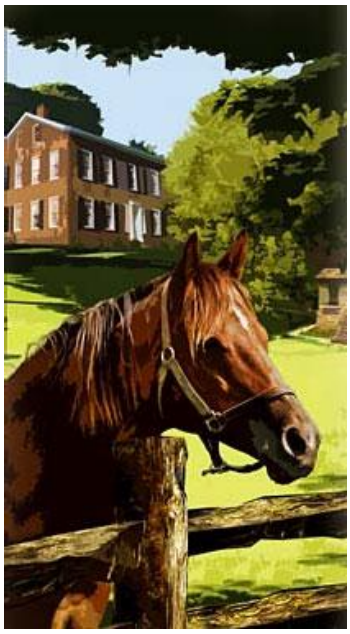
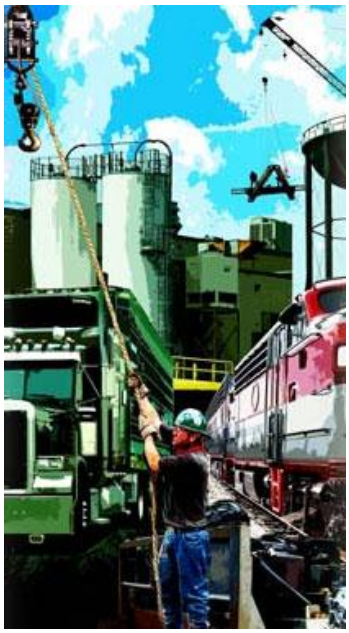
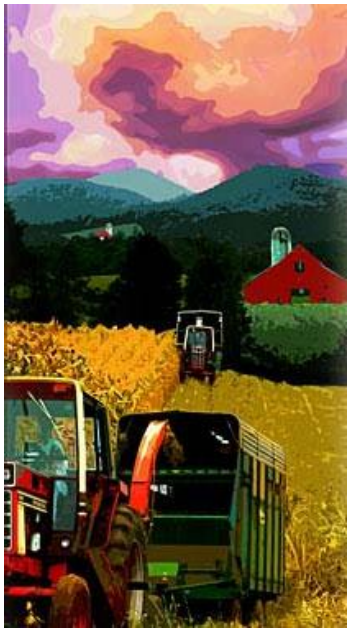
Nelson County 2035:

A Comprehensive Plan for the Cities of Bardstown, Bloomfield, Fairfield, and New Haven and Nelson County



It's not whether we grow, but how.

Nelson County 2035:

The Joint Comprehensive Plan for the Cities of Bardstown, Bloomfield, Fairfield, and New Haven and Nelson County

Statement of Goals & Objectives Adopted by:

Joint City-County Planning Commission of Nelson County — **August 24, 2010**

Todd A. Johnson, Chairman, City of Bardstown

Kenneth Brown, City of Bloomfield
Theresa Cammack, Nelson County #3
Wayne Colvin, Nelson County #5
Andy Hall, City of New Haven
Fred Hagan, City of Bardstown
Mary Ellen Marquess, City of Fairfield
Mark Mathis, City of Bardstown
Carolyn Welch, Nelson County #4
Linda Wells, Nelson County #2
Mike Zoeller, Nelson County #1

Bardstown City Council — **September 14, 2010**

Richard J. Heaton, Mayor

Francis Lydian
John Royalty
Tommy Reed
Bill Sheckles
Bobby Simpson
Roland Williams

Bloomfield City Council — **November 8, 2010**

Ronnie Bobblett, Mayor

Rhonda Hagan
Jonathan Lee Hagerman
Mark Mays
Walter Pozgay
Mary Ann Agee
William Cobble

Fairfield City Commission — **November 9, 2010**

William T. Trent, Mayor

Faye Cheser
Angela Hamilton
Donald Hardin
Katie Simpson

New Haven City Commission — **October 21, 2010**

Tessie Cecil, Mayor

John Ray Ball
Bob Johnson
Freddy DeWitt
Jerry Nevitt

Nelson County Fiscal Court — **September 7, 2010**

Dean Watts, Judge/Executive

Jerry Hahn
Sam Hutchins
Tim Hutchins
Bermard Ice
Maynard Wimsett

All Other Elements & Sections Adopted by:

Joint City-County Planning Commission of Nelson County — **October 25, 2011**

Todd A. Johnson, Chairman, City of Bardstown

Kenneth Brown, City of Bloomfield
Theresa Cammack, Nelson County #3
Charles Howard, Nelson County #5
Andy Hall, City of New Haven
Crystal Brady, City of Bardstown
Mary Ellen Marquess, City of Fairfield
Mark Mathis, City of Bardstown
Carolyn Welch, Nelson County #4
Linda Wells, Nelson County #2
Mike Zoeller, Nelson County #1

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Chapter 1

Introduction

Chapter 1: Introduction

Background

The Joint City-County Planning Commission of Nelson County was established through an Interlocal Agreement adopted April 28, 1970 by the Cities of Bardstown, Bloomfield, Fairfield, and New Haven and Nelson County Fiscal Court. The Planning Commission initiated the joint planning and zoning program with the adoption of the *Comprehensive Plan for Nelson County and the Communities of Bardstown, Bloomfield, Fairfield, and New Haven* in January 1972, *Zoning Regulations for Bardstown, Bloomfield, Fairfield, New Haven, and Nelson County, Kentucky* on November 28, 1974, and *Subdivision Regulations for Nelson County, Kentucky* on June 17, 1974.

In 1996, the Planning Commission and legislative bodies concluded that the community's comprehensive plan was severely outdated and recommended an intensive planning effort. Working in conjunction with Pflum, Klausmeier, and Gehrum Consultants Inc. (PKG), the Planning Commission and legislative bodies undertook a community planning process that eventually culminated in the *Nelson County 2020: A Comprehensive Plan for All of Nelson County*, adopted September 24, 1996. The 1996 Plan was the official update to the *1972 Nelson County Comprehensive Plan* and *Land Use Plan for Bardstown and Vicinity* adopted in 1988. The 1996 Plan was based on a 25-year projection for Nelson County and took a comprehensive and long-term, yet general, approach to addressing anticipated conditions and needs through 2020.

While the 1996 Comprehensive Plan and its subsequent amendments have served as an effective guide to decisions about the physical development of the community, quality planning requires an ongoing review of the Comprehensive Plan elements and implementation processes. To be effective, the comprehensive plan must be evaluated regularly, and, as required by Kentucky Revised Statutes Chapter 100, at minimum, every five years, to ensure that the Comprehensive Plan is consistent with the community's goals, objectives, and policies for effective and efficient growth management. Updates also address and anticipate changes and identify methods for implementation.

This 2011 update, *Nelson County 2035: A Comprehensive Plan for the Cities of Bardstown, Bloomfield, Fairfield, and New Haven, and Nelson County, Kentucky*, is a continuation of the community's 40-year commitment to good planning. This update and subsequent policy and regulation amendments will address those significant challenges and changes that have occurred since 1995 and will fine tune implementation processes so that the location, timing, and intensity of development and infrastructure is appropriate and supports effective and efficient growth management. This update is a dynamic planning tool reflecting the community's goals and establishing policies and recommendations and providing flexibility for guiding the community into the future. This 2011 update is designed to be used by all decisionmakers, both public and private, to coordinate development patterns over the next 20 years.

Legal Basis

Kentucky Revised Statutes Chapter 100 is the enabling legislation for local planning and plan implementation. KRS 100.183 requires the adoption of a comprehensive plan to serve as a ". . . guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships." Further, the statute outlines the contents and process for the adoption of a Comprehensive Plan. KRS 100.187 sets forth that a comprehensive plan must have the following 5 elements.

- A ***base study (Chapter 2)*** shows the research, analysis, and projections used to develop all elements of the Comprehensive Plan, including but not limited to:

  - ✓ An ***existing land use analysis*** presents the nature, extent, and adequacy, and needs of the community for the existing land and building use, transportation, and community facilities in terms of their general location, character and extent, including the identification and mapping of agricultural lands of statewide importance and analysis of the impacts of community land use needs on these lands;

- ✓ A ***population analysis*** presents the general distribution and characteristics of past and present population and a forecast of the extent and character of future population as far into the future as is reasonable to foresee;
- ✓ An ***economic survey and analysis*** presents the statistics and characteristics of the major existing public and private business activities and a forecast of future economic levels, including a forecast of anticipated necessary actions by the community to increase the quality of life of its current and future population through the encouragement of economic development as far into the future as is reasonable to foresee; and,
- ✓ Additional background information for the elements of the comprehensive plan may include any other research analysis, and projections which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan.

- A ***statement of goals and objectives (Chapter 3)*** serves as the community's guide for physical development and social well-being of the community;
- The ***land use plan (Chapter 4)*** shows proposals for the most appropriate, economic, desirable, and feasible patterns for the general location, character, extent, and interrelationships of the manner in which the community should use its public and private land at specified times as far into the future as is reasonable to foresee;
- The ***transportation plan (Chapter 5)*** shows proposals for the most desirable, appropriate, economic, and feasible pattern for the general location, character, and extent of the channels, routes, and terminals for transportation facilities for the circulation of persons and goods for specified times as far into the future as is reasonable to foresee; and,
- The ***community facilities plan (Chapter 6)*** shows proposals for the most desirable, appropriate, economic, feasible pattern for the general location, character, and extent of public and semi-public buildings, land, and facilities, for specified times as far into the future as is reasonable to foresee.

The comprehensive plan also may include additional elements, including but not limited to historic preservation, conservation, natural resources, housing, community renewal, flood control, pollution, and regional impact.

While not a required element of the comprehensive plan, an ***implementation plan (Chapter 7)*** establishes an action plan for the implementation of the comprehensive plan. An implementation plan identifies potential tools and methods and establishes priorities and timeframes for achieving the goals and objectives of the plan, including but not limited to amending zoning, subdivision, and other regulations, rules, and policies, developing incentives and other growth management stimulus, undertaking further planning studies, and coordinating activities and programs. Also, an implementation plan will identify the method and timeframe for plan monitoring and adjustment to determine how well the planning solution is working and what adjustments might be needed. Plans are useless unless planner and decisionmakers can learn from them and make adjustments to improve their effectiveness.

KRS 100.193 requires that the statement of goals and objectives and any amendments thereto be adopted by the Planning Commission and each legislative body in the planning unit. KRS 197.197 sets forth that the land use, transportation, community facilities and other plan elements may be adopted by the Planning Commission as they are completed or as a whole when all elements have been completed. The Planning Commission must conduct public hearings on the element adoption, readoption, or amendment.

As required by KRS 197.197(2), the elements of the comprehensive plan must be reviewed and amended or readopted at least once every (5) years. During the review, the Planning Commission must review the research requirements and elements to determine if the original research is still valid.

Nelson County 2035: A Comprehensive Plan for the Cities of Bardstown, Bloomfield, Fairfield, and New Haven, and Nelson County, Kentucky is the required update and has been prepared and adopted through a specific planning process in compliance with the requirements of KRS Chapter 100.

How to Use This Plan

The Comprehensive Plan is a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. To determine whether a land use proposal is consistent with this Plan, the following 4 steps should be followed:

Step #1: Evaluate Consistency with Statement of Goals and Objectives (Chapter 3)

Determine whether the future land use proposal is in compliance with the overall goals and objectives of the Comprehensive Plan.

Step #2: Identify Property on Future Land Use Map (Chapter 4)

Locate the property on the Future Land Use Map and identify the Community Character Area and Land Use Group in which it is located (see Figures #4-1 through 4-23). Also, identify if the property is designated as a Potential Development Area (PDA) (see Figure #3-1).

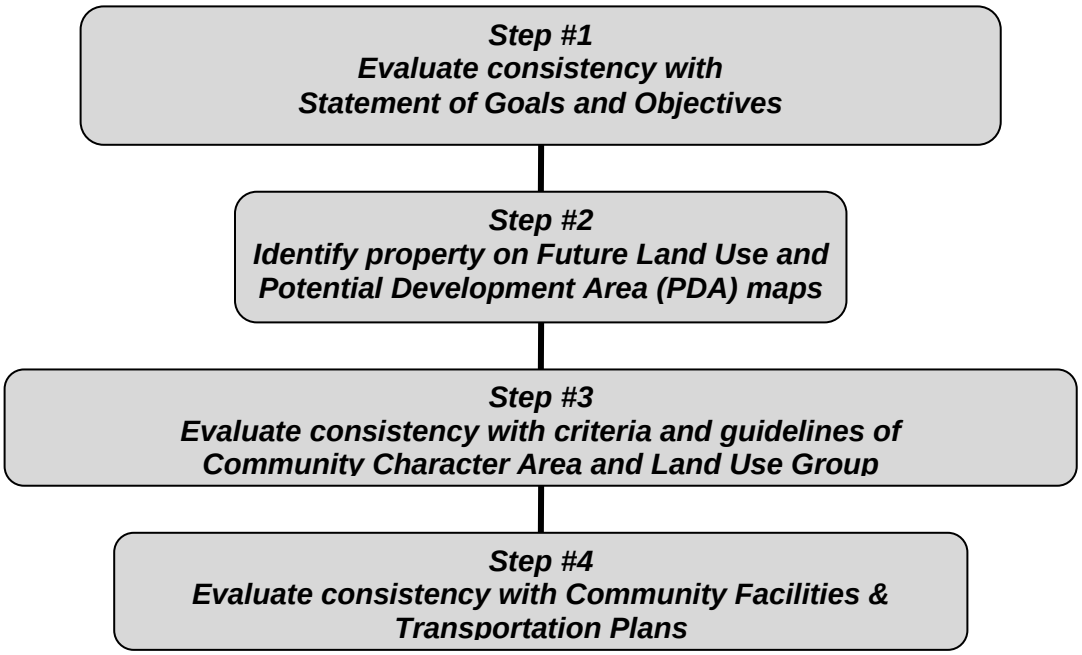
Step #3: Evaluate Consistency with Criteria and Guidelines in Future Land Use Plan (Chapter 4)

Evaluate the future land use proposal for consistency with the illustrative land uses, acceptable densities, and development and public service policies for the Community Character Area and Land Use Group as described in the Future Land Use Plan text and matrices.

Step #4: Evaluate Consistency with Community Facilities & Transportation Plans (Chapters 5 & 6)

Evaluate the future land use proposal to ensure consistency with the Community Facilities and Transportation Plans.

Figure 1-1: Comprehensive Plan Compliance



Chapter 2

Base Study

Chapter 2: Base Study

Long-range planning must be based on accurate, comprehensive, and reliable data about the community and its residents. Analysis of long-term trends can be helpful in forecasting the community's future needs and requirements. This Base Study provides an analysis of the community's existing land uses, natural and environmental conditions, population and economy to anticipate future growth and development over the next 25 years. The results of these analyses is the determination of the amount of residential, commercial, and industrial land required to accommodate growth and the basis for future land use plans and policies.

Existing Land Use Analysis

An important element of land use planning is an analysis of a community's existing land use. An existing land use analysis involves a detailed evaluation of the community's character, specifically existing land uses, vacant and underdeveloped land, physical conditions and constraints, and availability of public infrastructure and services. This analysis results in the determination of the land capacity and services available and needed to meet the future growth and development.

Nelson County has approximately 279,780 acres, or 437.2 square miles. Given this substantial land area, a property-by-property evaluation of existing land uses was not feasible during the existing land use analysis for the 1996 Comprehensive Plan. The existing land use analysis focused on identifying and evaluating Community Character Areas, or areas representing distinct geographic areas with similar characteristics, development issues, and planning concerns. The existing land use analysis of the 1996 plan identified 8 Community Character Areas based on field surveys of existing development, community input and experience, and analysis of natural features. Due to their more intensive and concentrated existing land uses, more detailed analyses of the Urban and Suburban areas and Bloomfield, Fairfield, and New Haven towns were completed. These Community Character Areas were used as a basic framework for applying future land use development and public service policies, and the community characteristics provided the basis for the Future Land Use Plan recommendations.

This 2011 Comprehensive Plan includes an update of the existing land use analysis from the 1996 plan and identifies changes in land use patterns that have occurred over the last 15 years within each Community Character Area. The identification of major changes to land use patterns resulted in adjustments to future land use plans for the Community Character Areas and assisted in the development of detailed future land use maps for the Village, Hamlet, and Crossroads Community Character Areas. For instance, the Little Brick Hamlet at the intersection of Boston Road (US 62) and Wilson Creek Road (KY 733) was identified as a new Crossroads Community Character Area to accommodate compact residential and neighborhood business development in and around the new Boston School.

Maps #2-1 through 2-4 in the Map Appendix are the Existing Land Use Maps for the Urban and Bloomfield, Fairfield, and New Haven Town Community Character Areas. Table 2-1 is a matrix providing a description and identifying the common characteristics of the existing Community Character Areas. The existing land use maps and matrix provide the basis for the Future Land Use Plan recommendations presented in Chapter 4.

Table 2-1: Existing Community Character Area Matrix

Community Character Area	Community Characteristics
Urban Areas Developed area within and surrounding Bardstown and with a mixture of land uses at a development density more intensive than the rest of the County.	• Mixture of residential, commercial, institutional, and industrial uses. • Compact development patterns. • Availability of or access to public infrastructure and services. • Primary employment center for the county. • Principal retail and general commercial, office, public, and institutional uses serving local and regional users and market. • Significant recreational and tourist activities and attractions. • Presence of naturally sensitive areas, particularly along creeks, streams, and river corridors. • Existing developed areas within the sewer drainage basins surrounding Bardstown. • Substantial undeveloped or underdeveloped land areas within sewer drainage basins.
Suburban Areas Developing area on the fringe of and immediately surrounding the Urban Community Character Area and with primarily low-density residential uses.	• Primarily low-density residential and agriculture uses. • Varying degree of availability of and access to public infrastructure and services, particularly water and sewer. • Predominant development pattern comprised of internal residential street system within subdivisions. • Commercial uses located within Villages, Hamlets, and Crossroads at the edge and within the Suburban Area. • Increased development pressure within Suburban area.
Towns Developed areas within the incorporated cities and characterized by a mixture of land uses.	• Bloomfield, Fairfield, and New Haven • Compact urbanized developments surrounded by rural areas. • Mixture of residential, commercial, institutional, and industrial uses. • Availability of or access to public infrastructure and services within Bloomfield and New Haven. • Secondary employment center for the surrounding area. • Retail and general commercial, office, public, and institutional uses serving surrounding area.
Villages Traditional compact centers that are predominantly residential in character and have core of limited commercial, public, and community services.	• Boston, Chaplin, Cox's Creek, Deatsville, and Hunters • Small compact developments surrounded by rural area. • Existing low-density single-family residential neighborhoods. • Basic street network beyond crossroads. • Compact commercial areas for professional office, retail commercial, and personal service establishments serving residents of the Village and surrounding area.
Hamlets Small developed areas concentrated at a crossroads or roadway intersection and that have a distinct identity in a rural setting.	• Botland, Culvertown, Melody Lake, New Hope, Samuels, and Woodlawn • Existing single-family residential neighborhood organized around a community focal point or at a crossroads. • Small commercial areas for retail commercial and personal service establishments serving residents of the Hamlets and immediately surrounding area.

Table 2-1: Existing Community Character Area Matrix (continued)

Crossroads Smallest developed areas concentrated at a crossroads or roadway intersection and that have a distinct identity in a rural setting.	• Balltown, Cedar Creek, Greenbriar, Highgrove, Howardstown, Little Brick, and Nelsonville • Existing single-family residential neighborhood organized around a community focal point or at a crossroads. • Small commercial areas for retail commercial and personal service establishments serving residents of the Crossroads and the immediate surrounding area.
Rural Areas Areas predominantly rural in character and with very low-density residential uses and agricultural, open space, and undeveloped lands.	• Remaining County area outside defined community areas. • Predominately agricultural, open space, and undeveloped lands and very low-density residential uses. • Scattered non-residential uses. • Growing amount of residential frontage development characterized by a development pattern of residential lots with direct access to and from heavily traveled major and minor arterial roads.
Naturally Sensitive Areas Areas with the most significant concentration of lands with developmental constraints, such as floodplains or steep slopes.	• Predominately agricultural, open space and undeveloped lands with constraints to developments, such as knobs and steep slopes and floodplain and riparian areas.

Urban and Suburban Community Character Areas – Bardstown & Surrounding Areas

The City of Bardstown is Nelson County's largest city and its county seat. Bardstown also is the County's primary employment center and has the principal retail and general commercial, office, public, institutional, and tourist and recreational uses serving local and regional users and market. The Suburban areas are those developing areas on the fringe of and immediately surrounding the Urban area. This area has primarily low-density residential uses and has adequate undeveloped land for future residential growth. Map #2-1 in the Map Appendix illustrates the existing land use composition and pattern of the Urban and Suburban areas and specifically shows the general land use composition. For all of these reasons, it is important that compact development be established for Bardstown and surrounding area. A key to maintaining quality growth and community character will be defining and directing compatible growth to these areas and ensuring adequate levels of public infrastructure and services. The Urban area and its surrounding area should continue to be the primary growth center of Nelson County.

Towns – Bloomfield, Fairfield, and New Haven

The Cities of Bloomfield, Fairfield, and New Haven are designated as *Towns* and require further analysis given the mixture and composition of uses in these character areas. These historic settlement areas have recognizable identities and established public services and facilities and area capable of accommodating future development. Maps #2-2 through #-2-4 in the Map Appendix illustrate the existing land use composition and patterns and presence of low-density residential and agricultural areas surrounding each Town. These maps also provide the foundation for determining the location and amount of future development for each Town. These Towns are recognized growth areas and have adequate available and undeveloped land to accommodate future development. To prevent scattered growth in the rural areas, future growth and development must be directed to locate within these established communities.

Villages, Hamlets, and Crossroads

Small settlement areas are scattered throughout Nelson County. Eighteen areas have been designated as Villages, Hamlets, and Crossroads, as shown on Maps #4-6 through 4-23 in the Map Appendix. These settlement areas have recognizable identities and development patterns; however, each area has unique resources and levels of public services and facilities. Further land use analysis of each settlement area is needed to determine the level of public services and facilities and potential development capacity.

Environment

The physical geography of an area affects the amount, type, and direction of development. Knowledge of a community's natural environment helps create a community that is fiscally and environmentally sustainable. Natural factors, such as climate, topography, geology, soils, and hydrology are important because they influence the cost of development and determine suitability of an area for a given use.

Rapid growth and development may have dramatic and long-term adverse effects on the physical environment. As Nelson County continues to grow, many environmental issues, such as reduced water and air quality, increased noise and light pollution, increased storm water runoff, and decreased open space, will arise and may individually or collectively adversely effect the community character and overall quality of life of residents. Depletion of Nelson County's unique natural features, such as knobs, wood hillsides, scenic views, vistas, and corridors, and floodplains and riparian areas, will result in unrecoverable resources significant to the community's character, quality of life, and recreational opportunities.

This section identifies the environmental characteristics and assessment of development constraints and impact on natural resources. The feasibility of development may be significantly affected by these conditions. Future land use planning must minimize development in these naturally sensitive areas to guard against negative environmental issues and impacts. Because the generalized geology, soil, slope, and floodplain maps in this Plan do not provide significant detail, soil, slope, flood hazard, wetlands, geological, and infrastructure mapping and data are all incorporated *by reference* as part of this Plan. This mapping and data should be referenced during the review of future land use proposals to ensure that development proposals minimize adverse impacts on naturally sensitive areas.

Climate

Nelson County has a moderate and humid climate and is suitable for agriculture and other uses. The National Climatic Data Center of the U.S. Department of Commerce has 2007 climatological data for Nelson County. The average annual temperature is 57.3 degrees, with the highest recorded temperature of 103 degrees in July 1999 and the lowest recorded temperature of -21 degrees set in January 1963. Precipitation averages 45.91 inches annually. The mean annual snowfall is 15.7 inches. The mean number of days with precipitation is 130.8. Southerly winds predominate and bring moist warm air. The 30-year record of relative humidity is 83 percent at 7 a.m., 61 percent at 1 p.m., and 66 percent at 7 p.m.

The most common severe weather conditions are mild droughts, ice storms, and thunderstorms. The mean number of days with thunderstorms is 41.4 days. Tornadoes are the most devastating severe weather that occurs.

Topography

General Topography

Nelson County includes parts of the Outer Bluegrass Region of central Kentucky and fringes of the Knobs Region east of Muldraugh Hill (Highland Rim). The valley of Rolling Fork separates upland masses from the main escarpment in the southwestern part of the county.

The topography of Nelson County is varied, ranging from a nearly flat tableland in the Bardstown area to the rolling hills of the eastern part of the county and the knobs terrain of the western and southwestern areas. Eastern and north-central parts of the county have a hilly topography, gently to moderately rolling and well dissected. Local relief of 100 feet is common, and steep slopes are rare.

Broad, flat areas are present between valleys in the central part of the county. The tableland dips gently from an elevation of about 750 feet east of Bardstown to about 600 feet west of Bardstown.

The most striking topography in the county is found in the western and southwestern areas. In the Knobs area, conical hills and irregular land masses rise 300 to 400 feet or more above the surrounding lowland.

Slopes are steep. The highest elevation in the county, 1,090 feet, is on Rohan Knob, located on the Nelson-Marion County line. Cecil Ridge, northeast of Howardstown, has a maximum elevation of 1,022 feet, and Indian Grave Ridge in Knobs State Forest has a maximum elevation of 902 feet. Several knobs northeast of New Haven also attain elevations in excess of 900 feet.

The lowest elevations in the county are along the valley of Rolling Fork. The lowest point, approximately 390 feet, is where Rolling Fork leaves the county. The elevation of Bardstown, at the Old Courthouse in Court Square, is 647 feet. Other elevations are Bloomfield, 657 feet; Boston, 454 feet; Chaplin, 830 feet; Coxs Creek, 700 feet; Cravens, 617 feet; Deatsville, 687 feet; Fairfield, 721 feet; Howardstown, 507 feet; Nelsonville, 473 feet; New Haven, 470 feet; New Hope, 518 feet; Samuels, 677 feet; and Woodlawn, 790 feet.

Reprinted from Groundwater Resources of Nelson County, Kentucky, www.uky.edu/KGS/water/library/gwatlas/Nelson

Karst Topography

The term "karst" refers to a landscape characterized by sinkholes, springs, sinking streams (streams that disappear underground), and underground drainage through solution-enlarged conduits or caves. Karst landscapes form when slightly acidic water from rain and snowmelt seeps through soil cover into fractured and soluble bedrock, usually limestone, dolomite, or gypsum. Sinkholes are depressions on the land surface where water drains underground. Usually circular and often funnel-shaped, they range in size from a few feet to hundreds of feet in diameter. Springs occur when water emerges from underground to become surface water. Caves are solution-enlarged fractures or conduits large enough for a person to enter. Reprinted from Generalized Geologic Map for Land-Use Planning: Nelson County, Kentucky, Map and Chart 97, Series XII, 2005, Kentucky Geological Survey.

Map #2-6 in the Map Appendix shows the karst-prone areas of Nelson County. Eastern and southcentral Nelson County have considerable karst-prone areas. Major concerns with karst topography in these areas are sinkhole flooding, overburden collapses, and groundwater contamination. Sinkhole flooding occurs when stormwater runoff exceeds the drainage capacity of the sinkhole. Flooding problems may increase when sinkholes are filled in with debris or soil when an area is graded. Development that occurs in a sinkhole drainage area and increases the amount of impervious surface can result in increased rates of runoff and then, in turn, results in flooding. Development in karst-prone areas must be carefully evaluated to minimize adverse impacts.

Steep Slopes

Land uses vary in their sensitivity to slope. Virtually flat land can be used for intensive activity, while slopes in excess of 20 percent present constraints that development is not feasible, both practically and financially. Residential development can take place on small scattered sites utilizing land that industrial development, with its more expensive land requirements, must bypass. In addition, the location and concentration of slopes in the forms of hills, ridges, valleys, and plains can force development into large clusters or break it up into dispersed patterns.

Map #2-9 in the Map Appendix is a generalized slope map of Nelson County. Areas with slopes greater than 12 percent are located in the Knobs Region of western and southern Nelson County and in the eastern part of Nelson County. These areas are susceptible to sliding and slumping due to their composition of thick shales. Any land disturbance or development on steep slopes can accelerate erosion, increase runoff, and decrease volume of water absorbed and filtered as groundwater. Damage to buildings and other manmade structures can occur on unstable slopes. Commercial and industrial development should be restricted to slopes no steeper than 12 percent. Residential developments may be allowed on slopes steeper than 12 percent, but such developments should be carefully analyzed to minimize adverse impacts and ensure safety of residents of the development. Table #2-2 shows slope suitability for development and should be used to evaluate slope suitability for any development proposal.

Table #2-2
Slope Suitability for Urban Development

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

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

A portion of this section was reprinted from Generalized Geologic Map for Land-Use Planning: Nelson County, Kentucky, Map and Chart 97, Series XII, 2005, Kentucky Geological Survey.

Geology

In Nelson County, water is obtained from consolidated sedimentary rocks of Ordovician, Silurian, Devonian, and Mississippian ages, and from unconsolidated sediments of Quaternary age. The oldest rocks found on the surface in Nelson County, the Clays Ferry Formation, were deposited in shallow seas 490 million years ago during the Ordovician Period. In the Late Ordovician the seas became relatively shallow, as indicated by the amounts of mud (shale) in the sediments. When the waters were clear and warm, a profusion of animal life developed, particularly brachiopods and bryozoa. Lying on top of the Ordovician rocks are the Silurian rocks, which were also deposited in warm seas, 430 million years ago. In Kentucky, the Silurian seas were commonly warm and clear, although the presence of some shale beds suggest that muddy conditions prevailed at times. Locally, numerous corals and brachiopods can be found in the Silurian limestones and dolomites. Above the Silurian lies the New Albany Shale, also called the black shale. This shale, 400 million years old, was formed during the Devonian Period when the deep sea floor became covered with an organic black muck. The muck is now hard black shale (an oil shale) and is one of the most distinctive of all geologic formations in Kentucky. The Mississippian sandstones and siltstones are the result of a great influx of mud, silts, and sands brought in by rivers and streams from uplands many miles away and deposited as a great delta. The Mississippian limestones found in Nelson County were deposited 350 million years ago in the bottom of a warm, shallow sea. Over the last million years, unconsolidated Quaternary sediments have been deposited along the larger streams and rivers. Reprinted from Groundwater Resources of Nelson County, Kentucky, www.uky.edu/KGS/water/library/gwatlas/Nelson

Map #2-5 in the Map Appendix shows the generalized geology of Nelson County. Geological characteristics, such as presence, type, and depth of underground rock, may make some types of development either physically difficult or financially prohibitive.

Soils

Nelson County's Soil Survey identifies 6 soil associations, which are landscapes that have a distinctive proportional pattern of soils and normally consist of one or more major soils.

- McGary-Markland-Lawrence association. This soil association makes up approximately 2 percent of the county and extends from Boston north and west to the county line. These soils are located on stream terraces, are deep, somewhat poorly drained to well-drained, nearly level to gently sloping, and have predominantly fine-textured subsoil.
- Huntington-Lawrence-Newark association. This association comprises about 6 percent of the County. This association is found along a narrow strip of floodplains and stream terraces along the Rolling Fork River. These soils are deep, well-drained to somewhat poorly drained and have nearly level soils and medium-textured to moderately fine textured subsoil.
- Rockcastle-Colyer-Trappist association. This association makes up about 28 percent of the county. These soils are located on shale uplands and consist of long narrow ridges, steep valley walls, knobs, and somewhat narrow, sloping valley floors. The soils range from shallow,

excessively drained, strongly sloping to steep, to moderately deep, well drained, gently sloping to strongly sloping with have fine textured to moderately fine textured subsoil.

- Pembroke-Beasley-Cordyon association. This soil association extends from Bardstown northwest and southeast to the county line. It makes up 26 percent of the county. The soils are deep to shallow, well-drained to somewhat excessively drained, nearly level to moderately steep, and have moderately fine textured to fine textured subsoil.
- Lowell-Fairmount-Shelbyville association. This association is located on limestone and shale uplands and makes up 30 percent of the county. The soils are deep, well-drained, shallow, somewhat excessively drained, and sloping to steep and have fine textured to moderately fine textured subsoil.
- Eden-Lowell association. This soil association makes up about 8 percent of the county and is located on highly dissected limestone and shale uplands. The soils are deep and well-drained, sloping to steep soils and have fine textured subsoil.

Soil types, such as permeability, slope, and clay content, may also make some types of development either physically difficult or financially prohibitive. The Soil Survey also includes a soil evaluation identifying the suitability and limitations for various types of development and sanitary facilities. A slight limitation indicates that the soil properties are generally favorable; a moderate limitation means that property planning or design can usually minimize potential problems; and severe limitations means that required mitigation may result in excessive cost, special design, or intensive maintenance. Development proposals should be carefully evaluated to determine suitability of soil types and to minimize adverse impacts.

Reprinted from http://soils.usda.gov/survey

Hydrology

Groundwater Overview

According to the Groundwater Branch of the Kentucky Division of Water, "Groundwater is a vital, renewable natural resource that is widely used throughout Kentucky. Wells and springs provide approximately one-third of public domestic water supplies in the state. Surface streams, the major source of Kentucky's water supply, are primarily sustained during base flow by groundwater discharge from adjacent aquifers. This resource is susceptible to contamination from a variety of activities at the land surface. Once contaminated, groundwater can be difficult or impossible to remediate."

Quality of Groundwater in the County

The quality of groundwater in the Bluegrass Region varies considerably from place to place and is determined by its geologic source. In Nelson County, groundwater is hard to very hard and may contain salt or hydrogen sulfide. The two most common natural constituents that make water in the Bluegrass Region objectionable for domestic use are common salt and hydrogen sulfide. The hydrogen sulfide-bearing water is usually satisfactory for domestic use since the hydrogen sulfide escapes as a gas upon exposure of the water to the air.

At a time when surprisingly little information is available on groundwater quality, groundwater contamination has become a major environmental issue. Reliable information about water quality is necessary in order to develop plans for protecting groundwater. The absence of accurate and broad perspectives on groundwater quality may lead to inappropriate and ineffective regulatory policies. Because groundwater supplies a large percentage of rural drinking water and water for agricultural use, rural landowners have become increasingly concerned about the quality of groundwater. The Kentucky Farm Bureau, Kentucky Division of Conservation, University of Kentucky Cooperative Extension Service, and the Kentucky Geological Survey conducted a water-quality survey of nearly 5,000 rural domestic wells. The results are discussed in "Quality of Private Ground-Water Supplies in Kentucky."

Sensitivity of Groundwater to Pollution

According to the Kentucky Division of Water, Groundwater Branch, Nelson County has areas of low-moderate to moderate-high sensitivity to groundwater pollution. The hydrogeologic sensitivity of an area is defined as the ease and speed with which a contaminant can move into and within a groundwater system. The sensitivity assessment addressed only the naturally occurring hydrogeologic characteristics of an area. Possible impacts of human activity upon groundwater, such as mining, logging, industry, and the use of pesticides, injection wells, and landfills, were not considered.

Reprinted from Groundwater Resources of Nelson County, Kentucky, www.uky.edu/KGS/water/library/gwatlas/Nelson

Floodplain

Floods are one of the most common hazards in the United States. A flood is an excess of water on land that is normally dry. The official definition used by the National Flood Insurance Program is:

> A flood is "a general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties (at least one of which is your property) from:
>
> - Overflow of inland or tidal waters;
> - Unusual and rapid accumulation or runoff of surface waters from any source;
> - Mudflow; or
> - Collapse or subsidence of land along the shore of a lake or similar body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels that result in a flood as defined above."

In Nelson County, flooding may occur during any season of the year. However, most of the major floods have occurred as a result of spring rains between February and May and Gulf of Mexico tropical storms during early summer months.

A floodplain or flood-prone area is any land area susceptible to being inundated by flood waters from any source, and these Special Flood Hazard Areas (SFHAs) are areas that have a one percent chance of flooding in any given year. Map #2-9 in the Map Appendix provides a generalized map of the floodplain areas in Nelson County; however, the Flood Insurance Rate Maps (FIRMs), prepared and published by the Federal Emergency Management Agency (FEMA) and dated May 24, 2011, are the official "floodplain" maps illustrating the extent of these flood hazard areas by depicting the flood risk zones and Special Flood Hazard Areas. These maps identify the flood hazards for areas that drain more than 1 square mile (640 acres) and identify the areas that are likely to be flooded during a 1% annual chance flood, meaning that areas shown on the map have a 1% chance of flooding in any given year.

In Bardstown, floodplains are located along the Beech Fork and Rowan, Withrow, and Town Creeks. Beech Fork is a tributary of Rolling Fork and flows generally northwest through Nelson County. The floodplain is wide and generally clear of woods and brush. Rowan Creek and Withrow Creek are tributaries of Beech Fork and enter Beech Fork just south of Bardstown. Town Creek is a tributary of Rowan Creek. Town and Withrow Creeks are just over 2 miles in length, are deeply entrenched streams, and have no significant floodplain at the upper end of the basins. Rowan Creek is the largest of the Beech Fork tributaries and is approximately 5 miles, extending from the Beech Fork to the Loretto Road (KY 49) bridge. It has a wide floodplain, and flooding from bank overflow is common. The upstream basin has very little floodplain.

In Bloomfield, floodplains are located along Simpson and Hinkle Creek. East Fork Simpson Creek rises in southeast Nelson County, approximately 9 miles southeast of Bloomfield. Its floodplain is narrow, but the stream banks are generally low and commonly flood. The maximum flood on East Fork Simpson Creek occurred in 1963. Hinkle Creek is a tributary of East Fork Simpson Creek. The lower portion of the reach of Hinkle Creek is highly developed and has significant encroachment onto the floodplain.

Significant floodplains are located in eastern and southern Nelson County. Areas along the Rolling Fork and between the knobs in the western part of Nelson County have broad floodplains. These values are underlain by alluvium, which is unconsolidated sand and gravel, and development should be limited in these areas to prevent possible future flooding. Rolling Fork is a tributary of Salt River and has a wide floodplain. Its banks are low and flooding is common. Several floods on Rolling Fork have been sufficiently high to flood the City of New Haven.

Western Nelson County has a significant number of wetlands in the Beech Fork and Rolling Fork floodplains, such as the J.C. William Wildlife Management Area in the Beech Fork and Rolling Fork wetlands. These wetlands help reduce flooding, improve water quality, and provide habitat for wildlife. Development in these wetlands is prohibited.

Flood effects can be local, impacting a neighborhood or community, or very large, affecting entire river basins and multiple states. Development should be minimized in floodplains, and development proposals should be given careful consideration to minimize adverse impacts and protect life and property.

Portions of this information were reprinted from Flood Insurance Study for Nelson County and Generalized Geologic Map for Land-Use Planning: Nelson County, Kentucky.

Demographic Analysis & Land Use Demand

A demographic analysis is the statistical study of population trends based on size, age, race, ethnicity, place of work, and educational attainment. Demographic characteristics of a community are important because they directly impact the future housing, education, employment, recreation, public safety, utilities and other needs of a community. This analysis has been used to assess existing land use patterns and future land use needs recommended by this Plan.

Population Characteristics

Population analysis can identify the community facilities to accommodate the changing needs of the population. Population size, spatial distribution, and composition are important indicators of future social, economic, and physical land use needs of a community. Population size provides an estimation of current land use and spatial needs. Population distribution determines where particular land uses and transportation and community facilities should be located. Population composition provides a breakdown of the population by age, household size, and income levels and is useful in determining spatial needs of community facilities for each of the community's population categories. By identifying the number, age, sex, and race of the County's population, planners and decision makers can identify the particular needs of specific groups. For instance, as Nelson County's population continues to "gray" and becomes more diverse, its future workforce will be affected, and all aspects of land use management – housing, education, parks and recreation, healthcare, etc. -- will be impacted.

Population Size & Distribution

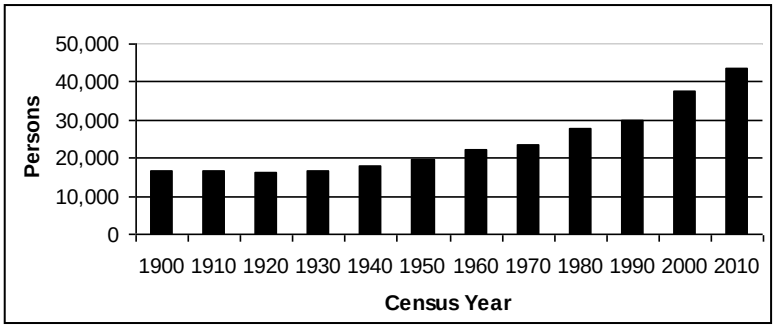
Over the last 150 years, Nelson County's growth rate has fluctuated. Table #2-3 and Figure #2-1 show the historical population and percentage of change for Nelson County for each decade from 1850 to 2010. Between 1910 and 1920, the County experienced a loss in population. The County experienced double-digit percentage growth between 1950 and 1960, 1970 and 1980, and more recently between 1990 and 2000 and 2000 and 2010. The most significant increase in population was between 1990 and 2000.

Table #2-3
Historical Population
Nelson County
1900 – 2010

Year	Persons	% Change
1900	16,578	1.0%
1910	16,830	1.5%
1920	16,137	-4.1%
1930	16,551	2.6%
1940	18,004	8.8%
1950	19,521	8.4%
1960	22,168	13.6%
1970	23,447	5.8%
1980	27,584	15.0%
1990	29,710	7.2%
2000	37,477	26.14%
2010	43,437	15.9%

Sources: Kentucky State Data Center; U.S. Bureau of the Census

Figure #2-1
Population Growth
Nelson County
1900 – 2010



Sources: Kentucky State Data Center; U.S. Bureau of the Census

Table #2-4 and Figure #2-2 show the population growth of the Cities of Bardstown, Bloomfield, Fairfield, and New Haven and Nelson County between 1950 and 2010.

Table #2-4
Population Growth
Cities of Bardstown, Bloomfield, Fairfield & New Haven, Unincorporated Nelson County
1950 – 2010

Census Year	Bardstown		Bloomfield		Fairfield		New Haven		Unincorporated Nelson County	
	Persons	% Change	Persons	% Change	Persons	% Change	Persons	% Change	Persons	% Change
1950	4,154	--	666	--	202	--	563	--	13,936	--
1960	4,798	15.5%	916	37.5%	290	43.6%	1,009	79.2%	15,155	8.8%
1970	5,816	21.2%	1,072	17.0%	163	-43.8%	977	-3.2%	15,449	1.9%
1980	6,155	5.8%	954	-11.0%	169	3.7%	926	-5.2%	19,380	25.5%
1990	6,801	10.5%	845	-11.4%	142	-15.9%	796	-14.0%	21,126	9.0%
2000	10,374	52.5%	855	1.2%	72	-49.3%	849	6.7%	25,327	19.9%
2010	11,700	12.8%	838	-2.0%	113	56.9%	855	0.7%	29,931	18.2%

Sources: Kentucky State Data Center; U.S. Bureau of the Census

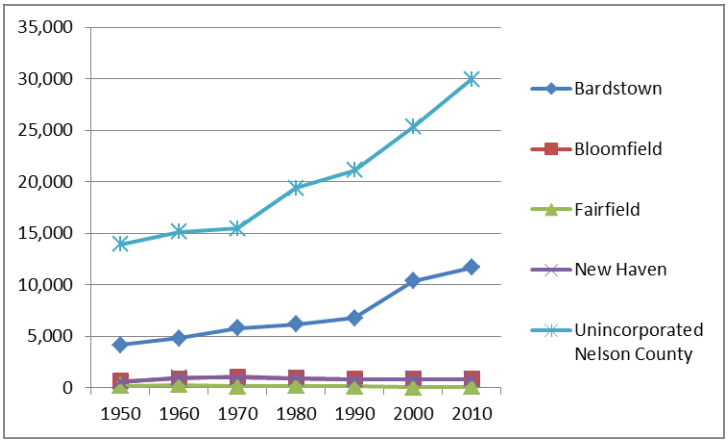
The City of Bardstown showed significant population growth between 1950 and 2010. During this 60-year period, Nelson County's principal urban area increased from 4,184 to 11,700 persons, a 182 percent increase. The City's most significant period of population growth occurred between 1990 and 2000 – from 6,801 to 10,374 persons, a 52.5 percent increase. Between 2000 and 2010, Bardstown's population growth rate slowed to 12.8 percent.

The City of Bloomfield showed a 54.5 percent increase in population between 1950 and 1970, followed by 11 percent decreases in the subsequent two decades. Bloomfield had a slight population upstart with a 1.2 percent increase between 1990 and 2000 but again experienced slight population loss between 2000 and 2010.

The City Fairfield almost doubled its population between 1950 and 1960 but decreased by a similar percentage during the next decade. Fairfield showed a slight population increase of 3.7 percent between 1970 and 1980 but experienced a 33 percent decrease in persons since 1980.

The City of New Haven has experienced population fluctuations since 1950. Between 1950 and 1960, New Haven showed substantial population growth – a 79 percent increase, but the City's population decreased over the next three decades. New Haven's population showed a slight rebound between 1990 and 2000 but only a 0.7 percent increase between 2000 and 2010.

