting green

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Figure 5.2
City of LaGrange Parks



Source: Oldham Geographic Information Consortium

Oldham County Parks

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

The Oldham County Parks and Recreation Department currently manages seven parks ranging in size from a two-acre park to a 225-acre park, with a total of 478 acres. In addition, the parks department operates a community/convention center and an aquatic center. The parks

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

department also runs a variety of recreational programs that provide activities for all age groups that include softball, basketball, tennis and other leagues, instructional camps and clinics, arts and crafts, archery and fitness programs. The department also offers a number of special events throughout the year including: a July 4th celebration, father/daughter dance, mini-triathlon, 5K run/walk series and live music events. In addition to the parks department, other entities operate and maintain recreational facilities in Oldham County, including the City of LaGrange; the Oldham County Board of Education; and the YMCA. Playgrounds, fields, and other facilities at schools managed by the board of education are used by the parks department and provide additional recreational opportunities for Oldham County residents. Below is a description of the park and recreation facilities in Oldham County:

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

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

Morgan Conservation Park, 1200 East Highway 524, LaGrange – (Regional Park)

- 225 acres
- Hiking trails
- Pavilion
- Restrooms

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

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

Wendell Moore Park, 1551 N. Hwy 393, LaGrange

- 107 acres
- Softball fields with concession area
- Picnic shelters with restrooms
- Lighted basketball courts
- Site of the John W. Black Community & Aquatic Centers
- Home of the Oldham County Youth Football League
- 65-acre fishing lake
- Running/walking fitness trail
- Disc golf course
- 2 sand volleyball courts
- Playground
- Elizabeth Cleland Cauley Dog Park
- Tennis courts
- Horseshoe pits

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Creasey-Mahan Nature Preserve

- Nature Trails
- Wildlife exhibits
- An old springhouse
- Soccer fields
- Field House
- Playground
- Picnic areas

Schamback Park, 6617 Main Street, Westport

- 10 acres
- Picnic shelter with restroom facilities
- Playground
- Home of Annual “River Daze” Festival
- Canoe/kayak ramp
- Boat ramp with two docks
- Fishing dock
- Basketball court
- Horseshoe pits

54-Acre Multi-Use Park, Hwy. 146, Buckner

- Park in development with Oldham County Youth Soccer Complex

The Maples Park, 6826 W. Hwy. 22, Crestwood

- Community Center with restroom facilities
- Farm-themed playground
- City of Crestwood owned
- Spray ground
- Shade pavilion
- 21 acres

Private and Semi-Public Facilities

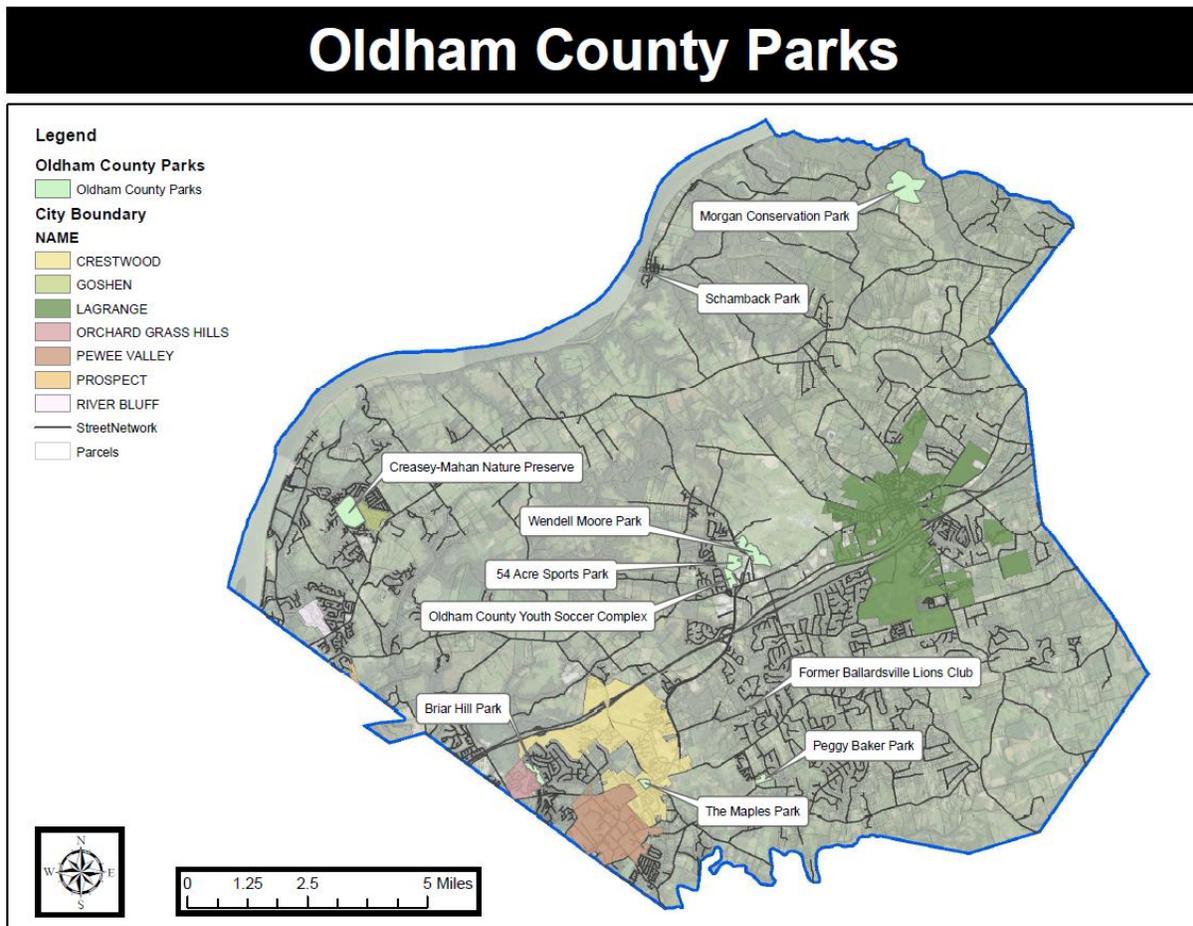
- Eagle Creek Country Club (LaGrange)
- Glen Oaks Golf Course (Oldham/Jefferson County Line)
- Harmony Landing Country Club (Goshen)
- Nevel Meade Golf Course (Prospect)
- Oldham County Country Club (LaGrange)
- Oldham County Golf Center (Crestwood)
- Sleepy Hollow Golf Course (Prospect)

Private Marinas

- Harmony Landing Boat Club
- Tartan’s Landing Marina

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Figure 5.3
Oldham County Parks



Source: Oldham County Geographic Information Consortium

Greenways

Greenways are defined as linear open spaces established along natural corridors, such as a riverfront, stream valley, or ridge line; along a railroad right-of-way converted to recreational use, a canal, scenic road; or other route designed and managed for private or public use including protection of wildlife habitat. A greenway is an open space connector linking parks, nature preserves, cultural features, or historic sites with each other and with populated areas. Some greenways are also recognized as viable alternative transportation facilities when they offer connections to homes, workplaces, schools, parks, shopping centers and cultural attractions.