Figure #2-2
Population Growth
Cities of Bardstown, Bloomfield, Fairfield & New Haven, Unincorporated Nelson County
1950 – 2010

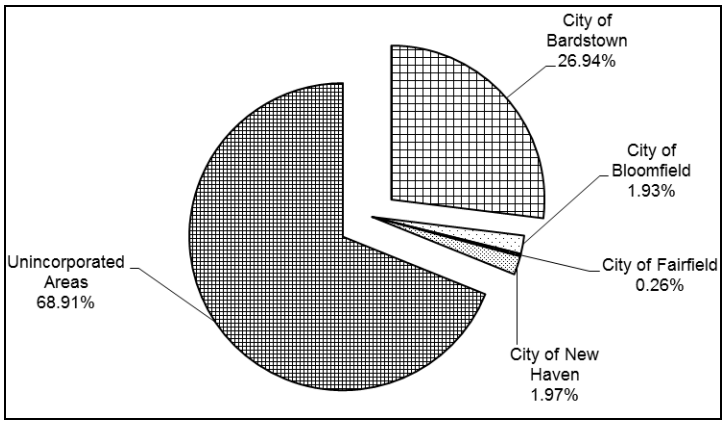


Sources: Kentucky State Data Center; U.S. Bureau of the Census

Population Distribution

Population distribution identifies the areas of population growth and is important to identify demands for certain land uses, transportation, and community facilities. Both Census data and Zoning Compliance Permit data can be used to analyze population and development distribution. Figure #2-3, Table #2-5, and Figure #2-4 show the geographic distribution of Nelson County's population based on Census data.

Figure #2-3
Population Distribution
Nelson County
1900 – 2010



Source: U.S. Bureau of the Census.

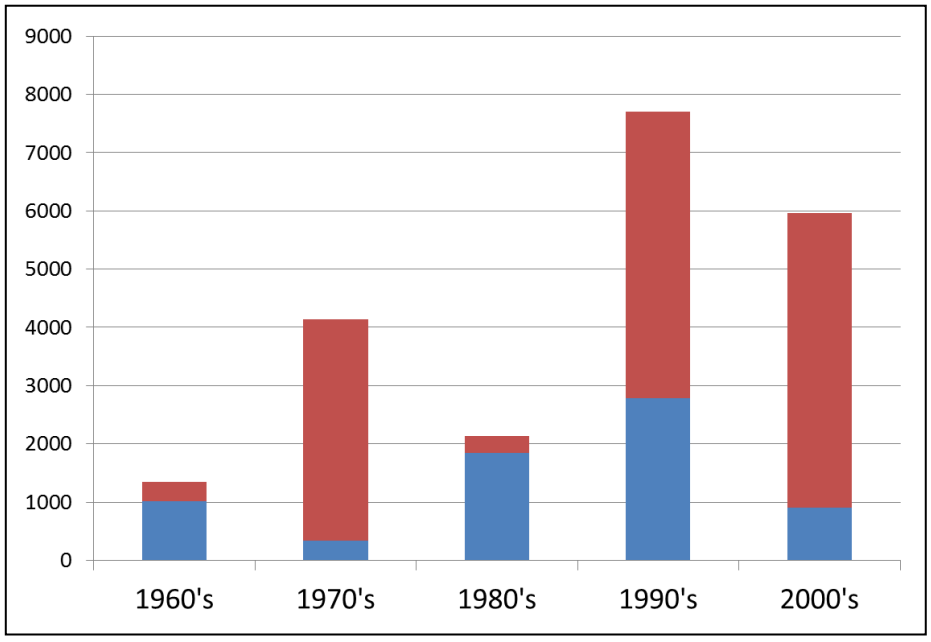
Table #2-5 shows the breakdown of Nelson County's urban and rural population. Since 1950, approximately one-third of Nelson County's population has resided in the incorporated cities of Bardstown, Bloomfield, Fairfield, and New Haven. This data suggests that most of the population growth has occurred in the unincorporated areas of Nelson County.

Table #2-5
Urban & Rural Population & Persons per Square Mile
Nelson County
1950 – 2010

Year	Urban Areas		Rural Areas		Persons per Square Mile
	Population	% Change	Population	% Change	
1950	5,585	---	13,936	---	45
1960	7,013	25.6%	15,155	8.7%	51
1970	8,028	14.5%	15,449	1.9%	54
1980	8,204	2.2%	19,380	25.5%	65
1990	8,584	4.6%	21,126	9.0%	70
2000	12,150	41.5%	25,327	19.9%	89
2010	13,506	11.1%	29,931	18.2%	103

Sources: U.S. Bureau of the Census. Population by Urban and Rural Residence (www.census.gov).

Figure #2-4
Decennial Population Growth
Bardstown (bottom/blue) & Nelson County (top/red)
1960s – 2000s



Source: Kentucky State Data Center.

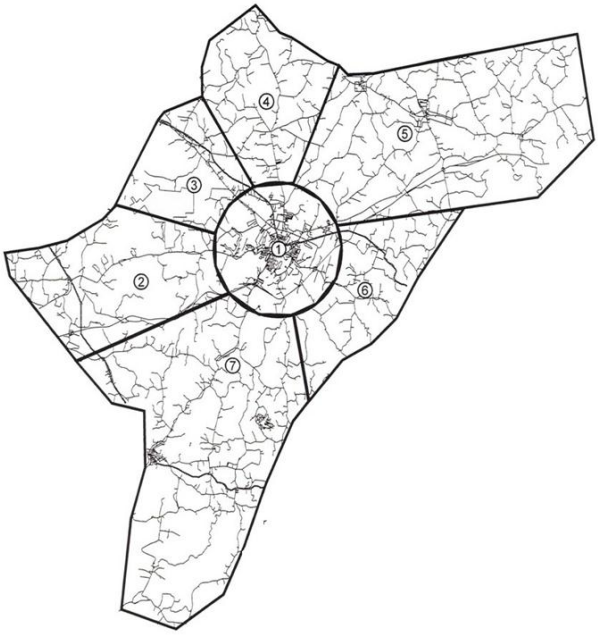
An analysis of zoning compliance permit data also shows that since 1997, two-thirds of residential development occurred outside of the Urban and Town areas. Table #2-6 and Figure #2-5 show the geographical areas for residential development between 1997 and 2010.

Table #2-6
Residential Development Analysis
Zoning Compliance Permits
Nelson County
1997 – 2010

Geographic Area	# Dwelling Units	% Total	Estimated Population
Nelson County Total	5,701	---	14,808
Bardstown Urban	1,973	35%	5,301
Boston Road (US 62) Corridor	298	5%	760
New Shepherdsville Road (KY 245) Corridor	833	15%	2,124
Louisville Road (US 31E) Corridor	503	9%	1,283
Bloomfield Road (US 62) Corridor	886	15%	2,259
Springfield Road (US 150) Corridor	692	12%	1,765
New Haven Road (US 31E) Corridor	516	9%	1,316

Source: Joint City-County Planning Commission.

Figure #2-5
Geographic Area
Residential Development Patterns
Nelson County



This analysis of population distribution shows that residential development has occurred in a scattered pattern throughout the unincorporated areas of Nelson County. Although one-third of the residential development has occurred within the Urban and Town areas, other residential growth areas have occurred along the corridors of New Shepherdsville Road (KY 245), Bloomfield Road (US 62), and Woodlawn/Poplar Flat Roads (KY 605) / Springfield Road (US 150). This scattered development pattern is not consistent with the Comprehensive Plan's reorientation policy of guiding 50 percent of residential development within the Urban and Town areas. It also poses significant impacts on future land use and infrastructure planning. Scattered development presents difficulties in planning and providing for services and infrastructure and often results in less efficient and costly services and facilities.

Age Characteristics

An analysis of a community's age characteristics will identify land use and community facility needs. For instance, a growing youth population will identify needs for child care, schools, and recreational facilities, while an aging population will signal the need for assisted living and long-term care facilities. Table #2-7 provides age characteristics from the 2010 Census for Nelson County and Kentucky. Nelson County's

median age of 37.7 years was just below Kentucky's median age of 38.1 years. In 2010, 26 percent of Nelson County's population was under 18 years of age, and 12 percent was over 65 years of age.

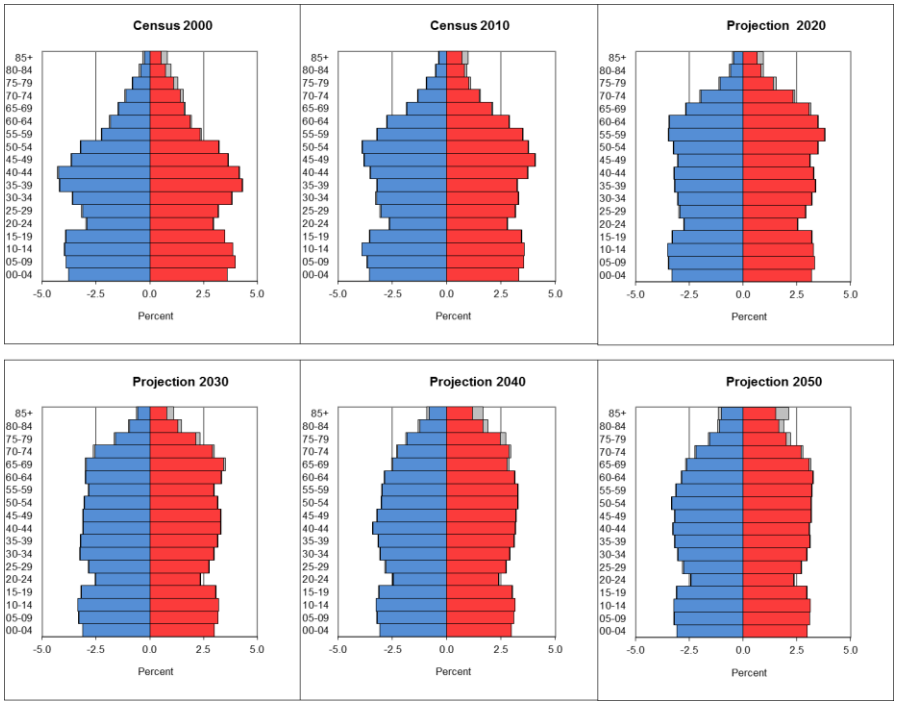
Table #2-7
Age Characteristics
Nelson County & Kentucky
2010

Characteristic	Nelson County	Kentucky
Median Age	37.7	38.1
Under 18 years of age	26%	23.6%
65 years of age and over	11.7%	13.3%

Source: Kentucky State Data Center

Figure #2-6 shows past and projected population age compositions for Nelson County. Nelson County's age composition continues to change, and these changes follow the state and national trends. Nelson County residents are having fewer children. This change is reflected in the decrease in household size from 2.8 persons per household in 1990 to 2.55 persons per household in 2010. While the population of children under 4 years old has remained constant, the population of school-age children has increased. The percentage of persons between 20 and 59 years old also increased and reflects the aging of the post-war baby boom. The projections shown in Figure #2-6 show slight decreases in population in the 0 to 4, 5 to 19, and 20 to 39 year old age groups, but show significant increases in the 40 to 59 year old and particularly the over 60 year old age groups.

Figure #2-6
Population Pyramids
Nelson County
2000 – 2050

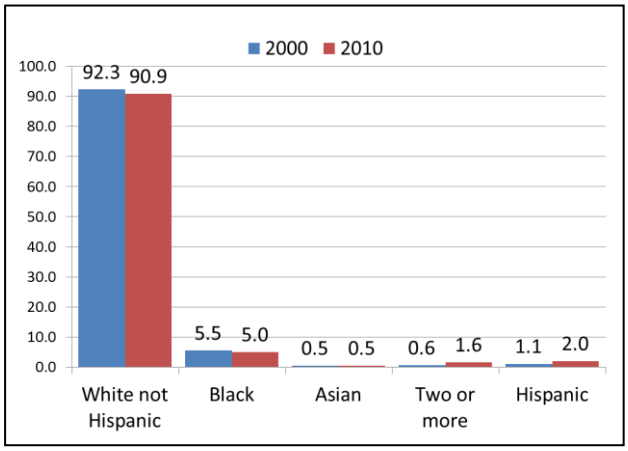


Source: Kentucky State Data Center

Racial & Ethnic Composition

In 2010, the majority of Nelson County's population was Caucasian. Between 2000 and 2010, the most significant change in racial composition was persons who identify as some race other than Caucasian, African-American, Alaska Native, Native Hawaiian, or other Pacific Islander. In 2000, 0.6 percent of the population identified with 2 or more races. However, by 2010, 1.6 percent of the population identified with 2 or more races. Nelson County's ethnic composition continues to change. In 2010, 2 percent of the population identified as being Hispanic or Latino origin, up from 1.1 percent in 2000.

Figure #2-7
Racial & Ethnic Composition
Nelson County
2000 - 2010



Source: Kentucky State Data Center

Components of Population Change

Two components affect population change -- natural increase and net migration. Natural population increase is the number of births minus the number of deaths, and net migration is the total number of persons migrating into the county less those migrating out of the county.

Nelson County experienced a decrease in natural increase between the 1960s and 1970s but has shown a steady increase since the 1980s. It is anticipated that natural increase will remain constant.

Net migration has fluctuated. Migration data shows that more people have moved into Nelson County than moved out. Available data shows that between 1996 and 2000, Nelson County realized a net gain of 2,311 persons, and between 2000 and 2003, the County only realized a net gain of 1,104 persons. The most significant number of residents moving to Nelson County relocated from Jefferson, Bullitt, Hardin, and other Kentucky counties. The largest outflows were to Jefferson, Bullitt Counties, and other unidentified Kentucky counties. While Nelson County has seen positive net migration, recent economic conditions may result in increased out-migration as residents relocate to find employment or to live closer to job centers. Migration will continue to be one of the most important factors affecting population growth in Nelson County over the next 25 years.

Population Projections

The analysis of population projections is important in order to determine the amount and type of development and redevelopment to serve the needs of the existing and future populations. Table #2-8 illustrates the population projections for Nelson County. By 2035, Nelson County's population is anticipated to be 63,171 residents, an increase of 19,734 persons.

To determine the future housing demand, the 2010 Census average of 2.55 persons per household will be used. By 2035, the demand will be 7,739 new homes to accommodate the projected population of 63,171 persons. Depending on future residential densities, this residential demand will require approximately 3,000 acres and significant infrastructure and community facilities.

Table #2-8
Nelson County Population Projections
2009 - 2035

Year	# Persons	% Change
2009 Estimate	43,550	---
2010 Census	43,437	-0.26%
2015 Projection	47,931	10.35%
2020 Projection	51,803	8.08%
2025 Projection	55,806	7.73%
2030 Projection	59,631	6.85%
2035 Projection	63,171	5.94%

Source: U.S. Census Bureau; Kentucky State Data Center.

Housing Characteristics

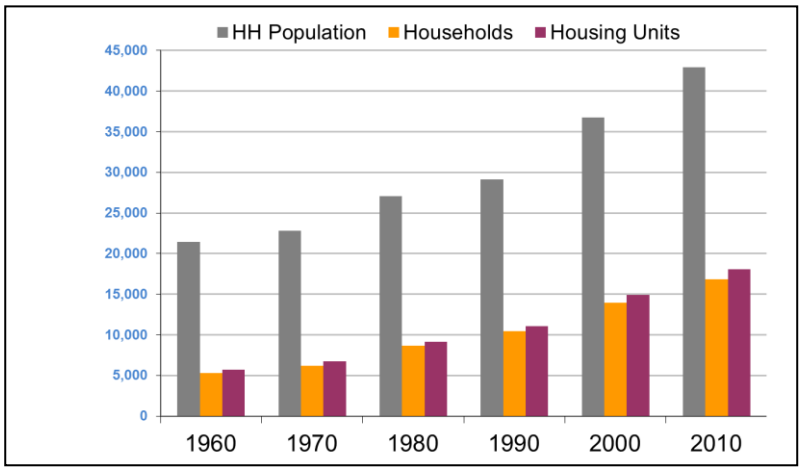
An analysis of housing characteristics is important in determining the type of residential land use needs for a community. For instance, as the number of persons per household continues to decrease, Nelson County will experience a demand for increased housing units and more diverse housing types.

Figure #2-8 shows household population, number of households, and number of housing units in Nelson County between 1960 and 2010. During this 50-year period, the total population in households doubled from 21,428 to 42,941, the total number of households more than tripled from 5,303 to 16,826, and the total housing units more than tripled from 5,672 to 18,075.

Figure #2-9 represents the changes in household size. In 1960, an average household was 4.04 persons; however, in 2010, the average household size was 2.55 persons.

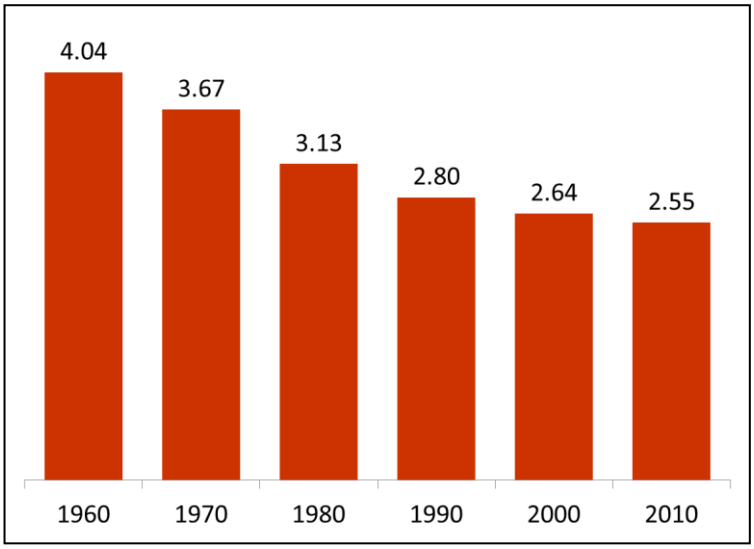
Figure #2-10 shows the availability of housing within Nelson County. The percentage of total units not occupied has remained fairly consistent since 1960 and indicates the availability of housing in Nelson County.

Figure #2-8
Household Population, Households & Housing Units
Nelson County
1960 – 2010



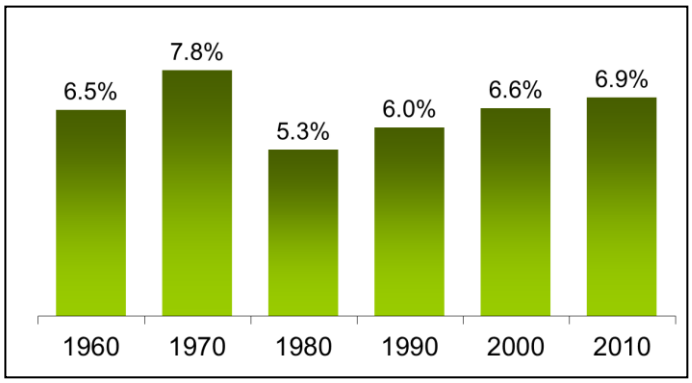
Source: Kentucky State Data Center.

Figure #2-9
Household Size
Number of persons per household
Nelson County
1960 – 2010



Source: Kentucky State Data Center.

Figure #2-10
Vacant Housing
Percent of Total Housing Units Not Occupied
Nelson County
1960 – 2010



Source: Kentucky State Data Center.

Economic Analysis

Another important component of land use planning is economic analysis. An economic analysis investigates local economic trends to evaluate the economy's ability to withstand fluctuations in the regional and national economies and to examine the economy's diversification. Along with the population analysis, the structure and vitality of Nelson County's economy influences the adequacy and availability of land, infrastructure, and services. These analyses form the basis for establishing and implementing land use plans to manage existing resources and plan to meet the future needs.

Labor Force Characteristics

Table #2-9 shows employment characteristics of Nelson County residents. Nelson County's unemployment rate has remained slightly higher than the state and national unemployment rates. However, this low- to moderate-unemployment rate reflects the local industrial base and its proximity to employment centers, including Louisville, Elizabethtown and other surrounding communities.

Table #2-9
Labor Force Characteristics
1995 -2011

Characteristic	1995 Annual	2000 Annual	2005 Annual	2010 Annual	2011 July*
Civilian Labor Force	17,428	19,564	20,547	22,179	23,543
Employment	16,168	18,735	19,214	19,575	20,182
Unemployment	1,242	289	1,333	2,604	3,361
County Unemployment Rate (%)	7.1	4.2	6.5	11.4	14.3
Kentucky Unemployment Rate (%)	5.6	4.2	6.0	10.5	9.7
US Unemployment Rate (%)	5.6	4.0	5.1	9.6	9.3

* Estimated
Sources: Kentucky Department for Employment Services, Local Area Unemployment Statistics.

Table #2-10 shows Nelson County's employment by major industry. Nelson County's employment remains diversified among six industries. While a majority of Nelson County's employment is concentrated in manufacturing and service sectors, the county has experienced moderate increases in contract construction, finance, insurance, and real estate, and state and local government. These employment changes reflect the residential, retail, and general commercial growth and development that have occurred since 1996. Nelson County's agricultural economy and employment continue to be a considerable part of Nelson County's overall local economy, and in particular, contract-type workers, such as hired farm laborers, are often not reported but account for considerable employment and wages.

Table #2-10
Employment by Major Industry
Nelson County
2010

Industry	Nelson County	
	Employment	Percent
All Industries	13,821	100.0
Agriculture, Forestry, Fishing and Hunting	N/A	N/A
Mining	N/A	N/A
Construction	919	6.6
Manufacturing	3,628	26.2
Trade, Transportation, Utilities & Information	2,813	20.4
Financial Activities	395	2.9
Services	3,967	28.7
Public Administration	433	3.1
Other	1	0.0

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

Employment Projections

Employment projections are an important factor in determining land use demand for non-residential development. Examining employment projections will identify volatile conditions and will allow the County to be prepared for the future as trends change over time.

Table #2-11 illustrates the rate of employment projected for Nelson County through 2035. It is anticipated that Nelson County will experience an increase of 6,279 jobs over the next 25 years. To accommodate this employment growth, adequate amounts of land, in the right location and with adequate services, must be available to continue to be economically strong in the future. Further, diversification is important to the health of the local economy. Diversification will allow the local economy to withstand fluctuations that otherwise significantly impact economies that rely on single industries. Since 1996, Nelson County has seen considerable commercial and industrial employment, particularly with the NPR, Sykes, Flower Foods, Cracker Barrel, and other new businesses and industries. Nelson County has adequate and available land and workforce, and the prospects for employment diversification and growth are good over the next 25 years.

Table #2-11
Employment Projections
Nelson County
2010 - 2035

Year	Employment	% Change
2010 estimate	13,821	1.06%
2015 Projection	15,251	10.35%
2020 Projection	16,483	8.08%
2025 Projection	17,757	7.73%
2030 Projection	18,973	6.85%
2035 Projection	20,100	5.94%

Source: Kentucky State Data Center.

Table #2-12 shows the projected employment growth for Nelson County's major employment sectors. The number of jobs projected for each land use type has been used to determine the amount of acreage needed to accommodate the additional employment.

Agriculture and related services are not included in this analysis of determining land needs for nonresidential uses. Agriculture is a land intensive use and the number of acres needed for the future is difficult to estimate. Preservation of agriculture is addressed through the Plan's overall concern for protecting the rural character and maintaining agriculture as a strong industry in Nelson County in the future.

Table #2-12
Projected Employment Growth
by Land Use Type
2005 -2035

		Employment Growth by Land Use Type		
Industry	Projected Employment Growth	Office	Commercial / Retail	Industrial
Contract Construction	414	83	--	331
Manufacturing	1,650	--	--	1,650
Transportation, Trade, Utilities & Information	1,281	128	897	256
Financial Activities	182	182	--	--
Services	1,802	1,352	450	--
Public Administration	195	195	--	--
Other (Mining, Agriculture, etc.)	773	--	--	--
Total Projected Employment	6,297	1,940	1,347	2,237

Using the average of 7 employees per acre, the non-residential land use demand will be approximately 789 acres by 2035. Table #2-13 provides the breakdown of non-residential land use demand.

Table #2-13
Non-Residential Land Use Demand
2005 – 2035

Land Use Type	Acreage Demand
Office	277
Commercial / Retail	192
Industrial	320
Total Non-Residential Uses	789

Land Use Demand Analysis

Nelson County has always been an attractive growing community. Although growth trends have slowed during the recession, it is anticipated that Nelson County will continue to experience positive growth in population and housing. Nelson County's current population is 43,437 and is projected to increase by nearly 19,734 residents in the next 25 years, resulting in a 2035 population of 63,171.

The projected population increase will result in the demand for housing and employment over the next 25 years. Adequate land must be available for residential and non-residential developments to support the projected employment and housing demands. As a general standard, future land use planning should ensure that 1 ½ to 2 ½ times the amount of land projected for both residential and non-residential use is available for development or redevelopment. This general standard has been established because more land should be planned for availability than is prescribed by the demand projection in order to provide adequate land choice and market opportunity in the future. A multiplier of two would require 1,578 acres for non-residential uses and 6,000 acres for residential uses depending on future densities. Table #2-14 illustrates the number of acres needed by land use type using a multiplier for future land area demand.

Table #2-14
Future Land Use Demand
2005-2035

Land Use Type	Demand Acreage	Adjusted Demand Acreage (1 ½ to 2 ½ X demand acreage)
Residential	3,000	4,500 – 7,500
Office	277	416 – 693
Commercial / Retail	192	288 – 480
Industrial	320	480 – 800
Total	3,789	5,684 – 9,473

Development Capacity Analysis

Future land use policies should take into consideration existing land use patterns and the availability and adequacy of public infrastructure and services. The lack of coordination of future land use planning with public infrastructure and services may result in negative impacts, such as unavailable or inadequate public infrastructure and services and premature expansion of public service areas. Unless mitigated, these negative impacts may result in an overburdening of existing public service and facilities and the reduction of capacities to serve the needs of the community.

A primary goal of the ***Nelson County 2035*** is to ensure that existing and new developments are served by adequate level of public services and facilities and that public services and facilities are provided in an orderly and efficient manner. To achieve this goal, this Plan recommends the coordination of future land use planning with capital improvements planning and the improvement of public facilities in a logical and cost-effective manner.

While the adequacy and availability of all public services and infrastructure should be reviewed and factored into future land use decisions, coordination of future land use planning with availability and adequacy of public water and sewer is critical to minimizing over-burdening and ensuring orderly and efficient services. The availability and adequacy of public water and sanitary sewer service are important factors in determining quality of life and for identifying potential development areas.

Development Capacity Analysis

A development capacity analysis provides an evaluation of the community's potential for future development based on existing land use patterns, availability and adequacy of public infrastructure and services, and availability of land for future development. A development capacity analysis of the Urban Community Character was conducted and used to determine if adequate and suitable land within the Urban area is available to satisfy the "growth demand capacity," simply the anticipated growth over the next 25 years, as identified in Part III of this Base Study.

The development capacity analysis included several parts, as outlined below.

- Existing Land Use Survey. An existing land use survey provides a physical foundation for analyzing the community. This survey identifies existing conditions within the Urban Area and provided a basis for identifying potential development areas. Map #2-1 is the Existing Land Use Map for the Urban Area and identifies the current use of land based on field surveys and analysis of aerial photographs.

- Potential Development Area (PDA) Identification. Using the existing land use survey, vacant, undeveloped, and underdeveloped properties were identified and evaluated based on potential for future development. The existing land use survey identified Potential Development Areas (PDAs). PDAs are "developable" tracts with minimal development constraints and are either served by or have access to adequate public services and infrastructure. Those properties not designated as PDAs are recognized as having development constraints. While these PDAs have been identified, it does not guarantee approval of a development proposal. Each PDA development proposal must be carefully reviewed for consistency with all elements of the Comprehensive Plan, specifically the acceptable densities, illustrative land uses, and development and public services policies of the specific land use group. Map #2-10 shows the PDAs within and immediately surrounding the Urban area.

- PDA Current Buildout Analysis. A detailed analysis of each PDA was conducted to determine the potential buildout based on existing zoning and to determine residential and non-residential development potential. The analysis first identified "developable" acreage for each PDA and then evaluated current development potential based on its current use, existing zoning and allowed gross density, water and sewer availability and suitability, and natural conditions suitability. This analysis examined proximity of the PDA to current water and sewer and determined the

development potential for each PDA based on the availability and suitability of the services. Further, the analysis determined whether the PDAs had natural conditions that posed development constraints, such as steep slopes and floodplain. Table #2-14 shows the buildout estimate of all PDAs at current zoning and densities. This estimate clearly shows that the PDAs within the Urban Community Character Area and immediately surrounding areas within the Suburban Community Character Area can accommodate the projected residential and non-residential growth over the next 25 years. The PDA Appendix provides the current and full buildout potential determination for each PDA.

Table #2-14
Current PDA Buildout Estimate

	Current PDA Buildout			
Land Use Type	**Acreage**	**Dwelling Units**	**Persons**	**Space (sf)**
Residential	8,073	1,602	4,086	--
Office, Commercial & Retail	616	--	--	6,364,748
Industrial	242	--	--	4,330,256

- Full Potential PDA Buildout. The final step of the development capacity analysis was to identify the future land use group classification for each PDA, as shown on Maps #4-1 and 4-2, and to estimate the full development potential for each PDA. For residential PDAs, the analysis provided an estimate of the potential housing and population, and for non-residential PDAs, an estimate of potential commercial/retail and industrial space was determined. This analysis provides estimates only and is not an accurate determination of full PDA buildout potential. The determination of actual full PDA buildout requires additional planning, surveying, and engineering that is beyond the scope of this Plan. Further, all development proposals for PDAs still must be reviewed The PDA Appendix provides the full buildout potential determination for each PDA. Table #2-15 shows the full PDA buildout estimate.

This Base Study included a demographic analysis and identified the projected amounts of land for residential and non-residential uses to support the projected population and employment. As a general standard, between 1 ½ to 2 ½ times the amount of land projected for both residential and non-residential uses must be available for development or redevelopment. The analysis used a multiplier of two to provide adequate land choice and market opportunity in the future. Based on this calculation, approximately 888 acres of office, retail, and general commercial uses, 872 acres of industrial uses, and 6,000 acres for residential uses should be available to meet future population and employment projections. Table #2-15 illustrates the full buildout potential for the PDAs. This analysis clearly shows that the PDAs within the Urban Community Character Area can accommodate the projected residential growth as well as a majority of the projected office, commercial retail, and industrial growth over the next 25 years.

Table #2-15
Full Potential PDA Buildout Estimate

	Future PDA Buildout			
Land Use Type	**Acreage**	**Dwelling Units**	**Persons**	**Space (sf)**
Residential	7,283	14,710	37,810	--
Office, Commercial & Retail	635	--	--	6,910,859
Industrial	617	--	--	8,062,531

Chapter 3

Statement of Goals & Objectives

Chapter 3: Statement of Goals & Objectives

Vision Statement

Encourage quality, planned, and orderly growth that maintains the community's small-town atmosphere and exceptional quality of life, that protects its rural character, environment, and recreational, tourist, historic, cultural, scenic, and natural resources, and that is served by adequate public facilities and services.

Goals & Objectives

I. General Land Development

Goals:

A. Provide for planned and orderly growth to protect land from premature or unsuitable development and enhance the quality of life in the community.

Objectives:

(1) Guide development to existing developed areas and in centralized compact patterns to avoid decentralized scattered ("leap-frog" and/or "hopscotch") development patterns ("reorientation policy").
(2) Ensure the utilization of land in existing developed areas and designated Potential Development Areas (PDAs) already served by adequate infrastructure and discourage scattered development, development at suburban and urban densities beyond the availability of urban services, and uncontrolled development in the Rural and Naturally Sensitive Areas.
(3) Ensure compatibility of land uses with existing surrounding development by assessing the level or intensity of development adjacent to the site and surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.
(4) Ensure suitability of land uses by assessing availability of public infrastructure and services.
(5) Protect the community's recreational, tourist, historic, cultural, scenic, and natural resources and areas by incorporating these areas into site design and development and by minimizing adverse impacts affecting the surrounding landscape of these areas.
(6) Preserve the integrity of the Rural and Naturally Sensitive Areas by guiding development to occur only in areas appropriately zoned or designated as Urban, Suburban, Villages, Hamlets, or Crossroads.
(7) Protect the rural character of the county by preserving viewsheds and rural and scenic areas.
(8) Minimize road frontage ("piano-key") developments along existing roadways to prevent interruptions of rural viewsheds.

B. Promote the rehabilitation, preservation, and adaptive reuse of the community's old and historic buildings, sites, and districts through a comprehensive preservation planning process.

Objectives:

(1) Review land use changes and new developments to ensure that historic structures, sites, and districts are preserved and protected from adverse impacts.
(2) Support the productive use of historic structures, sites, and districts through private ownership and rehabilitation and preservation actions.
(3) Support local programs promoting and encouraging the tourism potential of local historic sites and landmarks.

C. Promote and support regional planning coordination.

Objectives:

(1) Participate in regional partnerships addressing land use, transportation, resource management, and related issues and opportunities of mutual interest.

II. Residential Development

Goal:

A. Guide residential development to existing developed areas and ensure that residential developments are compatible with surrounding areas and are served with adequate public facilities and services.

Objectives:

(1) Guide residential growth based on the following distribution over the next 25 years: 45 percent in the Urban area, 30 percent in the Suburban area, 15 percent in the Rural and Naturally Sensitive Areas, 5 percent in all Towns, 2.5 percent in all Villages, and 2.5 percent in all Hamlets and Crossroad Settlements ("reorientation policy").
(2) Discourage residential development that is scattered, is not within existing developed areas, and is not served by adequate facilities and services.
(3) Ensure quality and orderly planning, design, and development of residential developments and ensure compatibility with surrounding developments by assessing the level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.
(4) Where possible, encourage conservation design subdivisions over conventional subdivisions in the Outer Urban and Suburban Residential Neighborhoods as they afford greater design flexibility and ensure compact residential developments with quality open space and common areas and efficient public infrastructure and services.
(5) Accommodate diverse solutions to providing safe and decent housing for all residents.
(6) Support the stability of existing neighborhoods and protect existing residential areas from encroachment of incompatible professional office, commercial, and industrial uses.
(7) Support appropriate compatible revitalization and infill development in blighted and deteriorated residential areas.

III. Commercial Development

Goals:

A. Guide commercial development to existing developed areas and ensure that commercial developments are compatible with the surrounding area and are served by adequate public facilities and services.

Objectives:

(1) Guide commercial uses and developments to existing developed areas within the Urban commercial centers, Urban or Town central business districts and commercial centers, Village commercial centers, Hamlet and Crossroads neighborhood business districts ("reorientation policy").
(2) Avoid strip commercial development along major traffic corridors and isolated, spot commercial areas, unless specifically designated in the Future Land Use Plan.
(3) Ensure compatibility of commercial developments with existing and future surrounding development by assessing the level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.
(4) Protect existing residential neighborhoods from encroaching professional office, commercial, and industrial uses.
(5) Ensure effective buffering between commercial and residential areas.

B. Promote the preservation, rehabilitation, and sustainability of the central business districts of Bardstown, Bloomfield, Fairfield, and New Haven as activity centers.

Objectives:

(1) Support compatible and appropriate mixed use development, infill development, and adaptive reuse within central business districts.
(2) Develop adequate circulation systems within the downtown areas to encourage pedestrian movement while minimizing pass-through vehicular traffic.
(3) Develop off-street parking areas within the downtown areas and within adequate walking distance of downtown activity centers.

IV. Industrial Development

Goal:

A. Guide industrial growth to existing developed areas and ensure that industrial developments are compatible with the surrounding area and are served by adequate public facilities and services.

Objectives:

(1) Guide industrial uses and developments to existing developed areas within the Urban and Town Industrial Centers ("reorientation policy").
(2) Ensure compatibility of new or expanded industrial developments with surrounding areas by assessing the level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, availability of public services, and proximity to more restrictive existing uses.
(3) Ensure mitigation of potentially adverse impacts of industrial developments on both existing and future surrounding development.
(4) Encourage revitalization and reuse of currently unused or underutilized structures, sites, and infrastructure in appropriately located areas.
(5) Coordinate industrial growth with various local agencies and organizations and seek regional coordination and interaction between agencies and areas with shared interests.

V. Transportation

Goal:

A. Provide for a well-planned and coordinated transportation system that is safe, cost effective, and efficient for the movement of goods and people.

Objectives:

(1) Maintain an adequate level of service of thoroughfares to optimize traffic flow and circulation, improve pedestrian safety, and reduce traffic conflicts.
(2) Minimize road frontage ("piano-key") development patterns along existing roadways to maintain the traffic flow, safety, and appearance of arterial and collectors.
(3) Coordinate development with transportation improvements, and encourage connectivity between developments, extension of dead-end streets, loop streets, and widening of existing substandard thoroughfares to facilitate proper traffic circulation.
(4) Coordinate state and local roadway plans with other modes of transportation, including but not limited to pedestrian and bicycle, to comprehensively address mobility issues and needs.
(5) Provide for coordination with existing and proposed transportation network by preserving rights-of-way for future roadways and greenways and trails as set forth in the Community Facilities and Transportation Plans.
(6) Guide design and construction of improvements and developments along major traffic corridors to maintain the community character and gateways.

VI. Community Facilities

Goal:

A. Ensure that existing and new developments have adequate level of public services and facilities, including but not limited to water, sewer, solid waste, fire and police protection, emergency services, health services, parks and recreation, schools, and historical and cultural activities, and that these public facilities are provided in an orderly and efficient manner.

Objectives:

(1) Ensure that all future land uses are served by available and adequate community facilities by utilizing the development review process to evaluate availability and adequacy of existing and proposed community facilities and services.
(2) Incorporate recreational and community facilities into developments to afford active living alternatives for residents.
(3) Maintain and use existing community facilities when appropriate, and encourage new community facilities to accommodate the public need.
(4) Coordinate land use planning with capital improvements planning and encourage improvement and upgrading of public facilities in a logical and cost-effective manner.
(5) Coordinate land-use planning, development review, and school facility planning to encourage compatible siting of new school facilities.

VII. Environmental Protection & Natural Resources Conservation

Goal:

A. Promote the conservation and protection of the community's unique natural resources and "environmentally sensitive areas," such as steep slopes, knobs, wetlands, floodplains, karst features (sinkholes and rock outcroppings), areas of unsuitable soils, blue line streams, Rolling Fork and Beech Fork Rivers, groundwater recharge or wellhead protection zones, and other scenic, geological, and biological sites.

Objectives:

(1) Protect sensitive natural resources and unique areas from the effects of incompatible development through evaluation of physical factors identified in this Plan as part of the site review process.
(2) Incorporate existing topography and vegetation into site design and development to preserve the existing character of the land.
(3) Protect the knob areas within the designated Naturally Sensitive Community Character Area and undertake careful review and monitoring of proposed developments to maintain the environmental and scenic integrity of these areas.
(4) Study, monitor, and protect watersheds and ensure quality and quantity of stormwater runoff to prevent flooding and erosion and promote wildlife habitat.
(5) Utilize conservation design subdivisions to preserve rural character, open space, and agriculture.
(6) Utilize areas possessing unique environmental characteristics for passive or active recreational areas or appropriately incorporate these sensitive areas into development design.

Chapter 4

Future Land Use Plan

Chapter 4: Future Land Use Plan

Growth and development expand communities' opportunities by bringing in new residents, businesses, and investments. Growth can give communities the resources to revitalize a downtown, refurbish a main street, build new schools, and develop vibrant places to live, work, shop, and play. However, the impacts of growth and development often can make it more difficult for communities to maintain and improve their community's unique resources. Communities must ask where and how they can accommodate growth while maintaining and improving community character and quality of life.

This Future Land Use Plan is a guide for making future development decisions and is a tool for managing the location, intensity, and type of growth and development. The Plan illustrates the community's determination of its 25-year future land use needs based on Comprehensive Plan's Base Study and Goals and Objectives.

This Plan reflects the following future land use guidelines identified in the Base Study:

- Provide adequate residential, commercial, and industrial land and public infrastructure to serve an anticipated population increase of 19,734 persons over the next 25 years;
- Balance the provision of adequate developable land and preservation and protection of rural and environmentally sensitive areas;
- Guide future growth and development to existing developed areas and ensure compatibility by considering the existing character, constraints, and opportunities within the identified Community Character Areas;
- Allow a diversity of land uses in certain locations, provided that certain improvements are made, thereby ensuring that the proposed land use is compatible with surrounding existing land uses and has no adverse impact on unique natural resources and environmentally sensitive areas; and,
- Recognize public infrastructure constraints and capacity and manage future growth and development to avoid exceeding the public infrastructure capacity.

Reorientation Policy

The Future Land Use Plan re-emphasizes the "reorientation policy" of prior plans. The "reorientation policy" promotes a compact development pattern that extends outward from existing developed areas served by adequate public facilities and services. The policy also encourages growth and development to be coordinated with and occur as adequate public infrastructure and services become available. This growth reorientation policy results in more efficient utilization of suitable land, protection of rural areas from premature development, and improved environmental quality. It also minimizes the impacts of decentralized sprawled and scattered ("leap-frog" or "hopscotch") development patterns that occur in outlying and isolated areas without adequate public infrastructure and services and results in the underutilization of urban land and increased dispersion and demand for infrastructure and services.

To implement the "reorientation policy", this Future Land Use Plan establishes a center-based development pattern. Centers, or Community Character Areas, are principal planning areas with common land use characteristics and community attributes, and are designed for compact form and structure and planned to accommodate growth projections. The center-based development strategy is hierarchical. The Community Character Areas are not expected to remain static and are not precluded from growing. For instance, a village may become a town, and a town may turn into an urban area. Both existing and new Community Character Areas may change over time and therefore should be carefully planned through strategic planning initiatives.

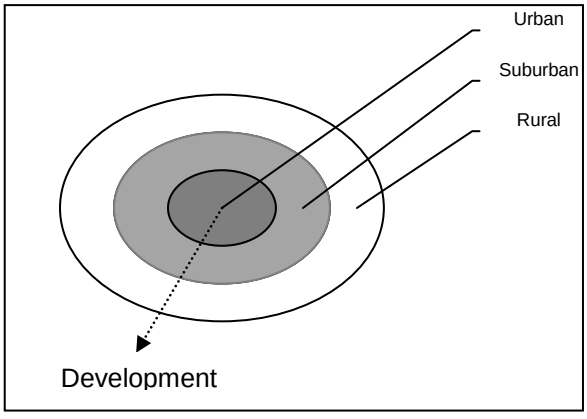
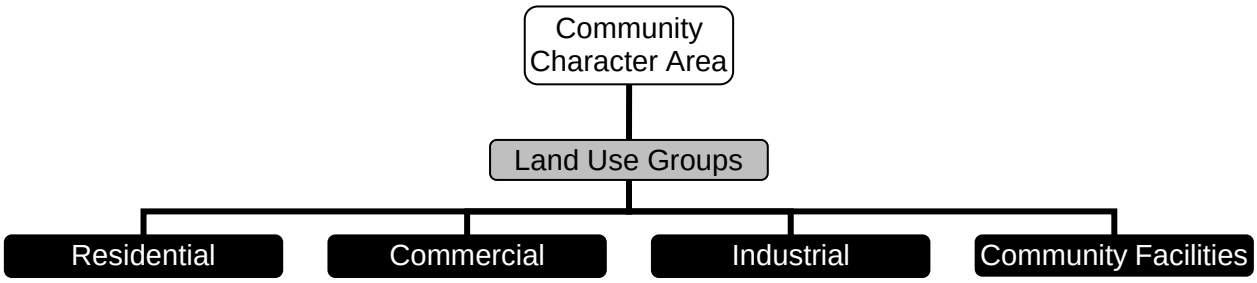


Figure 4-1: Center-Based Development Pattern

Within each Community Character area are land use groups. These sub-planning areas were developed through the analysis of existing developed and potential development areas and the identification of appropriate amount, type, and densities of new development and redevelopment of each area. Land use

groups do not specifically identify changes to existing uses but establish criteria and policies for managing compatible development in an orderly and efficient manner.

Figure 4-2: Community Character Area - Land Use Groups



To further implement the reorientation policy, Chapter 2 identifies and describes Potential Development Areas (PDAs) within and immediately surrounding the Urban area and recommends future land uses for each PDA. Future land use proposals for PDAs should be consistent with the criteria and guidelines for the Community Character Area and land use groups.

Text and Maps

The Future Land Use Plan is comprised of text and maps. The text and maps depict both written and illustrative future land use classifications and recommendations. In guiding future land use decisions, the text and maps should be considered together and in conjunction with the adopted goals and objectives, base analysis, existing land use plan, transportation plan, and community facilities plan.

The Future Land Use Plan includes maps, detailed descriptions, and recommendations for each Community Character Area. A land use implementation matrix is provided for each Community Character Area and sets forth the following basic thresholds and policies for each land use group:

- Range of Acceptable Densities. The range of acceptable densities establishes the maximum acceptable density for each land use group. Density criteria are relevant primarily to growth areas and less relevant to built-up portions of existing areas, except when conditions influencing development change significantly (for example, public sanitary sewer becomes available) and when infill and redevelopment opportunities are viable.
- Illustrative Land Use Types. The illustrative land use types are recommended land uses for each land use group.
- Development Policies. The development policies are designed to ensure conformance with the Goals and Objectives and Transportation and Community Facilities Plans. These policies are recommendations and guiding principles for evaluating the compatibility of proposed developments with existing surrounding development. Compatibility has to do with actual land use and with design measures taken to mitigate any adverse impacts on surrounding existing development. Compatibility does not mean that a proposed development should be the same use or density as surrounding existing density. Compatibility is evaluated in terms of level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses. Compatibility may be shown because the proposed use is the same as the surrounding neighborhood or it may be established by site design, buffering, lighting control, or access management. Compatibility may be demonstrated by a development plan for the proposal.
- Public Service Policies. The public service policies are designed to ensure conformance with the Plan's Goals and Objectives and Transportation and Community Facilities Plans. The public service policies are recommendations and guiding principles for evaluating the suitability of a specific site for the proposed development. Suitability is evaluated in terms of availability and adequacy of existing

and proposed community facilities and services, such as public water and facilities for domestic use and fire protection and public sanitary sewer and roadway capacity and access management and in terms of off-site impacts and environmental factors, and proximity to and impact on naturally sensitive areas.