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

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Successful greenway programs should address the following issues:

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



Commerce Parkway Bike & Pedestrian Trail

Schools

On April 27, 2004 the Oldham County Planning Commission recommended approval of an amendment to the zoning and subdivision regulations that included the creation of school capacity standards. A major element of the school capacity ordinance was that school capacity should be considered during the approval process of new developments and development applications may be denied due to inadequate school capacity. The Oldham County Board of Education was granted authority to calculate the number of students expected to be generated by a proposed development and make a determination as to whether schools could adequately accommodate those numbers. The ordinance allowed for mitigation such as land

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

donation/swapping, contributions to expansion projects, etc. to make up for inadequate capacity. As a result of the construction of new schools and expansions of existing ones, officials no longer have to worry about how to place additional children in classrooms and can once again focus on improving the content of the curriculum.

Table 5.2
School Enrollment Projection Numbers

SCHOOL	2018-19 (ACTUAL)	2019-20	2020-21	2021-22	2022-23	2023-24
<i>Elementary Schools</i>						
Buckner	563	620	618	639	642	647
Camden	516	463	479	482	484	488
Centerfield	513	516	507	516	518	523
Crestwood	569	599	603	597	600	605
Goshen	677	696	682	679	682	688
Harmony	637	622	597	598	601	606
Kenwood	653	631	642	644	647	652
LaGrange	437	561	538	549	551	556
Locust Grove	790	678	669	670	673	678
Elementary Total	5,355	5,386	5,335	5,374	5,398	5,443
<i>Middle Schools</i>						
East Oldham MS	690	686	685	680	665	661
North Oldham MS	773	832	816	852	833	828
Oldham County MS	781	805	809	826	808	803
South Oldham MS	778	786	785	775	758	753
Middle Total	3,022	3,109	3,095	3,133	3,064	3,045
<i>High Schools</i>						
North Oldham HS	1,067	1,080	1,119	1,127	1,135	1,137
Oldham County HS	1,640	1,648	1,679	1,689	1,701	1,704
South Oldham HS	1,380	1,356	1,350	1,307	1,316	1,319
Buckner Alternative HS	41	42	61	75	76	76
High Total	4,128	4,126	4,209	4,198	4,228	4,236
TOTAL ENROLLMENT	12,505	12,621	12,639	12,705	12,690	12,741

Source: Oldham County Public Schools

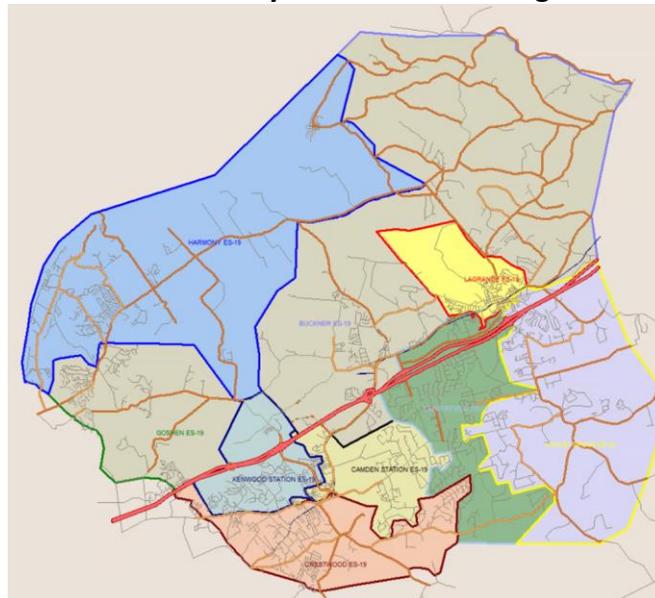
The school enrollment projection numbers above were produced in the fall of 2018. These numbers were compiled after the Board underwent a rebalancing plan at the elementary level to spread the elementary population more evenly across all nine schools. By doing so the district will be better able to meet Kentucky Department of Education capacity guidelines when determining when a new school can be built. It was forecast that by rebalancing the elementary

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

schools that the construction of a new school could be delayed for the next 3-5 years as growth continues. A location has not been set for the school and will be driven by the latest enrollment numbers. These numbers are monitored on a monthly and yearly basis by the Department of Student Services. Very accurate predictions are calculated 3, 5, and 10 years out.

The school capacity standards were revisited by the school board in the spring of 2019. A major element of the school capacity ordinance was that school capacity should be considered during the approval process of new developments and development applications may be denied due to inadequate school capacity. The Oldham County Board of Education was granted authority to calculate the number of students expected to be generated from the proposed development and make a determination as to whether schools could adequately accommodate these numbers. The ordinance allowed for mitigation such as land donation/swapping, contributions to expansion products, etc. to make up for inadequate capacity. As a result of the construction of new schools and expansions of existing one, officials no longer have to worry about how to place additional children in classrooms and can continually focus on how to improve student outcomes.