The future land use maps (Maps #4-1 through #4-23 in Map Appendix) illustrate the future or recommended land use pattern and identify the extent of projected growth and development within each Community Character Area and land use group. The future land use maps represent how the land use pattern will develop during the planning period and appear in 25 years based on goals, objectives, and development and public services established by this Comprehensive Plan. These maps provide for a surplus of land for all uses beyond the amount anticipated to satisfy future growth needs. *By providing a surplus, the Future Land Use Plan may be implemented regardless of ownership or topographic and other environmental conditions and will minimize the need for deviation from the plan due to physical, social, or economic changes, which might occur otherwise.*

Because the future land use maps do not provide significant detail, soil, slope, flood hazard, wetlands, geological, and infrastructure mapping are all incorporated *by reference* as part of the Future Land Use Plan. These maps should be referenced during the review of future land use proposals to ensure that proposed developments have adequate development potential and infrastructure capacity.

Urban Community Character Area

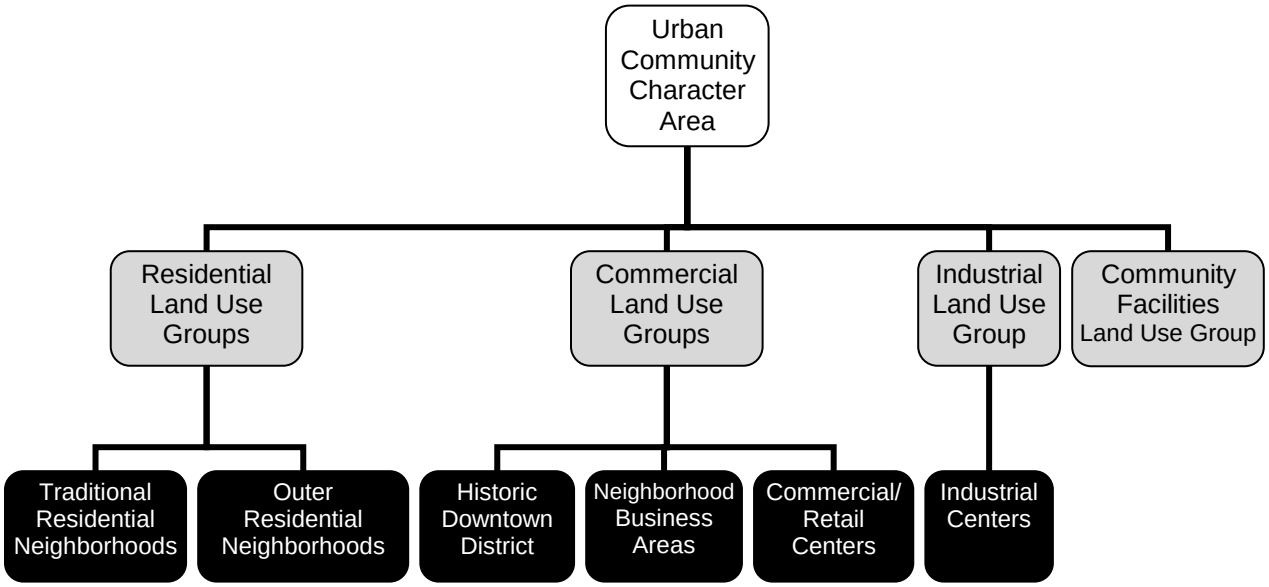
In the hierarchy of the center-based development strategy, the Urban Community Character Area is the largest center with the most diverse mixture of uses in a compact development pattern and served by public infrastructure. The Urban Community Character Area consists of most of the Bardstown corporate limits, the potential development areas identified for new development, and those immediate surrounding areas within the 4 drainage areas where gravity sewer service may be available. Map #4-2 in the Map Appendix is the Urban Future Land Use Map and illustrates the future or recommended land use pattern and identifies the extent of projected growth and development in the Urban area.

The Urban Community Character Area has sufficient developable land served by adequate public infrastructure and services. The Urban area is the primary center targeted for new development, redevelopment, and infill development at higher densities and in compact patterns. This area also is the primary center targeted for commercial and industrial developments.

Growth within the Urban Community Character Area should occur in compact development patterns and should be coordinated with the Community Facilities and Transportation Plans. Future land use decisions should balance the need for growth while ensuring efficient and equitable resource allocation and community preservation. Developments should be evaluated on the availability and capacity of public infrastructure, proximity to and compatibility with existing developed areas, and impact on unique natural resources and environmentally sensitive areas. Development prior to the availability of public sanitary sewer and adequate transportation is discouraged.

The Urban Community Character Area is subdivided into 7 land use groups – Traditional Residential Neighborhoods, Outer Residential Neighborhoods, Historic Downtown Districts, Neighborhood Business Areas, Commercial/Retail Centers, Industrial Centers, and Community Facilities. Table #4-1 sets forth the recommended illustrative uses, acceptable densities, and development and public service policies for each land use group.

Figure 4-3: Urban Community Character Area



Urban Residential Land Use Groups

The Urban Community Character Area includes 2 residential land use groups – Outer Residential Neighborhoods and Traditional Residential Neighborhoods. The Comprehensive Plan's "reorientation policy" supports the guiding of 45 percent of the future residential land uses to these Urban residential land use groups over the next 25 years. Residential land occupies the greatest percentage of the Urban area, and the dominant use of these lands is single-family residential development. Residential development is anticipated to remain consistent with past growth trends.

Traditional Residential Neighborhoods

Traditional Residential Neighborhoods provide for the continuation of existing residential patterns within the Urban Community Character Area. These areas are served by public infrastructure and services and are suitable for moderate- to high-density residential development, redevelopment, and infill development designed to maintain the current density and character of existing and developing neighborhoods. Potential Development Areas (PDAs) within the Traditional Residential Neighborhoods are recommended to be developed at higher densities, as listed in PDA Appendix and depending on site conditions and characteristic. At full buildout, these residential PDAs should accommodate more than 35 percent of the anticipated residential development in the Urban area.

Traditional Residential Neighborhoods are limited to residential development in order to preserve and protect existing neighborhoods. These neighborhoods are within close proximity to the Historic Downtown District and other neighborhood business and commercial centers and are therefore easily accessible to goods and services. Non-residential uses should be considered only as part of appropriate mixed-use developments. Non-residential uses should be compatible with the residential scale, size, and character of the existing neighborhood, serve as efficient and compatible transition, and have adequate buffering and screening to minimize incompatibilities between uses.

Traditional Residential Neighborhoods are suitable for detached and attached single-family, two-family, and multi-family (3+ units) residential developments. Residential densities should be consistent with and not jeopardize the character of existing neighborhoods. High-density residential developments should be located within areas currently zoned for these uses or within areas with similar densities and should not exceed the maximum allowable density, unless it is demonstrated that the proposed development is compatible with the existing character and will provide for an efficient transition and minimize incompatibilities between uses.

Outer Residential Neighborhoods

Outer Residential Neighborhoods are areas at the fringe of the Urban area and within close proximity to existing developed areas and are suitable for low- to moderate-density single-family residential development as public infrastructure and services become available. Potential Development Areas (PDAs) within the Outer Residential Neighborhoods should be developed at the recommended uses and densities as listed in PDA Appendix and depending on site conditions and characteristics, and at full buildout, these PDAs should accommodate more than 65 percent of the anticipated residential development in the Urban area.

The Outer Residential Neighborhoods should serve as a transition between the high-density development in the Traditional Residential Neighborhoods and low-density development of the Suburban area. Residential developments in this land use group should be compact developments served by public sanitary sewer and with densities ranging from minimum 1 unit per 2 acres to maximum 6 units per acre. Development densities should be consistent with existing development patterns, site suitability and constraints, and availability of infrastructure and services. Conservation design subdivisions are preferred over conventional subdivisions and afford greater design flexibility and ensure compact residential developments with quality open space and common areas and efficient public infrastructure and services.

Urban Commercial Land Use Groups

The Urban Community Character Area has 3 commercial land use groups – Historic Downtown District, Neighborhood Business Areas, and Commercial/Retail Centers. The Comprehensive Plan's "reorientation policy" supports the guiding of future commercial uses and development to existing developed areas and to designated commercial land use groups. Each commercial land use group is based on the intensity, requirements, and impacts of future commercial developments.

Future commercial development should reflect the adopted Goals and Objects and locational principles and policies set forth in this Future Land Use Plan. Future commercial developments should be compatible with existing and surrounding development and will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses. Scattered and strip commercial developments along major traffic corridors and isolated, spot commercial areas should be avoided to minimize adverse impacts and protect residential neighborhoods from encroaching non-residential uses. Also, scattered non-conforming commercial uses within residential areas should eventually relocate to designated commercial land use groups.

Historic Downtown District

The Historic Downtown District is Bardstown's Central Business District and has a vibrant mixture of commercial, office, institutional, public, and residential uses. The Comprehensive Plan Goals and Objectives recognize the importance of this historic downtown core and the need to maintain its vitality and sustainability. Specific objectives recommend continued revitalization efforts and support compatible mixed-use development, infill development, and adaptive reuse while maintaining the integrity of the district's historic character.

Since the 1996 Comprehensive Plan, the Historic Downtown District has been affected by the closing of an important commercial anchor store (grocery store), relocation of Flaget Memorial Hospital, Nelson County Justice Center, and Nelson County Public Library, and development of new commercial centers along highway corridors. These changes have altered the environment of the downtown district by directing customers and patrons away from the downtown area. To enhance the District's status as a vibrant central business district, ongoing efforts should be taken to create destinations and work-live environments within close proximity – especially for those without cars. Utilization of upper floors of commercial structures for offices and housing should be encouraged as long as the integrity of the structure and surrounding area is maintained.

Any new infill development and redevelopment projects within the Historic Downtown District should reflect the adopted Goals and Objectives and locational requirements of this Future Land Use Plan and be consistent with the adopted historic design standards.

Neighborhood Business Areas

Neighborhood Business Areas are intended for neighborhood business uses that serve the daily needs of residents of nearby neighborhoods and that blend with the surrounding area. These districts are located near residential areas and should be compatible with the scale, size, and character of the existing neighborhood.

Neighborhood Business Areas are limited to professional offices and retail commercial and personal service establishments. Development plans for future land uses within the Neighborhood Business District should be carefully considered to ensure suitability and compatibility. Developments should be adequately buffered from nearby residential neighborhoods. All developments should be consistent with the adopted Goals and Objectives and the locational policies and principles of this Future Land Use Plan.

One area identified as a Neighborhood Business Areas is the area at the intersection of North Third Street (US 31E), Old Nazareth Road (KY 332), and Plum Run Road. This site is highly visible and serves as a gateway into the Urban area. Development within this area should be coordinated to minimize adverse impacts on roadway capacity and existing residential uses and to ensure appropriate transition between incompatible uses.

Commercial/Retail Centers

Commercial/Retail Centers are designed to accommodate the community's major retail, office, and general commercial establishments. Future land uses within these centers generally are intensive and thereby require more land, parking, and other facilities and are located on major arterials. All developments within Commercial/Retail Centers should be consistent with the adopted Goals and Objectives and the locational principles and policies established within this Future Land Use Plan.

Strip commercial development along major traffic corridors and isolated commercial areas should be avoided. Developments within Commercial/Retail Centers should be coordinated to ensure compatible design and quality and efficient site design and access management. Commercial developments should minimize access points onto arterials and employ frontage roads or reverse frontage roads.

The Urban Community Character Area has five designated Commercial/Retail Centers. These Commercial/Retail Centers are in different stages of development but have similar development issues. They should be developed with a well-defined vision and compatible design, and future developments should address land use composition (uses and densities), site design (parking, internal circulation, open space), roadway capacity, traffic, and access management, and compatible design and appearance (landscaping, signage, lighting, building design).

- **East Bardstown Gateway**. The East Bardstown Gateway is a developing commercial area located at and surrounding Exit #25 of the Martha Layne Collins (Bluegrass) Parkway and at the intersection of East John Rowan Boulevard (KY 245) and Springfield Road (US 150). This gateway corridor may accommodate typical highway interchange uses, such as motels, gas stations, convenient stores, and restaurants, as well as a mixture of retail, service, and general commercial uses intended to serve both local and regional needs.
- **South Bardstown Gateway**. The South Bardstown Gateway is an existing commercial developed area on New Haven Road (US 31E) at Exit #21 of the Martha Layne Collins (Bluegrass) Parkway. This gateway has an established development pattern, and its existing and future uses include typical highway interchange uses and tourist attractions, such as the Bluegrass Speedway and Bluegrass Entertainment and Exposition Center. It is recommended that this gateway continue to develop as a mixture of highway service-related uses and other retail, service, and general commercial uses intended to serve both local and regional needs.
- **West KY 245 Corridor (KY 245 & US 31E)**. The West KY 245 Corridor is an existing developed commercial corridor along West John Rowan Boulevard (KY 245) and extending from Templin Avenue (KY 1320) to North Third Street (US 31E). This Commercial Center is the primary commercial center in the Urban area and consists of a mixture of retail, service, general commercial, and industrial uses. This corridor is strategically located and will serve anticipated growth residential areas in the north and west portions of the community. Traffic congestion, access management, and compatible design are primary concerns for this corridor.
- **East KY 245 Corridor (KY 245 & US 62).** The East KY 245 Corridor is an existing developed commercial corridor along East John Rowan Boulevard (KY 245) and extending from North Third Street (US 31E) to Bloomfield Road (US 62). While the corridor consists primarily of retail, service, and general commercial uses, it also has industrial uses. Traffic congestion is a critical issue for this corridor and should be addressed before further commercial development.
- **Bloomfield Road Corridor (US 62)**. The Bloomfield Road Corridor is an existing developed commercial area and extending from Guthrie Drive, through the East John Rowan Boulevard (KY 245) intersection, to Woodlawn Road (KY 605). This corridor consists of a mixture of residential, retail, service, and general commercial, light and heavy industrial, and public uses. This corridor should continue to develop with a mixture of non-residential uses. Traffic congestion and access management are critical issues for this corridor and should be considered before further commercial development occurs.

Urban Industrial Land Use Group

The Comprehensive Plan "reorientation policy" supports the guiding of new or expanded industrial development to existing developed areas within the Urban Community Character Area and to ensure that the industrial development is conducive to the community character. Urban industrial areas should be served with adequate public infrastructure and services and should be developed to minimize potentially adverse impacts on both existing and future surrounding development.

Industrial development serves more than just the immediate urban area in which the industry is located. Based on future employment trends and using the national standard of twelve acres of industrial land per 1,000 persons, Nelson County should have a supply of approximately 758 acres of industrial land for the next 25 years. With the remaining industrial lots in Wilson Industrial Park, the 420-acre Nelson County Industrial Park, and other industrially zoned and designated areas, the County has sufficient land to accommodate future industrial growth within the next 25 years. However, active, well-coordinated efforts should be ongoing to ensure that the County will maintain this supply beyond the 25 year planning period.

Four Urban Industrial Centers – Wilson Industrial Park/Bardstown Industrial Park, Spencer Mattingly Industrial Center, Nelson County Industrial Park, and KY 245 Quarry/Industrial Center – have been designated to accommodate the anticipated industrial land use needs for the next 25 years. The following areas represent the locations of existing and future industrial uses, and while they are in different stages of development, they have similar development issues.

- **Wilson Industrial Park & Bardstown Industrial Park**. These established industrial parks are located on the north side of West John Rowan Boulevard (KY 245). Wilson Industrial Park is zoned for light industrial uses, and Bardstown Industrial Park is zoned heavy industrial uses. These parks are strategically located and provide adequate access for industrial traffic from KY 245 and US 31E. Future industrial development should be directed to locate within these existing parks, and if existing industrial buildings and facilities become available, it is recommended that these facilities be adaptively used or retrofitted to accommodate new or expanding industries.
- **Spencer Mattingly Industrial Center.** This Industrial Center is located along East John Rowan Boulevard (KY 245) and extends from the railroad to Spencer Mattingly Lane. This Industrial Center has existing heavy industrial uses. Although this Industrial Center is appropriate for future industrial growth, it has more recently become a developing commercial corridor with retail and general commercial uses. Any future heavy industrial development should be compatible with the surrounding uses and satisfy performance standards to minimize potential adverse impacts.
- **Nelson County Industrial Park**. The new 420-acre Nelson County Industrial Park is located on Parkway Drive and on the south of the Martha Layne Collins (Bluegrass) Parkway between Springfield Road (US 150) and Woodlawn Road (KY 605). The improvement of Springfield Road (US 150) from Parkway Drive/Loretto Road (KY 49) to Leslie Ballard Lane is listed on the state's current highway plan, "Kentucky's 2008 Highway Plan" and will improve roadway capacity and access for future industrial uses within this industrial park.
- **KY 245 Quarry / Industrial Corridor**. This corridor is located along East John Rowan Boulevard (KY 245) and extends from the intersection of Bloomfield Road (US 62) to the railroad. This industrial use has existing heavy industrial uses, including asphalt plant and quarry. As these existing uses phase out or cease operations, then it is recommended that the Planning Commission initiate a study of this corridor to determine the most appropriate land uses and criteria and thresholds for future development.

New or expanded industrial developments should be compatible with surrounding areas and should mitigate potential adverse impacts. Careful consideration and analysis of future industrial uses should be undertaken to assess the level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, availability of public services, and proximity to more restrictive existing uses. In addition, careful consideration should be given to any proposed rezoning of existing industrial land for non-industrial uses to ensure that an adequate supply of suitable industrial land is available to accommodate future employment needs of the community.

Scattered industrial uses and developments should be avoided to minimize adverse impacts and protect existing areas. Scattered non-conforming industrial uses within existing residential neighborhoods and in rural and environmentally sensitive areas should eventually relocate to designated industrial centers. Those industries of such nature as to warrant specific consideration and regulation or rely on the natural resources found in rural areas of the county should only be considered upon demonstration that the proposed development is consistent with the overall Goals and Objectives of this Plan.

A supply of publicly-owned industrial property should be a priority for the Bardstown Industrial Development Corporation and Nelson County Economic Development Authority, or their successors. If the supply of publicly-owned industrial land is inadequate to serve the community's needs, then future industrial development should be within or adjacent to designated industrial centers identified in this Future Land Use Plan. If land is not available within these areas, then the siting of publicly-owned industrial land should be based on the level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, availability of public infrastructure and services, and proximity to more restrictive existing uses.

Community Facilities

The Comprehensive Plan supports the maintenance and use of existing community facilities when appropriate and encourages new facilities to accommodate the public need. Community facilities are public and institutional uses, including parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire and police stations, jails, or other public office or administrative facilities. Future community facilities should reflect the adopted Goals and Objectives and the locational principles and policies set forth in this plan. Future community facilities should locate within or near existing developed areas and should be compatible with existing and surrounding development. Such uses will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.

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Table #4-1: Urban Community Character Area Land Use Matrix

Please Note: Development and Public Service Policies apply to all land use groups.

Land Use Group	Illustrative Land Uses	Acceptable Densities	Development Policies	Public Service Policies
Outer Residential Neighborhoods	Residential Uses • Detached single-family dwellings • Attached single-family dwellings (townhouses or condominiums) Non-Residential Uses • Institutional and public uses • Parks and recreational areas	Residential Densities • Minimum gross density of 1 dwelling unit per 2 acres • Maximum gross density, *if served by public sanitary sewer*, of 6.0 dwelling units per acre • Maximum gross density, *if not served by public sanitary sewer*, of 1.452 dwelling unit per acre • Conservation Design Subdivision Non-Residential Densities • Institutional and public uses • Parks and recreational areas	All Developments • Demonstrate compatibility with existing development through a development plan. • Promote compact development near existing developed areas and within areas already served by adequate infrastructure to avoid "leap-frog" or "hopscotch" development that is beyond the availability of urban services. • Ensure that infill developments reflect the overall density and character of the existing neighborhood. • Coordinate new developments or redevelopments within designated gateways to ensure compatible design. • Limit development in environmentally sensitive areas, including but not limited to areas with steep slopes, floodplain, sinkholes, river and stream corridors, wetlands, etc. • Maintain viewshed along roadway corridors, • Incorporate recreational, tourist, historic, cultural, scenic, natural and physical resources and areas into site design and development and minimize adverse impacts affecting these resources and areas. Residential Developments • Provide for mixture housing densities and types. • Discourage new uses and developments that jeopardize existing neighborhoods. • Ensure compatibility with adjoining properties and neighborhoods. • Promote new residential developments that reflect the overall density and character of the existing neighborhood. • Support infill residential uses and developments that reflect the overall density and character of the existing neighborhood. • Ensure adequate buffering and screening of high-density residential developments when adjoining incompatible uses or lower density residential developments. Non-Residential Developments • Limit non-residential uses to institutional and public uses, except in areas designated as Commercial/Retail Centers, Neighborhood Business Areas or Historic Downtown District. • Screen non-residential uses adjoining agricultural and residential zoning and/or uses by physical separation and landscaped buffering and provide for noise and lighting controls to minimize adverse impacts. • Avoid locating non-residential uses, determined to be high traffic generators by a traffic impact study, adjacent to any residential area, except high density urban residential areas. • Coordinate non-residential developments along high growth corridors as planned centers and parks rather than individual sites or linear ("strip") developments. • Ensure non-residential uses and developments maintain the • Adaptively use existing buildings and structures to protect the existing character, and where adaptive use is not feasible, ensure that redevelopment is appropriate in scale, size, and character of the area. • Locate institutional and public uses within or near existing developed areas and should be appropriate in scale, size, and character of the area. • Guide retail commercial, personal service, or other similar establishments to locate on first/ground floors and upper-story housing in the Historic Downtown District. • Prohibit residential uses within industrial developments and allow office and commercial uses within industrial developments within accessory to the principal industrial use.	All Developments • Demonstrate suitability through evaluation of availability and adequacy of existing and proposed community facilities and services, such as public water and facilities for domestic use and fire protection and public sanitary sewer and roadway capacity and access management and in terms of off-site impacts and environmental factors, and proximity to and impact on environmentally sensitive areas. • Avoid "leap-frog" or "hopscotch" development that is beyond the availability of public infrastructure and services. • Guide development to areas served by or capable of being served by adequate public sanitary sewer or by conventional septic systems approved by the Health Department. • Ensure that developments are provided with public water sufficient to serve the proposed uses and meet applicable fire protection standards. • Ensure that developments incorporate provisions for increased storm water runoff and for properly collecting, transporting, storing, and discharging runoff at pre-development rates and comply with the storm water management requirements of the applicable jurisdiction. • Demonstrate acceptable levels of road services through evaluation of impact on existing roadways and determination of necessary improvements. • Limit direct access onto arterials. • Provide for the continuity of the street/road system and greenways and trails linkages by connecting streets, road, and trails already in place with those planned in neighboring areas. • Provide for coordination with existing and proposed transportation network by preserving rights-of-way for future roadways and greenways/trails as set forth in the Community Facilities and Transportation Plans. • Ensure that primary vehicular access to non-residential uses do not adversely impact residential neighborhoods. • Provide for passive and active recreational opportunities and retain environmentally sensitive areas as open space. Residential Developments • Ensure that high density residential developments have direct access to at least a minor collector street. Non-Residential Developments • Minimize direct access of non-residential developments to collector road/street. • Orient non-residential vehicular access away from residential neighborhoods.
Traditional Residential Neighborhoods	Residential Uses • Detached single-family dwellings • Attached single-family dwellings (townhouses or condominiums) • Two-family dwellings (duplexes or twinhomes) • Multi-family dwellings (3+ units) Non-Residential Uses • Institutional and public uses • Parks and recreational areas	Residential Densities • Densities consistent with existing character. Non-Residential Densities • Institutional and public uses consistent with the scale, size, and character of the existing neighborhood. • Parks and recreational areas		
Neighborhood Business Areas	Residential Uses • Not permitted Non-Residential Uses • Professional offices • Retail commercial and personal service establishments • Institutional and public uses • Parks and recreational areas	Residential Densities • Not permitted Non-Residential Densities • Office and commercial uses compatible with the scale, size, and character of the surrounding area • Institutional and public uses compatible with scale, character and size of surrounding area		
Historic Downtown District	Residential Uses • Detached single-family dwellings • Attached single-family dwellings (townhouses or condominiums) • Two-family dwellings (duplexes or twinhomes) • Multi-family dwellings (3+ units) Non-Residential Uses • Professional offices • Retail commercial and personal service establishments • Institutional and public uses • Park and recreational areas	Residential Densities • Densities consistent with existing character Non-Residential Densities • Professional offices and retail commercial and personal service establishments at densities consistent with existing character • Institutional and public uses compatible with scale, character, and size of surrounding uses		
Commercial/Retail Centers	Residential Uses • Attached single-family dwellings (townhouses or condominiums) • Two-family dwellings (duplexes or twinhomes) • Multi-family dwellings (3+ units) Non-Residential Uses • Professional offices • Retail commercial, personal service, and general commercial establishments • Institutional and public uses • Park and recreational areas	Residential Densities • Maximum gross density of 6 dwelling units per acre Non-Residential Densities • Office and commercial uses • Institutional and public uses		
Industrial Centers	Residential Uses • Not permitted. Non-Residential Uses • Office and commercial uses accessory to industrial use • Industrial uses and parks • Institutional and public uses • Parks and recreational areas	Residential Densities • Not permitted Non-Residential Densities • Office and commercial uses accessory to industrial use • Industrial uses and parks • Institutional and public uses • Parks and recreational areas		

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Suburban Community Character Area

The Comprehensive Plan's center-based development strategy establishes an area immediately surrounding the Urban area and Bloomfield Town area as future growth area for residential development. The Plan's "reorientation policy" supports the guiding of 30 percent of the community's future residential land uses to the Suburban area. Maps #4-1 and 4-2 in the Appendix show the location and extent of the Suburban area, and Table #4-2 sets forth the recommended illustrative land uses, acceptable densities, and development and public service policies for the Suburban area.

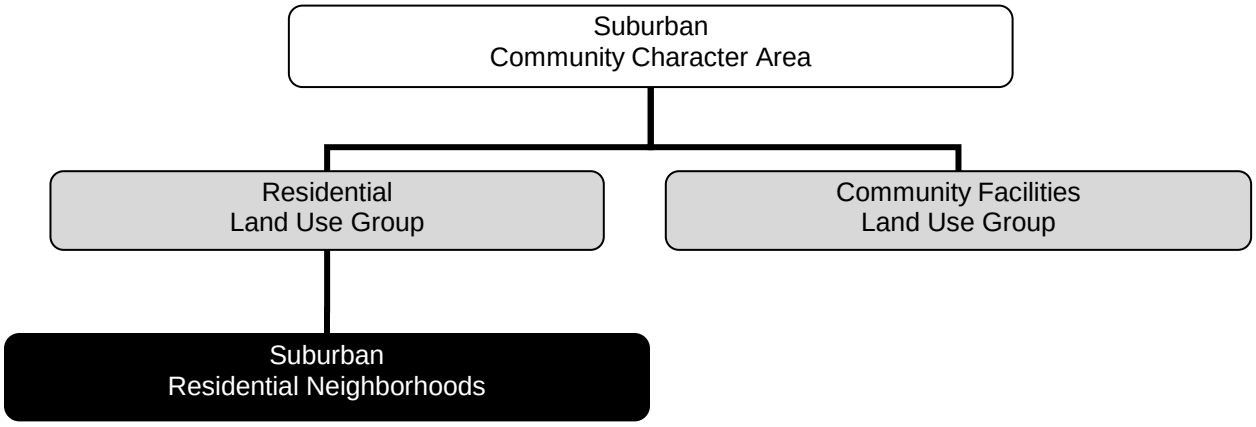
The Suburban area should serve as a transition between the Urban and Rural areas. To ensure efficient utilization of suitable land and protect rural land from premature development, future residential growth should be directed to areas within close proximity to the Urban or Bloomfield Town area or within or adjoining existing developed areas. Future residential developments should be evaluated on the availability and capacity of public infrastructure, proximity to and compatibility with surrounding uses and developments, and impact on unique natural resources and environmentally sensitive areas. Development prior to the availability of adequate public infrastructure and services is discouraged.

The Suburban area is limited to single-family residential developments and community facilities. Other residential and non-residential developments are not permitted within the Suburban area and should be guided to nearby Villages, Hamlets, or Crossroads or within appropriate mixed-use developments. Suburban residential developments should not exceed maximum acceptable gross density of 2.9 units per acre, if served by sanitary sewer, and 1 unit per acre if not served by sanitary sewer. Conservation design subdivisions are preferred over conventional subdivisions. These subdivisions allow greater design flexibility and ensure compact residential developments with quality open space and common areas and efficient public infrastructure and services.

Community Facilities

The Comprehensive Plan supports the maintenance and use of existing community facilities when appropriate and encourages new facilities to accommodate the public need. Community facilities are public and institutional uses, including parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire and police stations, jails, or other public office or administrative facilities. Future community facilities should reflect the adopted Goals and Objectives and the locational principles and policies set forth in this plan. Future community facilities should locate within or near existing developed areas and should be compatible with existing and surrounding development. Such uses will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.

Figure 4-4: Suburban Community Character Area



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Table #4-2: Suburban Community Character Area Land Use Matrix

Please Note: Development and Public Service Polices apply to all land use groups.

Land Use Group	Illustrative Land Uses	Acceptable Densities	Development Policies	Public Service Policies
Suburban Residential Neighborhoods	Residential Uses • Detached single-family dwellings Non-Residential Uses • Institutional and public uses • Parks and recreational areas	Residential Densities • Minimum gross density of 1 dwelling unit per 5 acres • Maximum gross density, *if served by public sanitary sewer*, of 2.9 units per acre • Maximum gross density, *if not served by public sanitary sewer*, of 1.452 dwelling unit per acre • Conservation Design Subdivision Non-Residential Densities • Institutional and public uses consistent with the scale, size, and character of the existing neighborhood. • Parks and recreational uses	All Developments • Demonstrate compatibility with existing development through a development plan. • Promote compact development near existing developed areas and within areas already served by adequate infrastructure to avoid "leap-frog" or "hopscotch" development that is beyond the availability of urban services. • Ensure that infill developments reflect the overall density and character of the existing neighborhood. • Maintain the viewshed along roadway corridors. • Incorporate recreational, tourist, historic, cultural, scenic, natural and physical resources and areas into site design and development and minimize adverse impacts affecting these resources and areas. • All developments should be limited in environmentally sensitive areas, including but not limited to areas with steep slopes, floodplain, sinkholes, river and stream corridors, wetlands, etc. Residential Developments • Provide for a mixture of housing densities and types. • Discourage new uses and developments that jeopardize existing neighborhoods. • Ensure new uses and developments are compatible with adjacent properties and neighborhoods. • Promote new residential developments that reflect the overall density and character of the existing neighborhood. Non-Residential Developments • Limit non-residential uses and developments to institutional, public, and agricultural uses. • Prohibit industrial uses.	All Developments • Demonstrate suitability through evaluation of availability and adequacy of existing and proposed community facilities and services, such as public water and facilities for domestic use and fire protection and public sanitary sewer and roadway capacity and access management and in terms of off-site impacts and environmental factors, and proximity to and impact on environmentally sensitive areas. • Avoid "leap-frog" or "hopscotch" development that is beyond the availability of public infrastructure and services. • Locate developments in areas served by or capable of being served by adequate public sanitary sewer or by conventional septic systems approved by the Health Department. • Ensure that developments are served by public water sufficient to serve the proposed uses and meet applicable fire protection standards. • Ensure that developments incorporate provisions for increased storm water runoff and for properly collecting, transporting, storing, and discharging runoff at pre-development rates and comply with the storm water management requirements of the applicable jurisdiction. • Provide for the continuity of the street/road system and pedestrian/ bicycle linkages by connecting streets, road, and trails already in place with those planned in neighboring areas. • Demonstrate acceptable levels of road services through evaluation of impact on existing roadways and determination of necessary improvements. • Limit direct access on arterials. • Provide for coordination with existing and proposed transportation network by preserving rights-of-way for future roadways and greenways/trails as set forth in the Community Facilities and Transportation Plans. • Limit primary vehicular access to non-residential uses to avoid adverse impacts on residential neighborhoods. Residential Developments • Provide direct access for high density residential developments onto at least a minor collector street or road. Non-Residential Developments • Require direct access for non-residential developments onto a collector road or street. • Orient non-residential vehicular access away from residential neighborhoods.

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Town Community Character Areas

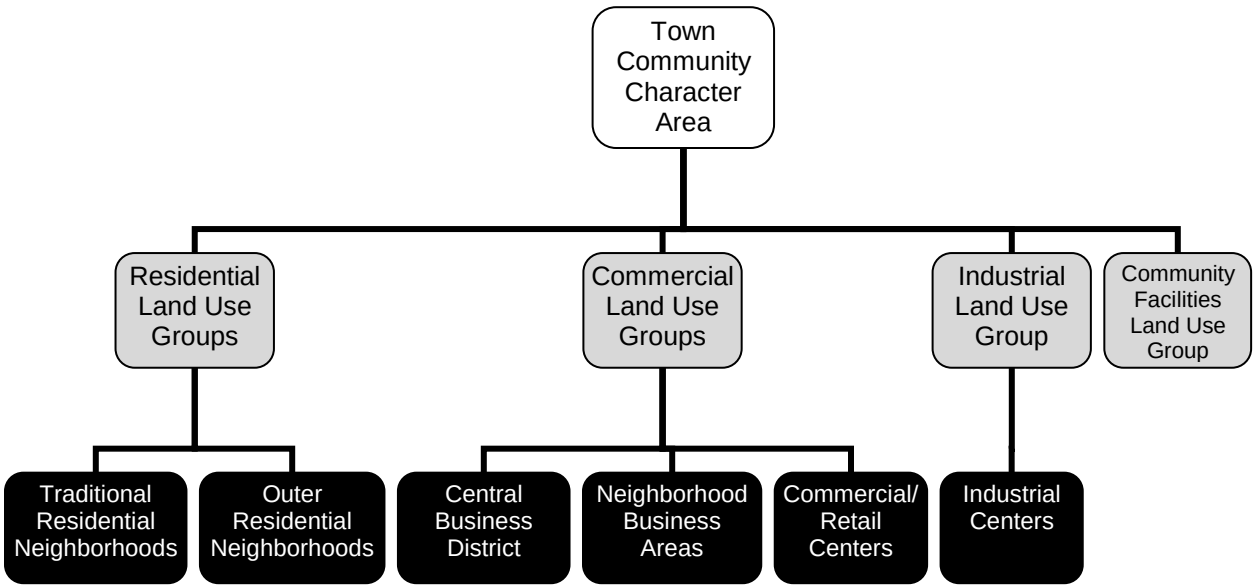
The Town Community Character Areas are the corporate limits of the Cities of Bloomfield, Fairfield, and New Haven and those immediately surrounding areas identified to accommodate anticipate growth and development during the 25-year planning period. These existing developed areas are the traditional centers of commerce and government, and each community has diverse residential neighborhoods and mixture of retail, service, and general commercial uses serving local and regional markets. These Towns should accommodate 5 percent of the total County population. Each Town has a distinct identity and sense of place that extends beyond the corporate limits and represents the rural character of the surrounding areas.

Maps #4-3, 4-4, and 4-5 in the Map Appendix show the extent and future land uses of the Bloomfield, Fairfield, and New Haven Town Community Character Areas. Each Town area is intended to accommodate a mixture of residential, commercial, light industrial, and public uses. The Comprehensive Plan's "reorientation policy" establishes that commercial and light industrial uses be guided to locate within the designated Town land use groups and that 5 percent of the community's residential uses, approximately 475 to 500 dwellings, be directed to the Town residential land use groups. This growth reorientation to these existing developed areas will prevent premature and scattered development in the Rural and Naturally Sensitive Areas and provide efficient utilization of land and public infrastructure and services.

The Plan's primary goal for the Towns is to protect their small town character and rural atmosphere while providing essential goods and services for their residents. Future land use decisions should balance the need for growth while ensuring efficient and equitable resource allocation and community preservation. Growth and development should be guided to appropriate areas, should be served by adequate public infrastructure or coordinated with public infrastructure improvements, and should be compatible with the Town's existing scale and character. Future land use proposals within the Towns should be carefully evaluated to determine each Town's capacity to provide adequate public services and maintain public infrastructure.

Each Town Community Character Areas is subdivided into 7 land use groups -- Traditional Residential Neighborhoods, Outer Residential Neighborhoods, Central Business District, Neighborhood Business Areas, Commercial/Retail Centers, Industrial Centers, and Community Facilities. Table #4-3 sets forth the recommended illustrative land uses, acceptable densities, and development and public service policies for each land use group.

Figure 4-5: Town Community Character Area



Town Residential Land Use Groups

Town Community Character Areas include two residential land use groups – Traditional and Outer Residential Neighborhoods. These residential sub-planning areas are designed to accommodate future residential growth over the next 25 years. Residential development is anticipated to remain consistent with past growth trends.

All future residential development should reflect the goals and objectives and intent of this future land use plan. Anticipated residential growth should occur in compact development patterns and be coordinated with the Community Facilities and Transportation Plans. Developments should be evaluated on the availability and capacity of public infrastructure, proximity to and compatibility with existing developed areas, and impact on unique natural resources and environmentally sensitive areas. Maximum development potential and service capacity requires compact development with adequate infrastructure and services available or made available as part of the development process. All developments within the Bloomfield and New Haven Town areas must be served by public sanitary sewer. Until and unless served by public sanitary sewer, residential development within the Fairfield Town area must be served by approved on-site sanitary systems. All residential developments should be served by adequate transportation facilities.

Traditional Residential Neighborhoods

Town Traditional Residential Neighborhoods are existing residential areas with an established development pattern and served by public infrastructure and services. The Comprehensive Plan's "reorientation policy" encourages development, redevelopment, and infill development within these existing neighborhoods. New residential development should be consistent with the existing development pattern and densities and maintain the existing neighborhood character.

Traditional Residential Neighborhoods are limited to residential, public and institutional uses. These areas are located within close proximity to Town Central Business District and other neighborhood business and commercial centers and easily accessible to goods and services. Non-residential uses are not permitted, and institutional and public uses are only acceptable if the uses maintain the residential scale, size, and character of the neighborhood and minimize incompatibilities of uses.

Traditional Residential Neighborhoods within the Bloomfield and New Haven Towns are suitable for detached and attached single-family, two-family, and multi-family (3+ units) residential uses at moderate to high densities. These developments should be consistent with and not jeopardize the character of existing neighborhoods. High-density residential developments should be located within areas currently zoned for these uses and with similar densities and be served by public sanitary sewer. High-density residential developments should not exceed the maximum allowable density, unless it is demonstrated that higher density developments are compatible with the existing character, provide for an efficient transition, and minimize incompatibilities between uses.

Traditional Residential Neighborhoods within the Fairfield Town area are suitable for detached single-family residential developments at low to moderate densities, until and unless public sanitary sewer becomes available.

Outer Residential Neighborhoods

Outer Residential Neighborhoods within Town Community Character Areas are potential development areas within close proximity to existing developed areas. These areas are suitable for low- to moderate-density residential development as public infrastructure and services become available over the next 25 years. Future residential development should be coordinated with the Community Facilities and Transportation Plans to ensure orderly and efficient growth. Developments should be evaluated on the availability and capacity of public infrastructure, proximity to and compatibility with existing developed areas, and impact on unique natural resources and environmentally sensitive areas. Maximum development potential and service capacity requires compact development with adequate infrastructure and services available or made available as part of the development process.

Outer Residential Neighborhoods should serve as a transition between high-density development in the Traditional Residential Neighborhoods and low-density development of the Rural area or Suburban area, if

applicable. In Bloomfield and New Haven Towns, residential developments should be compact developments served by public sanitary sewer and with densities ranging from minimum 1 unit per 2 acres to maximum 6 units per acre. In Fairfield Town, future neighborhoods should be limited to detached single-family residential developments at low-density of 1 unit per acre, unless public sanitary sewer becomes available. Development densities in all Outer Residential Neighborhoods Development densities should be consistent with existing development patterns, site suitability and constraints, and availability of infrastructure and services.

Town Suburban Residential Neighborhood

As each Town's development capacity evolves, a Suburban Residential Neighborhood may be designated to accommodate residential growth and development. This Future Land Use Plan only designates a Suburban area for the Bloomfield Town because of its development and infrastructure capacity to serve significant suburban-type residential growth. Until development and infrastructure constraints, specifically public sanitary sewer capacity and floodplain and slope issues, are addressed, Suburban areas for New Haven and Fairfield Towns are not recommended.

Town Commercial Land Use Groups

The Town Community Character Area has 3 commercial land use groups –Central Business District, Neighborhood Business Areas, and Commercial/Retail Centers. The Comprehensive Plan's "reorientation policy" supports the guiding of future commercial uses and development to existing developed areas and to designated commercial land use groups. Each commercial land use group is based on the intensity, requirements, and impacts of future commercial developments. Commercial development is anticipated to remain consistent with past growth trends.

Future commercial development should reflect the adopted Goals and Objectives and locational principles and policies set forth in this Future Land Use Plan. Future commercial developments should be compatible with existing and future surrounding development and will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses. Scattered and strip commercial developments along major traffic corridors and isolated, spot commercial areas should be avoided to minimize adverse impacts and protect residential neighborhoods from encroaching non-residential uses. Also, scattered non-conforming commercial uses within residential areas should eventually relocate to designated commercial land use groups.

Central Business District

Each Town's Central Business District has a mixture of commercial, office, institutional, public, and residential uses. The Comprehensive Plan Goals and Objectives recognize the importance of this historic downtown core and the need to maintain its vitality and sustainability. Specific objectives recommend continued revitalization efforts and support compatible mixed-use development, infill development, and adaptive reuse while maintaining the integrity of the district's historic character.

To enhance the Districts' status as vibrant central business districts, ongoing efforts should be taken to create destinations and work-live environments within close proximity – especially for those without cars. Utilization of upper floors of commercial structures for offices and housing should be encouraged as long as the integrity of the structure and surrounding area is maintained. Any new infill development and redevelopment projects within the Central Business Districts should reflect the adopted Goals and Objectives and locational requirements of this Future Land Use Plan and be consistent with the existing community character.

Neighborhood Business Areas

Neighborhood Business Areas are intended for neighborhood business uses serving the daily needs of residents and blending with the surrounding area. These districts are located near residential areas and should be compatible with the scale, size, and character of the existing neighborhood.

Neighborhood Business Areass are limited to professional offices and retail commercial and personal service establishments. Development plans for future land uses within the Neighborhood Business District should be carefully considered to ensure suitability and compatibility. Developments should be adequately buffered from nearby residential neighborhoods. All developments should reflect the adopted Goals and Objectives and be consistent with the acceptable densities, illustrative land uses, and development and public service policies of this Future Land Use Plan.

Commercial/Retail Centers

Commercial/Retail Centers are designed to accommodate retail, office, and general commercial establishments to serve the Town and its surrounding areas. Since future commercial uses within these centers may be intensive and require more land, parking, and other facilities, these uses should be served by adequate public infrastructure and transportation. All developments within Commercial/Retail Centers should be consistent with the adopted Goals and Objectives and the locational principles and policies established within this Future Land Use Plan. Strip commercial development along major traffic corridors and isolated commercial areas should be avoided. Developments within Commercial/Retail Centers should be coordinated to ensure compatible design and quality and efficient site design and access management. Commercial developments should minimize access points onto arterials and employ frontage roads or reverse frontage roads.

Town Industrial Centers

The Comprehensive Plan “reorientation policy” supports the guiding of new or expanded industrial development to existing developed areas within the Towns and to ensure that the industrial development is conducive to the community character. Each Town has designated Industrial Centers to accommodate only light industrial uses. Town industrial areas should be served with adequate public infrastructure and services and should be developed to minimize potentially adverse impacts on both existing and future surrounding development.

New or expanded industrial developments should be compatible with surrounding areas and should mitigate all potential adverse impacts. Careful consideration and analysis of future industrial uses should be undertaken to assess the level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, availability of public services, and proximity to more restrictive existing uses. In addition, careful consideration should be given to any proposed rezoning of existing industrial land for non-industrial uses to ensure that an adequate supply of suitable industrial land is available to accommodate future employment needs of the community.

Scattered industrial uses and developments should be avoided to minimize adverse impacts and protect existing areas. Scattered non-conforming industrial uses within existing residential neighborhoods and in environmentally sensitive areas should eventually relocate to designated industrial centers. Those industries of such nature as to warrant specific consideration and regulation or rely on the natural resources should only be considered upon demonstration that the proposed development is consistent with the overall Goals and Objectives of this Plan.

Town Community Facilities

The Comprehensive Plan supports the maintenance and use of existing community facilities when appropriate and encourages new facilities to accommodate the public need. Community facilities are public and institutional uses, including parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire and police stations, jails, or other public office or administrative facilities. Future community facilities should reflect the adopted Goals and Objectives and the locational principles and policies set forth in this plan. Future community facilities should locate within or near existing developed areas and should be compatible with existing and surrounding development. Such uses will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.

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Table #4-3: Town Community Character Area Land Use Matrix

Please Note: Development and Public Service Polices apply to all land use groups.

Land Use Group	Illustrative Land Uses	Acceptable Densities	Development Policies	Public Service Policies
Traditional Residential Neighborhoods	Residential Uses • Detached single-family dwellings • Attached single-family dwellings (townhouses or condominiums) • Two-family dwellings (duplexes or twinhomes) • Multi-family dwellings (3+ units) Non-Residential Uses • Institutional and public uses • Parks and recreational areas	Residential Densities • Densities consistent with existing character. Non-Residential Densities • Institutional and public uses consistent with the scale, size, and character of the existing neighborhood.	All Developments • Demonstrate compatibility with existing development through a development plan. • Promote compact development near existing developed areas already served by adequate infrastructure to avoid "leap-frog" or "hopscotch" development that is beyond the availability of urban services. • Support infill residential developments that reflect the overall density and character of the existing neighborhood. • Maintain the viewshed along roadway corridors, • Incorporate recreational, tourist, historic, cultural, scenic, natural and physical resources and areas into site design and development and minimize adverse impacts affecting these resources and areas. • Limit development in environmentally sensitive areas, including but not limited to areas with steep slopes, floodplain, sinkholes, river and stream corridors, wetlands, etc. Residential Developments • Provide for a mixture of housing densities and types. • Discourage uses that jeopardize existing neighborhoods. • Ensure compatibility with adjacent properties and neighborhoods. • Promote new residential developments that reflect the overall density and character of the existing neighborhood. • Ensure adequate buffering and screening of high-density residential developments when adjoining incompatible uses or lower density residential developments. Non-Residential Developments • Limit non-residential developments to institutional and public uses, except in areas designated as Commercial/Retail Centers, Neighborhood Business Areas or Central Business District. • Screen non-residential developments adjoining agricultural and residential zoning and/or uses by physical separation and landscaped buffering and provide for noise and lighting controls to minimize adverse impacts. • Avoid locating non-residential developments, determined to be high traffic generators by a traffic impact study, adjacent to any residential area, except high density urban residential areas. • Coordinate non-residential developments along high growth corridors as planned centers and parks rather than individual sites or linear ("strip") developments. • Maintain the residential scale, size, and character of the existing neighborhoods. • Adaptively use existing buildings and structures to protect the existing character, and where adaptive use is not feasible, ensure that redevelopment is appropriate in scale, size, and character of the area. • Locate institutional and public uses within or near existing developed areas and ensure such uses are appropriate in scale, size, and character of the area. • Guide retail commercial, personal service, or other similar establishments to locate on first/ground floors and upper-story housing in the Historic Downtown District. • Prohibit residential uses within industrial developments. • Allow office and commercial uses within industrial developments when accessory to the principal industrial use. • Limit heavy and hazardous industrial uses.	All Developments • Demonstrate suitability through evaluation of availability and adequacy of existing and proposed community facilities and services, such as public water and facilities for domestic use and fire protection and public sanitary sewer and roadway capacity and access management and in terms of off-site impacts and environmental factors, and proximity to and impact on environmentally sensitive areas. • Avoid "leap-frog" or "hopscotch" development that is beyond the availability of public infrastructure and services. • Guide developments to areas served by or capable of being served by adequate public sanitary sewer or by conventional septic systems approved by the Health Department. • Ensure that developments are served by public water sufficient to serve the proposed uses and meet applicable fire protection standards. • Ensure that developments incorporate provisions for increased storm water runoff and for properly collecting, transporting, storing, and discharging runoff at pre-development rates and should comply with the storm water management requirements of the applicable jurisdiction. • Provide for the continuity of the street/road system and pedestrian/bicycle linkages by connecting streets, road, and trails already in place with those planned in neighboring areas. • Demonstrate acceptable levels of road services through the evaluation of the impact on existing roadways and necessary improvements. • Limit direct access on arterials. • Provide for coordination with existing and proposed transportation network by preserving rights-of-way for future roadways and greenways/trails as set forth in the Community Facilities and Transportation Plans. Residential Developments • Provide direct access for high density residential developments onto at least a minor collector street or road. Non-Residential Developments • Minimize direct access of non-residential developments to collector road/street. • Orient non-residential vehicular access away from residential neighborhoods.
Future Residential Neighborhoods	Residential Uses • Detached single-family dwellings • Attached single-family dwellings (townhouses or condominiums) Non-Residential Uses • Institutional and public uses • Parks and recreational areas	Residential Densities • Minimum gross density, if served by public sanitary sewer, of 1 dwelling unit per 2 acres • Maximum gross density, if served by public sanitary sewer, of 6.0 dwelling units per acre • Minimum/maximum gross density, if not served by public sanitary sewer, of 1.452 dwelling unit per acre Non-Residential Densities • Institutional and public use • Parks and recreational uses		
Central Business Districts	Residential Uses • Detached single-family dwellings • Attached single-family dwellings (townhouses or condominiums) • Two-family dwellings (duplexes or twinhomes) • Multi-family dwellings (3+ units) Non-Residential Uses • Professional offices • Retail commercial and personal service establishments • Institutional and public uses • Park and recreational areas	Residential Densities • Densities consistent with existing character Non-Residential Densities • Office and commercial uses • Institutional uses		
Neighborhood Business Areas	Residential Uses • Not permitted Non-Residential Uses • Professional offices • Retail commercial and personal service establishments • Institutional and public uses • Parks and recreational areas	Residential Densities • Not permitted Non-Residential Densities • Professional office and retail commercial and personal service establishments • Institutional and public uses • Parks and recreational uses		
Commercial/Retail Centers	Residential Uses • Attached single-family dwellings (townhouses or condominiums) • Two-family dwellings (duplexes or twinhomes) • Multi-family dwellings (3+ units) Non-Residential Uses • Professional offices • Retail commercial, personal service, and general commercial establishments • Institutional and public uses • Park and recreational areas	Residential Densities • Maximum gross density of 6 dwelling units per acre Non-Residential Densities • Office and commercial uses • Light industrial uses • Institutional and public uses • Parks and recreational uses		
Industrial Centers	Residential Uses • Not permitted. Non-Residential Uses • Office and commercial uses accessory to industrial use • Light industrial uses • Institutional and public uses • Parks and recreational areas	Residential Densities • Not permitted Non-Residential Densities • Office and commercial uses accessory to industrial use • Light industrial uses • Institutional and public uses • Parks and recreational uses		

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Village Community Character Areas

An important component of the Plan's center-based development strategy is the Village Community Character Area. Villages have been an integral part of the community's development and history. The Village Community Character Areas are Boston, Chaplin, Cox's Creek, Deatsville, and Hunters and include those immediately surrounding areas identified to accommodate anticipated growth and development during the 25-year planning period. Each Village has its own identity and represents the character of the surrounding rural area. Although unincorporated, Villages are traditional, compact centers, predominantly residential in character and with a core of limited commercial, public and community services. Maps #4-6 through 4-10 in the Map Appendix show the extent and recommended future land use pattern for each Village.

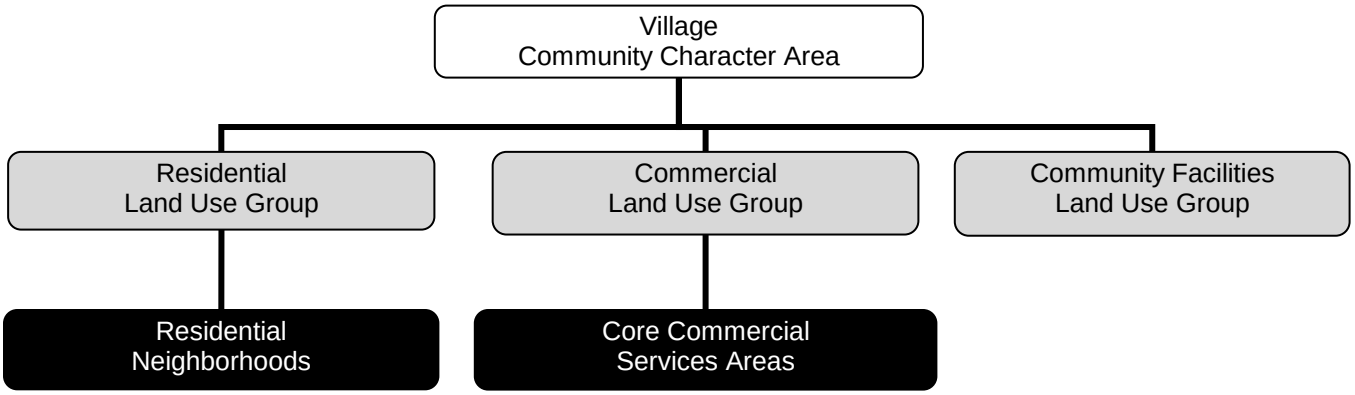
The Comprehensive Plan's "reorientation policy" supports the guiding of 2.5 percent of community's future residential growth to be located in and around Villages and to minimize continued scattered growth in undeveloped Suburban, Rural, and Naturally Sensitive areas. The primary planning goal for the Villages is to protect the rural character while providing limited commercial uses serving the needs of the residents of the Village and immediate surrounding area. Future development patterns should be of similar density and configuration of the existing developed areas within each Village. Future land use proposals within each Village should be carefully evaluated to determine each Village's capacity to provide and maintain adequate public services and infrastructure.

Each Village is subdivided into three (3) land use groups, or sub-planning areas – Residential Neighborhoods, Core Commercial Service Areas, and Community Facilities -- and recommended land uses, densities, and policies of proposed developments are established for each land use group in Table #4-4. Residential Neighborhoods are areas with existing residential uses and are suitable for new and infill development at densities consistent with surrounding residential uses. The Core Commercial Service Areas are compact commercial areas for professional office, retail commercial and personal service establishments generally serving residents within 1 mile radius of the Village. Non-residential buildings should be compatible in scale and character to the surrounding rural area.

Community Facilities

The Comprehensive Plan supports the maintenance and use of existing community facilities when appropriate and encourages new facilities to accommodate the public need. Community facilities are public and institutional uses, including parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire and police stations, jails, or other public office or administrative facilities. Future community facilities should reflect the adopted Goals and Objectives and the locational principles and policies set forth in this plan. Future community facilities should locate within or near existing developed areas and should be compatible with existing and surrounding development. Such uses will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.

Figure 4-6: Village Community Character Area



Hamlet & Crossroad Community Character Areas

The smallest centers of the Plan's center-based development strategy are the Hamlet and Crossroads Community Character Areas. Hamlets and Crossroads are small developed areas concentrated at a crossroads or roadway intersection with a distinct identity in a rural surrounding. Hamlets and Crossroads generally are small-scale, compact residential developments organized around a community focal point. Hamlets include Balltown, Botland, Culvertown, Melody Lake, New Hope, Samuels, and Woodlawn. Maps #4-11 through 4-17 in the Map Appendix show the extent and recommended future land use pattern for each Hamlet. Crossroads are Cedar Creek, Greenbriar, Highgrove, Howardstown, Little Brick, and Nelsonville. Maps #4-18 through 4-23 in the Map Appendix illustrate the extent and recommended future land use pattern for each Crossroad. Each of these communities varies in size and identify. Each Hamlet and Crossroads consists of an existing developed area and the immediately surrounding area that may accommodate anticipated growth and development during the 25-year planning period.

The Comprehensive Plan's "reorientation policy" supports the directing of 2.5 percent of the community's future growth to be within and around Hamlets and Crossroads and to minimize continued scattered growth in undeveloped Suburban, Rural, and Naturally Sensitive Areas. The primary planning goal for these areas is to protect the rural character while providing limited commercial uses serving the needs of the residents of the Village and immediate surrounding area. Future development patterns should be of similar density and configuration of the existing developed areas within each Hamlet and Crossroad. Future land use proposals within each Village should be carefully evaluated to determine each community's capacity to provide and maintain adequate public services and infrastructure.

Each Hamlet and Crossroads is subdivided into three (3) land use groups, or sub-planning areas -- Residential Neighborhoods, Core Commercial Services Areas, and Community Facilities - and recommended land uses, densities, and policies of proposed developments are established for each land use group in Table #4-4. Residential Neighborhoods are areas with existing residential uses and are suitable for new and infill development at densities consistent with surrounding residential uses. The Neighborhood Business Areas are compact commercial areas for retail commercial and personal service establishments generally serving residents within ½ mile radius of a Hamlet and ¼ mile radius for a Crossroads. Non-residential buildings should be compatible in scale and character to the surrounding rural area.

Community Facilities

The Comprehensive Plan supports the maintenance and use of existing community facilities when appropriate and encourages new facilities to accommodate the public need. Community facilities are public and institutional uses, including parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire and police stations, jails, or other public office or administrative facilities. Future community facilities should reflect the adopted Goals and Objectives and the locational principles and policies set forth in this plan. Future community facilities should locate within or near existing developed areas and should be compatible with existing and surrounding development. Such uses will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.

Figure 4-7: Hamlet & Crossroads Community Character Area

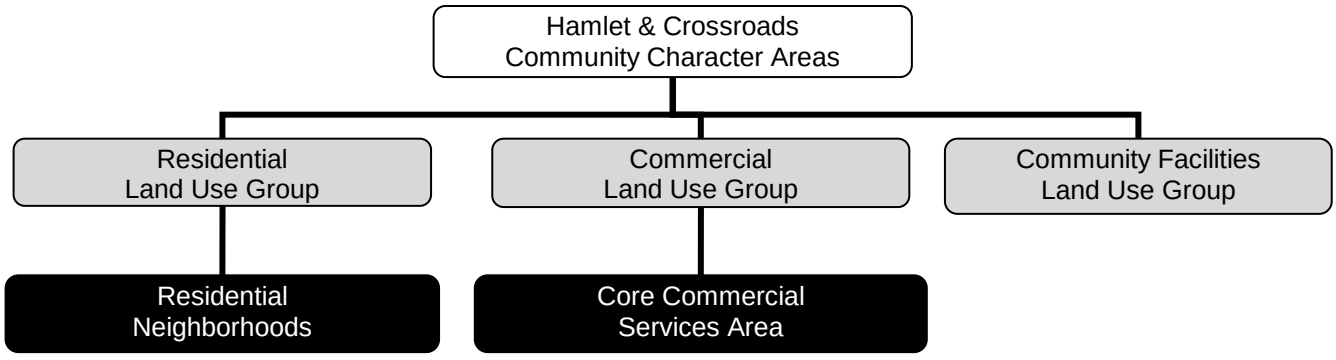


Table #4-4: Village, Hamlet, & Crossroad Community Character Areas Land Use Matrix

Please Note: Development and Public Service Polices apply to all land use groups.

Land Use Group	Illustrative Land Uses	Acceptable Densities	Development Policies	Public Service Policies
Residential Neighborhoods	Residential Uses • Detached single-family dwellings • Attached single-family dwellings (townhouses or condominiums) with 2 to 6 units per building, if served by public sanitary sewer Non-Residential Uses • Institutional and public uses • Parks and recreational areas	Residential Densities • Minimum gross density, if served by public sanitary sewer, of 1 dwelling unit per 2 acres • Maximum gross density, if served by public sanitary sewer, of 6 units per acre • Minimum/maximum gross density, if not served by public sanitary sewer, of 1.452 dwelling unit per acre Non-Residential Densities • Institutional and public uses consistent with the scale, size, and character of the existing neighborhood. • Parks and recreational areas	All Developments • Demonstrate compatibility with existing development through a development plan. • Promote compact development near existing developed areas already served by adequate infrastructure to avoid “leap-frog” or “hopscotch” development that is beyond the availability of urban services. • Support infill residential developments that reflect the overall density and character of the existing neighborhood. • Maintain the viewshed along roadway corridors. • Incorporate recreational, tourist, historic, cultural, scenic, natural and physical resources and areas into site design and development and minimize adverse impacts affecting these resources and areas. • Limit development in environmentally sensitive areas, including but not limited to areas with steep slopes, floodplain, sinkholes, river and stream corridors, wetlands, etc. Residential Developments • Discourage uses that jeopardize existing neighborhoods. • Ensure compatibility with adjacent properties and neighborhoods. • Promote new residential developments that reflect the overall density and character of the existing neighborhood. • Ensure adequate buffering and screening of high-density residential developments when adjoining incompatible uses or lower density residential developments. Non-Residential Developments • Limit non-residential developments to institutional and public uses, except in areas designated as Core Commercial Service Areas. • Promote Core commercial Services Areas as community centers with civic presence and neighborhood businesses serving the daily needs and services of the residents. • Screen non-residential developments adjoining agricultural and residential zoning and/or uses by physical separation and landscaped buffering and provide for noise and lighting controls to minimize adverse impacts. • Ensure that non-residential developments are not high-traffic generators and have at least access on a collector street. • Coordinate non-residential developments along high growth corridors as planned centers and parks rather than individual sites or linear (“strip”) developments. • Maintain residential scale, size, and character of the Village. • Locate institutional and public uses within or near existing developed areas and ensure such uses are appropriate in scale, size, and character of the area.	All Developments • Demonstrate suitability through evaluation of availability and adequacy of existing and proposed community facilities and services, such as public water and facilities for domestic use and fire protection and public sanitary sewer and roadway capacity and access management and in terms of off-site impacts and environmental factors, and proximity to and impact on environmentally sensitive areas. • Avoid “leap-frog” or “hopscotch” development that is beyond the availability of public infrastructure and services. • Locate developments in areas served by or capable of being served by adequate public sanitary sewer or by conventional septic systems approved by the Health Department. • Ensure that developments are served by public water sufficient to serve the proposed uses and meet applicable fire protection standards. • Ensure that developments incorporate provisions for increased storm water runoff and for properly collecting, transporting, storing, and discharging runoff at pre-development rates and should comply with the storm water management requirements of the applicable jurisdiction. • Provide for the continuity of the street/road system and pedestrian/bicycle linkages by connecting streets, road, and trails already in place with those planned in neighboring areas. • Demonstrate acceptable levels of road services through the evaluation of the impact on existing roadways and necessary improvements. • Limit direct access on arterials. • Provide for coordination with existing and proposed transportation network by preserving rights-of-way for future roadways and greenways/trails as set forth in the Community Facilities and Transportation Plans. • Limit primary vehicular access to non- residential uses to minimize adverse impacts on residential neighborhoods. Residential Developments • Provide direct access for high density residential developments onto at least a minor collector street or road. Non-Residential Developments • Require direct access for non-residential developments onto a collector road or street. • Orient non-residential vehicular access away from residential neighborhoods.
Core Commercial Services Areas	Residential Uses • Not permitted. Non-Residential Uses • Professional offices • Retail commercial and personal service establishments • Institutional and public uses • Parks and recreational areas	Residential Densities • Not permitted. Non-Residential Densities • Professional office and retail commercial and personal service establishments consistent with the scale, size, and character of the existing neighborhood		

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Rural and Naturally Sensitive Community Character Areas

Remaining areas outside of the potential development areas are designated as Rural or Naturally Sensitive Community Character Areas. The Rural areas are predominantly rural in character and have very low-density residential developments and agricultural, open space, and undeveloped lands. The Naturally Sensitive areas have the most significant concentration of lands with developmental constraints, such as floodplains or steep slopes.

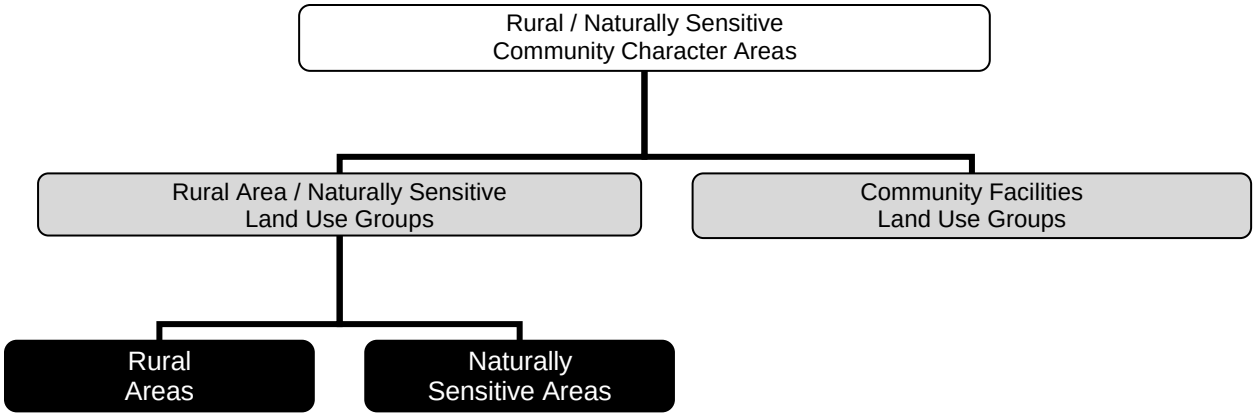
The Comprehensive Plan "reorientation policy" emphasizes limited growth and development within the Rural and Naturally Sensitive Areas to protect the integrity and character of these unique areas. Management and protection of these areas are vital to preserving the rural character and unique resources of Nelson County and to sustaining agriculture as a productive industry.

Map #4-1 in the Map Appendix shows the extent of the Rural and Naturally Sensitive Areas. Table #4-5 is the Land Use Matrix for these Community Character Areas and outlines the illustrative land uses, acceptable densities, and development and public services policies for each area.

Community Facilities

The Comprehensive Plan supports the maintenance and use of existing community facilities when appropriate and encourages new facilities to accommodate the public need. Community facilities are public and institutional uses, including parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire and police stations, jails, or other public office or administrative facilities. Future community facilities should reflect the adopted Goals and Objectives and the locational principles and policies set forth in this plan. Future community facilities should locate within or near existing developed areas and should be compatible with existing and surrounding development. Such uses will be assessed based on level or intensity of development adjacent to the site and the surrounding area, size of the proposed development (property and structures), overall site density, and proximity to more restrictive existing uses.

Figure 4-8: Rural / Naturally Sensitive Community Character Areas



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Table #4-5: Rural & Naturally Sensitive Community Character Areas Land Use Matrix

Please Note: Development and Public Service Polices apply to all land use groups.

Land Use Group	Illustrative Land Uses	Acceptable Densities	Development Policies	Public Service Policies
Rural Areas	Residential Uses • Detached single-family dwellings Non-Residential Uses • Agricultural use • Institutional and public uses • Parks and recreational areas	Residential Densities • Minimum/maximum gross density of 1 dwelling unit per 5 acres Non-Residential Densities • Institutional and public uses consistent with the scale, size, and character of the existing area. • Parks and recreational uses	All Developments • Demonstrate compatibility with existing development through a development plan. • Promote compact development near existing developed areas already served by adequate infrastructure to avoid "leap-frog" or "hopscotch" development that is beyond the availability of urban services. • Maintain the viewshed along roadway corridors. • Incorporate recreational, tourist, historic, cultural, scenic, natural and physical resources and areas into site design and development and minimize adverse impacts affecting these resources and areas. • Limit development in environmentally sensitive areas, including but not limited to areas with steep slopes, floodplain, sinkholes, river and stream corridors, wetlands, etc. Residential Developments • Coordinate new residential developments outside the Urban, Suburban, Town, Villages, Hamlets, and Crossroads with agricultural activity or guide to existing developed areas. • New residential developments should not jeopardize existing neighborhoods and should be compatible with adjacent properties and neighborhoods with respect to, but not limited to density, lot sizes and widths, and building setbacks. • Promote new residential developments that reflect the overall density and character of the existing neighborhood.	All Developments • Demonstrate suitability through evaluation of availability and adequacy of existing and proposed community facilities and services, such as public water and facilities for domestic use and fire protection and public sanitary sewer and roadway capacity and access management and in terms of off-site impacts and environmental factors, and proximity to and impact on environmentally sensitive areas. • Avoid "leap-frog" or "hopscotch" development that is beyond the availability of public infrastructure and services. • Ensure that developments are served by public water sufficient to serve the proposed uses and meet applicable fire protection standards. • Ensure that developments incorporate provisions for increased storm water runoff and for properly collecting, transporting, storing, and discharging runoff at pre-development rates and should comply with the storm water management requirements of the applicable jurisdiction. • Provide for the continuity of the street/road system and pedestrian/bicycle linkages by connecting streets, road, and trails already in place with those planned in neighboring areas. • Demonstrate acceptable levels of road services through the evaluation of the impact on existing roadways and necessary improvements. • Limit direct access on arterials. • Provide for coordination with existing and proposed transportation network by preserving rights-of-way for future roadways and greenways/trails as set forth in the Community Facilities and Transportation Plans.
Naturally Sensitive Areas	Residential Uses • Detached single-family dwellings Non-Residential Uses • Agricultural use • Institutional and public uses • Parks and recreational areas	Residential Densities • Minimum/maximum gross density of 1 dwelling unit per 5 acres • Conservation Design Subdivision, Option #2 densities, as set forth in the Zoning Regulations Non-Residential Densities • Institutional and public uses consistent with the scale, size, and character of the existing area. • Parks and recreational uses		

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Chapter 5

Transportation Plan

Chapter 5: Transportation Plan

An effective and efficient transportation system is one of the most critical elements in land use planning. A safe, efficient, environmentally sound and fiscally responsible transportation system results in an enhanced quality of life and economic opportunities in a community. Future land uses are directly affected by existing and proposed transportation systems, and vice versa. Roadway types, capacity, and conditions directly contribute to the siting of land uses, and the type and intensity of land uses directly impact roadway types, capacity, and conditions.

This Future Transportation Plan incorporates the overall Comprehensive Plan goals and objectives and also establishes specific recommendations and policies for transportation improvements. This Plan provides an overview of existing transportation facilities and the functional classification system of the county's roadways. The Plan further identifies proposed changes, improvements, and low-cost operational projects to meet projected land use demands and improve the transportation facilities and network. This Plan also identifies greenways and trails system and outlines an access management plan to manage ingress and egress along roadways, minimize traffic conflicts and congestion, and maintain traffic flow. Finally, the Plan addresses policy and regulatory implications of transportation improvements and projects.

Existing Transportation Facilities

Nelson County has an extensive network of existing transportation facilities. This network includes a total of 302.455 miles of state roadways, including 30.43 miles of parkway, and 442.13 miles of local roads and streets. The local roadway system is comprised of 359.72 miles of county roads and 82.41 miles of city streets, including 52.91 miles of Bardstown city streets, 22 miles of Bloomfield city streets, 2.5 miles of Fairfield city streets, and 5 miles of New Haven city streets. The County's transportation facilities also include the city-county airport, Samuels Field, and R.J. Corman railroad. This network is presented on Maps #5-1 through 5-6 in the Map Appendix.

Roadway Functional Classification System

Basic to the development of any logical highway system is the recognition that travel involves movement through a network of inter-related roads and streets. The movement must be channeled through an efficient hierarchical system that progresses from a lower classification handling short, locally oriented trips to higher classifications that connect regional and inter-regional traffic generators, handling longer trips. Nelson County's existing transportation system is based on a functional classification system which ranks roadways according to the character of service they provide. The functional classification system has 2 geographic areas, rural and urban, and, within these areas, the system has 5 basic classification types – principal and minor arterial, major and minor collector, and local roads. Table #5-1 and Maps #5-1 and 5-2 in the Map Appendix provide a description of each classification system and listing of the Nelson County and Urban roadways and streets based on their classification.

Table #5-1: Functional Classification System of Nelson County Roadways

Classification Description		Local Roadways
Principal Arterial Roads		
Rural	Non-interstate roadways outside urban areas that carries substantial statewide or interstate travel and provides service to most areas with a population of at least 25,000	Martha Layne Collins (Bluegrass) Parkway
Urban	Non-interstate roadways with no control of access and that carries a majority of the total urban area travel on a minimum of mileage and are connected both internally and with major rural systems.	US 31E / US 150 (North Third Street) US 31E (Cathedral Manor) US 62 (Bloomfield Road) KY 245 (John Rowan Boulevard)

Table #5-1: Functional Classification System of Nelson County Roadways (continued)

Classification Description		Local Roadways
Minor Arterial Roads		
Rural	Roadways providing inter-state and inter-county service, linking cities, large towns, major resort areas and other major traffic generators, and being spatially distributed according to population density so all developed areas are within reasonable distance of an arterial highway.	KY 61 (Lebanon Junction Road) KY 245 (New Shepherdsville Road) US 31E / US 150 North (Louisville Road) US 31E South (New Haven Road) US 150 South (Springfield Road)
Urban	Roadways providing trips of moderate length, providing land access, making urban connections to rural collector roads, having lower level of travel mobility, and providing intra-community connections between various neighborhoods and carrying local bus routes.	KY 49 (Parkview Drive) US 62 (West Stephen Foster Avenue) US 62 (Bloomfield Road) US 150 / US 62) (East Stephen Foster Ave.) US 150 (Springfield Road)
Major Collector Roads		
Rural	Roadways serving primarily inter-county rather than statewide travel, with travel distances shorter than on arterial routes, and linking county seats, nearby larger cities, large towns and other traffic generators of inter-county importance.	KY 48 (Highgrove Road) KY 49 (Loretto Road) KY 52 (Lyons Station Road) KY 52 (Nelsonville Road) KY 52 (New Hope Road) KY 55 (Springfield Road) KY 55 (Taylorsville Road) KY 84 (Stiles Road) KY 480 (Solitude Road) US 62 (Boston Road) US 62 (Bloomfield Road) US 62 (Chaplin Road) US 62 (Lawrenceburg Road
Urban	Roadways accumulating traffic from local streets and channeling it into the arterial system, providing land access and traffic circulation within identifiable neighborhoods of inter-community importance, such as residential neighborhoods, commercial areas, and industrial areas.	KY 332 (Old Nazareth Road) KY 1430 (Templin Avenue)
Minor Collector Roads		
Rural	Roadways serving primarily inter-county rather than statewide travel, with travel distances shorter than on arterial routes, providing service to the remaining smaller communities, linking locally important traffic generators to the rural areas, and is spatially distributed according to population density to collect traffic from local roads.	KY 46 (Balltown Road) KY 46 (Nat Rogers Road) KY 162 (Old Bloomfield Road) KY 247 (Howardstown Road) KY 247 (Monks Road) KY 457 (Gap Knob Road) KY 457 (Holy Cross Road) KY 457 (J.T. Riggs Road) KY 457 KY 458 (Old Tunnell Mill Road) KY 458 (Chaplin-Taylorsville Road) KY 462 KY 332 (Old Nazareth Road) KY 509 (Samuels Road) KY 509 (Fairfield Road)

Table #5-1: Functional Classification System of Nelson County Roadways (continued)

Classification Description		Local Roadways
Rural	(continued)	KY 523 (Deatsville Road) KY 605 (Woodlawn Road) KY 605 (Poplar Flat Road) KY 605 (Manton Road) KY 652 (Little Union Road) KY 733 (Wilson Creek Road) KY 1858 (Stringtown Road)
Urban	Roadways accumulating traffic from local streets and channeling it into the arterial system, providing land access and traffic circulation within identifiable neighborhoods of inter-community importance, such as residential neighborhoods, commercial areas, and industrial areas.	South Third Street Old Bloomfield Pike O'Bryan Avenue Allison Avenue East and West Muir Avenue South First Street
Local Roads		
Rural	Roadways offering lowest level of mobility and primarily providing access to adjacent land and carrying travel of distances shorter than collectors or arterials.	All other roadways not identified in higher classifications.
Urban	Roadways offering lowest level of mobility and primarily providing access to abutting land and access to higher order systems.	All other roadways not identified in higher classifications.

Source: Kentucky Transportation Cabinet, Division of Planning. http://transportation.ky.gov/planning/maps/SFCS/func_maps.asp

Airport

Samuels Field (BRY) Airport is a municipal airport and is located at 1924 Boston Road, approximately 2 miles southwest of Bardstown on Boston Road (US 62). The airport is administered by the Bardstown-Nelson County Air Board, comprised of 3 members appointed by the Mayor and with approval by the Bardstown City Council and 3 members appointed by the Judge/Executive and with approval by the Nelson County Fiscal Court. A Secretary-Treasurer is assigned by the Mayor and is the first point of contact for all airport administration.

The airport has a single 5000' x 75' paved runway with a 5000-foot parallel taxiway and a connecting taxiway to the aircraft parking apron. Land facilities include a 1,600 square foot terminal and administration building, 12,200 square yards of apron, 10-unit T-Hangar, 9-unit T-Hangar, 3 conventional storage hangars, and vehicular parking. The airport also has 100LL Avgas and Jet A fuel system with a 24-hour self-serve credit card system. Land uses within and around the facilities of Samuels Field Airport are regulated by the Kentucky Airport Zoning Commission.

With additional airport storage and ramp space, the airport is adequate to serve the short-term general aviation needs of the community. Nonetheless, future improvements and expansion of Samuels Field must be anticipated and recognized as an important element of the community's overall long-term development strategy.

National Bike Trails

Two national bike trails extend through Nelson County. These routes provide opportunities for biking enthusiasts to see and experience Nelson County and provide a unique tourism opportunity. The following national bike trails extend through Nelson County:

- Central Heartlands Tour – This tour extends from Carrollton to Tennessee border at Dale Hollow Lake and is approximately 210 miles. In Nelson County, this tour extends along Little Union Road (KY 423) and Main Street (KY 48) in Fairfield, Murray's Run Road, North Third Street (US

31E/US 150), East Stephen Foster Avenue (US 150), and Parkview Avenue / Loretto Road (KY 49).
- Kentucky's TransAmerica Bike Trail – In Nelson County, this tour extends along Springfield Road (KY 55), Stringtown Road (KY 1858), Bloomfield Road (US 62), East Stephen Foster Avenue (US 150), Parkview Avenue / Loretto Road (KY 49), (KY 457), (KY 247), (KY 84)

National Truck Network (NTN).

The National Truck Network (NTN) is a network of 200,000 miles of approved state highways and interstates for commercial truck drivers in the United States. Federal width and length limits apply on these highways. Nelson County has these roadways designated as part of the National Truck Network in Nelson County:

- US 150 (East Stephen Foster Avenue and Springfield Road) from Bloomfield Road (US 62) to Washington County line.
- KY 245 (John Rowan Boulevard and New Shepherdsville Road) from US 150 (Springfield Road) to Bullitt County line.
- Martha Layne Collins Parkway (Bluegrass Parkway).

Public Transit

Nelson County currently does not have a public transit system. Several non-profit agencies, such as the Transit Authority of Central Kentucky (TACK), provide transportation for certain populations. Also, several ridesharing programs, such as Ticket to Ride, provide opportunities for car and vanpools. Nelson County has several designated park and ride locations, including sites on New Shepherdsville Road (KY 245) at Rooster Run and on Templin Avenue (KY 1430) at New Shepherdsville Road (KY 245). The park and ride located on Louisville Road (US 31E) at Fairfield Road (KY 509) in Cox's Creek was removed due to the new roadway project; however, the Kentucky Transportation Cabinet is considering replacing this park and ride area along the corridor.

Public transportation provides an affordable, and for many, necessary, alternative to driving. Public transportation provides personal mobility and options for individuals to get to work, go to school, go to doctor's office, or shop. Public transportation reduces congestion and saves fuel and money. A public transit system should be developed within the Urban area to provide affordable transportation between key destinations, such as downtown, medical facilities, major retail and employment centers, government offices, and schools. As well, additional opportunities for ridesharing programs and sites should be developed.

Railroad

The Bardstown Line of the R.J. Corman Railroad Company is a 20-mile freight line through Bardstown and northwest Nelson County and extending to the Bullitt County line. This line provides access to the Bardstown Industrial Park, Wilson Industrial Park, and other Urban industrial centers and hauls plate steel, plastics, lumber, building supplies, brick and distillers' grain. A rail line has been on this route since the 1860s, and the Bardstown line is the home of My Old Kentucky Dinner Train.

Future Roadway Planning & Improvements

As the pattern of growth and development occurs in Nelson County, traffic will continue to steadily increase, and traffic congestion will continue to occur in areas with heavy concentration of residential, commercial, industrial, public and institutional uses. By coordinating land use planning and transportation planning, a well-planned and coordinated transportation system will result in optimal traffic flow, circulation, and connectivity, efficient access management, improved pedestrian safety, and reduction of traffic conflicts. To meet projected land use demands through 2035 and improve the community's transportation facilities and network, future road improvements have been identified by the Kentucky Transportation Cabinet, local legislative bodies, and Planning Commission. Maps #5-3 through #5-7 in

the Map Appendix identify specific future road improvements, and the following paragraphs provide a summary of state and local transportation improvements.

The recommended improvements and projects are derived from *Kentucky's 2010 Recommended Highway Plan*, *LTADD Regional Transportation Unscheduled Projects List*, and *Bardstown Small Urban Area Transportation Study* and other local transportation plans. Because this Plan does not provide significant detail and mapping, these plans and any and all amendments thereto are incorporated *by reference* as part of this Transportation Plan, and any improvements and projects listed thereon must be anticipated and incorporated into the planning for future growth and development.

State Highway Plans

Since the 1970s, Kentucky has implemented a statewide transportation planning process to solicit local involvement in the identification, evaluation, and prioritization of transportation needs. This process involves comprehensive public involvement, extensive data collection, and analysis and evaluation of transportation system and needs. Most of this planning process is accomplished through a cooperative program with the 9 Metropolitan Planning Organizations (MPOs), 15 Area Development Districts, and 12 Highway District offices. The Kentucky Transportation Cabinet contracts with the ADDs to assist in the transportation planning process. Each ADD has a transportation advisory committee comprised of representatives from local governments, transportation users and providers, and other special interests. Through the committee's input and extensive data collection and system analysis, the transportation needs are identified, documented, and then prioritized every 2 years and provided as input to Kentucky's Six-Year Highway Plan or Unscheduled Needs List.

Six-Year Highway Plan

The *Six-Year Highway Plan* is the vehicle through which major highway improvement projects scheduled for the biennium are submitted through the Kentucky General Assembly for approval and funding. This plan establishes the priority operational, maintenance, safety, pavement restoration, and bridge repair projects approved and funded by state. Table #5-2 provides an overview of the *2010-2012 Biennial Highway Construction Plan* for Nelson County. Maps #5-3 through 5-6 in the Map Appendix identify the general location of the projects listed on the Six-Year Highway Plan.

Table #5-2: Six-Year Highway Plan, Nelson County

Project #	Route	Description
6	Louisville Road (US 31E)	Widening and access management improvements between Nazareth Drive and Samuels / Fairfield Roads (KY 509)
8	Springfield Road (US 150)	Major widening between Parkview Drive (KY 49) to Leslie Ballard Lane
10	Springfield Road (US 150)	Replacement of Beech Fork bridge

Although inadvertently omitted from the 2010-2012 Biennial Highway Construction Plan, the proposed relocation of Louisville Road (US 31E) from Whitesides Road to the county line is an anticipated roadway construction project and will be listed on subsequent Six-Year Highway Plans. This project is shown as Project #5 on Map #5-3 in the Map Appendix.

Unscheduled Needs List

The Kentucky Transportation Cabinet also maintains a database of unscheduled needs. These unscheduled needs are identified, documented and prioritized in the same process as the state's six-year road plan. Unscheduled needs are those projects and improvements that have been identified but have not advanced to and have not been funded under the Six-Year Highway Plan. The unscheduled needs list is reconciled to each newly adopted Six-Year Highway Plan to recognize project phases that have advanced to the Six-Year Highway Plan and to ensure completion of projects begun in that short-term plan. Table #5-3 provides an overview of *LTADD Regional Transportation Unscheduled Projects List.* Maps #5-3 through 5-6 in the Map Appendix identify the general location of the projects listed on the

Unscheduled Projects List.

Table #5-3: LTADD Regional Transportation Unscheduled Projects List, Nelson County

Project#	Route	Description
1	New Shepherdsville Road (KY 245)	Addressing geometric issues between hospital and Samuels Loop (KY 509) and major widening between hospital and county line
2	Bloomfield Road (US 62)	Widening from East John Rowan Boulevard (KY 245) to Woodlawn Road (KY 605) with dual turn lanes at Woodlawn Road (KY 605)
3	Bloomfield Road (US 62)	Construction of continuous left turn lane from Guthrie Drive to East John Rowan Boulevard (KY 245) and major widening between East Stephen Foster Avenue (US 150) and Guthrie Drive
7	Monks Road (KY 247)	Realignment near Abbey of Gethsemani
10	Springfield Road (US 150)	Reconstruction from Leslie Ballard Lane to county line
11	East John Rowan Boulevard (KY 245)	Major widening between Springfield Road (US 150) and Bloomfield Road (US 62)
15	Northeast Connector	Construction of connector road between Bloomfield Road (US 62) and Louisville Road (US 31E)
16	Old Nazareth Road (KY 332)	Widening and improvements between Louisville Road (US 62) and New Shepherdsville Road (KY 245) for connector road
17	Northwest Connector	Construction of connector road between Old Nazareth Road (KY 332) and New Shepherdsville Road (KY 245)
18	Southwest Connector, Phase I	Construction of connector road between New Shepherdsville Road (KY 245) and Boston Road (US 62)
19	Southwest Connector, Phase II	Construction of connector road between Boston Road (US 62) and Bluegrass Parkway
22	Loretto Road (KY 49)	Spot improvements between Old Gilkey Run Road and Bluegrass Parkway Overpass
25	Springfield Road (KY 55)	Improvements between Bloomfield Road (US 62) and Bluegrass Parkway
26	Woodlawn/Poplar Flat Roads (KY 605)	Spot improvements between Bloomfield Road (US 62) and Springfield Road (US 150)
28	Bellwood Road (KY 733)	Reconstruction at various locations to alleviate flooding
29	Taylorsville Road (KY 55)	Reconstruction/relocation from Chaplin Road (US 62) to county line (Also shown as Project #5 on Map #5-4, Proposed & Potential Transportation Improvements for the Bloomfield Town Area in the Map Appendix)

Of the projects listed in the *2010-2012 Biennial Highway Construction Plan and Unscheduled Needs List,* several have implications for land use planning. The effects of these improvements and projects on land use planning cannot be overstated, and the Planning Commission and legislative bodies must stay involved in the ongoing planning process, both to offer local input at every level and to be able to act in coordination as the improvements and projects progress. Specifically, the Planning Commission, legislative bodies, and other stakeholders must establish an agreement about future development and access management along these significant corridors. Any corridor studies or plans should be adopted as addenda to the Comprehensive Plan, and overlay zoning districts should be adopted and implemented to ensure compliance with corridor studies and to ensure compatible and managed growth and development along the roadway corridors.

The following paragraphs provide an overview of specific policy and regulatory implications for key corridors and recommendations to address land use implications:

- Louisville Road (US 31E) Widening/Reconstruction from Old Nazareth (KY 332) to County Line (Projects #5 & 6, Maps #5-3 and 5-4). This corridor serves as the northern gateway into the community. To maintain the integrity of the roadway as a primary arterial and protect the character of this rural corridor, a corridor study should be undertaken to identify and coordinate current and future land use proposals along the corridor and address access management. Specifically, this corridor plan should include access management strategies, such as the design and implementation of frontage or backage roads between Old Nazareth Road (KY 332) and Samuels and Fairfield Roads (KY 509), to provide connectivity between developments and to accommodate short distance trips. This study should also provide for pedestrian, bicycle, and ridesharing facilities.
- Springfield Road (US 150) Widening from Parkview Drive (KY 49) to Bluegrass Parkway (Eastern Bardstown Gateway) (Project #8, Maps #5-3 and 5-4). The Eastern Bardstown Gateway is a primary gateway into Bardstown, and specifically to My Old Kentucky Home State Park, from the Bluegrass Parkway. A corridor study should be conducted to protect the integrity of this primary arterial and gateway and to ensure managed access, compatible land uses, coordinated design, and pedestrian and bicycle facilities.
- Springfield Road (150) Widening and Improvements from Bluegrass Parkway to Leslie Ballard Lane (Project #8, Maps #5-3 and 5-4). A corridor study should be conducted to ensure roadway integrity and coordinated land uses. An overlay zoning district adopted and implemented to address access management, such as frontage or back roads, and to provide connectivity between developments and accommodate short distance trips. Pedestrian and bicycle facilities should be accommodated along this corridor.
- East John Rowan Boulevard (KY 245) and Bloomfield Road (US 62) Intersection Improvements (Project #13, Map #5-4). The area immediately surrounding this intersection has potential for future non-residential development. Concurrently with any future intersection improvements, a small area study should be conducted to identify and plan for compatible future land uses and improved access management and connectivity.
- Widening of Bloomfield Road (US 62) from East John Rowan Boulevard (KY 245) to Woodlawn Road (KY 605) with dual turn lanes at Woodlawn Road (KY 605) (Project #2, Maps #5-3 and 5-4). This corridor includes significant traffic generators, including schools, industries, and other retail and general commercial uses. A corridor study should be conducted and specifically address school access and circulation patterns to enhance traffic flow and minimize congestion.
- Major widening and improvements of Bloomfield Road (US 62) from East Stephen Foster Avenue (US 150) to East John Rowan Boulevard (KY 245) (Project #3, Map #5-4). This high-traffic corridor has few turning lanes and no traffic signals, except at each terminus. To improve traffic flow and reduce traffic conflicts, this corridor will be widened to include a continuous turning lane and should incorporate pedestrian and bicycle facilities. A corridor study should be conducted to improve access management for future development and/or redevelopment along this corridor.
- Major widening of New Shepherdsville Road (KY 245) from hospital to Nelson-Bullitt County line (Project #1, Maps #5-3 and 5-4). This corridor serves as the western gateway into the community. To maintain the integrity of the roadway as a primary arterial and protect the character of this rural corridor, a corridor study should be undertaken to identify and coordinate current and future land use proposals along the corridor and address access management. Specifically, this corridor plan should include access management strategies, such as the design and implementation of frontage or backage roads to provide connectivity between developments and to accommodate short distance trips. This study should also provide for pedestrian, bicycle, and ridesharing facilities.
- Major widening of East John Rowan Boulevard (KY 245) between Springfield Road (US 150) and Bloomfield Road (US 62) (Project #11, Map #5-4). This corridor serves as a major commercial and industrial area and serves as a major urban connector to the Bluegrass Parkway. Access management is critical to protecting the function and safety of this roadway. An access management overlay district should be considered, and bike and pedestrian facilities should be incorporated.
- Development and construction of northeast, northwest and southwest connector roads from Bloomfield Road (US 62) to Louisville Road (US 31E), Louisville Road (US 31E) to New

Shepherdsville Road (KY 245) and New Shepherdsville Road (KY 245) to Boston Road (US 62), and Boston Road (US 62) to Bluegrass Parkway (Projects #15-19, Maps #5-3 and 5-4). These connector roads will make additional areas available within the Urban and Suburban areas for development; however, these connector roads should be developed as major urban collector roads with limited and controlled access. These roadways should be designed as boulevards with center landscaped mediums and bicycle lanes. To ensure the availability of sufficient right-of-way for these corridors, scoping studies should be conducted soon to evaluate the need for the project, possible environmental impacts, roadway design matters, and stakeholder issues, and as allowed under Section 100.281(5), rights-of-way for these connector corridors should be preservation by dedication. Also, to protect the integrity of these roadways as primary arterial and character of these corridors, corridor studies should be undertaken to identify and coordinate current and future land use proposals and address access management and connectivity.