Figure 5.4
2014 Elementary School Redistricting Plan

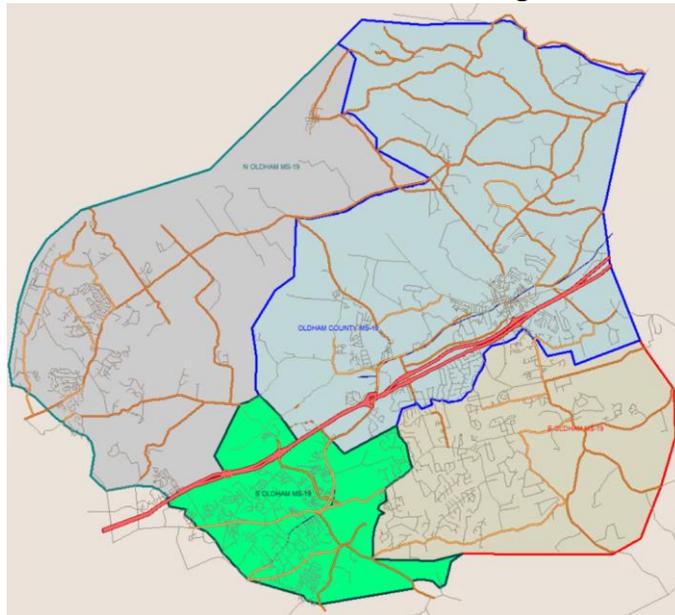


Source: Oldham County Public Schools

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

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

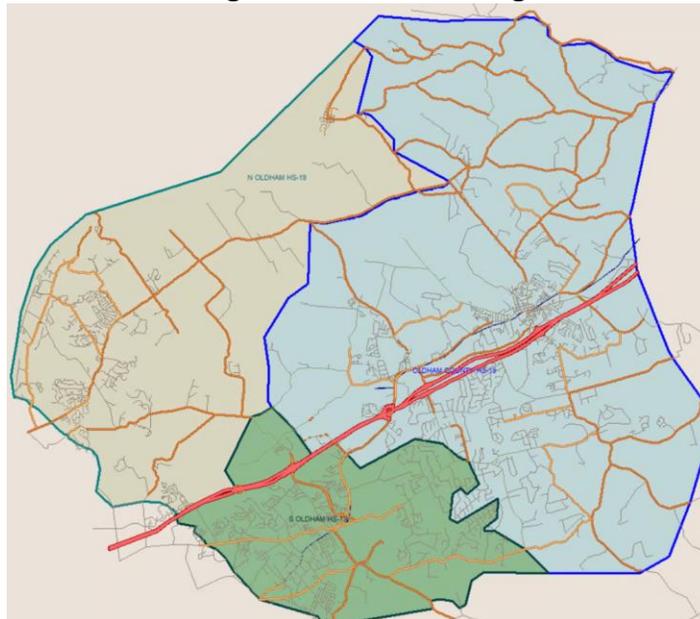
Figure 5.5
2014 Middle School Redistricting Plan



Source: Oldham County Public Schools

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

Figure 5.6
2014 High School Redistricting Plan



Source: Oldham County Public Schools

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

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Solid Waste

The Oldham County Solid Waste Management Plan Five Year Update for 2018-2022 was accepted by the Kentucky Division of Waste Management in 2017. The Update is a complete overview of the management of Oldham County ordinances and Kentucky statutes pertaining to solid waste. It includes information about and evaluation of: collection practices; disposal systems; recycling/reduction programs; litter and dumping abatement; facility siting; enforcement; and financial mechanisms.

Solid waste collection in Oldham County is universally available to all residents and commercial establishments since a franchising ordinance was passed on November 2, 2004. Residential curbside collection is mandatory in the cities of LaGrange, Goshen and Pewee Valley and in some communities governed by home owner associations. Franchising controls trash collection rates and service; reduces traffic, fuel consumption and the need for added road repairs; and generates revenue to fund County solid waste recycling/reduction activities.

Solid waste disposal is primarily outside Oldham County. Municipal solid waste is hauled to Valley View Landfill in Trimble County or to Outer Loop Landfill in Jefferson County. Recyclables collected curbside are taken to WestRock Materials Recycling Facility (MRF) in Jefferson County. There is one permitted transfer station in Oldham County, Hedges, where construction and demolition debris is accepted. Other nearby transfer stations are Driveway Dumpsters in Henry County and Ralph Avenue in Jefferson County. Other facilities which accept specific waste materials in Oldham County are Natural Products, Family Metals, Midwest Metals and the Oldham County Recycling Center. Natural Products accepts organic materials which are altered and sold. Family Metals accepts items made of metal and recycles the metal. Midwest Metals accepts commercial aluminum products for recycling. The Oldham County Recycling Center accepts cardboard, paper, plastics, metals, tires and electronics which are all shipped to other recycling facilities in the region.

Recycling/Reduction programs undertaken by the County are The Oldham County Recycling Center which accepts dropped off materials 7 days per week from dawn to dusk; an annual Household Hazardous Waste (HHW) collection event held the third Saturday in October; a permanent drug take back location at the Oldham County Police Department; shredding services at the Recycling Center; recycling education using social media, OCTV, drive-in movie theater, print materials, and public appearances.

Litter abatement is implemented using a trash for cash incentive program. Volunteers of charitable groups pick up roadside litter in exchange for payment from grant funds. Additionally, the groups participate in an anti-litter initiative called Leaders Don't Litter (LDL).

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Participation is mandatory in order to receive a roadside assignment. The purpose of LDL is to raise awareness about the problem of litter in order to reduce the amount.

Financial mechanisms of the Solid Waste/Recycling Department are revenues from State grant funds, franchise fee, permit fees, and sale of recyclables; and expenditures for personnel, litter cleanups, education activities, recycling costs/expenses, HHW event, waste tire recycling, and miscellaneous.

Oldham County Stormwater Management

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

The small Municipal Separate Storm Sewer Systems (sMS4) permit program is the result of the 1987 amendments to the Clean Water Act (CWA), commonly referred to as the Water Quality Act of 1987. In these amendments, Congress mandated the Environmental Protection Agency (EPA) address non-point source pollution in stormwater runoff. EPA was then required to develop a program to permit the discharge of the stormwater from the MS4, from specific industrial activities that it considered to be significant sources of pollution, and from construction site runoff. It is important to note that the City of Pewee Valley is its own sMS4.

sMS4 Co-Permittees

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

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

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

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

- Construction Site Runoff Control
- Post Construction Runoff Controls
- Good Housekeeping / Pollution Prevention

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

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

In July 2016, Oldham County Fiscal Court re-established the Oldham County Storm Water Management District Board to provide “for the collection and disposal of storm water, treatment and disposal, to build, maintain, operate and repair storm water improvements and related facilities...”. The Board has contractual service agreements with the Oldham County Fiscal Court and City of LaGrange to provide storm water run-off related maintenance and MS4 Permit Compliance Services. 3 members were appointed by the Executive County Judge and approved by Fiscal Court. The County Ordinances and Kentucky State Statutes outline the duties, as it applies to the administration and funding of stormwater management and mitigation of surface water pollution. Oldham County’s MS4 program is administered by the Oldham County Engineer in his capacity as program coordinator.

In May, 2018, the new Kentucky Pollutant Discharge Elimination System (KPDES) Permit for small Municipal Storm Sewer Systems (sMS4) went into effect. This new permit requires that all co-permittees submit a new Storm Water Quality Management Plan (SWQMP) and Operation & Maintenance (O&M) Plan within 120 days. In October 2018, Oldham County Fiscal Court submitted the new Storm Water Quality Management Plan (SWQMP) to the Kentucky Division of Water (Department of Environmental Protection), as required by the State. On April 15, 2019 the County MS4 Coordinator completed and submitted the 2018 Phase II MS4 Annual Report to the Kentucky Division of Water. As it relates to the audit report, there have been no requests or deficiencies noted from the Division of Water to date.

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Wastewater Treatment

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

LaGrange Utility Commission

The LaGrange Utility Company (LUC) provides water and wastewater services to approximately 3,600 water and 3,000 wastewater customers within and adjacent to the LaGrange city limits. LUC operates one wastewater treatment facility (located on New Moody Lane) with a capacity of 1.9 million gallons per day.

Metropolitan Sewer District

The Metropolitan Sewer District (MSD) provides wastewater services to residents in the Crestwood area. MSD has recently acquired the Oldham County Environmental Authority (OCEA) in an effort to provide better service to its customers. MSD does not operate any treatment facilities in Oldham County, as all collected wastewater is piped into Louisville Metro with some being treated at the Hite Creek Wastewater Treatment Plant located on Hitt Lane near I-71 and the Jefferson-Oldham County line. The Hite Creek Wastewater Treatment Plant was constructed in 1970 and has a treatment capacity of 6.0 million gallons per day.

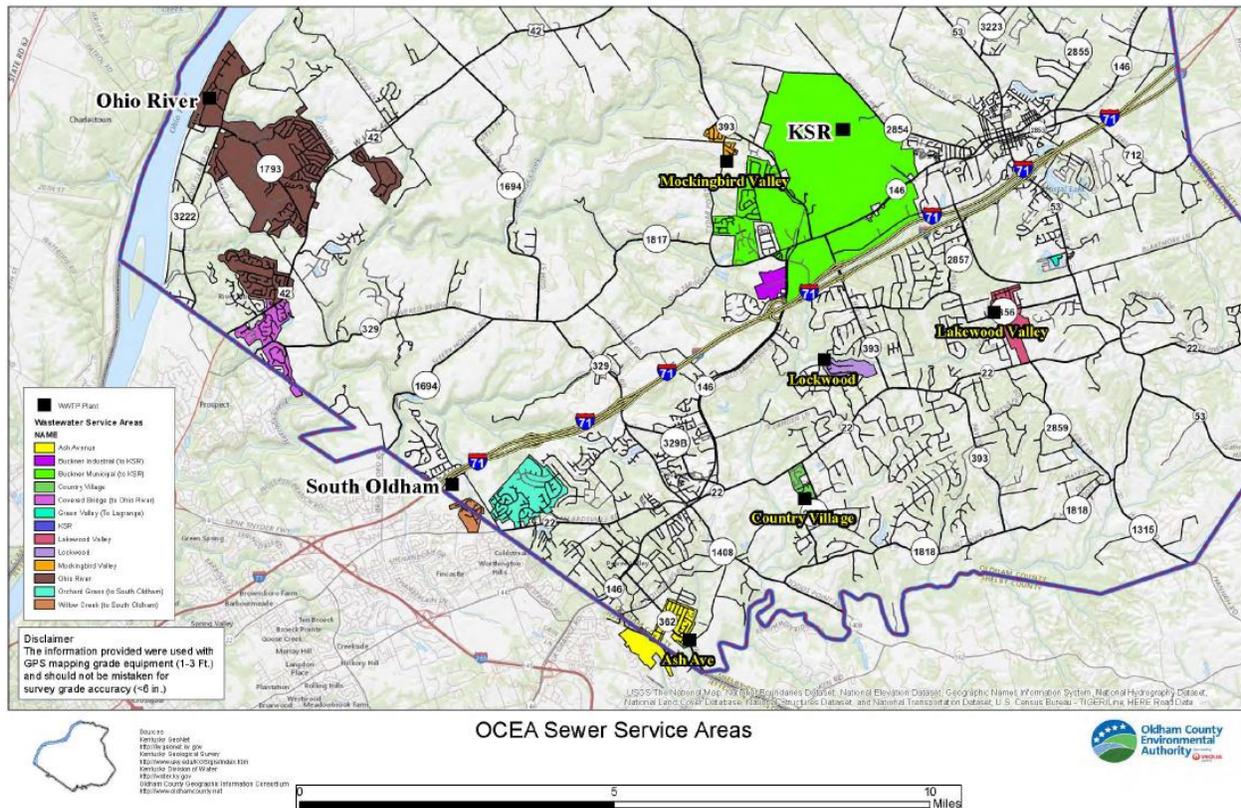
Oldham County Environmental Authority

Until July 2020 when the Metropolitan Sewer District (MSD) took ownership, operation and management of the Oldham County Sewer System, the Oldham County Environmental Authority (OCEA) provided wastewater services to over 6,000 Oldham County households that do not fall within the service areas of the previously mentioned agencies. The Kentucky Division of Water (DOW) put Oldham County on notice in 2008 for numerous overflows and violations at the packaged treatment plants. The sewer utility was placed under new management in November 2008 by contracting with Veolia Water, who jump started the regionalization plan, eliminated major chronic overflows and dramatically reduced violations at the treatment plants.

This system services areas including Ash Avenue, Buckner (Industrial & Municipal), Country Village, Covered Bridge, Green Valley Apartments, Kentucky State Reformatory, Lakewood Valley, Lockwood Estates, Mockingbird Valley, Ohio River, Orchard Grass, and Willow Creek.

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Figure 5.7
Map of the Oldham County Environmental Authority
Wastewater Treatment Plants and Service Areas



Source: Oldham County Environmental Authority

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

The OCEA owned wastewater treatment plants have a total treatment capacity of over 4 million gallons per day (MGD).

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Table 5.3
Oldham County Environmental Authority
Wastewater Treatment Plants & Design Capacity

Treatment Plant	Design Capacity (Millions of Gallons per Day)
Ash Avenue	0.300
Buckner Municipal	Decommissioned
Buckner Industrial	Decommissioned
Country Village	0.060
Covered Bridge	Decommissioned
Green Valley Apartments	Decommissioned
Kentucky State Reformatory (KSR)	1.000
Lakewood Valley	0.100
Lockwood	0.045
Mockingbird Valley	0.040
Ohio River	1.500
Orchard Grass	Decommissioned
South Oldham	1.250
Willow Creek	Decommissioned

Source: Oldham County Environmental Authority

OCEA operates eight wastewater treatments plants (WWTPs), five of which are package plants. A package plant refers to an above ground metal structure designed and permitted to temporarily treat wastewater and should come off-line when a connection to a permanent sewer plant is available. A majority of the package plants in Oldham County were constructed in the 1960's and 1970's and most are currently operating past their average life cycle. OCEA and the Kentucky DOW are in negotiations to place elimination dates on each of the package plants. Since 2012, six package plants have been decommissioned. The following shows the dates and locations of the decommissioned package plants: 2012, Municipal and Industrial (KSR), Covered Bridge (Ohio River), Green Valley (LaGrange with agreement), Willow Creek, 2013, Expansion of KSR and 2017, Orchard Grass.