Bardstown Small Urban Area Transportation Study

The *Bardstown Small Urban Area Transportation Study* was conducted by the Kentucky Transportation Cabinet in February 2008. This transportation study identified operational modifications to improve the transportation system within the Urban Area and focused on opportunities to maximize the current highway assets using low-cost projects, including roadway, transit, pedestrian, and bicycle improvements. The study also identified strategies needed to accommodate the travel needs of a growing population, especially within newly developing areas. This study, however, did not identify new major state funded improvements and did not address those major improvements already identified and prioritized as part of the state unscheduled needs list.

The following paragraphs provide an overview of significant Study recommendations and an overview of specific policy and regulatory implications for land use planning:

- Access Management Standards. These standards should be incorporated into existing plans and regulations in order to maintain roadway capacity, traffic flow, and safety as development and redevelopment occurs.
- School Transportation Coordination. Coordination between local government and schools should be initiated and ongoing to identify and develop methods for mitigating high traffic volumes and congestion on roadways near existing and proposed schools. Such methods may include staggered start and departure times to spread high traffic volumes over longer period and reduce congestion and alternative bus and vehicular routes and circulation patterns to facilitate overall traffic flow.
- Adequate Facilities Ordinance. An adequate facilities ordinance should be developed and adopted to ensure that new developments and redevelopments occur where there are adequately-designed roadways, both in geometry and capacity.
- North Third Street (US 31E) from Beall Street (KY 1430) to John Rowan Boulevard (KY 245). This segment of North Third Street (US 31E) is a candidate for a “road diet” project, which reduces the roadway from 4 lanes to 3 lanes – one through lane each direction plus a center continuous turn lane. This “road diet” will eliminate left turn movements from the through movement and make the road more efficient and safe. This project should also incorporate bicycle lanes along both sides. Any development and/or redevelopment along this corridor should incorporate access management techniques, such as limited or shared driveways and improvement of existing rear alleys to serve as reverse frontage roads, or “backage” roads.
- Cathedral Manor (US 31E) and West Stephen Foster Avenue (US 62) (Project #21, Map #5-4). The City of Bardstown has completed designs for improvements of this intersection; however, a design has not been selected. As this intersection serves as a focal point for and gateway to the Bardstown Historic District, any improvements should be compatible with the historic character of the district. This project should provide for pedestrian and bicycle facilities and evaluate and coordinate school traffic to improve traffic flow and circulation.
- Cathedral Manor / New Haven Road (US 31E) from Bluegrass Parkway to West Stephen Foster Avenue (US 62). The Southern Bardstown Gateway is a primary gateway into Bardstown, and

specifically into the Bardstown Historic District. A corridor study should be conducted to protect the integrity of this primary arterial and gateway and to ensure managed access, compatible land uses, coordinated design, and pedestrian, bicycle, and ridesharing facilities.

- Templin Avenue (KY 1430) between New Shepherdsville Road (KY 245) to North Fifth Street. This corridor is a potential development area within the Urban area, and Templin Avenue serves as a major urban connector. Prior to any future development along this corridor, a corridor study should be conducted to identify future land uses and traffic potential and identify roadway improvements, pedestrian and bicycle facilities, and access management.
- East John Rowan Boulevard (KY 245) between Bloomfield Road (US 62) and North Third Street (US 31E). This high-traffic corridor serves as a major arterial connection, and access management is critical to protect the function and safety of the roadway. A corridor study should be conducted to evaluate existing and future intersections and interconnectivity between land uses.
- Fourth Street Extension to Frost Avenue (Project #20, Map #5-4). This collector road project will provide connectivity between downtown and West John Rowan Boulevard (KY 245). This project will alleviate traffic demand on Templin Avenue (KY 1430) and North Third Street (US 31E).

Local Roadway Improvements & Maintenance

Transportation within the County can be significantly improved with a well planned and maintained system of local roadways. Existing roadways should be maintained or improved to accommodate current and projected traffic demands with basic improvements, such as access management, lane widening and addition of turning lanes and shoulders. New collector roads should be constructed to fill specific gaps between arterial roads and create multiple alternatives for roadway travel. Collector roads should be planned along with urban and suburban developments and should be designed to carry traffic from local roads or from neighborhoods for activity areas within communities and to arterial roadways.

The following list provides an overview of potential collector roads and specific policy and regulatory implications:

Urban Area (Map #5-4)

- North Fourth Street Extension to Frost Avenue (Project #20). The purposes of this extension are to provide improved connectivity between downtown Bardstown and West John Rowan Boulevard (KY 245) and to alleviate traffic pressure off of North Third Street (US 31E) and Templin Avenue (KY 1430).
- West John Rowan Boulevard / New Shepherdsville Road (KY 245) - Connectors (Projects #23 and 24). Connector roads at the at intersection of Withrow Court to Maintstream Boulevard and to Templin Avenue (KY 1430) at Ben Irvin Road (KY 2737) should be developed to provide better connectivity between KY 245 and KY 1430. These connector roads also will provide access for future development and distribute traffic.
- Filiatreau Lane to Spencer Mattingly Lane Connector (Project #27) – This connector roadway will provide connectivity between the two major collectors. This roadway will alleviate demand and delay on East John Rowan Boulevard (KY 245) and provide safe multimodal connections.

Bloomfield Town Area (Map #5-5)

- Taylorsville Road (KY 55) & Arnold Lane Connector (Project #1) – This connector roadway will provide an alternative multimodal route between KY 55 and the schools and commercial center along Arnold Lane and Chaplin Road (US 62). This connector will alleviate traffic pressure in downtown Bloomfield and along Chaplin Road (US 62) and provide access for future residential development along its corridor. This project should include pedestrian and bicycle facilities and address access management.
- Springfield Road (US 62 / KY 55) to Chaplin Road (US 62) Connector (Project #2) – This connector road will provide an alternative route between major arterial roadways and should be

developed as a collector road with limited and controlled access. To protect the integrity of this roadway as a major collector, a corridor study should be undertaken to identify and coordinate current and future land use proposals and address access management, connectivity, and multi-modal alternatives.

- Springfield Road (US 62 / KY 55) to KY 162 to Highgrove Road (KY 48) Connectors (Projects #3 and 4) – These connector roadways will provide an alternative route between major and minor arterial roadways and should be developed as collector roads with limited and controlled access. To protect the integrity of this roadway as a major collector, a corridor study should be undertaken to identify and coordinate current and future land use proposals and address access management, connectivity, and multi-modal alternatives.

New Haven Town Area (Map #5-6)

- High Street to New Hope Road (KY 52) Extension (Project #1). The purposes of this extension are to provide improved connectivity between downtown New Haven, park, and schools and New Hope Road (KY 52). This connector road will provide access for future residential development and serve as an alternative route and alleviate traffic pressure off of Center Street (KY 52). This project should include pedestrian and bicycle facilities and address access management.
- Watertank Road to New Hope Road (KY 52) Extension (Project #2) – This extension will provide an alternative route between New Hope Road (KY 52) and North Main Street (US 31E). This connector road will alleviate traffic pressure off of Center Street (KY 52) and afford access for future residential development. This project should include pedestrian and bicycle facilities and address access management and address access management.

Access Management

Access Management is the process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed. Access management addresses a broad array of quality of life issues fundamental to promoting livable, prospering communities. Access management has many benefits:

- Fosters well designed circulation systems that improve the safety and character of commercial corridors;
- Discourages subdivision practices that destroy the rural character of the landscape or essential natural resources;
- Advances economic development goals by promoting more efficient use of land and transportation systems; and,
- Helps control public service costs and the substantial public investment in infrastructure and services.

Effective access management requires planning as well as regulatory solutions. A comprehensive policy framework should be established to support access management in the planning process, provide for the preparation of corridor or access management plans for specific problem areas, and encourage good site planning techniques. Access management programs should address commercial development along thoroughfares, as well as flag lots, residential strips, and other issues related to the division and subdivision of land. Comprehensive and sub-area plans provide the rationale for access management programs and can serve as the legal basis for public policy decisions.

The effects of development on service costs, community character, and overall quality of life are increasing concerns. However, conventional regulatory practice has played a role in perpetuating land development problems. This problem is apparent by the cycle of functional undesirability created by strip commercial development along major arterials, and the practice of strip zoning major corridors for commercial use is too common. The primary reasons are accessibility and expedience of rezoning highway frontage for commercial use as additional land is needed. Extension of utilities along highway

rights-of-way promotes this linear land use pattern, and commercial businesses favor corridor locations because of the ready supply of customers.

Yet as development intensifies along a roadway, the growing number of curb cuts and turning movements conflicts with the intended function of arterials - to move people and goods safely, quickly, and efficiently. Unlike urban downtowns or activity centers, commercial strips are rarely designed for pedestrians or transit. Commercial corridors, residential areas, and office parks are frequently sealed off from each other with walls, ditches, loading docks and a host of other barriers—including the heavily traveled arterials that serve them.

Poorly coordinated access systems force more trips onto the arterial, traffic conflicts multiply, and congestion increases. As the level of service declines, additional lanes, controlled medians, and other expensive retrofitting measures are needed to maintain the capacity of the corridor for regional traffic. Businesses also suffer as accessibility deteriorates. Heavy traffic, difficult left turns, and poor sight clearance at corners deter customers. Businesses may relocate to areas where accessibility is less impaired, causing increased vacancies and declined property values in the area from where they moved. Eventually the corridor is transformed into an unattractive and confusing jumble of signs, curb cuts, utility lines, and asphalt.

These outcomes are not inevitable results of development and growth. Rather, they relate to the lack of proper land division and access controls and problems inherent in current planning and regulatory practice. To achieve effective access management, planning and regulatory tools must be developed and implemented.

The comprehensive planning process should establish how the community will balance mobility with access, identify the desired access management approach, and designate corridors that will receive special treatment. This may be supplemented through functional plans, such as an access management or thoroughfare plan, or through sub-area plans, such as an interchange or corridor plan. When evaluating future land use needs, vacancies and surplus land already available for that use should be evaluated. Additional highway frontage should not be planned or rezoned for commercial use where vacant or surplus commercial space is already available. This policy encourages reuse of existing commercial sites, increases property values in those areas, and is a long term economic development strategy.

Regulatory tools should incorporate all or part of the elements of the *Kentucky Model Local Access Management Ordinance*, such as roadway classification by function and requirements for sight distance, driveway spacing, maximum driveways per lot, corner lot access, corner clearance, shared (joint and cross) access, turn radius, driveway width, driveway throat length, and parking/loading. Overlay zoning districts also should be identified and implemented as method for managing access along commercial corridors. The tool is used to overlay a special set of requirements onto an existing zoning district, while retaining the underlying zoning and its associated requirements. Text that specifies standards for the access management overlay district is included in the land development (or zoning) code and then corridors are designated on the zoning map. Overlay requirements may address any issues of concern such as joint access, parking lot cross access, reverse frontage, driveway spacing and limitation on new driveways.

Access Management Goals & Guidelines

During the development review process, land use proposals should be evaluated to provide for and manage access to developments while preserving the regional flow of traffic in terms of safety, capacity, and speed. Land use proposals should further the following access management goals and guidelines:

Goals:

- Promote safe passage between roadways and adjacent land uses and properties.
- Improve the convenience and ease of movement of travelers on roadways.
- Maintain reasonable speeds and economy of travel.
- Increase and protect the capacity and efficiency of congested roadways.
- Protect the reasonable economic development of the surrounding land.
- Facilitate transportation and avoid creating problems of access or interference with traffic movement.
- Minimize direct roadway access for land uses on major arterial roads.
- Minimize direct access to residential property on major arterial roads.

Guidelines:

- The road system should be designed to meet the projected traffic demand.
- The road network should consist of hierarchy of roads designed according to function.
- Access should be properly placed in relation to sight distance, driveway spacing, and other related considerations.
- Developments should have access on local streets rather than major roadways.
- Areas unsuitable for development should be avoided.
- Developments should include pedestrian path system links from buildings to parking areas, entrances to the development, open space, and recreational and other community facilities.
- Developments should incorporate internal access roads to afford movement between adjoining and adjacent properties and to diminish the number of vehicular trips between nearby and adjoining uses.
- Shared curb cuts and driveways and coordinated or joint parking should be provided between developments to afford vehicular circulation between uses and minimize traffic on major roadways.
- Major access points on opposite sides of arterial roadways should be located directly opposite each other to reduce turning movement conflicts, or if infeasible, turning movement restrictions should be established.
- Commercial and industrial access points on arterial roadways should be limited to the primary property, and internal access, such as frontage or backage roads, should provide internal access for outlot developments.
- Loop roads or parallel access roads should be encouraged and should be located adjacent to primary arterial roads to limit the number of direct access locations on major thoroughfares.
- Points of ingress and egress should be clearly defined to promote the orderly, safe and logical movement of traffic.
- Pavement, pavement striping and traffic control signage should be maintained to improve drivers awareness of traffic movement patterns.
- Traffic signage should be consolidated where possible to reduce visual clutter.
- Access points should comply with safe sight distance practices as recommended by the Institute of Transportation Engineers.
- New development proposals should conduct a traffic impact analysis or study to determine any adverse impacts on adjacent roadways and intersections and to identify for mitigating adverse impacts, such as road and/or intersection improvements, traffic signal or stop sign installation, etc.

Primary Sidewalk Improvements

Sidewalk improvements contribute to the overall transportation network and provide access and connectivity. A well-coordinated and -maintained sidewalk network promotes pedestrian mobility and recreation and is important factor in evaluating the quality of life in a community. The Comprehensive Plan's Statement of Goals and Objectives supports sidewalk improvements as an alternative mode of transportation for shorter trips and as a method for safe connection and pedestrian crossings. The development review process should include provisions for improving the sidewalk network within and between developments.

Complete Streets

A complete street policy provides streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages. Complete streets improve safety for all users, encourage more livable community that allows choices in transportation, helps children and family by providing safe routes to schools, and reduces traffic and congestion by removing shorter trips made by car.

A complete street would include sidewalks, bike lanes, or a wide paved shoulder, bus lanes, transit stops, median islands, accessible pedestrian signals, curb extensions, etc. However, a complete street in an urban, suburb, and rural area will not all contain the same elements or look the same. Each community will need to balance safety and convenience for everyone using the road. While all aspects of a complete street are not applicable to each community, each community should consider developing and adopting a policy that is specific to their community and incorporates particular aspects of the complete street policy that meets their needs of the residents and visitors.

Green Streets

A green street incorporates a variety of design and operational treatments to develop a balanced approach to meet the transportation needs of pedestrians, bicyclists, and motorists and incorporate stormwater quality and quantity best management practices. Green streets assist in the reduction of stormwater runoff by diverting stormwater from the sanitary sewer system, reducing basement flooding, sewer backups, and combined sewer overflows and therefore improving general water quality. As a permitted community under the Kentucky Pollutant Discharge Elimination System (KPDES), the City of Bardstown is required to meet certain water quality provisions of the EPA's Water Quality Act of 1987. Thus, green streets provide a practical and cost-effective approach to address Bardstown's permitting obligation.

A green street enhances and expands the public open space, preserves or improves the character of the surrounding land use while providing water quality and quantity benefits for the community. The design and function of green streets should vary with the surrounding land use and community activities. Urban and suburban streets should each respond to their environment and develop unique and distinctive characteristics. A green street integrates treatments, such as accessible sidewalks, traffic calming, road diet, rain gardens, vegetative swales, street trees within stormwater filter units and other pedestrian-scaled features. A green street program should be implemented as part of an overall stormwater management policy to offer mixed-use developments options with multi-functional infrastructure that would reduce the demand for increased infrastructure capacity while meeting the general water quality requirements.

Streetscape Improvements

The physical elements or amenities of a street can visually define and create an identity of a community. Five corridors within the Urban area should be considered for streetscape improvements:

- **East Bardstown Gateway**. The East Bardstown Gateway is a developing commercial area located at and surrounding Exit #25 of the Martha Layne Collins (Bluegrass) Parkway and at the intersection of East John Rowan Boulevard (KY 245) and Springfield Road (US 150).
- **South Bardstown Gateway**. The South Bardstown Gateway is an existing commercial developed area on New Haven Road (US 31E) at Exit #21 of the Martha Layne Collins (Bluegrass) Parkway.
- **West KY 245 Corridor (KY 245 & US 31E)**. The West KY 245 Corridor is an existing developed commercial corridor along West John Rowan Boulevard (KY 245) and extending from Templin Avenue (KY 1320) to North Third Street (US 31E).
- **East KY 245 Corridor (KY 245 & US 62).** The East KY 245 Corridor is an existing developed commercial corridor along East John Rowan Boulevard (KY 245) and extending from North Third Street (US 31E) to Bloomfield Road (US 62).
- **Bloomfield Road Corridor (US 62)**. The Bloomfield Road Corridor is an existing developed commercial area and extending from Guthrie Drive, through the East John Rowan Boulevard (KY 245) intersection, to Woodlawn Road (KY 605).

Streetscape improvements will include aesthetic and functional enhancements and provide a unified image through design elements, such as street lighting, landscaping, street trees, signage, and street furniture, where applicable. Such elements visually define a community and reinforce the land uses within the corridors.

Greenways and Trails Plan

Nelson County boasts many natural features that are attractive for outdoor recreational opportunities for residents and visitors. The Comprehensive Plan's Statement of Goals and Objectives advocates the promotion and protection of the community's unique natural resources and environmentally sensitive areas and supports the development of greenways and trails throughout the community. The Public Service Policies for each Community Character supports the greenways and trails system within and between developments. Map #5-8 in the Map Appendix identifies potential greenways and trails system for Nelson County.

A greenways and trails system will include pedestrian and bicycle routes designed to afford an alternative transportation mode and provide active recreational opportunities for residents and visitors. The path system will provide an alternative to vehicular transportation for commuting to work or making short trips to schools or institutional areas and will provide access to and connectivity between neighborhoods, community facilities, retail centers, and other destinations and attractions. It will also serve as a recreational amenity for residents and visitors.

This system should include a network of safe, interconnected pedestrian and bicycle facilities, especially within the Urban, Suburban, Hamlet, and Village Community Character Areas. The network may include facilities, such as sidewalks, shared-use trails, shared roadway shoulders, and bicycle lanes. This combination of path types will allow the community to develop the trails incrementally as funding and property becomes available.

The system should be developed as a public-private partnership with portions of the path developed by the Cities and/or County and portions of the path developed by private individuals and organizations as developments are constructed. Public access on the paths should be permitted regardless of whether developed by public or private means.

Policy and Regulatory Implications

The effects of transportation improvements and projects on land use planning cannot be overstated. The Planning Commission and legislative bodies must stay involved in the ongoing planning process, both to offer local input at every level and to be able to act in coordination as the improvements and projects progress. The Planning Commission, legislative bodies, and other stakeholders must establish an agreement about future development along the proposed major roadway corridors, in particular that residential development must be carefully planned, that non-residential development must be limited in both scale and use, and that potential adverse impacts on recreational, tourist, historic, cultural, scenic, and natural resources be avoided or mitigated. Many aspects of anticipated development can easily be planned well before the final routes of proposed roadway projects are set. It is important that work begin immediately to establish basic development guidelines for these areas. These basic guidelines can be further refined and amended to reflect necessary changes as the projects progress and become more specifically defined.

Transportation within the County can be significantly improved with a well-planned system of local collector roads. Also, existing roadways could better accommodate current and projected traffic demands with basic improvements, such as lane widening and addition of turning lanes and shoulders. Access management standards should be adopted to ensure safe and efficient access and traffic circulation and flow, and an adequate facilities ordinance should be adopted to ensure that new developments and redevelopments are served by adequately designed roadways, both in geometry and capacity.

This Plan includes numerous and repeated statements supporting pedestrian and bicycle facilities, ranging from a countywide greenways and trail plan to basic sidewalks within and between developments. These statements should be supported through incorporation into proposed transportation improvements and development projects. Pedestrian and bicycle facilities should be phased and occur as areas become more densely populated and developed. Further, complete and green street policies should be implemented to improve access and safety for all uses and incorporate best management practices for stormwater quality and quantity.

Corridors define specific areas that should be protected, and the Planning Commission, legislative bodies, and other stakeholders must establish an agreement about future development and access management along these significant corridors. Any corridor studies or plans should be adopted as addenda to the Comprehensive Plan, and overlay zoning districts should be adopted and implemented to ensure compliance with corridor studies and to ensure compatible and managed growth and development along the roadway corridors. These plans and studies should incorporate streetscape improvements along the 5 major corridors to visually define a community and reinforce the land uses within the corridors.

To create and maintain a safe and efficient transportation system supported in this Transportation Plan, the Zoning and Subdivision Regulations should be amended to fully implement the Plan's recommendations.

Chapter 6

Community Facilities Plan

Chapter 6: Community Facilities Plan

Central functions of local government are to ensure the health, safety, and welfare of its residents and to provide adequate levels of public service and infrastructure.

The extent, availability and adequacy of public infrastructure, facilities, and services have a significant effect on future growth and development of a community, and vice versa. The availability of public sanitary sewer may allow for higher density development in a more efficient compact pattern; however, scattered and unplanned growth may result in efficient services or exceed available capacities.

Future land use decisions must ensure that developments are served by available and adequate public infrastructure and services. A thorough development review process will evaluate the availability and adequacy of existing and proposed infrastructure and services. Growth and development must be directed to locate in areas served by public infrastructure and services. Existing community facilities must be maintained, used, and improved in a logical and cost-effective manner to serve existing and future developments, and new facilities should only be constructed when needed to accommodate land use needs.

This Community Facilities Plan provides summaries of the following community facilities and outlines land use policies and regulatory implications of each community facility:

- Airport
- Educational Facilities
- Healthcare & Social Services
- Jail
- Libraries
- Parks & Recreation
- Public Safety
- Solid Waste
- Utilities

Airport

Samuels Field (BRY) Airport is a municipal airport and is located at 1924 Boston Road, approximately 2 miles southwest of Bardstown on Boston Road (US 62). The airport is administered by the Bardstown-Nelson County Air Board, comprised of 3 members appointed by the Mayor and with approval by the Bardstown City Council and 3 members appointed by the Judge/Executive and with approval by the Nelson County Fiscal Court. A Secretary-Treasurer is assigned by the Mayor and is the first point of contact for all airport administration. The airport has a single 5000' x 75' paved runway with a 5000-foot parallel taxiway and a connecting taxiway to the aircraft parking apron. Land facilities include a 1,600 square foot terminal and administration building, 12,200 square yards of apron, 10-unit T-Hangar, 9-unit T-Hangar, 3 conventional storage hangars, and vehicular parking. The airport also has 100LL Avgas and Jet A fuel system with a 24-hour self-serve credit card system.

Land uses within and around the facilities of Samuels Field Airport are regulated by the Kentucky Airport Zoning Commission. The purpose of this state regulatory agency is to promote the public interest and protect and encourage the proper use of the airports and their facilities. In addition to the regulations and standards promulgated by the Federal Aviation Administration, the Kentucky Airport Zoning Commission has established criteria for evaluating the zoning of land and structures within and adjoining public-use airports, including but not limited to the following:

- Safety of airport users and surface persons and property;
- Character of flying operations conducted at the airport;
- Nature of the terrain, height of existing structures and trees above the level of the airport;
- Views of officials of the Federal Aviation Administration as to the safe approaches required for operations at the airport;
- Future development of the airport, including runway extensions;
- Density of dwellings that may safely be permitted in the area;
- Protection of the public investment in the airport and its facilities;
- Public Interest in developing a sound public air transportation system within the state; and,
- Views and opinions of those owning land in such area.

With additional airport storage and ramp space, the airport is adequate to serve the short-term general aviation needs of the community. Nonetheless, future improvements and expansion of Samuels Field must be anticipated and recognized as an important element of the community's overall long-term development strategy.

Policy & Regulatory Implications: Samuels Field serves as an important element of Nelson County's growth and development strategy, and its expansion must be accommodated to ensure adequate air and freight service. The Comprehensive Plan Future Land Use Maps (Maps #4-1 and 4-2) identifies growth areas immediately surrounding the existing airport property. These areas support the airport's efforts for expansion over the next 25-year planning period. Any review of future land uses within and surrounding the airport should promote the public interest, protect and encourage the proper use of the airport and its facilities and any expansion, and ensure safe maneuvering of aircraft and proper use of the airport.

Educational Facilities

Elementary and Secondary Education

Three education systems serve Nelson County – Bardstown Independent Schools, Nelson County Schools, and local private and parochial schools. Over the last 20 years, both public and private school systems have experienced significant enrollment growth. Between 1990 and 2010, public school enrollment increased 37.7 percent. Table #6-1 shows the public school enrollment between 1990 and 2010.

Table #6-1: Public School Enrollment, 1990 – 2010

Year	# Students	% Change
1990 Census	5,491	---
2000 Census	6,892	25.5%
2010-2011 School Year	7,376	6.6%

Sources: U.S. Bureau of the Census, Kentucky State Data Center, Bardstown City Schools, Nelson County Schools, and private school

Bardstown City Schools

Bardstown City Schools has 5 schools located on 2 campuses and its total enrollment during the 2010-2011 school year was 2,760 students -- 2,420 students enrolled in kindergarten through 12th grade and 340 preschool students enrolled in the Early Childhood program. Bardstown City Schools has a total of 393 employees -- 202 certified employees and 191 support staff. Table #6-2 lists the schools and facilities, location, grades, and 2010-2011 enrollment of Bardstown City Schools.

Table #6-2: 2010-2011 Enrollment, Bardstown City Schools

School / Facility	Address	Grades	2010-2011 Enrollment
Bardstown Early Childhood Education Center	510 North Fifth Street	P	340
Bardstown Primary School	1000 Templin Avenue (KY 1430)	K – 2	702
Bardstown Elementary School	420 North Fifth Street	3 – 5	568
Bardstown Middle School	410 North Fifth Street	6 – 8	550
Bardstown High School	400 North Fifth Street	9 – 12	600

Sources: Bardstown City Schools.

Bardstown City Schools also has an Alternative School at 6855 Louisville Road (US 31E) and provides an Adult Learning Center at 407 South Third Street for adult and community education courses.

Between 1998 and 2011, Bardstown City Schools' enrollment increased from 1,670 students in 1996 to 2,760 students in 2010, representing a 65 percent increase. Bardstown Early Childhood Education Center, Bardstown Primary School, and Bardstown Middle School are at or over capacity. To minimize overcrowding and provide for future growth and development, Bardstown City Schools' Facilities Plan

includes the siting and construction of a new high school and primary schools and expansion of the middle school.

Nelson County Schools

The Nelson County School District served 4,616 children in pre-kindergarten through 12th grade in 9 schools and approximately 500 students in the Technology Center and on 6 campuses throughout the county in 2010-2011. Nelson County Schools employs more than 300 support personnel and about 350 certified teachers and staff. Table #6-3 lists the schools and facilities, location, grades, and 2010-2011 enrollment of the Nelson County Schools.

Table #6-3: 2010-2011 Enrollment, Nelson County Schools

School / Facility	Address	Grades	2010-2011 Enrollment
Bloomfield Elementary School	360 Arnold Lane	P - 5	387
Bloomfield Middle School	96 Arnold Lane	6 – 8	436
Boston School	130 Wilson Creek Road	P – 8	302
Cox's Creek Elementary School	5635 Louisville Road (US 31E)	P – 5	434
Foster Heights Elementary School	211 East Muir Avenue	P - 3	669
Horizons Academy	304 Wildcat Lane (US 62)	---	71
Nelson County High School	1070 Bloomfield Road (US 62)	9 – 12	1,465
Nelson County Area Technology Center	1060 Bloomfield Road	---	---
New Haven School	489 High Street	P – 5	439
Old Kentucky Home Middle School	301 Wildcat Lane	6 - 8	413
Thomas Nelson High School (under construction, opening 2012)	2885 New Shepherdsville Road (KY 245)	9 – 12	N/A

Sources: Nelson County Schools

The Nelson County School District also includes the Nelson County Area Technology Center at 1060 Bloomfield Road (US 62) and on the Nelson County High School campus. The Center provides has 500 students and offers short-term classes in industrial and technical skill fields and short-term classes for industry upgrades and license renewals.

Between 1998 and 2011, Nelson County School District's total enrollment increased 0.4 percent, from 4,589 in 1998 to 4,616 students in 2010. Nelson County High School, Cox's Creek Elementary School, and New Haven Elementary School are over capacity, and Bloomfield Elementary School and Horizons Academy are near capacity.

In addition to the construction and opening of Thomas Nelson High School in 2012, Nelson County School District's Facilities Plan includes the renovation of former Central Office as centralized early childcare facility, construction of new classrooms at New Haven Elementary School and Horizon's Academy, siting and construction of new middle school and bus garage, and other renovation and improvement projects.

Private and Parochial Schools

Nelson County has numerous private and parochial schools throughout the county. Between 1990 and 2000, private school enrollment increased 60 percent. The average enrollment for the private and parochial schools listed in Table #6-4 is 1,304 students.

Table #6-4: Average Enrollment, Private and Parochial Schools

School / Facility	Address	Grades	Average Enrollment
Bethlehem High School	309 West Stephen Foster Avenue (US 62)	9 – 12	300
St. Ann Elementary School	7500 Howardstown Road (KY 247)	1 – 8	24
St. Catherine of Alexandria Academy	413 First Street, New Haven	K – 8	100
St. Gregory Elementary	350 Samuels Loop (KY 3207)	P – 8	146
St. Joseph School	310 West Stephen Foster Avenue (US 62)	P – 8	400
Nelson County Baptist Church School	55 Lutheran Church Road	K – 12	37
St. Joseph Montessori Children's Center	161 West Drive, Nazareth	P	49
Nelson County Head Start	865 St. Thomas Lane	P	80
New Haven Head Start	413A First Street, New Haven	P	20
Bardstown Christian Academy	101 West Brashear	7 – 12	33
Bluegrass Christian Academy	2580 Springfield Road (US 150	K – 11	115

Sources: Private and parochial schools.

Post-Secondary Education

Nelson County residents have numerous opportunities for post-secondary education. The colleges and universities within 60 miles of the County include, but are not limited to:

- St. Catharine College – Springfield
- Elizabethtown Community & Technical College – Springfield & Elizabethtown Campuses
- Western Kentucky University – Elizabethtown Center
- McKendree College – Radcliff & Louisville Campus
- Jefferson Community & Technical College – Shelby County Campus
- Bellarmine University
- Campbellsville University – Louisville & Main Campuses
- Daymar College
- Galen College of Nursing – Louisville Extended Classroom
- Indiana Wesleyan University – Louisville Education Center
- ITT Technical Institute – Louisville Area Campus
- Jefferson Community & Technical College – Main & Technical Campuses
- Louisville Bible College
- Louisville Presbyterian Theological Seminary
- Louisville Technical Institute
- National College
- Northwood University
- Southern Baptist Theological Seminary
- Spalding University
- Spencerian College
- Strayer University
- Sullivan University
- University of Louisville
- Webster University

Policy & Regulatory Implications: Nelson County's significant growth and development has resulted in increased school enrollments and has presented challenges for the schools systems to provide quality education and facilities for the community's school-age children. Both private and public school systems have developed proactive capital improvements programs to improve existing facilities and to plan for and construct new facilities. The Comprehensive Plan Future Land Use Maps (Maps #4-1 through #4-23) identify existing and proposed school facilities throughout the county. School planning, including the siting of new school facilities and expansion of existing facilities, affects land use, transportation, and infrastructure planning, and vice versa. For example, the approval and development of a 100-lot residential subdivision will result in enrollment beyond the capacity of the nearby elementary school, or

the siting of a new school will result in unanticipated changes in land use and increased traffic congestion in the surrounding area. The school systems, Planning Commission, legislative bodies, and other appropriate agencies and organizations must work closely and cooperate to coordinate school, land use, transportation, and infrastructure planning. Development proposals, such as new major residential subdivisions, should be evaluated to determine the impact on existing facilities and minimize capacity and transportation issues of existing school facilities. New school sitings and existing school improvements and expansions should be evaluated to determine the impact on existing land uses and to minimize untimely or unanticipated future land uses and infrastructure and transportation capacity issues in the surrounding area. Accordingly, the school systems should coordinate with the Planning Commission on the closing and sale of existing schools in order to identify alternatives for the future use of the existing facility or redevelopment of the site.

Healthcare & Social Services

Healthcare

Flaget Memorial Hospital

Flaget Memorial Hospital is a non-profit medical facility and is part of the Saint Joseph Health System, a member of the Catholic Health Initiatives. In 2005, Flaget Memorial Hospital opened its new 52-bed facility at 4305 New Shepherdsville Road in the Hunters Village. Flaget's on-site facilities include the Birth Center, Pain Management Center, Sleep Disorders Center, Wound Center, and Cancer Center, and its on-site services include radiation cancer therapy, oncology, pulmonary rehabilitation, and surgical services. Flaget's off-site facilities and services include Flaget Immediate Care Clinic, Flaget Health Connection, Hospice of Nelson County, and Bardstown Rehabilitation Services. The Immediate Care Clinic is located at 110 South Salem Drive in Bardstown. The facility is open 7 days a week to treat minor illnesses and injuries and provide occupational medicine services to employers.

Hardin Memorial Hospital

Hardin Memorial Hospital is a non-profit medical facility owned by Hardin County Fiscal Court and managed by Baptist Healthcare System. It operates a Bardstown Diagnostic Center at 201 South Fifth Street and an Express Care facility in the Wal-Mart Supercenter at 3795 East John Rowan Boulevard (KY 245). The Diagnostic Center offers imaging services, including bone densitometry, CT, routine digital radiography (x-ray), and ultrasound. The Express Care Clinic provides treatment of common illnesses, basic checkups, counseling, and diagnostic testing.

Nelson County Community Clinic

Nelson County Community Clinic is a charitable healthcare organization that provides basic medical, dental, laboratory, and pharmaceutical services, free of charge, to the unemployed and underemployed persons of Nelson County. The Clinic is located at 300 West John Fitch in Bardstown and is operated by an 18-member Board of Directors.

Nelson County Health Department

The Nelson County Health Center is located at 325 South Third Street in Bardstown. The Nelson County Health Department offers medical, environmental, and health education services to protect the public health and environment. Clinic services include adult immunization, prenatal care, family planning, infectious and chronic disease prevention. The Health Department is also responsible for bioterrorism and disaster preparedness and environmental hazard prevention.

Social Services

Central Kentucky Community Action Council

The Central Kentucky Community Action Council has a local office at 864 West Stephen Foster Avenue (US 62), and this social service organization provides services to individuals with low and moderate incomes in Nelson County: housing assistance for elderly and disabled persons, energy assistance, family day care homes, family preservation/reunification programs, FEMA assistance, Head Start programs, homeless assistance, senior citizens and general transportation, weatherization and winter care assistance.

Community Prevention Center (CPC)

The *Community Prevention Center (CPC)* was established in 1998 and became a Kentucky Agency for Substance Abuse Policy (KY-ASAP) site in 2002. The CPC is a grant funded department of the City of Bardstown. CPC's purpose is to reduce alcohol, tobacco, and other drug use among the community's youth. The CPC is assisted and supported by public and private agencies, faith-based organizations, businesses, schools, health professionals and organizations, law enforcement, judiciary, and parent and civic organizations.

Nelson County & New Haven Senior Centers

Two senior centers offer educational, health promotion, outreach services, socialization, and meals. The Nelson County Senior Center is located at 509 North Fourth Street, Bardstown, and the New Haven Senior Center is located at Hometown Apartments, 101 Locust Street, New Haven. Nelson County Fiscal Court has approved plans to relocate the Nelson County Senior Center to the Nelson County Plaza within the planning period.

Transit Authority of Central Kentucky (TACK)

The Transit Authority of Central Kentucky (TACK) provides transportation to senior citizens and Medicaid-eligible passengers. TACK provides transportation along pre-set routes in Nelson County for medical appointments, grocery trips, educational programs, and other social services. The transportation services are available Monday through Friday between 6:00 a.m. and 8:00 p.m. and on Saturday from 8:00 a.m. to 1:00 p.m. TACK is administered through the Central Kentucky Community Action Council.

New Hope Food Bank

The New Hope Food Bank is located at 880 J.T. Riggs Road in New Hope. The Food Bank provides food and other provisions for families and operates a thrift store on site.

Policy & Regulatory Implications: The availability and quality of healthcare and social services in Nelson County is improving and expanding. Nelson County should continue to encourage the development of these services and facilities to further enhance the quality of life for residents in Nelson County and within central Kentucky. The Comprehensive Plan Future Land Use Map (Maps #4-1 through #4-23) identifies the location of major health and social service facilities, specifically Flaget Memorial Hospital. Any new facilities or expansions should be strategically located to provide optimal level of services for all Nelson County.

Jail

Nelson County operates a 102-bed detention facility at 810 West Stephen Foster Avenue (US 62). The jail is administered and operated by the Jailer, 14 full-time deputies, and 9 part-time deputies. The facility is funded through general fund revenue and minimal subsidies and reimbursements for housing state prisoners. Although the number of inmates varies from day-to-day, the facility often meets or exceeds the maximum capacity. Previous jail expansion projects included the construction of a 7,200 square foot restricted custody addition on the current site; however, this project was not funded and completed.

Policy & Regulatory Implications: To minimize over-crowding and provide adequate detention facilities, future improvements and expansion of the jail must be anticipated and recognized in the future land use plan. The Comprehensive Plan Future Land Use Map (Maps #4-1) identifies the existing jail, and the Plan supports the planning and construction of an addition onto the existing jail or the construction of a new facility to accommodate the long-term needs of the community. Any new facilities should be located within close proximity to the Nelson County Justice Center to provide optimal level of services.

Libraries

The Nelson County Public Library includes the main library and 2 branch libraries. The Nelson County Public Library is administered and operated by a 5-member Board of Trustees and is funded by an ad valorem tax through the Nelson County Public Library Taxing District. The main library is located in the former Flaget Memorial Hospital building at 201 Cathedral Manor in Bardstown. The 2 branches are located at 144 Fairfield Hill Road in downtown Bloomfield and at 141 South Main Street in downtown New Haven. However, in 2001, the Board of Trustees acquired properties in Bloomfield and New Haven for the relocation and construction of new branch facilities. The new Bloomfield branch will be located at 34 Arnold Lane, and the new New Haven branch will be located at 318 Center Street (KY 52).

Policy & Regulatory Implications: The Comprehensive Plan supports the planning and development of additional branch library facilities in other areas of the County to serve the long-term needs of the community.

Public Safety & Protection

Nelson County Dispatch Center

In 2007, the Bardstown Police Department dispatch and Nelson County Dispatch Center merged to form the new Nelson County Dispatch Center. The Center is located at 210 Nelson County Plaza in Bardstown and provides the 911 and dispatch services for police, fire, and EMS for the entire County.

Nelson County Emergency Management Agency

The Nelson County Emergency Management Agency is an agency of Nelson County Fiscal Court, and it coordinates a system of mitigation, preparedness, response, and recovery to protect the lives, environment, and property of Nelson County residents. Nelson County's EMA is headquartered at 214 Nelson County Plaza.

Emergency Medical Services (EMS)

Nelson County Emergency Medical Services is headquartered at 1301 Atkinson Hill Avenue in Bardstown and is owned and operated by Nelson County Fiscal Court. Nelson County EMS operates 9 advanced life support ambulances and 4 first response vehicles and provides emergency, non-emergency, and transport services throughout the County. It is staffed with 10 full-time EMTs, 15 part-time EMTs, 4 paramedic students/EMTs, 13 paramedics, 3 administrative managers, and local medical director. The EMS service is funded primarily through user fees and subsidies from the occupational license fees.

Fire Protection

Nelson County has 2 municipal fire departments and 5 volunteer fire departments. Adequacy of fire protection varies throughout the County. The Insurance Services Office (ISO) has a rating system of a community's fire protection capabilities and is used by most insurance companies to set rates. For each fire district, ISO analyzes the relevant data using its Fire Suppression Rating Schedule (FSRS) and then assigns a Public Protection Classification (PPC) from 1 to 10. Class 1 (best) generally represents superior property fire protection, and Class 10 (worst) indicates that the area's fire-suppression program doesn't meet ISO's minimum criteria. While improvement in rank usually drops residential insurance rates, improvement from 10 to 9 is generally the most significant reduction. Where communities have split ratings, the first number applies to all properties within 1000 feet of a hydrant and within 5 miles of a fire station, and the second number refers to all remaining properties within 5 miles of a fire station. The following ISO ratings have been assigned to Nelson County's fire districts:

Table 6-5: ISO Ratings for Nelson County Fire Departments

Fire Department	Class / Rating
Bardstown Fire Department (city limits only)	6
Bardstown-Nelson County Volunteer Fire Department	6 / 9
Boston Volunteer Fire Department	6 / 9
New Haven Fire Department (city limits only)	6
New Hope Volunteer Fire Department	9
Northeast Nelson Volunteer Fire Department	6 / 9
Rolling Fork Volunteer Fire Department	6 / 9

Sources: Insurance Services Office (ISO)

Bardstown Fire Department

The City of Bardstown's first fire department was established in 1805 and is the second oldest fire department in Kentucky. The Bardstown municipal fire department provides fire protection and rescue services in the Bardstown corporate limits during workdays (8:00 a.m. to 4:00 p.m., Monday through Friday) and is manned by 10 full-time employees and 3 part-time employees. Evenings and weekends are covered by volunteers of the Bardstown-Nelson County Volunteer Fire Department. The City fire station is located at 220 North Fifth Street in Bardstown.

Bardstown-Nelson County Volunteer Fire Department

Incorporated in 1965, the Bardstown-Nelson County Volunteer Fire Department, Inc. covers 224 square miles outside of the Bardstown corporate limits, including Hunters, Deatsville, Samuels, Cox's Creek, Botland, and Woodlawn areas. This department also covers the Bardstown corporate limits during the evenings and on the weekends. The Department is funded through an annual fire fee and has approximately 50 volunteers. The Department has stations at 9920 Louisville Road (US 31E) in Cox's Creek area and 6249 New Shepherdsville Road (KY 245) in Deatsville and has property located on Poplar Flat Road (KY 605) for a future fire station to serve the Woodlawn and Botland areas.

Boston Volunteer Fire Department

Organized in 1985, the Boston Volunteer Fire Department is an all volunteer department and serves a 46 square mile area in western Nelson County, including Boston and Nelsonville. The Boston VFD is funded through annual dues. Its station is located on Lebanon Junction Road (KY 61) in Boston. The Boston VFD has a First Responders Program and has 7 first responders trained to assist EMS. The Department has an average of 17 volunteers.

New Haven Fire Department

The New Haven Fire Department is a municipal fire department operated by the City of New Haven. The Fire Department was established in the 1930s and was reorganized as an official department in 1957. It shares volunteers, equipment, and station with the Rolling Fork Volunteer Fire Department. The station is located at 362 Center Street (KY 52) in New Haven. The Department averages 30 volunteers.

New Hope Volunteer Fire Department

Established in 1976, the New Hope Volunteer Fire Department averages 23 volunteers and serves New Hope and parts of Marion and Larue Counties. The Fire Department is funded through annual dues. Its station is located at 900 Holy Cross Road (KY 457).

Northeast Nelson Volunteer Fire Department

The Northeast Nelson Fire Protection Area covers a 100 square mile area in northeast Nelson County, including Bloomfield, Chaplin, and Fairfield. The Northeast Nelson Volunteer Fire Department averages 22 volunteers and is funded through an ad valorem tax. The Department's stations are at 130 Perry Avenue in Bloomfield and on Broadway Avenue in Chaplin.

Rolling Fork Volunteer Fire Department

The Rolling Fork Volunteer Fire Department was formed in 1976 and covers a 40 square mile area in the New Haven and southern Nelson County area. The Fire Department averages 30 volunteers and is funded through annual dues. It shares volunteers, equipment, and station with the New Haven Fire Department. The station is located at 362 Center Street (KY 52) in New Haven. The Department also has a substation at 7500 Howardstown Road (KY 247).

Police Protection

The Cities of Bardstown, Bloomfield, and New Haven each maintain municipal police departments. The County is also served by the Nelson County Sheriff's Department and Kentucky State Police.

Bardstown Police Department

The Bardstown Police Department has 25 full-time employees, including 23 sworn personnel and 2 non-sworn personnel. The Bardstown Police Department is an agency of the City of Bardstown and provides police protection within the Bardstown corporate limits. Its station is located at 212 Nelson County Plaza. The Criminal Investigations Division has 3 detectives who conduct all investigations and works with the Greater Hardin County Drug Task Force. The Patrol Division has 16 officers conducting such duties as traffic enforcement, investigating injury and non-injury accidents, responding to calls for service, domestic situations, assaults, etc. The K9 Officer conducts all searches. Its DARE Officer provides drug prevention education. Its Explore Program is a career education program for young men and women between the ages of 14 and 20 who are interested in learning about or possibly becoming a police officer.