Water Treatment

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

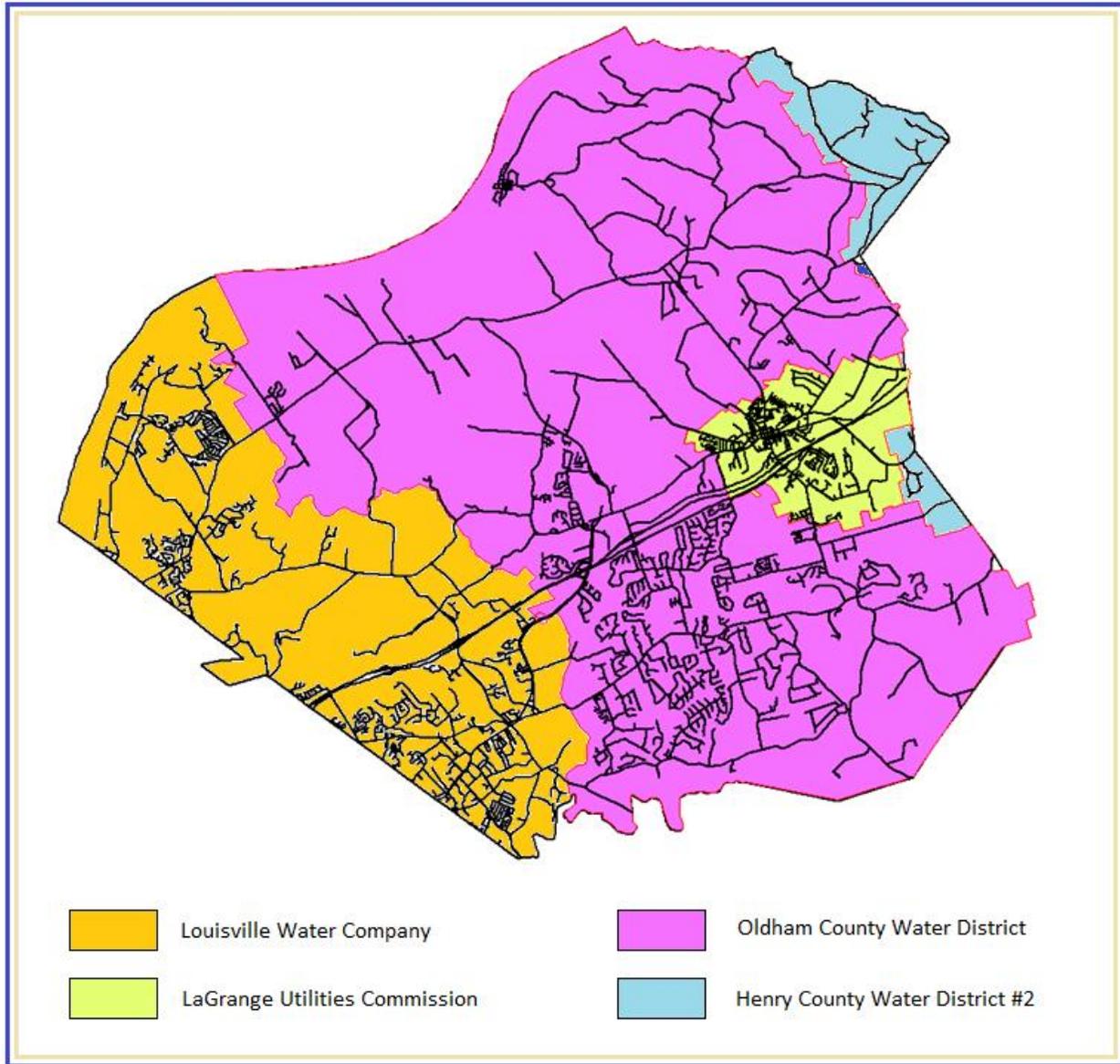
Oldham County households receive their drinking water from one of four providers: LaGrange Utilities Commission, Louisville Water Company, Henry County Water District #2 or the Oldham County Water District.

The Oldham County Water District (OCWD) is the only service provider that withdraws and treats water within the county boundary. The Oldham County Water Treatment Plant withdraws water from the aquifer below the Ohio River and is currently designed with a treatment capacity of 13.0 million gallons per day. The average daily production is approximately 3.54 million gallons per day. After treatment the water is pumped throughout the district to OCWD’s 7,700 customers as well as sold to the LaGrange Utilities Commission for distribution to their customers.

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

Future Land Use	Population	Business & Industry	Environment	COMMUNITY FACILITIES	Transportation	Future Considerations
-----------------	------------	---------------------	-------------	-----------------------------	----------------	-----------------------

Figure 5.8
Oldham County Water Provider
Service Areas



Source: Oldham County Water District

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

Transportation

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

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

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

Since the development of the *Road Classification and Proposed Future Roads* plan the Kentucky Transportation Cabinet has updated its Six Year Highway Plan for Fiscal Year 2018 to Fiscal Year 2024. Sixteen improvement projects are included in the new Six Year Highway Plan with an estimated cost of \$78,350,300. These projects are listed below along with each project’s scheduled construction date and the estimated total amount of funds needed to complete each project.