Bloomfield Police Department

The Bloomfield Police Department has one full-time Police Chief and is an agency of the City of Bloomfield. It provides police protection within the Bloomfield corporate limits.

New Haven Police Department

The New Haven Police Department has one full-time Police Chief and is an agency of the City of New Haven. It provides police protection within the New Haven corporate limits.

Nelson County Sheriff's Department

The Nelson County Sheriff's Department provides police protection to all of Nelson County. The Sheriff's Department is located at 210 Nelson County Plaza. The Nelson County Sheriff's Department merged with the Nelson County Police Department and has 23 sworn deputies.

Policy & Regulatory Implications: While public safety and protection services are adequate to serve the current needs of the community, the adequacy and availability of emergency services and fire and police protection to existing and developing areas should be reviewed and factored into future land use decisions. Specifically, ISO (Insurance Services Office) ratings indicate that Bardstown, Bloomfield, and New Haven provide reasonably adequate protection for its residents; however, fire protection service elsewhere in the County should be significantly improved in key population centers in the rural areas. As the community continues to develop, the adequacy and availability of public safety and protection, such as equipment and infrastructure improvements, response times, station siting, staffing, etc., should be reviewed and factored into future land use decisions. It is recommended that a study be conducted to evaluate the overall public safety and protection during the 25-year planning period.

Parks and Recreation

Public Parks & Recreation Facilities

The Cities of Bardstown, Bloomfield, New Haven, and Nelson County Fiscal Court have public parks and recreational facilities. Table 6-6 provides a listing and description of the public parks and recreational facilities.

The Bardstown-Nelson County Parks and Recreation Department is responsible for the development, coordination, and promotion of the recreational programs and development and maintenance of 5 parks and recreational facilities throughout the City of Bardstown and unincorporated Nelson County. The City of Bardstown also owns and maintains 3 mini-parks in downtown Bardstown, and Nelson County Fiscal Court owns and maintains 2 neighborhood parks in Balltown and Culvertown. The Bardstown-Nelson County Recreation Advisory Board includes both elected and citizen members and advises the Department on the immediate and long-range plans for park and recreational facilities and programming. The Department has 5 full-time employees and about 14 seasonal part-time employees.

The City of Bloomfield owns and maintains a neighborhood and community park and has a community center at 155 Arnold Lane. The City of New Haven owns and maintains one community park and municipal pool. My Old Kentucky Home State Park is a regional park owned and operated by the Commonwealth of Kentucky.

Table 6-6: Public Parks & Recreational Facilities

Park / Facility (Ownership)	Address	Size (acres)	Type	Amenities
Balltown Park (Nelson County Fiscal Court)	Southwest corner of Balltown Road (KY 46) & Robert Taylor Lane	2	Neighborhood	Basketball court, playground, pavilion, picnic areas
Bardstown Community Park (City of Bardstown)	End of East Halstead Avenue	20	Community	Pavilion, sand volleyball court, basketball court, horseshoe pits, playground, pavilion, picnic areas, 3.2 miles unpaved trail
Bloomfield Memorial Park (City of Bloomfield)	Fairfield Hill Road (KY 48)	7	Community	2 baseball/softball fields, T-ball field, basketball court, 2-acre lake, picnic areas, pavilion, playground, tennis courts, 1/3-mile paved walking path, concession stand/restrooms
Bloomfield Soccer Park (City of Bloomfield)	Conley Avenue	4	Neighborhood	2 soccer fields
Court Square (Nelson County Fiscal Court)	Southeast corner of Court Square	0.06	Mini	Open space, historical markers
Culvertown Park (Nelson County Fiscal Court)	Monks Road (KY 247)	10+	Community	Baseball/softball field, concession stand, playground, picnic areas
Dean Watts Park (Nelson County Fiscal Court)	320 Spencer Mattingly Lane	35	Large Community	14 soccer fields, 4 football fields, 6 baseball/softball fields, 2 miles paved walking/running trail, playground equipment, 3 concession stands, 3 pavilions, picnic areas.
John Fitch Monument Park (Nelson County Fiscal Court)	Northeast corner of Court Square	0.06	Mini	Open space, historical monument
Jones Avenue Park (City of Bardstown)	300 West Broadway Avenue	5	Community	Olympic-size pool, diving pool, wading pool, bathhouse and restrooms, 2 tennis courts, skateboard park, sand volleyball court, ¼-mile gravel walking path, lighted baseball/softball field, scorer's building/storage, concession stand and restrooms, pavilion and gymnasium
Jones Avenue Park (City of Bardstown)	330 South Fourth Street	0.25	Neighborhood	Basketball court, playground equipment
Mayor's Park (City of Bardstown)	Northwest corner of West Broadway & North Third Street (US 31E)	0.14	Mini	Park benches
My Old Kentucky Home State Park	501 East Stephen Foster Avenue (US 150)	235	Regional	Visitor's center, 2 tennis courts, 18-hole golf course and pro shop, campground with shower house and restrooms, playground, pavilion, picnic areas, amphitheater
Nelson County Fairgrounds	2391 New Haven Road (US 31E)	70	Special Use	Track & grandstand, indoor pavilion, show arena and barns

Table 6-6: Public Parks & Recreational Facilities (continued)

Park / Facility (Ownership)	Address	Size (acres)	Type	Amenities
Optimist Park (City of New Haven)	529 Maxie Court	22	Community	2 baseball/softball fields, 2 basketball courts, 25-meter pool, baby pool, tennis court, 2 playgrounds, concession stand & restrooms, pavilion, 2-acre lake
Park Billom (Nelson County Fiscal Court)	Northwest corner of Court Square	0.07	Mini	Park benches, historical markers
Sportsman Club Park (City of Bardstown – lease)	829 Loretto Road (KY 49)	7.35	Neighborhood	Baseball/softball field
Wickland	510 Bloomfield Road (US 62)	60	Natural Resource Area	Open space

Sources: City of Bardstown, Nelson County.

Schools & Private Parks and Recreational Facilities

Nelson County also has a multitude of parks and recreational facilities owned and operated by public and private schools and non-profit and private organizations. Many of these facilities are not open to the public. Table 6-7 provides a listing and description of these facilities. This listing is a partial listing and is not inclusive.

Table 6-7: Schools & Private Park & Recreational Facilities

Park / Facility	Address	Amenities
Bardstown City Schools	Various locations	Football, baseball, soccer, and softball fields, running track, tennis courts, gymnasiums, and playgrounds
Bardstown Country Club (Maywood)	130 Maywood Avenue	18-hole golf course, lighted golf course, pro shop, clubhouse/restaurant, exercise room, swimming pool, 2 tennis courts, sand volleyball court
Bardstown United Methodist Church – 2nd Campus	Louisville Road (US 31E)	½ mile paved walking path, playground, pavilion, basketball court, baseball/softball fields
Bernheim Forest	Harrison Fork Road	Natural resource area, open space (4,365 acres in Nelson County; 14,000 acres total)
Cedar-Fil Golf Course	2330 New Shepherdsville Road (KY 245)	18-hole golf course, pro shop
Flaget Memorial Hospital	4305 New Shepherdsville Road (KY 245)	½ mile paved walking path
Nelson County Schools	Various locations	Football, baseball, soccer, and softball fields, running tracks, tennis courts, gymnasiums, and playgrounds
New Hope Park (New Hope Athletic Club)	J.T. Riggs Road (KY 457)	Baseball/softball field, community center, and concession stand and restroom
Old Kentucky Home Country Club	529 East Stephen Foster Avenue (US 150)	Swimming pool, clubhouse
Sisters of Charity of Nazareth & Montessori	Louisville Road (US 31E)	½ mile paved walking path, playground, pavilion
St. Joseph & Bethlehem High Schools	Various locations	Football, baseball, and soccer fields, gymnasiums, and playground
Woodlawn Springs Golf Course	103 Woodhill Road	18-hole golf course, driving range, pro shop
Woodlawn Springs Neighborhood Association		Swimming pool, 2 tennis courts, sand volleyball court, playground, clubhouse

Parks and Recreational Facility Classification System & Analysis

The National Recreation and Parks Association (NRPA) has established recommended standards and classification system for parks and recreation areas based on the number of residents serviced. The classification system is generally based on the size of the facility *but is also influenced by the number and type of amenities on the site. It offers a classification system of* the following types of recreational facilities:

- A ***mini-park or playground*** is the smallest park classification and addresses limited or isolated recreational needs, such as concentrated or limited populations, isolated development areas, or unique recreational opportunities. Examples of mini-parks are pocket parks and tot lots. Mini-parks may have active and/or passive recreation, should be easily accessible from the surrounding area, and have linkage to a community pathway system.
- A ***neighborhood park*** serves as a recreational and social focus of a neighborhood. This park may have informal active and passive recreation and should accommodate a wide variety of age and user groups. A neighborhood park should be centrally located within its service area and should be easily accessible and within walking distance by interconnecting trails, sidewalks, or low-volume residential streets.
- A ***community park*** focuses on meeting community-based recreation needs and preserve unique landscapes and open spaces. A community park serves the recreational needs of 2 or more neighborhoods or large sections of the community. This park allows for group activities and both active and passive recreation. The park should be serviced by arterial and collector streets and be strategically located and easily accessible from throughout the service area.
- A ***large urban park or sports complex*** consolidates heavily programmed athletic fields and associated facilities at a larger site strategically located in the community. This park complex should include both active and passive recreation and have fields and courts for softball, soccer, football, baseball/softball, tennis, and volleyball. A regional park or sports complex should be located within reasonable and equal driving distance from the population served. These facilities should not be located adjacent to residential land uses.

Tables #6-8 and #6-9 provides the comparison of Nelson County's current public park facilities with the national recommended standards for number, size, and type of recreational facilities.

Table 6-8: Recommended Park Standards

			Recommended Park # & Size			Current Public Parks	
			#	Acreage			
Park Type	Optimal Size (in acres)	Service Area Radius	Acres / 1,000 Population	2010 Population 43,437	2035 Population 63,171 (est.)	Total #	Total Acreage
Mini or Playground	1 or less	½ mile	0.2 – 0.3	8 – 13	13 – 19	4	0.33
Neighborhood	1 – 15	½ - 1 mile	1 – 2	43 – 86	63 – 126	5	23.6
Community	10 – 40	2 miles	1 – 2	43 – 86	63 – 126	4	54.0
Large Community	50+	3 mile service	2 – 4	86 – 174	126 – 253	1	35.0
Regional Park	50+	30 minute drive	4 – 8	174 – 348	253 – 505	1	235*

Source: National Recreation & Park Association
*Needs met in Bullitt, Hardin, and surrounding counties.

Table 6-9: Recommended Recreational Facilities

Facility Type	# Units per Population	2010 Population 43,437	2035 Population 63,171 (est.)	Current # *Public* Facilities	Current # *Private* Facilities*
Baseball/Softball – Unlighted	1 per 2,000	22	32	13	1
Basketball Courts	1 per 2,000	22	32	4	1
Community Center	1 per 20,000	2	3	3	3
Football	1 per 5,000	9	13	4	0
Golf – 18 hole	1 per 50,000	0	1	1	3
Golf – 9 hole	1 per 25,000	2	3	0	0
Golf - Driving Range	1 per 50,000	0	1	0	2
Gymnasium	1 per 10,000	4	6	1	0
Local trails (jogging, bike, & nature)	1 mile / 5,000	9	13	5.8 miles	3 (1.5 mile)
Outdoor Theatre	1 per 50,000	1	1	1	0
Picnic Shelter	1 per 5,000	9	13	10	3
Soccer	1 per 3,500	12	18	16	0
Swimming Pool - indoor	1 per 20,000	2	3	0	0
Swimming Pool – large outdoor	1 per 50,000	0	1	1	0
Swimming Pool – small outdoor	1 per 30,000	1	2	2	2
Tennis	1 per 2,000	22	32	5	4

*The current private facilities are those listed in Table 6-7. This listing is not inclusive and does not include those facilities owned by public and private schools.
Source: National Recreation & Park Association.

Policy & Regulatory Implications: The National Recreation and Parks Association (NRPA) has established recommended standards and classification system for parks and recreation areas based on the number of residents serviced. Both the total acreage for parks and the size of individual parks in Nelson County are below the minimum standards for the current population. Based on the comparison of Nelson County's current public park facilities with the national recommended standards for number, size, and type of recreational facilities, the county is underserved. It is recommended that the legislative bodies develop a long-range plan to improve and provide adequate parks and recreational facilities to serve the existing and projected populations. This long-range plan should identify those growth centers and identify and plan for providing neighborhood and community parks and provide incentives for individual property owners and developers to include public park spaces for both passive and active recreation as part of the development plans as appropriate.

Solid Waste Management

Solid Waste Disposal Facility (Landfill)

In 1994, Nelson County Fiscal Court purchased the municipal landfill from the City of Bardstown, and in 1995, Fiscal Court began construction and operation of a fully-contained solid waste disposal facility at 1025 Airport Road. The existing landfill is a 30.5-acre facility and was constructed in 5 phases. Construction of the original 30.5-acre landfill was completed through the landfill user fees. The landfill provides disposal services for several surrounding counties, commercial solid waste pickup services, and recycling services for Nelson County residents.

The estimated "fill-life" expectancy of the landfill is 30 years from the beginning of the permitted landfill. In 2010, the total current volume is 2,527,397 cubic yards, and after 15 years of operation, approximately 1,233,122 cubic yards – 49 percent of the total landfill volume -- have been used. The remaining volume of the present landfill will extend through Fiscal Year 2024-2025.

Nelson County Fiscal Court currently owns 538.8 acres designated for landfill use and permitted by the Kentucky Department of Waste Management. The next expansion of the landfill will include 11.1 acres and will start approximately 6 to 8 years prior to meeting the capacity of the current landfill. The proposed expansion will result in an additional 750,000 cubic yards of volume for the contained landfill and will provide an additional 10 years of operation through 2034-2035. Tentative construction will occur between

2017 and 2019 and will take approximately 18 to 24 months. The anticipated cost of the expansion will be $2,500,000 to $3,000,000.

Solid Waste (Garbage) Collection

Bardstown

The City of Bardstown provides garbage collection for properties located within its corporate limits. These services are funded solely by user fees.

Bloomfield & New Haven

Waste Management provides the garbage collection for the Cities of Bloomfield and New Haven. These collections services are paid through monthly user fees.

Nelson County

Nelson County Fiscal Court provides garbage collection to all county residents, and these services are funded solely by user fees. Fiscal Court also receives state grant funding for its biennial roadside ("bulky item") cleanup program.

Recycling

The City of Bardstown and Nelson County have limited recycling operations. Nelson County Fiscal Court started a curbside recycling program in February 2006. This free service is provided to selected population areas and currently serves 460 residences. The City of Bardstown and Nelson County initiated mobile and drop-off recycling throughout the county in 2008. This recycling program is funded partially through state grant funds. Six drop-off locations were established in Bardstown, Bloomfield, Samuels, and New Haven for citizens to drop-off #1 and #2 plastics, aluminum cans, mixed paper, cardboard, and newspapers. Recyclable materials are then processed by Nelson County Industries.

Policy & Regulatory Implications: The Comprehensive Plan Future Land Use Map (Map #4-1) identifies the existing landfill and the landfill's future expansion and buffer areas. These areas support the landfill's efforts for expansion over the next 25-year planning period. Any review of future land uses surrounding the landfill should promote the public interest, ensure compatible uses, protect and encourage the proper use and expansion of the landfill and its facilities, and minimize adverse impacts on the airport and surrounding uses.

Utilities

Cable Television

Nelson County is served by several cable television programs. Bardstown Cable TV serves the Cities of Bardstown, Bloomfield, Fairfield, and significant portion of Nelson County. The City of New Haven and surrounding areas are served by Time Warner Cable.

Electric

Three electric providers serve Nelson County. The City of Bardstown is served by its municipal electric service. The Cities of Bloomfield, Fairfield, and New Haven and surrounding areas are served by Kentucky Utilities. Other areas are served by Salt River Electric Cooperative.

Internet

Bardstown Cable, Time Warner Cable, AT&T, and other companies offer high-speed Internet for Nelson County residents.

Stormwater Management

Telecommunications Facilities

Multiple provides offer telecommunication services, such as cell phone and wireless internet, for Nelson County residents. Future land use decisions must also take into account the extent, availability and adequacy of private services. As the demand for and accessibility to such services continues to increase, Nelson County will experience the need for telecommunications facilities, such as cellular antenna towers. Existing telecommunication facilities must be used and improved to accommodate co-location. New telecommunication facilities should only be constructed to serve unserved or underserved areas of the County and to provide opportunities for optimal co-location.

Telephone

Telephone service in Nelson County is provided by AT&T.

Wastewater (Sewer)

Nelson County has 3 separate municipal wastewater collection systems owned and operated by the Cities of Bardstown, Bloomfield, and New Haven. Map #6-4 in the Map Appendix shows the wastewater system for the Town and rural areas. Map #6-5 illustrates the wastewater system for the Bardstown area.

Bardstown

The City of Bardstown owns and operates a municipal wastewater collection and treatment system. Maps #6-4 and #6-5 illustrate the city's existing wastewater infrastructure and proposed projects.

Bardstown's collection system consists of 871,704 feet of sewer line ranging from 2-inch force mains to 36-inch gravity lines, 26 pump stations, and 2,762 manholes and serves 7,000 customers.

Bardstown's wastewater treatment system includes 2 wastewater treatment plants. The Town Creek wastewater treatment plants at 894 Gilkey Run Road was originally constructed in 1960 and was upgraded and expanded to a 3 million gallon per day permitted capacity in 1980. The Jerry L. Riley plant at 3095 Sutherland Lane was completed in 2002 and has a permitted capacity of 4.0 million gallons per day. The total permitted capacity for the Bardstown system is 7.0 million gallons per day. During the construction of the Jerry L. Riley plant, new pump stations were also constructed at the Town Creek plant and Withrow Creek pumping station to pump wastewater to the Jerry L. Riley plant through a 24-inch force main. This connection provided for the capability to pump wastewater between treatment plants to utilize the full 7.0 million gallons per day treatment capacity. In 2009, the average flow from Bardstown's two plants was 2.86 million gallons per day.

In 2009, the City of Bardstown completed the Town Creek Interceptor Project, which included a 14,400-foot parallel main sewer line along Town Creek and eliminated overflows along this stream segment.

Bardstown's most recent *201 Facilities Plan Update Amendment* was completed in June 2010. The amended facilities plan identifies the area which should be served by the City's wastewater treatment system. The amended plan identifies an expanded planning area to include a total of 7,290 acres. The expanded area will incorporate the entire Mill Creek drainage basin and will serve approximately 365 additional persons within the Botland and Woodlawn area and the Nelson County Industrial Park.

The amended facilities plan establishes that the total permitted wastewater treatment capacity will serve the entire expanded planning area through 2020. The plan further identifies potential interceptor layouts and facility sizing needed to provide sewer service to non-sewered areas in the expanded planning area. The following projects are identified:

- Bloomfield Road Force Main Extension. This project will connect Bloomfield's proposed 12-inch force main to the Bardstown wastewater system. This force main extension will allow for the elimination of Bloomfield's wastewater treatment plant and may also allow for extension of service to Chaplin and Fairfield. Bardstown will construct approximately 12,500 linear feet of 16-inch force main mainly along Bloomfield Road (US 62) from the Town Creek interceptor sewer near Bardstown Reservoir No. 3 to the intersection of Bloomfield Road (US 62) and KY 162. This project is scheduled for construction in Spring 2012.
- Pottershop Road Force Main Replacement. This project will improve the level of service within the Rowan Creek drainage basin. The existing 8-inch force main limits the capacity of the Pottershop pump station and creates a bottleneck in the collection/conveyance system. It will be replaced with approximately 8,000 linear feet of new 12-inch or 14-inch force main from the Pottershop pump station to the Town Creek interceptor sewer. This project is scheduled for construction in Spring 2012.

Bardstown's wastewater collection and treatment system is generally in good condition. With excess treatment capacity and continued improvements to address infiltration and inflows, the City's system will accommodate and facilitate future growth and development.

Bloomfield

The City of Bloomfield owns and operates the County's second largest wastewater system. Bloomfield's system serves 390 customers in and around Bloomfield. Bloomfield's wastewater treatment plant and conveyance lines were constructed in 1970. Map #6-5 shows Bloomfield's wastewater system. Bloomfield's collection system is a gravity sewer system. One pumping station and force main conveys wastewater from users on Highgrove Road (KY 48) to the main gravity system. All gravity sewers flow to the existing wastewater treatment plant. Bloomfield's wastewater treatment plant is located on the west side of the East Fork of Simpson Creek, approximately 1.6 miles northwest of the City. The plant's permitted capacity is 0.15 million gallons per day. The plant's average daily flow rate is approximately 0.208 million gallons per day.

Bloomfield's most recent *201 Facilities Plan Update Amendment* was completed in March 2010. The Plan indicated that the existing collection system appears to be properly sized and effective to meet current needs and that while the existing treatment plan is operating effectively and provides reliable treatment, it is showing its age and is need of attention to provide reliable service. The amended facilities plan recommends the following improvements:

- Infiltration and Inflow Reduction. The City should continue efforts to reduce infiltration and inflow into the collection system.
- Interceptor Sewer Replacement. This project will replace a section of the 12-inch interceptor sewer along Simpson Creek with 18-inch sewer and replace a section of 8-inch with 10-inch sewer.
- Bloomfield Road Force Main Extension. This project will connect Bloomfield's proposed 12-inch force main to the Bardstown wastewater system. This force main extension will allow for the elimination of Bloomfield's wastewater treatment plant and may also allow for extension of service to Chaplin and Fairfield. Bardstown will construct approximately 12,500 linear feet of 16-inch force main mainly along Bloomfield Road (US 62) from the Town Creek interceptor sewer near Bardstown Reservoir No. 3 to the intersection of Bloomfield Road (US 62) and KY 162. This project is scheduled for construction in Spring 2012.

New Haven

The City of New Haven owns and operates a municipal wastewater system. In 1973, the City constructed a wastewater treatment plant along New Haven Road (US 31E), north of the corporate limit. The plant has a permitted capacity of 0.16 million gallons per day. New Haven's average daily flow for the New Haven wastewater treatment plant was 0.147 million gallons per day. New Haven maintains a collection system of gravity sewers and force mains ranging in size from 4 to 8 inches in diameter and has 3 pump stations. The *Nelson County Regional Facilities Plan,* dated June 2004, provided an evaluation of the New Haven wastewater treatment plant. The Plan indicated that while all mechanical equipment is well maintained and serviced, the New Haven system exceeds the peak flow allowance with no known bypasses and recommended that the City of New Haven either upgrade its existing wastewater treatment plant or connect to a regional wastewater treatment plant in order to facilitate future growth. The City of New Haven has plans to continue system improvements and construct a new wastewater treatment plant to increase capacity and service. Over the last 2 years, the City has replaced 67 percent of their sewer lines and resolved almost 90 percent of the infiltration and inflow.

Unincorporated Areas

Areas outside of the Cities of Bardstown, Bloomfield, and New Haven have limited access to and availability of public sanitary sewer. In June 2004, the *Nelson County Regional Facilities Plan, dated June 2004,* was completed. This plan outlined strategies for providing sanitary sewer collection and treatment for unsewered areas of Nelson County and examined regional wastewater system solutions. Although this regional facilities plan has not been implemented, efforts to continue regionalization continue to be evaluated for feasibility and effectiveness.

Water

About 99 percent of Nelson County households are served by public water. The County is served by 8 water systems – City of Bardstown, City of Bloomfield, City of New Haven, North Nelson Water District, Hardin County Water Districts #1 and #2, LaRue County Water District #1, Marion County Water District, and City of Springfield. Map #6-1 in the Map Appendix shows the districts and service areas of Nelson County's water providers. Map #6-2 illustrates the waterlines and water sources for rural and Town areas. Map #6-3 shows the waterlines and water sources for the Bardstown area.

Bloomfield

The City of Bloomfield's water system is a distribution system. The City purchases water from the City of Bardstown and distributes to 2,048 customers in northeast Nelson County and parts of Spencer and Anderson Counties. The City also has connection to the City of Taylorsville's water system for emergency cases only.

Bardstown

The City of Bardstown initiated water treatment in 1903 when it created a dam across Barber's Hollow, now the Community Park. The lake had a capacity of 29 million gallons, and the City initiated pumping water from its new plant, located on East Broadway (now Civil War Museum), in 1904. During drought months, the City hauled water, by truck, to the treatment plant. The rubble dam was constructed around 1928. In 1944, the City installed 10,000 feet of 8-inch pipe to the Beech Fork River to supplement the water supply. In 1963, the City constructed Sympson Lake to increase the water capacity. Sympson Lake covered more than 135 surface acres and had a capacity of 1.2 billion gallons. In 1965, the City constructed the current water treatment plant below Sympson Lake with a pumping capacity of 1.5 million gallons per day. Since 1965, the City has completed many upgrades to the treatment plant. The City is currently upgrading the water treatment plan to increase the treatment capacity to 8 million gallons per day and is constructing a clear well storage tank to hold one million gallons of treated water. This project will be completed in Fall 2011. The City also has schedule to install 12,232 feet of 16-inch water transmission main to expand flow to Nelson County Industrial Park on Parkway Avenue.

Today Bardstown's water system includes 12 water tanks, 5 booster pump and/or disinfection stations, and 1,598,728 linear feet of waterlines. The system has a capacity to pump 8 million gallons per day, and during months of little rainfall, the City can pump water from the Beech Fork River to holding lagoons at the rate of 6 million gallons per day to supplement the lake. The City's water system serves approximately 11,010 customers – 5,387 customers within Bardstown corporate limits and 5,623 customers outside of the corporate limits.

Over the next 25 years, the City proposes the following system improvements and projects:

- Removal of water tank in the Bardstown Cemetery and construction of new water tank on Pennebaker Avenue;
- Replacement of tanks in Boston and Hardin County;
- Rehabilitation of pump station on Kelley Drive;
- Reconstruction/repair of raw water intake structure and rubble dam at the Beech Fork River; and,
- Identification and development of alternative water source through Salt River supply or other means.

New Haven

In 1936, the City of New Haven began selling processed water to area residents. The City provided water treatment and service for 53 years until the plant fell into disrepair. In 1988, due to lack of funding and facing violations of the Safe Drinking Water Standards, the City closed its water treatment plant and constructed a 4-mile line to connect on and purchase water from the City of Bardstown's system. The City currently has 2 storage tanks. One tank is located on Prices Creek Loop, off of New Haven Road (US 31E) and has a capacity of approximately 150,000 gallons. The second tank, known as the "Downtown Tank," is on Indian Hills, and has a capacity of 209,000 gallons. The City provides water to approximately 600 connections. The City currently has no plans for water improvements projects.

North Nelson Water District

The North Nelson Water District (NNWD) was formed June 10, 1965 to provide an adequate and dependable supply of quality drinking water for rural areas of northern Nelson County. The initial water system was installed in 1971, and additional lines were installed in 1975 and 1978. Since then the NNWD has seen tremendous growth mainly due to residential development, construction of Thomas Nelson High School, and relocation of Flaget Memorial Hospital. The NNWD also serves parts of southwestern Spencer County and southeastern Bullitt County. The district serves 4,073 customers outside city limits and 175 customers within the Bardstown city limits.

The NNWD currently does not treat its water. Until 1998, the NNWD purchased its water solely from the City of Bardstown. Since 1998, the NNWD has purchased 50 percent of its water from Louisville Water Company and 50 percent from the City of Bardstown. The NNWD's current system includes 3 existing storage tanks with total capacity of 1,372,000 gallons, 3 pump stations, 172 miles of 6-inch or less lines, and 45 miles of 8 to 12-inch lines. System improvements currently under construction include a new 673,000 gallon storage tank on Weller Loop, new pump station on Whitesides Road. Future improvements include 21,000 linear feet of 8-inch PVC pipe along Samuels Road (KY 509), 12,000 linear feet of 8-inch PVC pipe along Louisville Road (US 31E), and 4,000 linear feet of ductile iron pipe along Whitesides Road.

Policy & Regulatory Implications: The effects of utility improvements and projects on land use planning cannot be overstated. Capital improvements, particularly water and sewer improvements, affect land use, and vice versa. For example, the approval and development of a major subdivision may result in the "over capacity" of the available water and sewer, or a proposed sewer project may result in unanticipated changes in land use.

The Comprehensive Plan supports the utilization of land in existing developed areas and Potential Development Areas (PDAs) already served by adequate infrastructure and discourages scattered development beyond the availability of urban services. While the adequacy and availability of all public services and infrastructure should be reviewed and factored into future land use decisions, coordination of future land use planning with availability and adequacy of public water and sewer is critical to minimizing over-burdening and ensuring orderly and efficient services. Future land use decision should factor in the adequacy of available public services to accommodate and facilitate future growth and development.

The Comprehensive Plan also supports the coordination of land use planning with capital improvements planning and encourages the improvement and upgrading of public facilities in a logical and cost-effective manner. The Planning Commission, legislative bodies, and utility agencies and organizations must work closely and cooperate to coordinate land use and infrastructure planning. Development proposals should be evaluated to determine the impact on existing utilities and minimize capacity issues of existing systems. The design and plan for infrastructure improvements should be in accordance with the densities, intensities, and locations for future development as described in the Future Land Use Plan (Chapter 4). Further, future developments should be encouraged to connect to public sewer, or in areas where public sewer is inadequate or unavailable, system improvements should be made prior to further development.

To ensure available and adequate public utilities, the Zoning and Subdivision Regulations should implement the Plan's recommendations.

Chapter 7

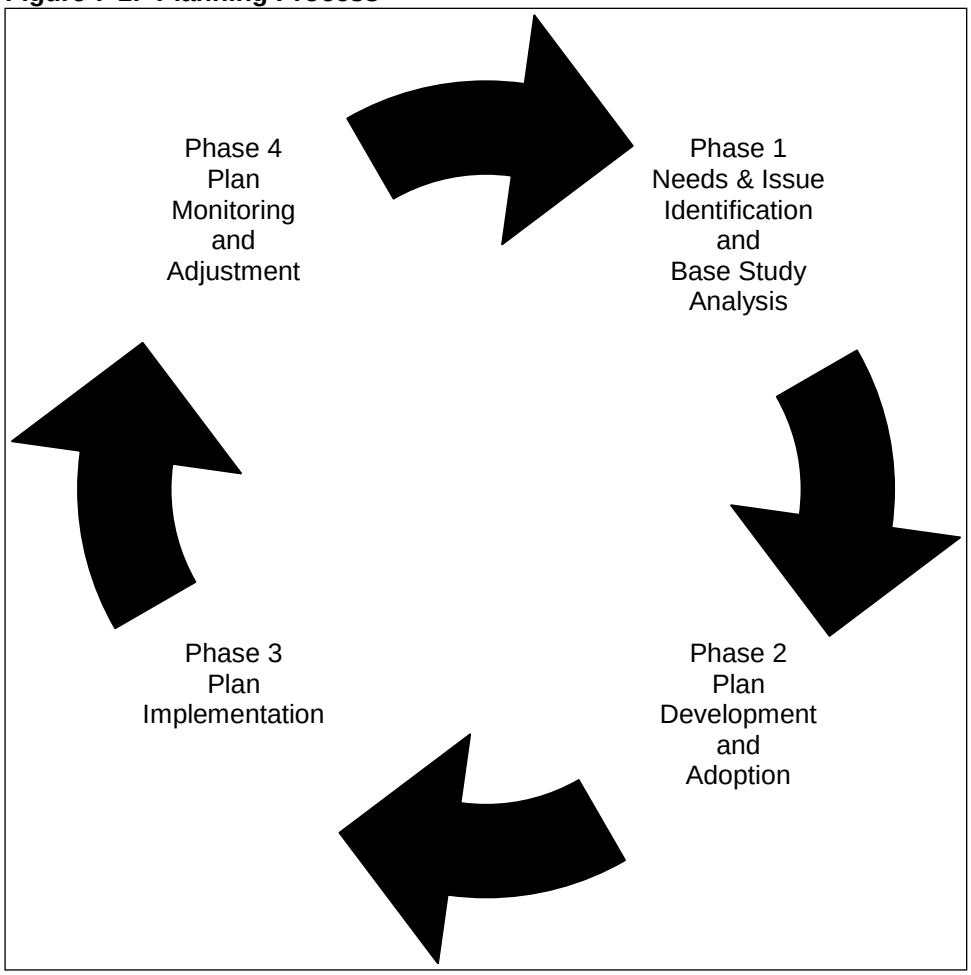
Implementation Plan

Chapter 7: Implementation Plan

The development and adoption of a Comprehensive Plan requires considerable commitment and effort of the Planning Commission, legislative bodies, citizens, and other stakeholders. However, there must be an ongoing commitment to take the necessary action to realize goals and objectives of the Comprehensive Plan and to make adjustments to improve their effectiveness.

While not a required element of the Comprehensive Plan, this ***Implementation Plan*** includes the final phases in the planning process. This Plan recommends the development of an action plan for implementing the overall Plan goals and objectives. It also identifies the method and timeframe for plan monitoring and adjustment to determine how well the planning solutions are working and what adjustments might be needed. Plans are useless unless planner and decisionmakers can learn from them and make adjustments to improve their effectiveness.

Figure 7-1: Planning Process



The Planning Commission should establish an Implementation and Monitoring Committee. The Committee should first identify potential tools, methods, and other action steps, including but not limited to the following:

- ***Regulatory Tools.*** Zoning and Subdivision Regulations and other rules, regulations, and policies are the most direct means of managing the nature of development and ensuring that development meets or exceeds minimum standards. All regulations, ordinances, and codes should be periodically reviewed in light of growth and changes within the community, and the adoption of the Comprehensive Plan update is an ideal time to carry out the review of regulatory tools. Any development of new regulations, ordinances, and codes or amendment of existing regulatory tools must be guided by the goals and objectives of the Comprehensive Plan and must be written to reinforce them in everyday practice.

- ***Community Infrastructure, Facility, & Service Plans.*** Short- and long-range plans for infrastructure and services, also known as Capital Improvement Plans (CIPs), can be developed to define a public project agenda and develop more specific strategies for implementing that agenda. The extent of these plans can be wide-ranging for community infrastructure, facilities, and services as a whole or can be limited to a specific issue or community need, such as public sanitary sewer extension or improved recreational facilities. These plans will include information on planning, land acquisition, project design, expected costs and potential funding sources, and timeframes for implementation. Any periodic review of the Comprehensive Plan and any development or amendment of capital improvement plans should be coordinated to ensure consistency and minimize conflict between land use planning and capital improvement planning.

- ***Incentives & Growth Management Stimulus.*** Growth management cannot and should not be regulatory only. Incentives and stimulus programs should be developed to encourage managed and quality growth and development. An example may be the identification of and planning of potential development areas as "growth zones" or "enterprise zones," the planning and development of principal public infrastructure, such as utilities and collector roadways, within these areas, and the development and availability of incentives and stimulus, such as fee and charge reductions or waivers, tax abatements or reductions, low-interest loans, etc., to attract developers and investors.

- ***Studies and Plans***. Studies and plans are useful in helping to precisely define issues and opportunities, enabling a community to examine a topic in depth. A well-focused and inclusive study can then be the basis for detailed plans that address very specific needs in a way that is customized to circumstances and conditions within that community.

Upon identification of potential tools, methods, and steps, the Committee should then identify potential partners and participants, establish priorities and timeframes (immediate (< 1 year), short-term (1-3 years), mid-term (4-5 years), and long-term (5+years) for achieving the goals and objectives of this Plan, and identify the method and timeframe for plan monitoring and adjustment to determine how well the planning solution is working and what adjustments might be needed. Upon finalization of the Implementation Plan, it must be presented to the Planning Commission for adoption as an addendum of the Comprehensive Plan.

Following the implementation phase, the Committee should then initiate monitoring the plan and identifying and presenting any adjustments. Monitoring should occur at least annually. If adjustments are necessary, then the planning process returns full circle as shown in Figure 7-1 above.

PDA Appendix

Potential Development Area Analysis

PDA Appendix: Potential Development Area (PDA) Analysis

PDA #	PVA Parcel #	Acreage	Current Use	Existing Zoning	Septic or Sewer	Gross Density as Zoned (units per acre)	Potential Gross Density as Zoned	Potential Population as Zoned	Potential Office / Commerical Space as Zoned	Potential Industrial Space as Zoned	Future Land Use Group	Future Density	Future Housing Potential	Future Population	Future Office / Commercial Space	Future Industrial Space
1	44000-00-007	90.3	SF residential / agricultural	A-1	Septic	0.200	18	46			Suburban Residential Neighborhood	1.45	131	341		
2	53000-00-037.02	206.3	SF residential / agricultural	A-1	Septic	0.200	41	105			Suburban Residential Neighborhood	1.45	300	779		
3	44000-00-010	45.8	SF residential / agricultural	A-1	Septic	0.200	9	23			Suburban Residential Neighborhood	1.45	67	173		
4	53000-00-054 & 003.01	27.4	SF residential / agricultural	A-1	Septic	0.200	5	14			Suburban Residential Neighborhood	1.45	40	103		
5	54000-00-007	34.2	SF residential / agricultural	A-1	Septic	0.200	7	17			Suburban Residential Neighborhood	1.45	50	129		
6	54000-00-009	73.3	SF residential / agricultural	A-1	Septic	0.200	15	37			Suburban Residential Neighborhood	1.45	106	277		
7	54000-00-017	11.8	Agricultural / open space	A-1	Sewer	0.200	2	6			Traditional Urban Neighborhood	2.90	34	89		
8	54000-00-017	46.5	Agricultural / open space	A-1	Sewer	0.200	9	24			Outer Urban Neighborhood	2.90	135	351		
9	54000-00-020	55.5	SF residential / agricultural	A-1	Sewer	0.200	11	28			Outer Urban Neighborhood	2.90	161	419		
10	45NNE-09-001	0.8	Agricultural / open space	B-3	Sewer	N/A			9,039		Traditional Urban Neighborhood	5.81	5	13		
11	45NNE-10-001	1.4	Agricultural / open space	R-3	Sewer	5.808	0	1			Traditional Urban Neighborhood	5.81	8	21		
12	45NNE-09-002	1.8	Agricultural / open space	B-3	Sewer	N/A			19,929		Traditional Urban Neighborhood	5.81	11	28		
13	54SSW-02-088	3.1	Fraternal organization	B-1 PUD	Sewer	N/A			33,737		Traditional Urban Neighborhood	5.81	18	47		
14	45000-00-171.01	3.7	SF residential	R-3	Sewer	5.808	1	2			Traditional Urban Neighborhood	5.81	21	56		
15	45000-00-171	6.0	SF residential	MHP	Sewer	5.808	1	3			Traditional Urban Neighborhood	5.81	35	90		
16	45000-00-172	9.6	SF residential	MHP	Sewer	5.808	2	5			Traditional Urban Neighborhood	5.81	56	144		
17	45000-00-173	5.8	Agricultural / open space	R-1B	Sewer	4.356	1	3			Traditional Urban Neighborhood	5.81	34	88		
18	54000-00-116.01	10.0	Agricultural / open space	I-2	Sewer					131,111	Traditional Urban Neighborhood	2.90	29	76		
19	54000-00-116	19.1	Agricultural / open space	I-2	Sewer					250,089	Industrial Center	0.30				250,089
20	54000-00-109	27.4	Agricultural / open space	I-2	Sewer					358,455	Industrial Center	0.30				358,455
21	54000-00-105.01	12.8	Agricultural / open space	R-3	Sewer	5.808	3	7			Traditional Urban Neighborhood	2.90	37	97		
22	54SI0-04-021	7.9	Agricultural / open space	LIP	Sewer				85,889		Traditional Urban Neighborhood	2.90	23	59		
23	54000-00-066	11.6	Agricultural / open space	LIP	Sewer				126,694		Commercial/Retail Center	0.25			126,694	
24	54000-00-067	10.1	Agricultural / open space	LIP	Sewer				109,651		Commercial/Retail Center	0.25			109,651	
25	54000-00-068	56.1	Agricultural / open space	LIP	Sewer	0.300			610,450		Traditional Urban Neighborhood	0.25	14	36		
26	54000-00-077	362.5	Agricultural / open space	B-1 PUD	Sewer	2.904	73	185			Outer Urban Neighborhood	0.25 / 2.90	992	2581		
27	54000-00-002	29.9	SF residential / agricultural	A-1	Sewer	0.200	6	15			Suburban Residential Neighborhood	2.90	87	226		
28	54000-00-001	114.5	Agricultural / open space	B-1 PUD	Sewer	0.25 / 2.904	23	58			Suburban Residential Neighborhood	2.90	332	863		
29	62000-00-001.01	129.1	SF residential / agricultural	A-1	Sewer	0.200	26	66			Suburban Residential Neighborhood	2.90	375	975		
30	62000-00-062	217.6	SF residential / agricultural	A-1	Sewer	0.200	44	111			Suburban Residential Neighborhood	2.90	632	1643		
31	62000-00-032	25.6	Agricultural / open space	A-1	Sewer	0.200	5	13			Suburban Residential Neighborhood	2.90	74	194		
32	54000-00-089	24.6	Agricultural / open space	A-1	Sewer	0.200	5	13			Outer Urban Neighborhood	2.90	71	186		
33	54000-00-103	45.4	SF residential / agricultural	A-1	Sewer	0.200	9	23			Outer Urban Neighborhood	2.90	132	342		
34	54000-00-103.01	5.4	SF residential / agricultural	A-1	Sewer	0.200	1	3			Outer Urban Neighborhood	2.90	16	41		
35	54000-00-104	21.0	SF residential / agricultural	A-1	Sewer	0.200	4	11			Outer Urban Neighborhood	2.90	61	158		
36	54000-00-105	111.6	Agricultural / open space	A-1	Sewer	0.200	22	57			Outer Urban Neighborhood	2.90	324	842		
37	62000-00-059	19.8	SF residential / agricultural	A-1	Sewer	0.200	4	10			Outer Urban Neighborhood	2.90	57	149		
38	62000-00-041	210.2	SF residential / agricultural	A-1	Septic	0.200	42	107			Suburban Residential Neighborhood	1.45	305	794		
39	62000-00-038	117.1	SF residential / agricultural	A-1	Septic	0.200	23	60			Suburban Residential Neighborhood	1.45	170	442		
40	62000-00-063	92.7	SF resdential / agricultural	A-1	Sewer	0.200	19	47			Outer Urban Neighborhood	2.90	269	699		
41	62000-00-065	35.5	Agricultural / open space	A-1	Sewer	0.200	7	18			Suburban Residential Neighborhood	2.90	103	268		
42	62000-00-065.07	41.5	Agricultural / open space	A-1	Sewer	0.200	8	21			Suburban Residential Neighborhood	2.90	121	313		
43	62000-00-065.06	10.4	Agricultural / open space	R-1A	Septic	1.452	2	5			Outer Urban Neighborhood	2.90	30	78		
44	63000-00-001	30.3	SF residential / agricultural	A-1	Sewer	0.200	6	15			Traditional Urban Neighborhood	2.90	88	229		
45	63000-00-002.10	7.1	Agricultural / open space	A-1	Sewer	0.200	1	4			Traditional Urban Neighborhood	2.90	20	53		
46	63000-00-003	26.4	SF residential / agricultural	A-1	Sewer	0.200	5	13			Industrial Center	0.30				344,943
47	55000-00-004	34.5	Agricultural / open space	I-2	Sewer					450,271	Industrial Center	0.30				450,271
48	55000-00-004	37.8	Agricultural / open space	LIP	Sewer				411,130		Industrial Center	0.30				493,356
49	55000-00-004	77.4	Agricultural / open space	LIP	Sewer				843,354		Industrial Center	0.30				1,012,025
50	63000-00-007	39.8	Agricultural / open space	A-1	Sewer	0.200	8	20			Industrial Center	0.30				520,708
51	55000-00-030	137.7	Agricultural / open space	B-1 PUD	Sewer	5.808	28	70			Traditional Urban Neighborhood	2.90	399	1038		
52	55000-00-037.09	33.4	Agricultural / open space	LIP	Sewer				364,042		Commercial/Retail Center	0.25			364,042	
53	55000-00-037.08	11.9	Agricultural / open space	B-1 PUD	Sewer	5.808	2	6			Commercial/Retail Center	0.25			129,809	
54	55000-00-024	35.1	Agricultural / open space	LIP	Sewer				382,348		Commercial/Retail Center	0.25			382,348	
55	55000-00-037.03	25.9	Agricultural / open space	A-1	Sewer	0.200	5	13			Commercial/Retail Center	0.25			282,323	
56	55000-00-037.02	11.7	Agricultural / open space	R-3 / B-3	Sewer	5.808	2	6			Commercial/Retail Center	0.25			127,304	
57	55000-00-037.01	5.3	Agricultural / open space	A-1	Sewer	0.200	1	3			Commercial/Retail Center	0.25			57,750	
58	55000-00-037	8.8	Agricultural / open space	A-1	Sewer	0.200	2	4			Commercial/Retail Center	0.25			95,690	
59	63000-00-055	109.1	Agricultural / open space	A-1	Sewer	0.200	22	56			Commercial/Retail Center	0.25			1,188,415	
60	63000-00-055	129.2	Agricultural / open space	A-1	Sewer	0.200	26	66			Suburban Residential Neighborhood	1.45	188	478		
61	63000-00-055	35.2	SF residential / agricultural	A-1	Sewer	0.200	7	18			Suburban Residential Neighborhood	1.45	51	130		
62	63000-00-054 & 54.01	55.9	SF residential / agricultural	A-1	Sewer	0.200	11	29			Suburban Residential Neighborhood	1.45	81	207		
63	63000-00-057 & 58	107.3	SF residential / agricultural	A-1	Sewer	0.200	21	55			Suburban Residential Neighborhood	1.45	156	397		
64	55000-00-036	50.4	Agricultural / open space	A-1	Sewer	0.200	10	26			Outer Urban Neighborhood	2.90	146	373		
65	63000-00-055	28.4	Agricultural / open space	A-1	Sewer	0.200	6	14			Suburban Residential Neighborhood	1.45	41	105		
66	56000-00-009	14.2	SF residential / agricultural	A-1	Septic	0.200	3	7			Outer Urban Neighborhood	1.45	21	53		
67	56000-00-009	40.7	Agricultural / open space	A-1	Septic	0.200	8	21			Outer Urban Neighborhood	1.45	59	151		

PDA Appendix: Potential Development Area (PDA) Analysis (continued)

PDA #	PVA Parcel #	Acreage	Current Use	Existing Zoning	Septic or Sewer	Gross Density as Zoned (units per acre)	Potential Gross Density as Zoned	Potential Population as Zoned	Potential Commerical/Retail Space as Zoned	Potential Industrial Space as Zoned	Future Land Use Group	Future Density	Future Housing Potential	Future Population	Future Commercial/Retail Space	Future Industrial Space
68	56000-00-005	155.5	SF residential / agricultural	A-1	Septic	0.200	31	79			Suburban Residential Neighborhood	1.45	226	576		
69	56000-00-003	72.2	Agricultural / open space	R-1A	Septic	1.452	14	37			Outer Urban Neighborhood	1.45	105	267		
70	56000-00-004	13.0	SF residential / agricultural	A-1 / R-1A	Septic	1.452	3	7			Suburban Residential Neighborhood	1.45	19	48		
71	56000-00-003	74.3	SF residential / agricultural	A-1	Septic	0.200	15	38			Outer Urban Neighborhood	1.45	108	275		
72	55000-00-011	83.7	SF residential / agricultural	A-1	Septic	0.200	17	43			Traditional Urban Neighborhood	1.45	122	310		
73	55000-00-009	53.1	SF residential / agricultural	R-3	Sewer	5.808	11	27			Traditional Urban Neighborhood	1.45	77	197		
74	55000-00-008	66.4	Agricultural / open space	R-3	Sewer	5.881	13	34			Traditional Urban Neighborhood	2.90	193	491		
75		29.7	Agricultural / open space	A-1	Sewer	0.200	6	15			Traditional Urban Neighborhood	2.90	86	220		
76	55000-00-026.01	11.4	SF residential / open space	R-3	Sewer	5.808	2	6			Traditional Urban Neighborhood	2.90	33	84		
77		10.0	Open space	R-3	Sewer	5.808	2	5			Traditional Urban Neighborhood	2.90	29	74		
78	55000-00-025 & 026	8.4	SF residential / open space	B-3	Sewer				91,128		Commercial/Retail Center	0.25			91,128	
79	55000-00-027.02	11.2	Agricultural / open space	B-3 / A-1	Sewer				122,306		Commercial/Retail Center	0.25			122,306	
80	55000-00-032	1.1	Office	B-3	Sewer				11,946		Commercial/Retail Center	0.25			11,946	
81	55000-00-033 & 032	21.9	SF residential / open space	B-3 / A-1	Sewer				238,273		Traditional Urban Neighborhood	2.90	63	162		
82	55000-00-026.03	20.0	Agricultural / open space	R-3	Sewer	5.808	4	10			Traditional Urban Neighborhood	2.90	58	148		
83	55000-00-018.01	10.3	Agricultural / open space	A-1	Sewer	0.200	2	5			Traditional Urban Neighborhood	2.90	30	76		
84	55000-00-027	59.0	Open space	LIP	Sewer				642,477		Commercial/Retail Center	0.25			642,477	
85	55000-00-028.03	5.0	Open space	LIP	Sewer				54,450		Commercial/Retail Center	0.25			54,450	
87	55000-00-030	11.0	Open space	LIP	Sewer				119,681		Commercial/Retail Center	0.25			119,681	
88	55000-00-027	8.6	Open space	B-3	Sewer				93,959		Commercial/Retail Center	0.25			93,959	
89	55000-00-027.01	11.2	Open space	A-1 / B-3	Sewer				121,968		Commercial/Retail Center	0.25			121,968	
90	55000-00-027	2.4	Open space	B-3	Sewer						Traditional Urban Neighborhood	2.90	7	18		
91	55000-00-027	36.6	Open space	R-1B / A-1	Sewer	2.904	7	19			Traditional Urban Neighborhood	2.90	106	270		
92	55000-00-028	36.5	Open space	A-1	Sewer	0.200	7	19			Traditional Urban Neighborhood	2.90	106	270		
93		39.7	SF residential / open space	R-3	Sewer	5.808	8	20			Traditional Urban Neighborhood	2.90	115	294		
94	55W00-14-005	4.6	Open spcae	R-3	Sewer	5.808	1	2			Traditional Urban Neighborhood	2.90	13	34		
95	55W00-06-115	7.1	SF residential / open space	B-3	Sewer				77,156		Traditional Urban Neighborhood	2.90	21	52		
96	55C00-01-015	25.1	Open space	R-1B	Sewer	2.904	5	13			Traditional Urban Neighborhood	2.90	73	185		
97	54000-00-118.01	5.6	Agricultural / open space	LIP	Sewer				61,191		Industrial Center	0.30				73,429
98	45000-00-184	61.1	Agricultural / open space	LIP	Sewer				665,161		Industrial Center	0.30				798,193
99	54000-00-118	5.0	Industrial	I-2	Sewer					65,340	Industrial Center	0.30				65,340
100		12.0	Open space	R-3 / R-2	Sewer	5.808	2	6			Traditional Urban Neighborhood	5.81	70	178		
101		7.7	Office / open space	I-2 / P-1	Sewer					84,234	Traditional Urban Neighborhood	5.81	45	115		
102	45NE0-16-006 & 007	1.5	Open space	R-4	Sewer	5.808	0	1			Traditional Urban Neighborhood	5.81	8	22		
103	45NE0-15-010	2.8	Industrial / open space	I-2	Sewer					36,538	Traditional Urban Neighborhood	5.81	16	41		
104	45000-00-191	3.0	Industrial / open space	I-2	Sewer					39,204	Traditional Urban Neighborhood	5.81	17	44		
105	45E00-29-001	4.6	Open space	I-2	Sewer					60,479	Traditional Urban Neighborhood	5.81	27	69		
106	45E00-30-004	2.7	Open space	R-1B	Sewer	2.904	1	1			Traditional Urban Neighborhood	5.81	16	40		
107	45E00-32-001	3.7	Open space	R-3	Sewer	5.808	1	2			Traditional Urban Neighborhood	2.90	11	27		
108	45E00-32-005.01	9.1	Open space	R-3	Sewer	5.808	2	5			Traditional Urban Neighborhood	2.90	26	67		
109	45000-00-218	27.0	Open space	R-1B	Sewer	2.904	5	14			Traditional Urban Neighborhood	2.90	78	200		
110	45000-00-221	10.0	School / open space	R-1B	Sewer	2.904	2	5			Community Facility					
111	45000-00-218.01	5.3	Industrial / open space	I-2	Sewer					69,287	Traditional Urban Neighborhood	2.90	15	39		
112	45000-00-215	28.7	Open space	I-2	Sewer					375,156	Traditional Urban Neighborhood	2.90	83	213		
113	46000-00-056	46.4	Agricultural / open space	A-1	Septic	0.200	9	24			Outer Urban Neighborhood	2.90	135	344		
114	46000-00-061	83.3	Undeveloped	A-1	Septic	0.200	17	42			Outer Urban Neighborhood	1.45	121	308		
115	56000-00-023	105.6	Agricultural / open space	A-1	Septic	0.200	21	54			Outer Urban Neighborhood	1.45	153	391		
116	46000-00-062	34.9	Distillery	I-2	Septic					455,433	Industrial Center	0.30				455,433
117	46000-00-065	26.5	Open space	A-1	Septic	0.200	5	14			Industrial Center	0.30				346,707
118	56000-00-003	10.7	Agricultural / open space	A-1	Septic	0.200	2	5			Outer Urban Neighborhood	1.45	16	40		
119	46000-00-069	55.0	SF residential / agricultural	A-1	Septic	0.200	11	28			Outer Urban Neighborhood	1.45	80	204		
120	46000-00-068	23.5	SF residential / agricultural	A-1	Septic	0.200	5	12			Outer Urban Neighborhood	1.45	34	87		
121	46000-00-064.01	24.9	SF residential / agricultural	A-1	Septic	0.200	5	13			Outer Urban Neighborhood	1.45	36	92		
122	46000-00-063	50.9	SF residential / agricultural	A-1	Septic	0.200	10	26			Outer Urban Neighborhood	1.45	74	188		
123	46000-00-063.01	20.8	SF residential / agricultural	A-1	Septic	0.200	4	11			Outer Urban Neighborhood	1.45	30	77		
124	46000-00-060	172.8	Agricultural / open space	A-1	Septic	0.200	35	88			Outer Urban Neighborhood	1.45	251	640		
125	46000-00-078	222.1	SF residential / agricultural	A-1	Septic	0.200	44	113			Suburban Residential Neighborhood	1.45	322	822		
126	Omitted															
127	46000-00-037	79.2	SF residential / agricultural	A-1	Septic	0.200	16	40			Suburban Residential Neighborhood	1.45	115	293		
128	46000-00-042	150.6	SF residential / agricultural	A-1	Septic	0.200	30	77			Suburban Residential Neighborhood	1.45	219	558		
129	34000-00-090	84.9	SF residential / agricultural	A-1	Septic	0.200	17	43			Suburban Residential Neighborhood	1.45	123	314		
130	34000-00-091	21.7	Agricultural / open space	A-1	Septic	0.200	4	11			Suburban Residential Neighborhood	1.45	31	80		
131	46000-00-013	31.1	Agricultural / open space	R-3	Septic	5.808	6	16			Commercial/Retail Center	0.25			338,309	
132	46000-00-012	5.1	Agricultural / open space	B-3	Septic				56,062		Commercial/Retail Center	0.25			56,062	
133	46000-00-003	35.0	Agricultural / open space	A-1	Sewer	0.200	7	18			Outer Urban Neighborhood	2.91	102	260		
134	46000-00-002	77.7	Agricultural / open space	A-1	Sewer	0.200	16	40			Outer Urban Neighborhood	1.45	113	288		
135	46000-00-002	21.4	SF residential / open space	B-3	Sewer				232,763		Commercial/Retail Center	0.25			232,763	

PDA #	PVA Parcel #	Acreage	Current Use	Existing Zoning	Septic or Sewer	Gross Density as Zoned (units per acre)	Potential Gross Density as Zoned	Potential Population as Zoned	Potential Commerical/Retail Space as Zoned	Potential Industrial Space as Zoned	Future Land Use Group	Future Density	Future Housing Potential	Future Population	Future Commercial/Retail Space	Future Industrial Space
136	45000-00-161	23.1	SF residential / open space	A-1	Sewer	0.200	5	12			Outer Urban Neighborhood	2.90	67	171		
137	45000-00-159	8.8	Agricultural / open space	A-1	Sewer	0.200	2	4			Outer Urban Neighborhood	2.90	26	65		
138	46000-00-007	59.3	Agricultural / open space	B-3 PUD	Sewer	5.808	12	30			Outer Urban Neighborhood	2.90	172	439		
139	46000-00-006	54.6	Agricultural / open space	R-4	Sewer	5.808	11	28			Outer Urban Neighborhood	2.90	158	404		
140	34000-00-057	43.0	Agricultural / open space	R-4	Sewer	5.808	9	22			Outer Urban Neighborhood	2.90	125	318		
141	46000-00-008	2.0	Open space	B-3	Sewer				21,355		Outer Urban Neighborhood	2.90	6	15		
142	46000-00-009	1.3	Open space	B-3	Sewer				13,917		Outer Urban Neighborhood	2.90	4	9		
143	34000-00-058	25.0	SF residential / open space	R-1B / A-1	Sewer	2.904	5	13			Outer Urban Neighborhood	2.90	73	185		
144	34000-00-062	39.6	Agricultural / open space	A-1	Sewer	0.200	8	20			Outer Urban Neighborhood	2.90	115	293		
145	34000-00-056	253.4	SF residential / agricultural	A-1	Septic	0.200	51	129			Suburban Residential Neighborhood	1.45	368	938		
146	34000-00-049	66.5	SF residential / agricultural	A-1	Septic	0.200	13	34			Suburban Residential Neighborhood	1.45	97	246		
147	33000-00-185	55.4	Open space	A-1	Septic	0.200	11	28			Community Facility					
148	45000-00-084	264.3	SF residential / agricultural	A-1	Septic	0.200	53	135			Community Facility					
149	45000-00-103	62.8	SF residential / agricultural	R-1B	Sewer	2.904	13	32			Community Facility					
150	45000-00-141	33.6	SF residential / agricultural	A-1	Sewer	0.200	7	17			Outer Urban Neighborhood	2.90	98	249		
151	45000-00-143	14.1	Open space	A-1	Sewer	0.200	3	7			Community Facility					
152	45000-00-112	43.5	SF residential / agricultural	A-1	Sewer	0.200	9	22			Outer Urban Neighborhood	2.90	126	322		
153	45NE0-01-004	6.4	Open space	R-1C	Sewer	4.356	1	3			Outer Urban Neighborhood	2.90	19	48		
154	45000-00-205.01	3.7	Open space	B-4	Sewer				39,770		Commercial/Retail Center	0.25			39,770	
155	45000-00-169.02	21.2	Open space	LIP	Sewer				230,324		Industrial Center	0.30				276,388
156	45000-00-201	9.6	Open space	B-3	Sewer				104,729		Commercial/Retail Center	0.25			104,729	
157	45NNE-03-011	3.5	Open space	B-3	Sewer				38,061		Commercial/Retail Center	0.25			38,061	
158	44000-00-123	3.3	Open space	LIP	Sewer				36,013		Traditional Urban Neighborhood	2.90	10	24		
159	44000-00-123.04	4.5	Open space	LIP	Sewer				49,016		Traditional Urban Neighborhood	2.90	13	33		
160	44000-00-123	12.7	Open space	LIP	Sewer				137,922		Traditional Urban Neighborhood	2.90	37	94		
161	44000-00-122.01	27.1	Open space	I-2	Sewer					353,712	Industrial Center	0.30				353,712
162	44000-00-123.02	48.3	Agricultural / open space	A-1	Sewer	0.200	10	25			Traditional Urban Neighborhood	2.90	140	357		
163	45000-00-169.03	3.0	Open space	I-2	Sewer					39,204	Industrial Center	0.30				39,204
164	45000-00-169.03	6.0	Open space	I-2	Sewer					78,408	Industrial Center	0.30				78,408
165	45000-00-085.01	2.0	Open space	I-2	Sewer					26,136	Industrial Center	0.30				26,136
166	44000-00-120	35.3	Open space	I-1	Sewer					460,987	Industrial Center	0.30				460,987
167	Omitted															
168	Omitted															
169	44000-00-002	50.0	Agricultural / open space	R-1A	Septic	1.452	10	26			Suburban Residential Neighborhood	1.45	73	185		
170	UNKNOWN	116.3	SF residential / agricultural	A-1	Septic	0.200	23	59			Suburban Residential Neighborhood	1.45	169	431		
171	44000-00-061	53.4	SF residential / agricultural	A-1	Septic	0.200	11	27			Suburban Residential Neighborhood	1.45	78	198		
172	44000-00-059	29.7	Agricultural / open space	A-1	Septic	0.200	6	15			Suburban Residential Neighborhood	1.45	43	110		
173	44000-00-060	5.6	Open space	A-1	Septic	0.200	1	3			Suburban Residential Neighborhood	1.45	8	21		
174	44000-00-062	28.3	SF residential / agricultural	A-1	Septic	0.200	6	14			Suburban Residential Neighborhood	1.45	41	105		
175	44000-00-063	68.1	Agricultural / open space	A-1	Septic	0.200	14	35			Suburban Residential Neighborhood	1.45	99	252		
176	44000-00-058	51.0	Agricultural / open space	R-1A	Septic	1.452	10	26			Suburban Residential Neighborhood	1.45	74	189		
177	44000-00-115	66.8	Agricultural / open space	A-1	Septic	0.200	13	34			Outer Urban Neighborhood	1.45	97	247		
178	44000-00-120.04	76.2	Open space	I-1	Sewer					996,213	Industrial Center	0.30				996,213
179	44000-00-125	50.7	Agricultural / open space	A-1	Sewer	0.200	10	26			Industrial Center	0.30				662,535
180	44000-00-125 & 225	38.3	Agricultural / open space	A-1	Sewer	0.200	8	20			Commercial/Retail & Traditional	0.25 / 2.90	56	142	417,087	
181	45000-00-224	19.1	Agricultural / open space	A-1	Septic	0.200	4	10			Suburban Residential Neighborhood	1.45	28	71		
182	45000-00-224.01	25.9	Agricultural / open space	A-1	Septic	0.200	5	13			Suburban Residential Neighborhood	1.45	38	96		
183	45000-00-223	36.3	SF residential / agricultural	A-1	Septic	0.200	7	18			Suburban Residential Neighborhood	1.45	53	134		
184	33000-00-137	109.5	Agricultural / open space	A-1	Sewer	0.200	22	56			Suburban Residential Neighborhood	1.45	159	405		
185	33000-00-139	347.5	Agricultural / open space	A-1	Sewer	0.200	69	177			Suburban Residential Neighborhood	1.45	505	1287		
186	44000-00-128	41.0	Agricultural / open space	R-1A	Sewer	1.452	8	21			Suburban Residential Neighborhood	1.45	60	152		
187	44000-00-128	45.7	Agricultural / open space	A-1	Sewer	0.200	9	23			Suburban Residential Neighborhood	1.45	66	169		
188	33000-00-132	188.2	Agricultural / open space	A-1	Sewer	0.200	38	96			Suburban Residential Neighborhood	1.45	273	697		
189	44000-00-140	105.3	Agricultural / open space	A-1	Sewer	0.200	21	54			Suburban Residential Neighborhood	1.45	153	390		
190	32000-00-074	22.7	Agricultural / open space	A-1	Sewer	0.200	5	12			Suburban Residential Neighborhood	1.45	33	84		
191	32000-00-073	3.8	Agricultural / open space	B-4	Sewer				41,665		Suburban Residential Neighborhood	1.45	6	14		
192	32000-00-073	12.2	Agricultural / open space	A-1	Sewer	0.200	2	6			Suburban Residential Neighborhood	1.45	18	45		
193	32000-00-072.01	4.4	Agricultural / open space	A-1	Sewer	0.200	1	2			Suburban Residential Neighborhood	1.45	6	16		
194	32000-00-071	6.2	Open space	B-5	Sewer				67,191		Suburban Residential Neighborhood	1.45	9	23		
195	45000-00-085	143.4	Agricultural / open space	B-3 / B-1 PUD	Sewer	5.808	29	73			Commercial/Retail & Traditional	0.25 / 2.904	244	622	1,562,138	
							1,602	4,086	6,364,748	4,330,256			14,710	37,810	6,910,859	8,062,531

Map Appendix

Map Appendix

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Map 2-3: Fairfield Town Community Character Area Existing Land Use Map
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- Professional Office
- Open Space/Parks & Recreation
- Central Business
- Commercial
- Industrial
- Community Facilities
- Mobile Home Park
- Mobile Home Subdivision
- Single Family Residential
- Multi Family Residential
- Undeveloped
- Urban Boundary Line

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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

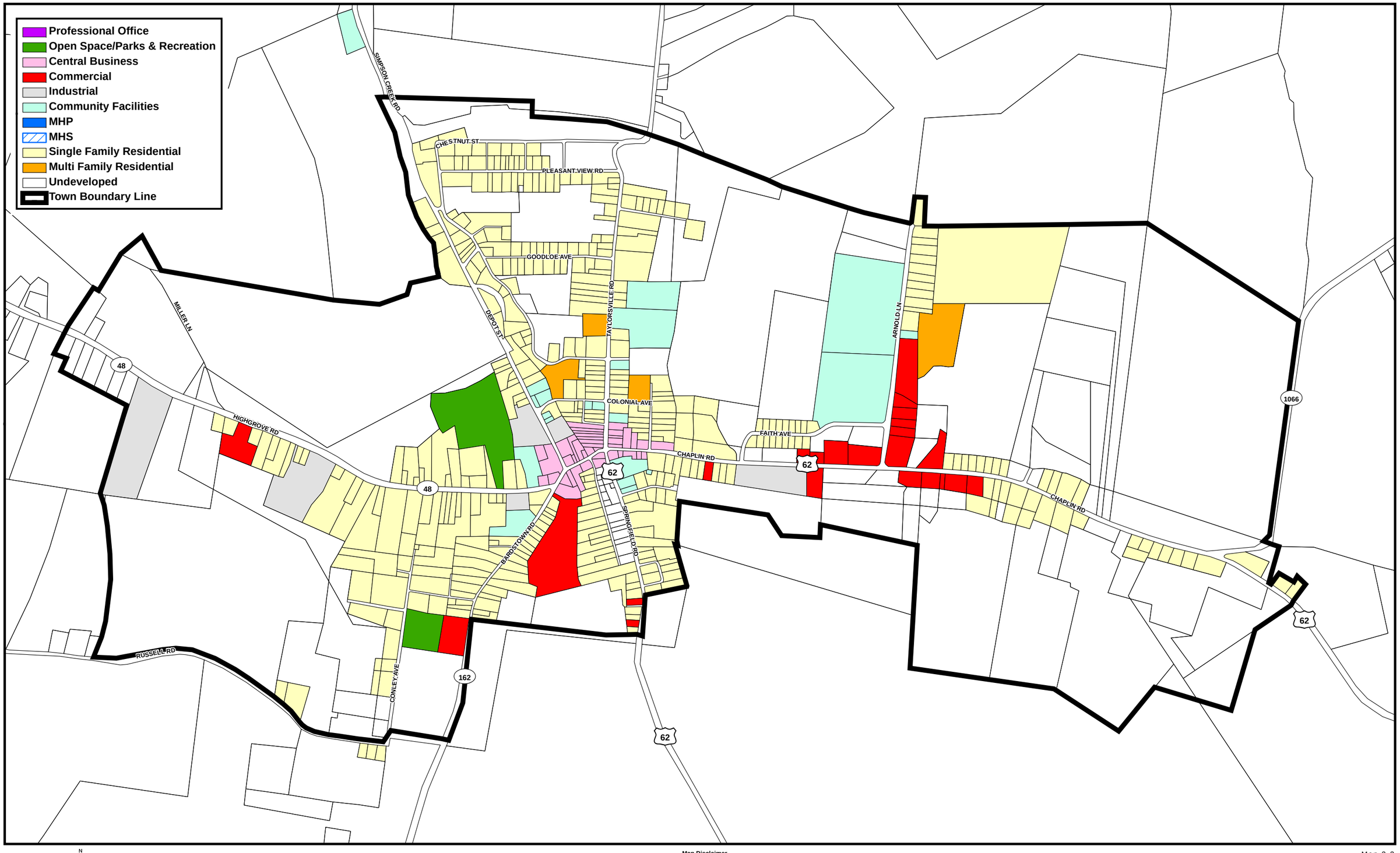
Map Disclaimer

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Map 2-1

EXISTING LAND USE MAP
URBAN COMMUNITY CHARACTER AREA

Nelson County 2035
A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

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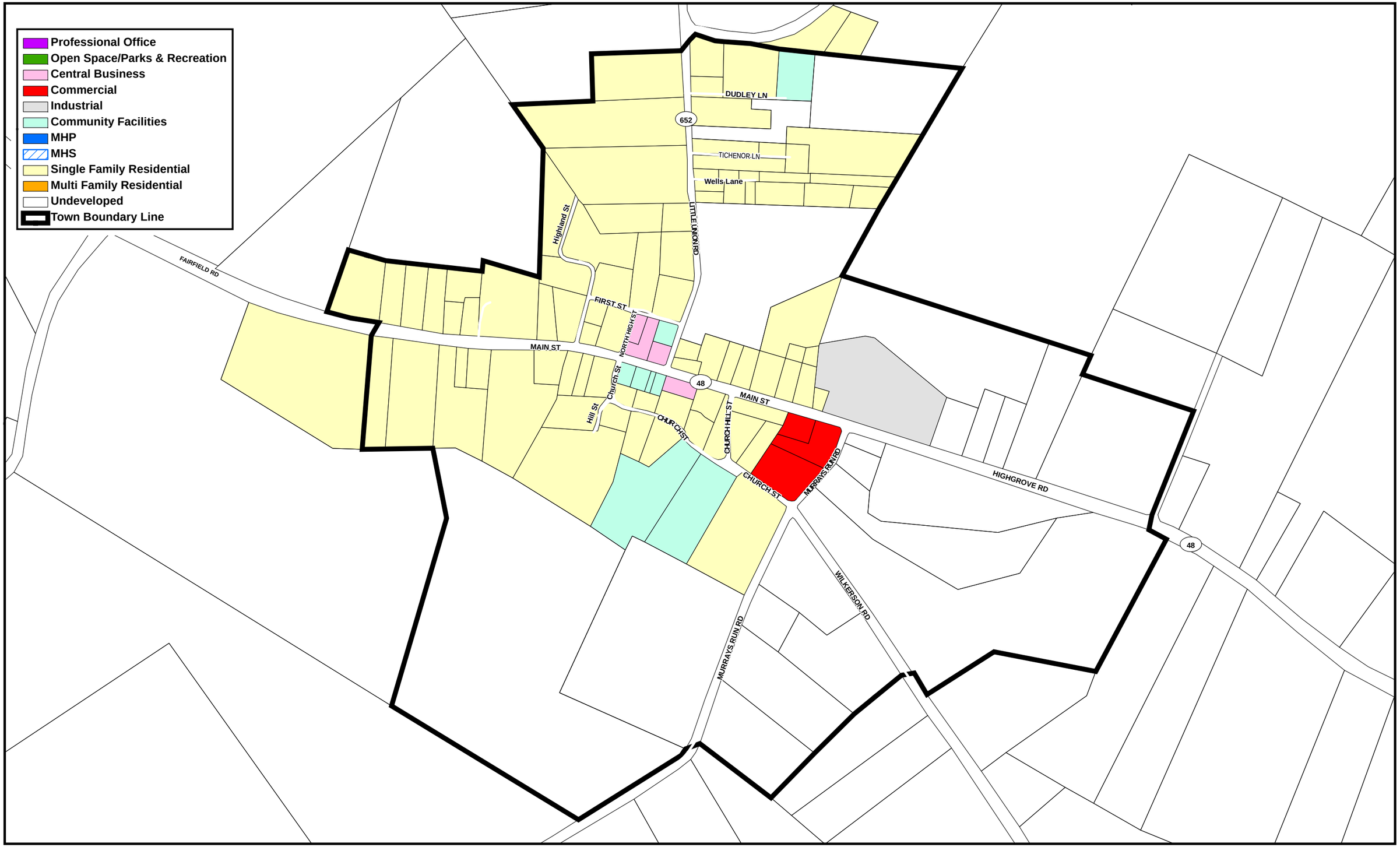
Map 2-2

EXISTING LAND USE MAP
BLOOMFIELD TOWN COMMUNITY CHARACTER AREA

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map Disclaimer

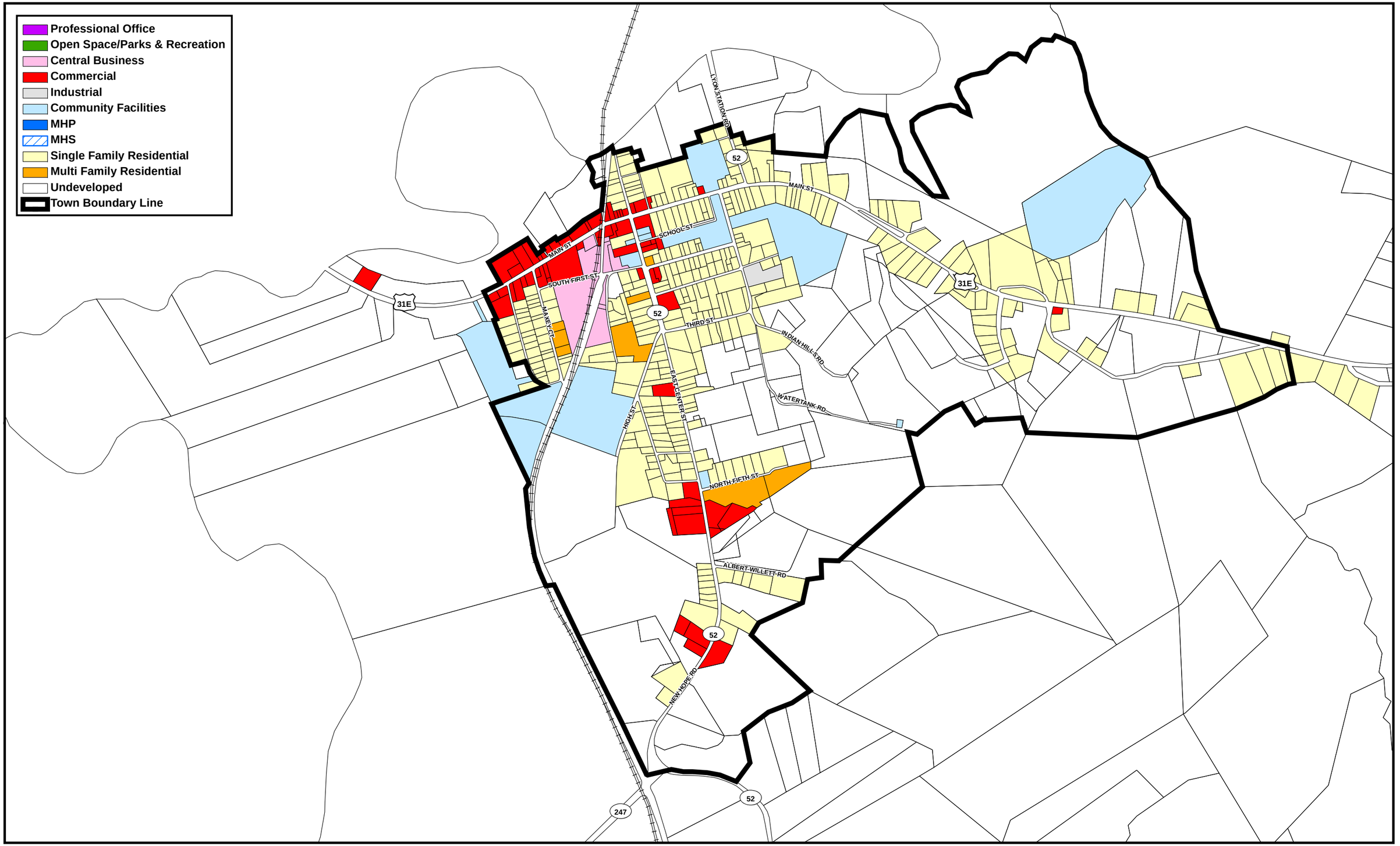
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Map 2-3

EXISTING LAND USE MAP
FAIRFIELD TOWN COMMUNITY CHARACTER AREA

Nelson County 2035

A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

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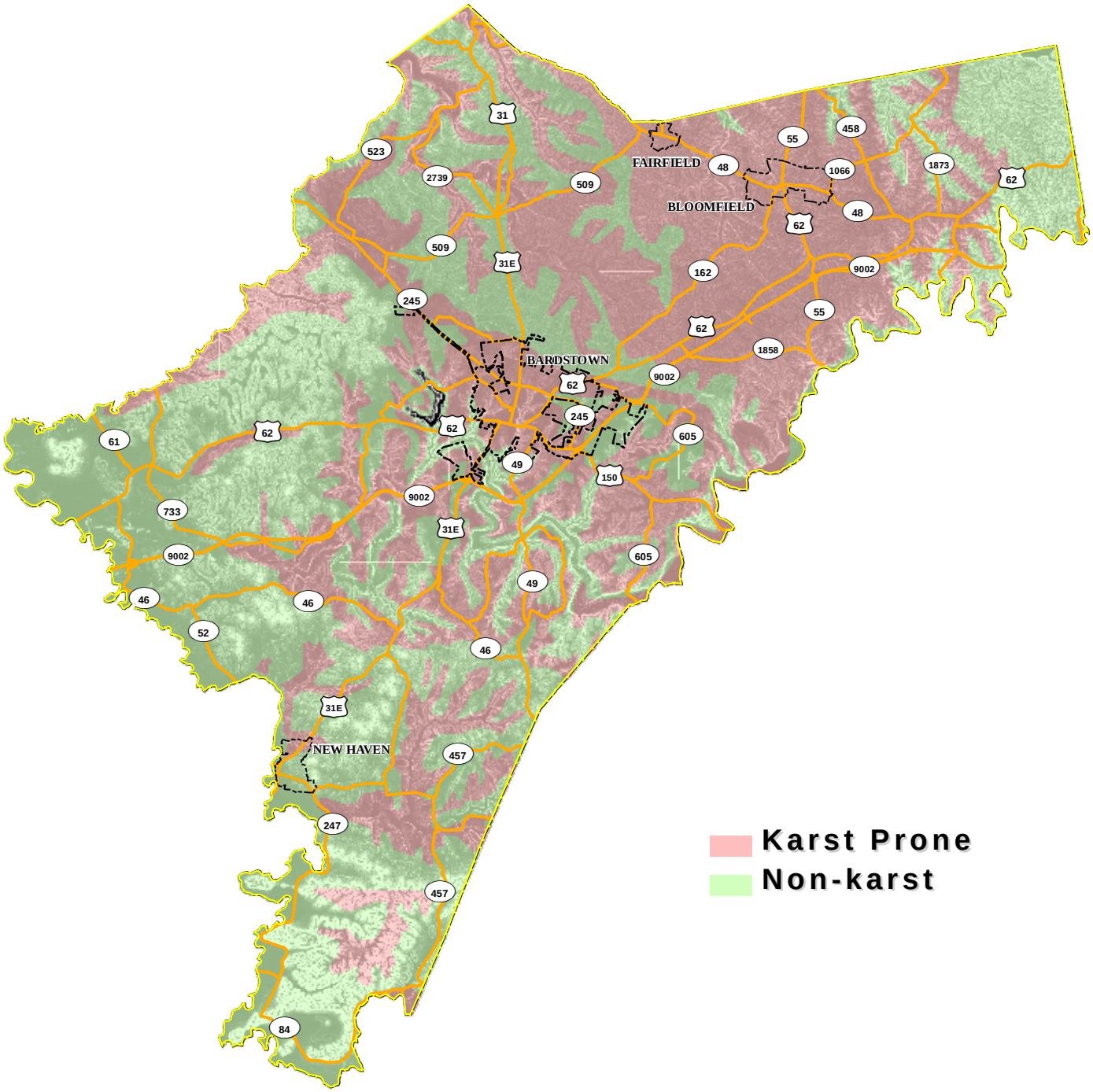
Map 2-4

EXISTING LAND USE MAP
NEW HAVEN TOWN COMMUNITY CHARACTER AREA

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



Map Disclaimer

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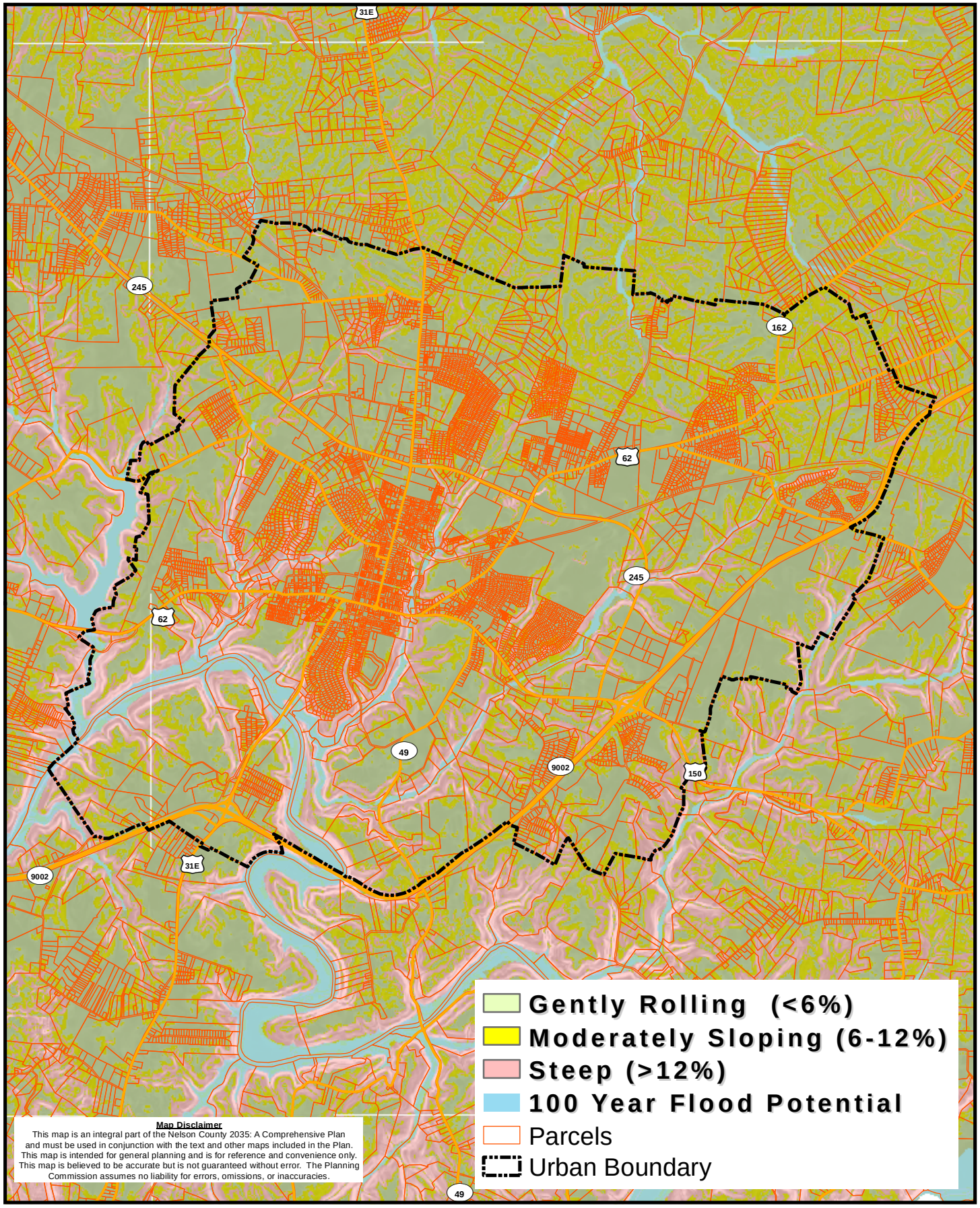
Miles
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-5

KARST AREA MAP
NELSON COUNTY

Nelson County 2035
A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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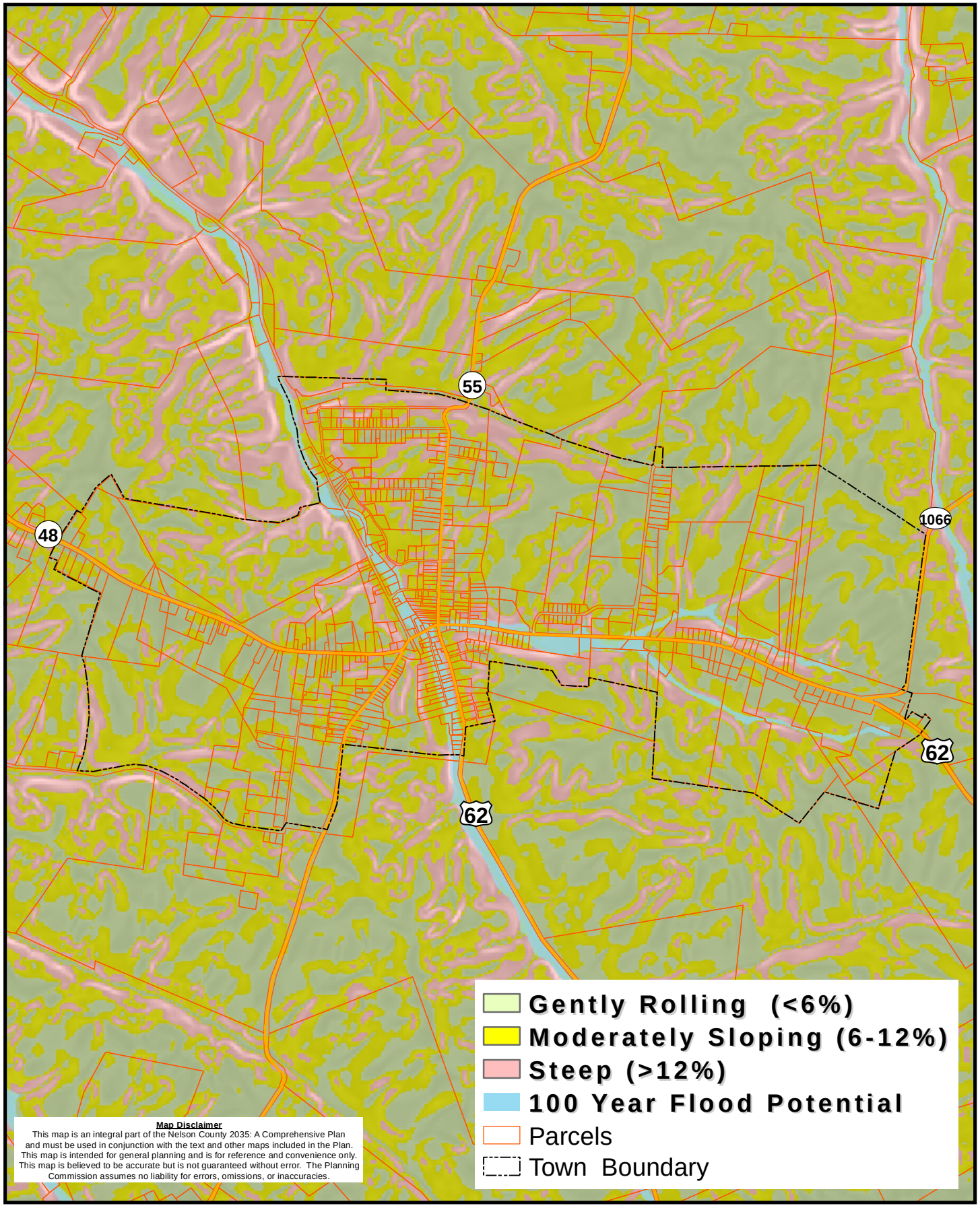
0 1 2 Miles

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-6a

GENERAL SLOPE MAP
URBAN COMMUNITY CHARACTER AREA AND SURROUNDING AREAS

Nelson County 2035
A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



Map Disclaimer

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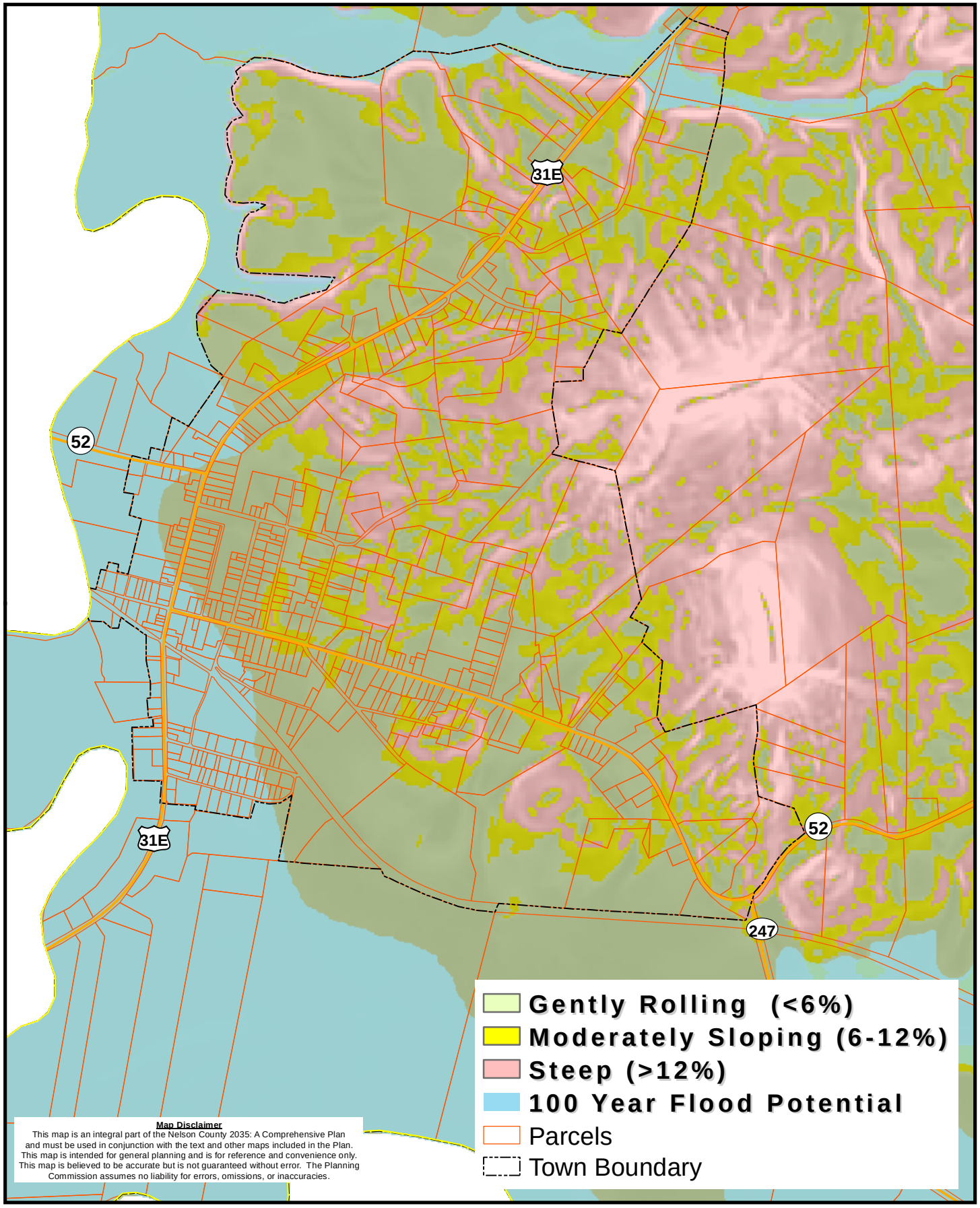
Miles
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-6b