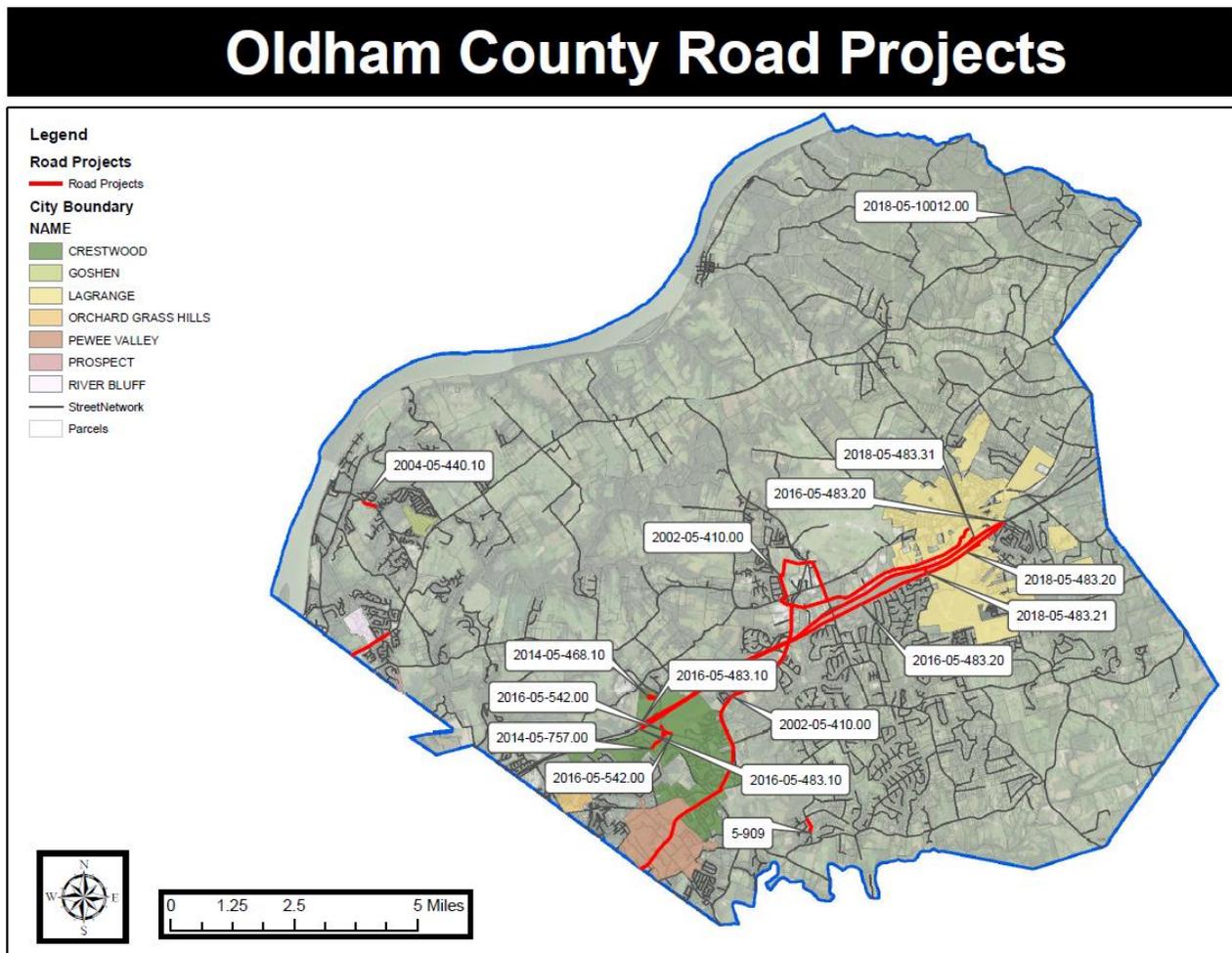
Future Land Use	Population	Business & Industry	Environment	Community Facilities	TRANSPORTATION	Future Considerations
-----------------	------------	---------------------	-------------	----------------------	-----------------------	-----------------------

Table 6.1
Oldham County Transportation Projects Included in
the Kentucky Transportation Cabinet Six Year Highway Plan
FY 2018 to FY 2024

ITEM NO./ (PARENT NO.)*	PROJECT DESCRIPTION	SCHEDULED CONSTRUCTION	TOTAL AMOUNT
2002-05-410.00 (2000-05-400.02)	Inter-Urban Greenway: Construct a non-motorized corridor from LaGrange to Jefferson County Line	FY 2022	\$500,000
2004-05-410.01 (2002-05-410.00)	Oldham County Bicycle & Pedestrian Trail: Construct a trail along Old LaGrange Road from KY 146 to KY 329 bypass	FY 2023	\$750,000
2004-05-434.00 (2004-05-434.00)	Construct a 4-lane uninterrupted rail underpass west of LaGrange	FY 2022	\$10,100,000
2018-05-483.31 (2018-05-483.30)	Construct new I-71 interchange between KY-393 and KY-53 to relieve congestion.	FY 2021	\$6,000,000
2014-05-494.00 (2004-05-965.12)	Old Floydsburg Road Safety Improvements: Replace narrow one-lane culvert crossing, add shoulder to road, add signage for safety.	FY 2020	\$700,000
2016-05-542.00 (2006-05-965.14)	Intersection realignment/reconstruction at KY 329 and KY 329 bypass	FY 2021	\$320,000
2012-05-754.00 (2012-05-754.00)	Construction of a new connection from Old LaGrange Rd to KY 393 at Buckner	FY 2021	\$3,242,500
2014-05-757.00 (2014-05-517.00)	Construct 5' concrete sidewalks in the existing right-of-way along both sides of Spring Hill Trace from KY 329 to the end of the existing subdivision	FY 2021	\$520,000
2018-05-10012.00 (2018-05-10012.00)	Address deficiencies of KY 1488 bridge over Organ Creek Road	FY 2020	\$623,000
2004-05-440.10 (2004-05-440.01)	Construct sidewalks on KY 1793 from Ridgeview Drive to Settlers Point Trail.	Completed 2020	\$100,000
2004-05-441.01 (2004-05-441.00)	Reconstruct US 42 and widen from 2 lanes to 3 lanes from county line to Ridgemoor Drive.	FY 2022	\$5,320,000
2014-05-468.10 (2014-05-468.10)	Construction of a park and ride facility including a parking lot, shelter, bike lockers, walkways and a 1000' access road located on Apple Patch Way off of KY 329 near I-71 Exit 14 in Crestwood	Completed 2020	\$1,174,800

ITEM NO./ (PARENT NO.)*	PROJECT DESCRIPTION	SCHEDULED CONSTRUCTION	TOTAL AMOUNT
2016-05-483.10 (2016-05-483.10)	Widen I-71 from four lanes to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0).	FY 2024	\$31,100,000
2016-05-483.20 (2016-05-483.20)	Widen I-71 from four lanes to six lanes from KY 393 (MP 18.0) to KY 53 (MP 22.4)	FY 2026	\$2,750,000

Figure 6.1
Oldham County Transportation Projects Included in
The Kentucky Transportation Cabinet Six Year Highway Plan



Mass Transportation

One of the many services provided by the City of LaGrange is the Oldham County Public Bus (known as OPIE). OPIE is funded by TARC subsidies with additional monies from the city and county. The bus has one fixed route which travels around LaGrange throughout the week (Monday through Friday) from 5:45 a.m. to 5:45 p.m. with 14 scheduled stops and some deviations. Ridership is open to everyone and each bus is handicap accessible and equipped with lifts to facilitate wheelchairs. The service sees approximately 50-70 riders per day and approximately 14,900 passengers annually.

The Transit Authority of River City (TARC) offers express route service between LaGrange and downtown Louisville five days per week on Route 67X. AM trips span from 5:30 am to 8:20 am and PM trips span from 4 pm to 7 pm. Travelling via I-71, this route picks up passengers at four designated stops in Oldham County: the Oldham Plaza in LaGrange, the Buckner Park & TARC lot, on Commerce Parkway near Exit 18 and the Crestwood Park & TARC. The stop at KY 329 near Exit 14 will be relocated to the proposed Apple Patch Park & TARC lot upon its completion. In partnership with the Kentucky Transportation Cabinet, the City of Crestwood, and the Pillar organization (formerly Apple Patch), this Park & TARC will be Oldham County’s first permanent park and ride facility, a \$1,500,000 investment, leveraging federal funds, state toll credits and local funds. It will be built by Oldham County Fiscal Court and the new facility will consist of approximately 126 parking spaces on 3.6 acres. It will include a 1,000 foot access road, a 20’x40’ pavilion, a 4’x12’ TARC shelter, walkways, bike racks and benches. The project will also include bike lockers and utilize green building practices such as permeable pavers, bioswales, and native plantings, which will allow the project to serve as a model for environmentally friendly development to the community. Furthermore, Apple Patch Park & Ride will be available for use to vanpools (Every Commute Counts), carpools and bikepools.

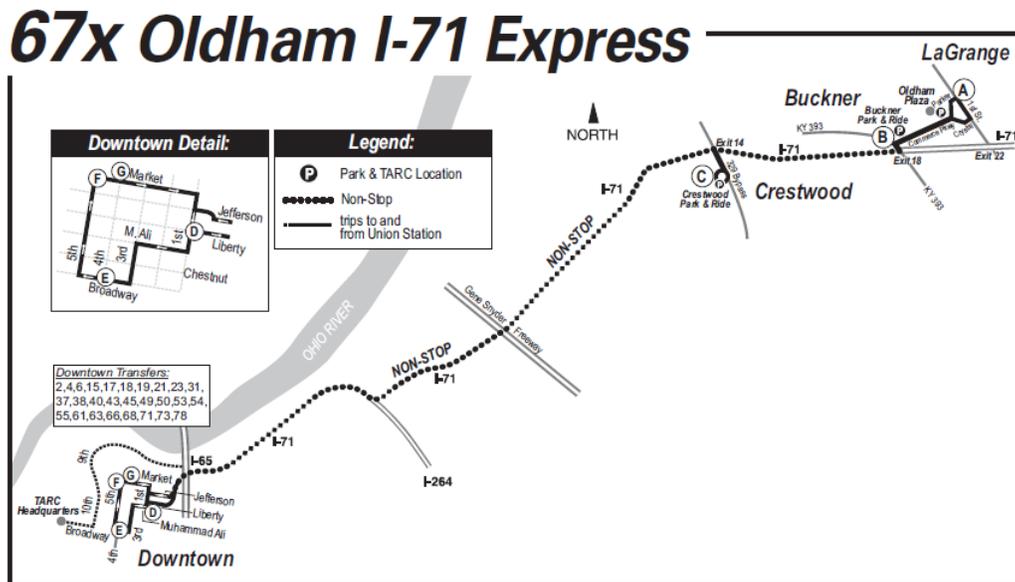
Future Land Use	Population	Business & Industry	Environment	Community Facilities	TRANSPORTATION	Future Considerations
-----------------	------------	---------------------	-------------	----------------------	-----------------------	-----------------------

Table 6.2
TARC Route 67x Ridership Numbers
January 2017 to December 2018

MONTH	SERVICE DAYS	AVG. WEEKDAY BOARDINGS	MONTH	SERVICE DAYS	AVG. WEEKDAY BOARDINGS
January 2017	21	89	January 2018	22	81
February 2017	20	70	February 2018	20	73
March 2017	23	75	March 2018	22	94
April 2017	20	72	April 2018	21	63
May 2017	22	65	May 2018	22	67
June 2017	22	75	June 2018	21	66
July 2017	20	65	July 2018	21	65
August 2017	23	75	August 2018	23	75
September 2017	20	93	September 2018	19	93
October 2017	22	75	October 2018	23	75
November 2017	21	72	November 2018	21	72
December 2017	20	56	December 2018	20	56
2017 Total Ridership		19,767	2018 Total Ridership		18,926

Source: Transit Authority of River City

Figure 6.2
TARC Route 67x Map



Source: Transit Authority of River City

Future Land Use	Population	Business & Industry	Environment	Community Facilities	TRANSPORTATION	Future Considerations
-----------------	------------	---------------------	-------------	----------------------	-----------------------	-----------------------

Bike & Pedestrian

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

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

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

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

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

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

Rail

Rail transit in Oldham County is provided by the CSX railroad track that traverses the entire length of the county. Rail service is a secondary component of the county’s transportation network and is primarily limited to providing service to a few industrial land uses. This rail service supplements the county’s transportation network and provides Oldham County with an additional economic tie to the Louisville metropolitan area.



Train going down Main Street, LaGrange

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

Future Land Use	Population	Business & Industry	Environment	Community Facilities	TRANSPORTATION	Future Considerations
-----------------	------------	---------------------	-------------	----------------------	-----------------------	-----------------------

Future Considerations

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

Sustainability Audit

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

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

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

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

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

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

In 2009, the State of Kentucky adopted the 2009 International Energy Conservation Code by reference in the updated 2007 Kentucky Building Code. The code went into effect on July 1, 2012 and beginning October 2012 all projects are required to comply with these standards.

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

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

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

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

There are currently five LEED certified buildings in Oldham County:

- Oldham County Public Library, 308 Yager Avenue, LaGrange (LEED Gold)
- Mason Lane Farms Operating Facility, N. Hwy. 1694, Goshen (LEED Silver)
- DHB Office Building (Bluegrass Eye Center), 6400 Westwind Way, Crestwood (LEED Silver)
- St. Francis School – Athletic & Performance Center, 11000 W. Hwy. 42, Goshen, Certification in Progress

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

- Oldham County Extension Office, 205 Parker Drive, LaGrange, Certified

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

Healthy Homes

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

Lower Operating Costs

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

Sustainable Lifestyle

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

Review of the Comprehensive Zoning Ordinance and Subdivision Regulations

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

- May 2007 – Changes to definitions of major and minor subdivisions
- October 2007 – Change to Section 270-070 Wastewater Treatment Facility Standards
- December 2008 – Various changes to Oldham County Comprehensive Zoning Ordinance
- August 2009 – Amendment to include Scenic Corridor Design Guidelines for Pewee Valley
- January 2010 – Revisions to the Subdivision Regulations: Performance Guarantees for Soil and Erosion Control
- March 2010 – Amendments to Section 090-040 R-4A Residential District Property Development Regulations
- May 2010 – Amend the text of Division 320, Access Management Standards
- October 2010 – Amendment to Section 3.3, Subdivision Regulations

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

- March 2011 – Amendment to Section 250-210 Special Provisions, Sidewalks
- September 2016
 - Amendment to Section 250 Special Provisions, Accessory Dwelling Unit
 - Amendment to Section 250 Special Provisions, Qualified Manufactured Homes
 - Amendment to Section 250 Special Provisions, Fences & Walls
 - Amendment to Section 250 Special Provisions, Auto Auctions
 - Amendment to Section 250 Special Provisions, Accessory Uses & Structures
 - Amendment to Section 250 Special Provisions, Scenic Corridors
 - Amendment to Division 290 Sign Regulations
 - Off-Premise, Temporary, Definitions, Exempt & Prohibited
 - Amendment to Section 390 Site Plan Regulations
 - Amendment to Division 235, Planned Residential Development (PRD)
 - Amendment to Division 240, LaGrange Historic District
 - Amendment to Division 320, Access Management Standards
 - Various changes to Division 420, Definitions
 - Various changes to Conditional Uses, Permitted Uses and Property Development Regulations.
- March 2018
 - Amendment to Section 250 Special Provisions, Short Term Rental Property
 - Amendment to Section 260 Conditional Use Standards, Short Term Rental Property
 - Amendment to Section 270 Capacity Standards, School Capacity Standards
 - Amendment to Section 300 Landscape Regulations
 - Various changes to Conditional Uses, Permitted Uses and Property Development Regulations.
 - Various changes to the Subdivision Regulations
- September 2019
 - Added Division 25 Agricultural Business District
 - Amendment to Section 250 Special Provisions, Residential Care Facilities
 - Amendment to Section 250 Special Provisions, Distilleries, Breweries & Barrel Warehouses
 - Amendment to Section 260 Conditional Use Standards, Agritourism Buildings
 - Amendment to Section 270 Capacity Standards, Cluster Mailboxes
 - Amendment to Division 290 Sign Regulations, Content Removal
 - Amendment to Division 310 Lighting Regulations
 - Amendment to Division 330 Exceptions & Modifications
 - Amendment to Division 360 Building Permits & Fees
 - Amendment to Division 370 Administration, Enforcement & Penalties

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

- Amendment to Division 420 Definitions

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

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

- Section 250-120 Lighting, Noise and Dust
- Section 260-090 Commercial Composting
- Section 260-110 Community Residences
- Section 260-130 Contractor’s Equipment Storage
- Section 260-200 Freight Terminals/Similar Enterprises
- Section 260-220 Grain/Feed Storage/Sales
- Section 260-300 Nursing Homes
- Section 260-310 Office Warehouses
- Section 260-370 Riding Academies/Stables
- Section 260-420 Solid Waste Incinerators
- Division 410 Environmental Performance Standards

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

One particular trend that was addressed is the growing demand for accessory dwelling units (ADUs). Accessory dwelling units can be defined as “a residential dwelling unit located on the same lot as a single-family dwelling unit, either within the same building as the single-family dwelling unit or in a detached building.” Regulations were adopted in 2016 for interior, attached & detached accessory dwelling units. This is very important considering Oldham County’s senior population is expected to double by 2035.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

Table 7.1
Projected Oldham County Senior Population
2010 to 2050

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

Source: University of Louisville, Kentucky State Data Center

Evaluate Existing Boards, Committees and Commissions

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

Planning Commission

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

Alternative Regulations for Zoning Map Amendment

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

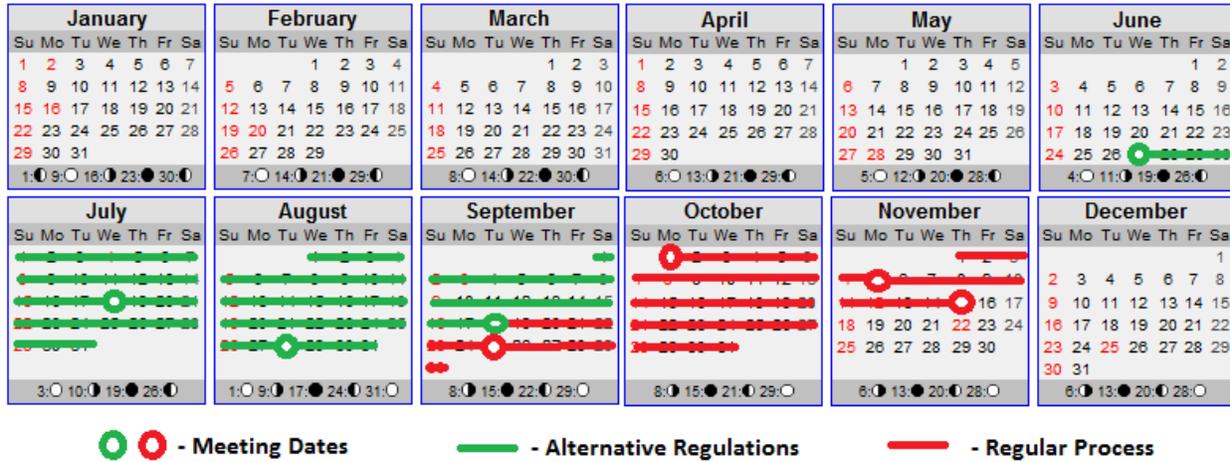
Here is a hypothetical step-by-step overview of what a proposed zoning map amendment would be required to do in 2012:

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

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

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

Graphic Representation of Zoning Map Amendment Timeframes



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

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

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

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

Board of Adjustments

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

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

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

Code Enforcement Board

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

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

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

Tables 7.2
Oldham County Foreclosure Cases

Year	Number of Closed Cases
2016	75
2017	54
2018	48
2019	48

Source: Oldham County Circuit Court

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

Technical Review Committee

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

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

The purpose of the Technical Review Committee is to review development proposals such as zoning map amendments, development plans, and preliminary subdivision plans and provide

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------

technical comments aimed at assuring compliance with the zoning and subdivision regulations and infrastructure availability. The committee provides feedback to applicants to help resolve potential issues before plans go to public hearings conducted by the Planning Commission and/or legislative bodies.

Future Land Use	Population	Business & Industry	Environment	Community Facilities	Transportation	FUTURE CONSIDERATIONS
-----------------	------------	---------------------	-------------	----------------------	----------------	------------------------------