GENERAL SLOPE MAP
BLOOMFIELD TOWN COMMUNITY CHARACTER AREA AND SURROUNDING AREAS

Nelson County 2035
A Comprehensive Plan for Cities of
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REV 8/11



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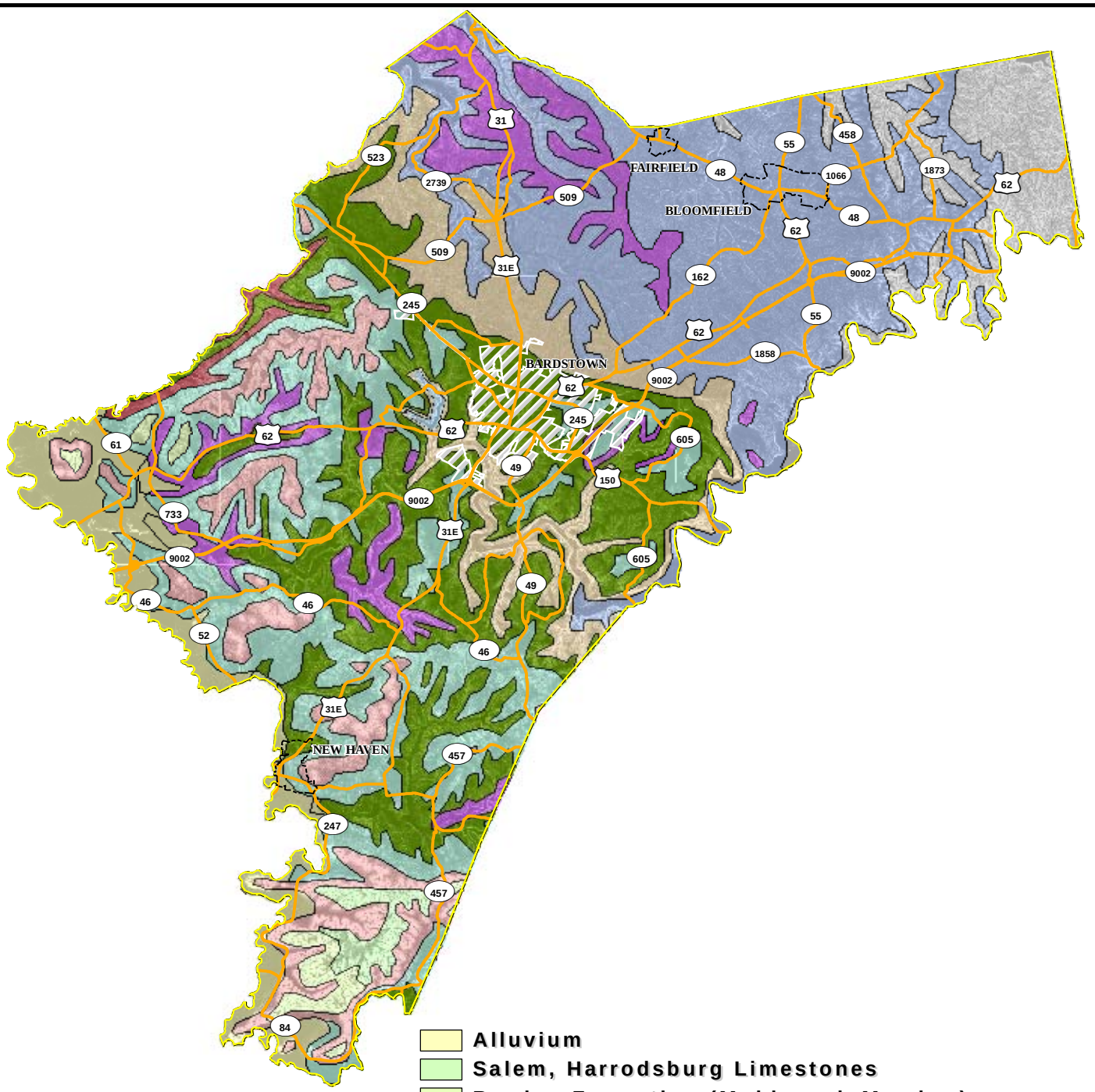
0 0.25 0.5 Miles

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-6c

GENERAL SLOPE MAP
NEW HAVEN TOWN COMMUNITY CHARACTER AREA ADN SURROUNDING AREAS

Nelson County 2035
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REV 8/11



Map Disclaimer

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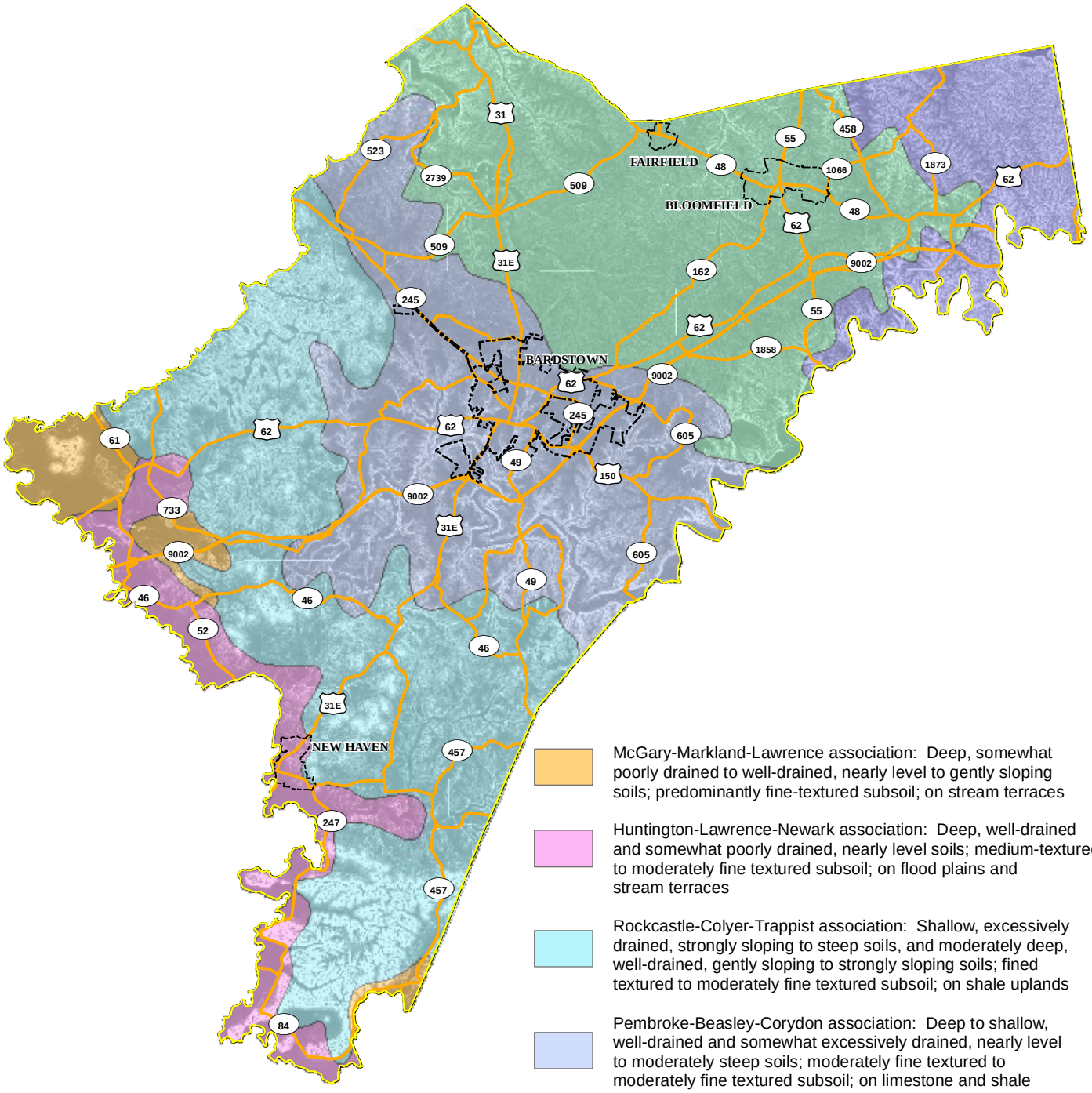
Miles
0 2.25 4.5

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-7

GENERAL GEOLOGY MAP
NELSON COUNTY

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A Comprehensive Plan for Cities of
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REV 8/11



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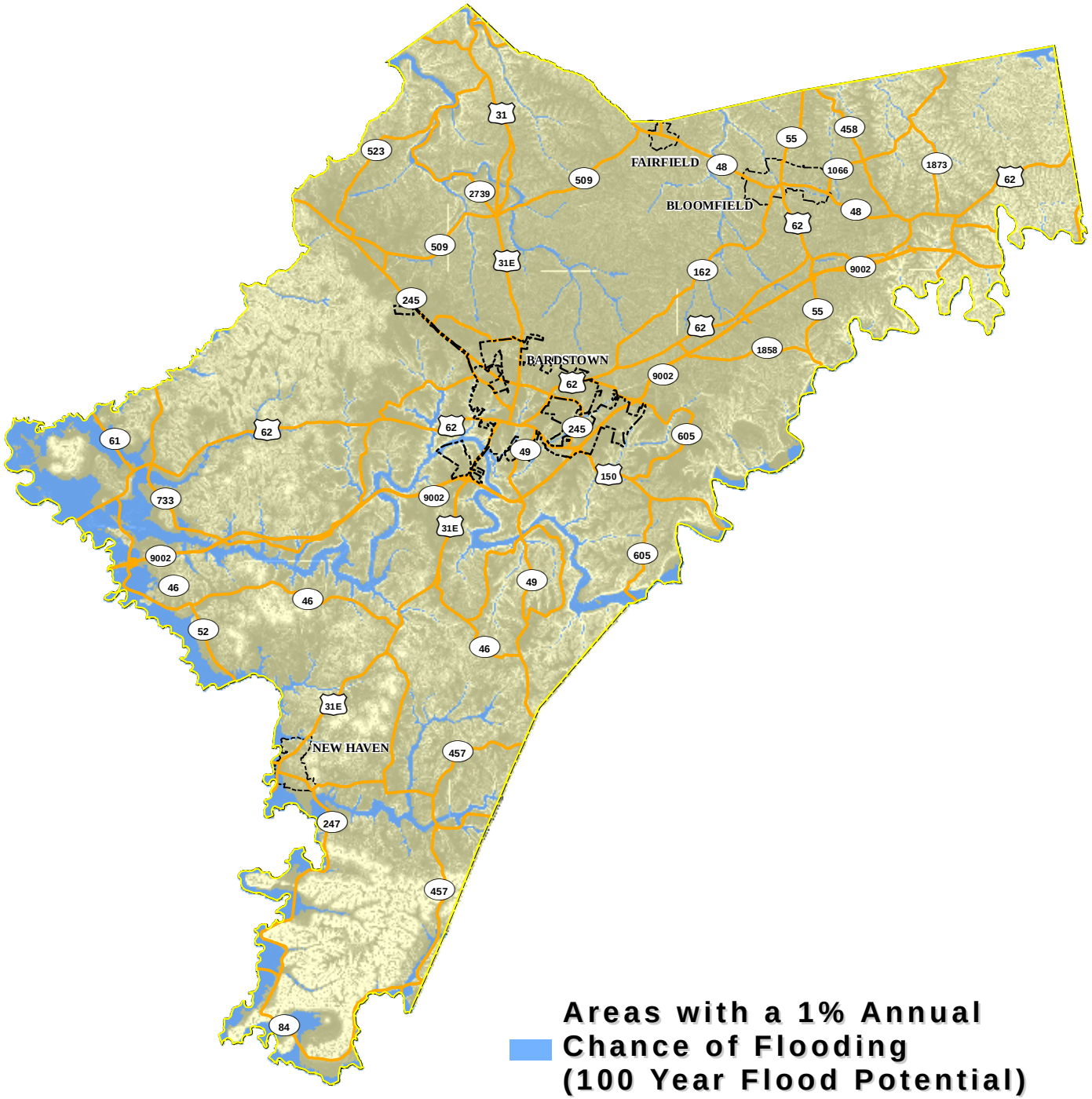
Miles
0 2.25 4.5

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000
General Soil Map, Nelson County, KY, November 1969

Map 2-8

GENERAL SOILS MAP NELSON COUNTY

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



Map Disclaimer

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Miles
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

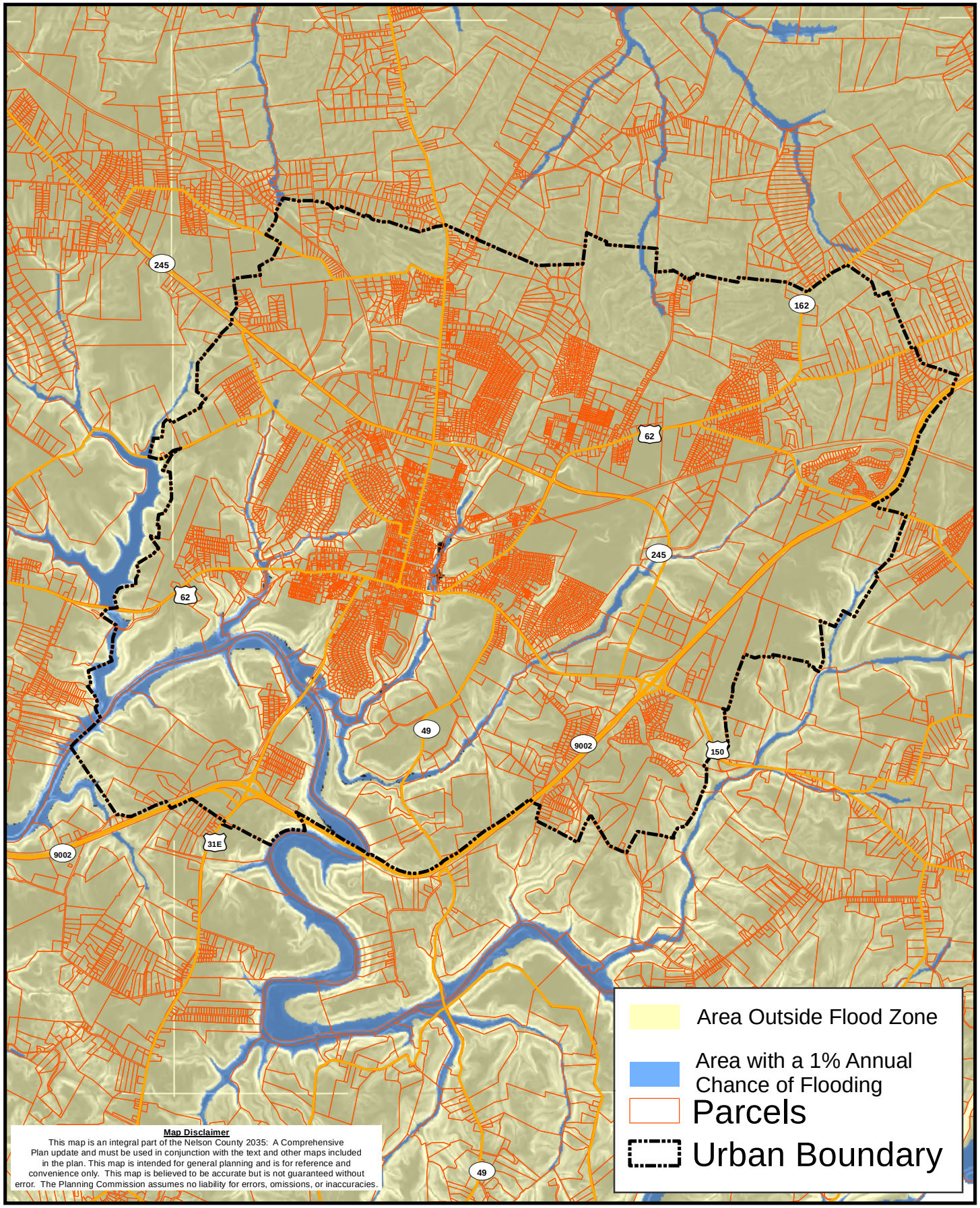
Map 2-9

FLOOD HAZARD AREAS MAP NELSON COUNTY

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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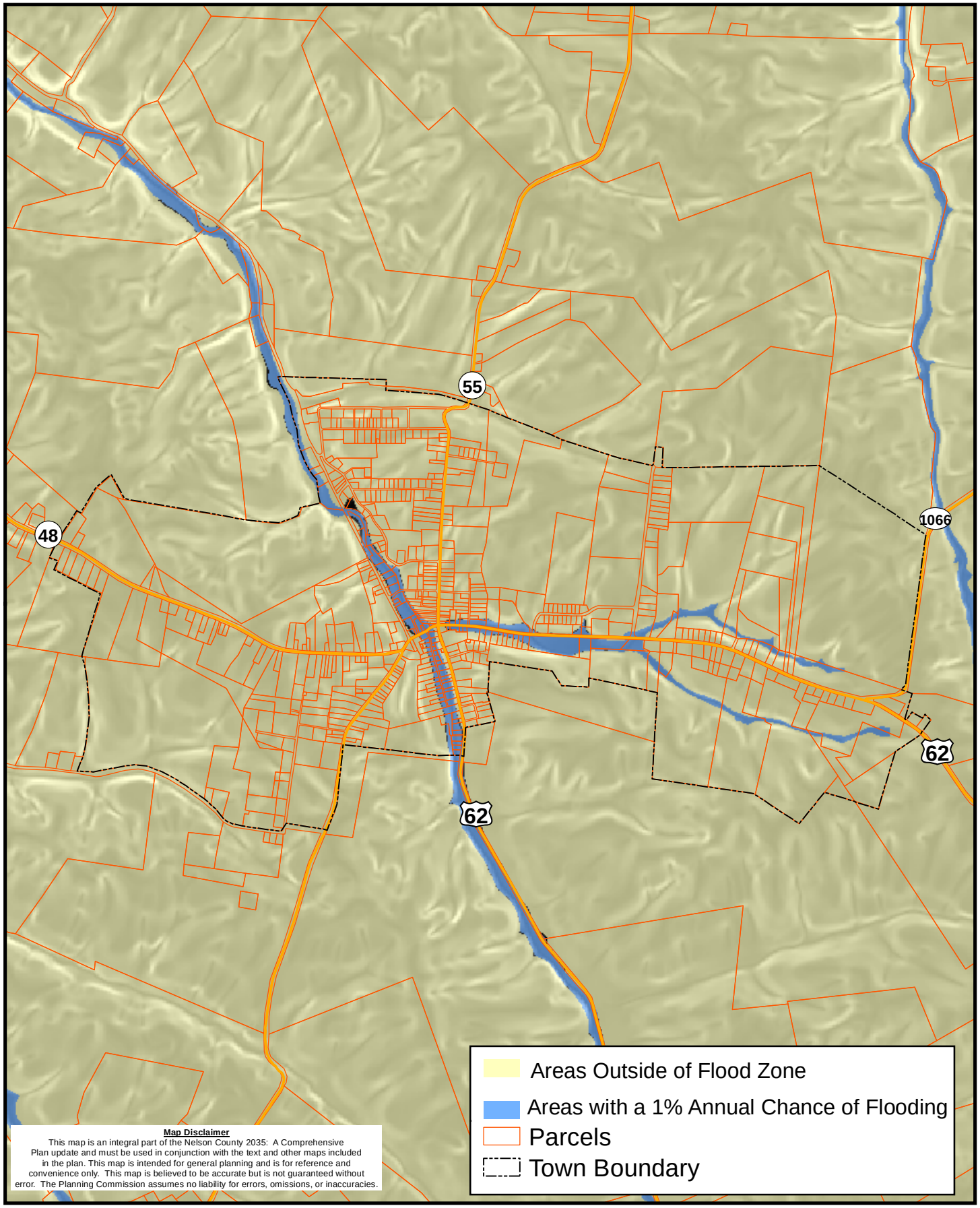
0 1 2 Miles

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-9a

FLOOD HAZARD AREAS MAP
URBAN COMMUNITY CHARACTER AREA AND SURROUNDING AREAS

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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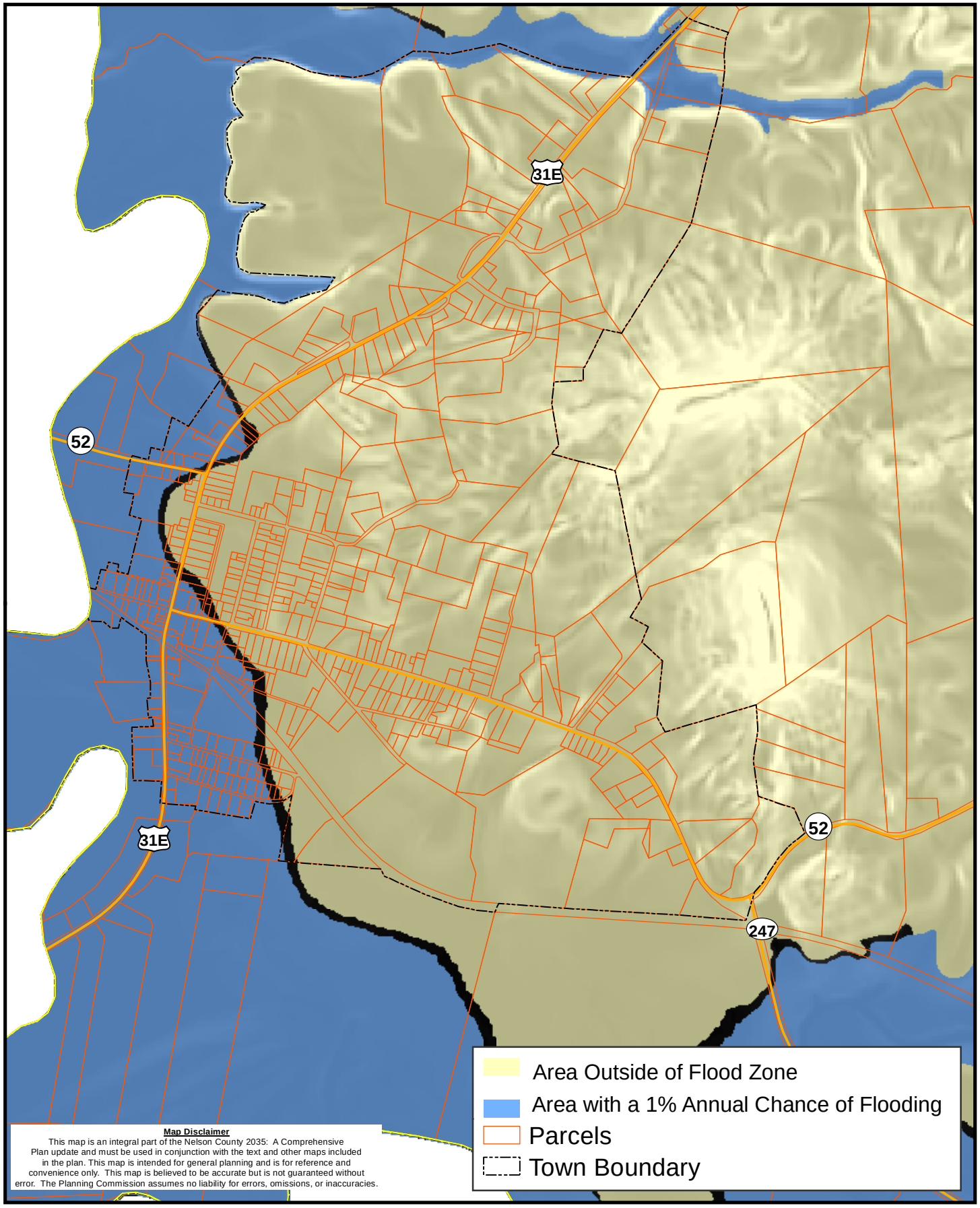
0 0.25 0.5 Miles

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-9b

FLOOD HAZARD AREAS MAP
BLOOMFIELD TOWN COMMUNITY CHARACTER AREA AND SURROUNDING AREAS

Nelson County 2035
A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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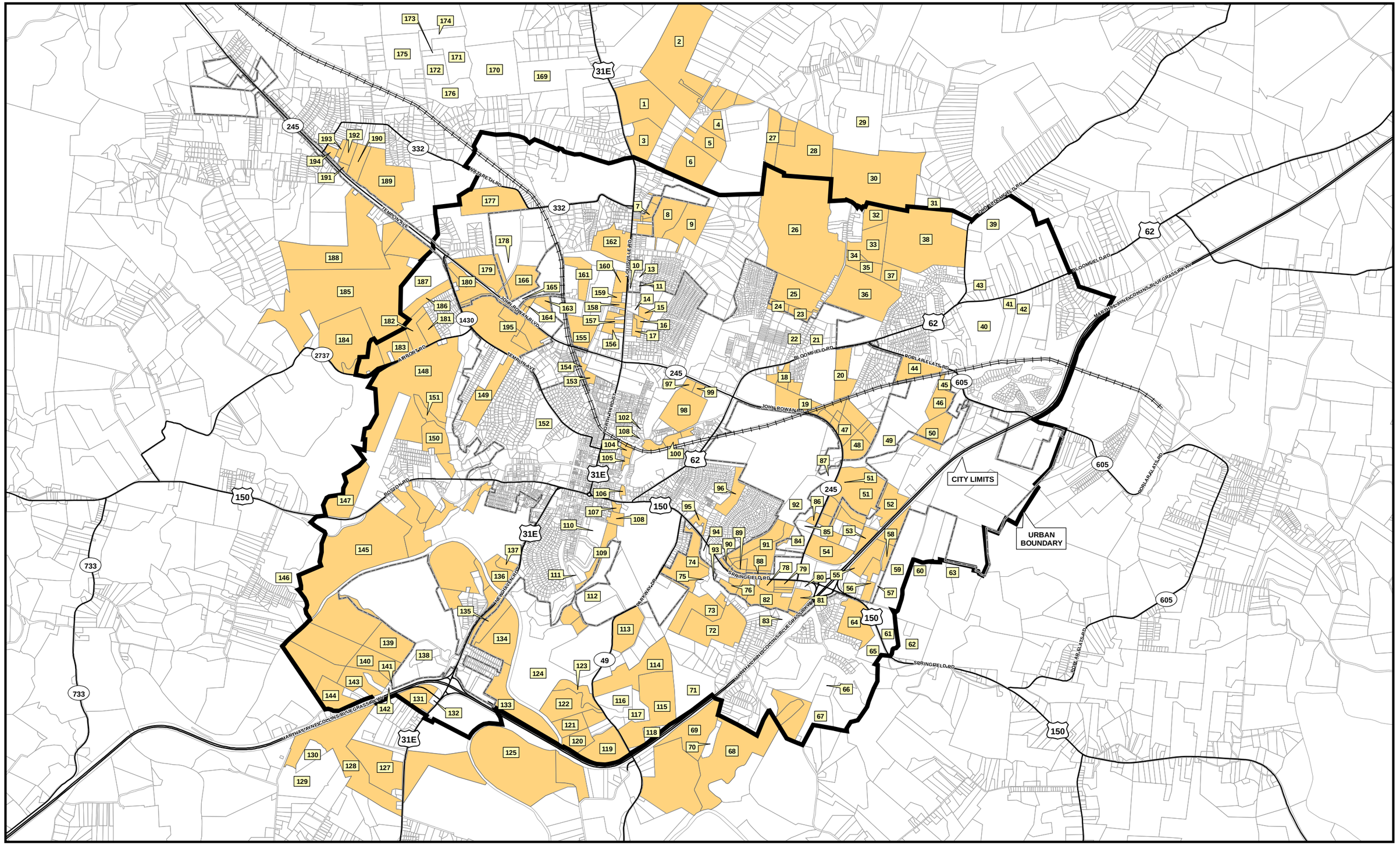
0 0.25 0.5 Miles

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 2-9c

FLOOD HAZARD AREAS MAP
NEW HAVEN TOWN COMMUNITY CHARACTER AREA AND SURROUNDING AREAS

Nelson County 2035
A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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0 2,000 4,000 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map Disclaimer

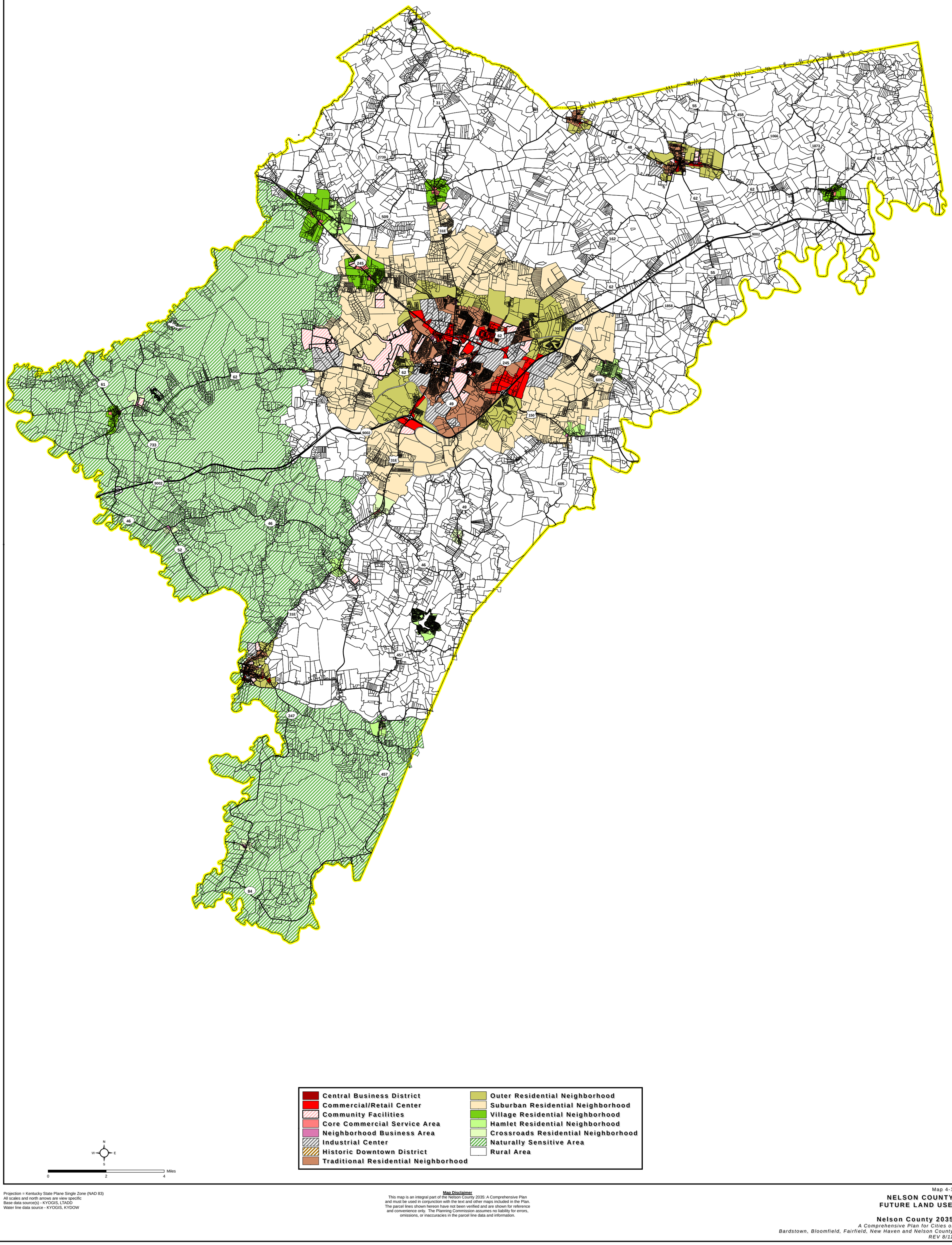
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Map 2-10

POTENTIAL DEVELOPMENT AREAS (PDA) MAP
URBAN COMMUNITY CHARACTER AREA AND SURROUNDING AREAS

Nelson County 2035

A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



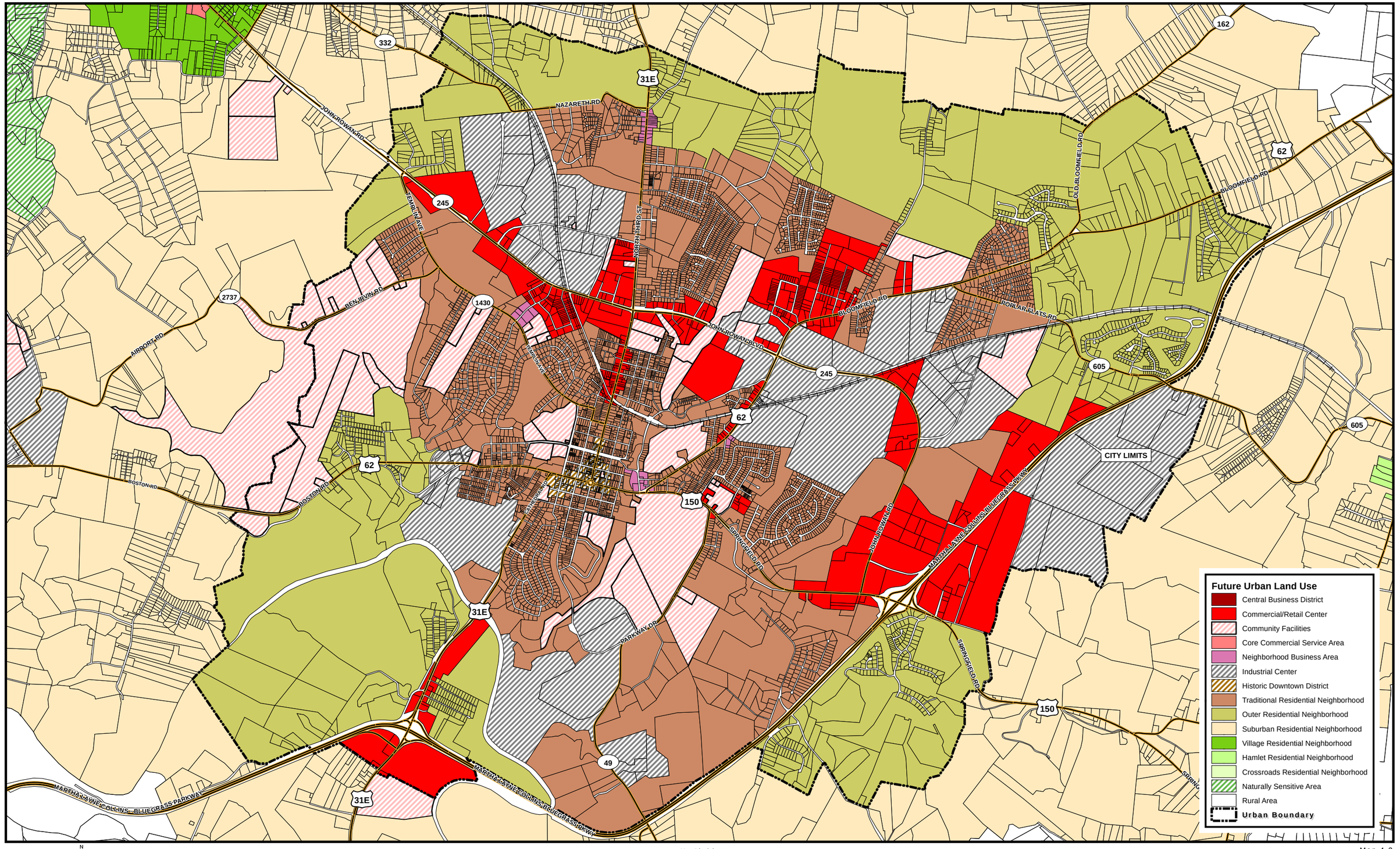
Projection = Kentucky State Plane Single Zone (NAD 83)
All scales and north arrows are view specific
Base data source(s) - KYOGIS, LTADD
Water line data source - KYOGIS, KYDOW

Map Disclaimer
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Map 4-1

NELSON COUNTY FUTURE LAND USE

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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0 1,500 3,000 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

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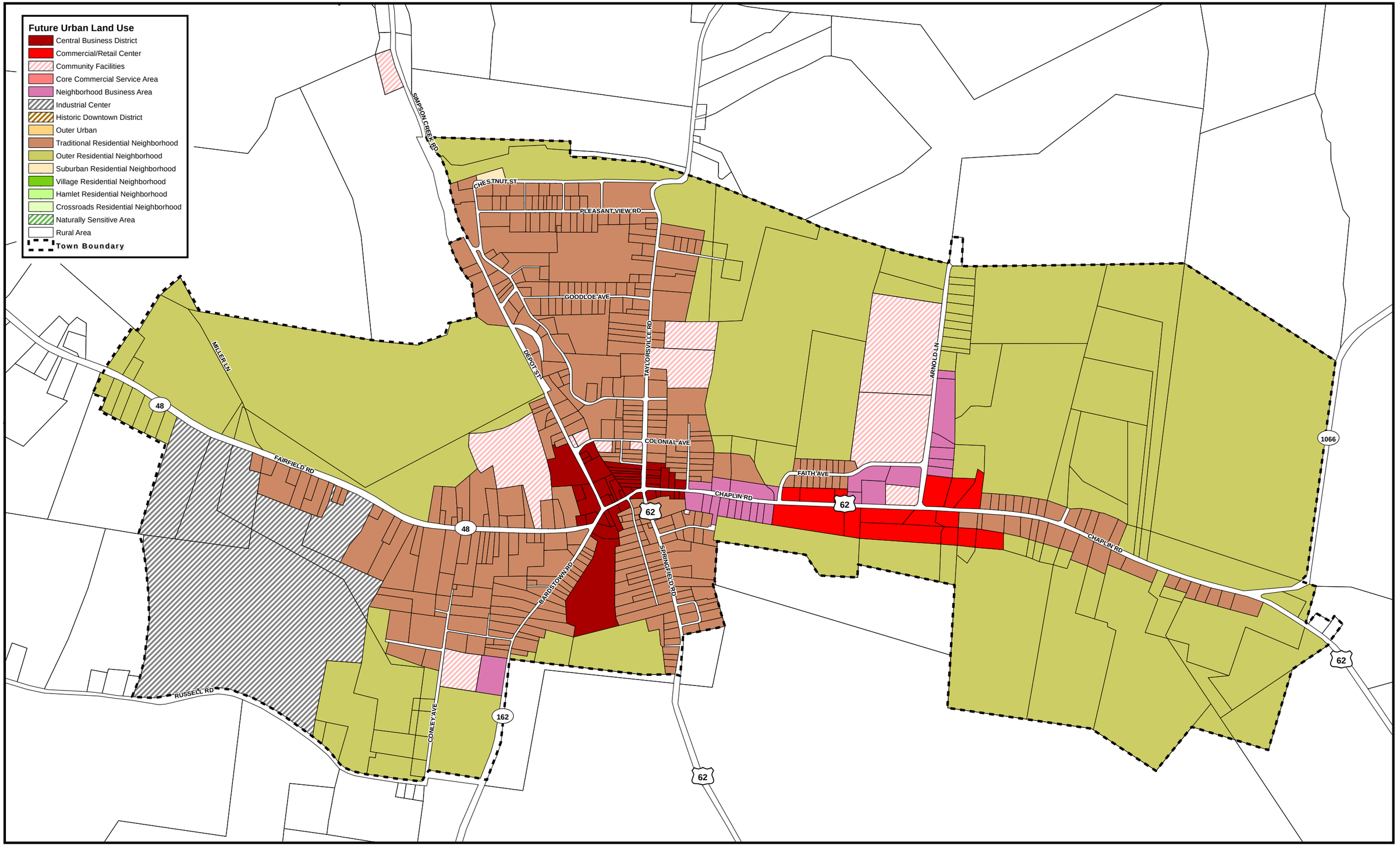
Map 4-2

FUTURE LAND USE MAP
URBAN COMMUNITY CHARACTER AREA

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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0 500 1,000 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

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Map 4-3

FUTURE LAND USE MAP
BLOOMFIELD TOWN COMMUNITY CHARACTER AREA

Nelson County 2035

A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11

Future Urban Land Use

- Central Business District
- Commercial/Retail Center
- Community Facilities
- Core Commercial Service Area
- Neighborhood Business Area
- Industrial Center
- Historic Downtown District
- Traditional Residential Neighborhood
- Outer Residential Neighborhood
- Suburban Residential Neighborhood
- Village Residential Neighborhood
- Hamlet Residential Neighborhood
- Crossroads Residential Neighborhood
- Naturally Sensitive Area
- Rural Area
- Town Boundary

DUDLEY LN
652
TICHENOR LN
Wells Lane
LITTLE UNION RD
Highland St
FAIRFIELD RD
FIRST ST
NORTH HIGH ST
MAIN ST
Church St
Hill St
48
CHURCH ST
CHURCH HILL ST
MAIN ST
HIGHGROVE RD
MURRAYS RUN RD
WILKERSON RD

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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map Disclaimer

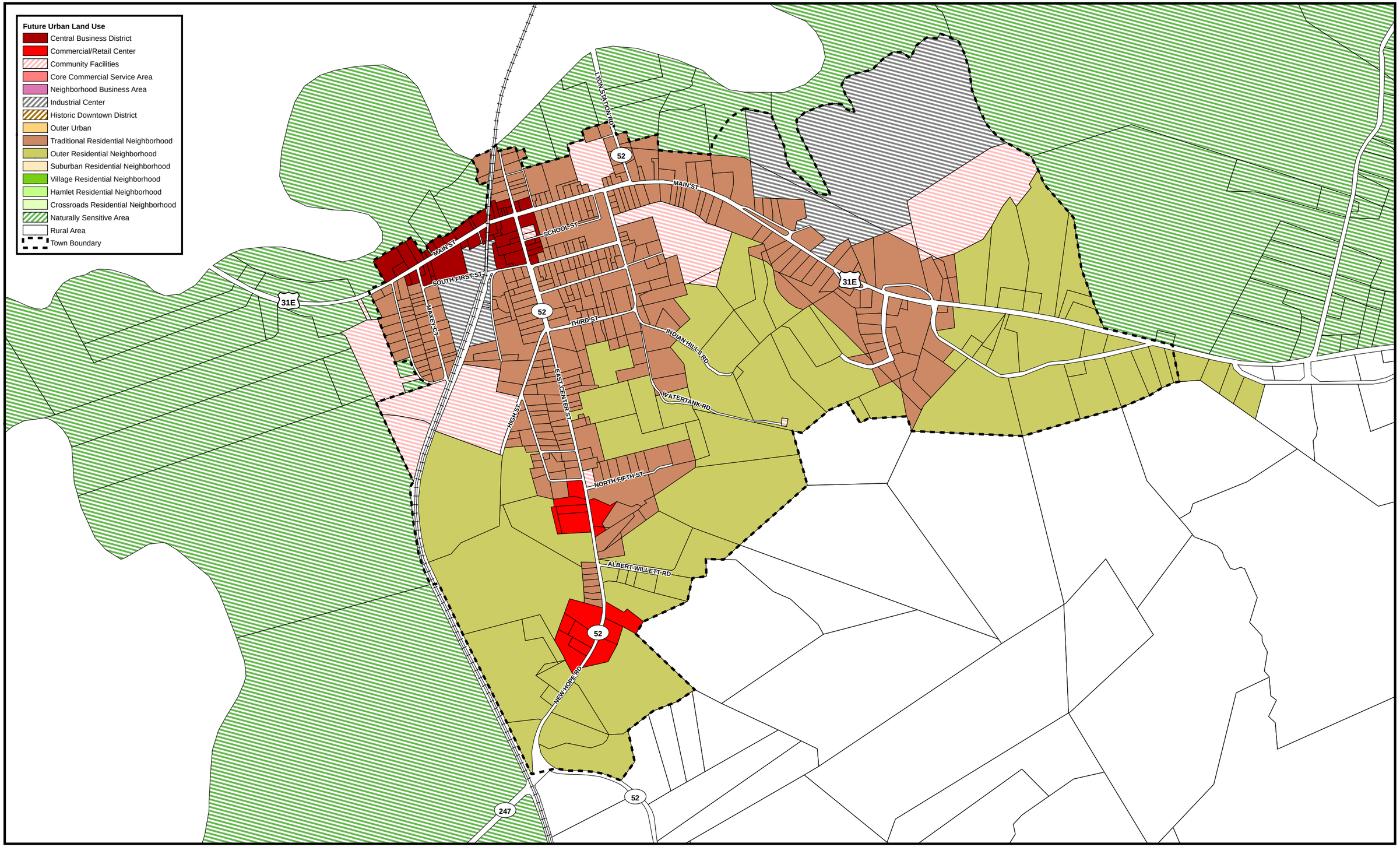
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Map 4-4

FUTURE LAND USE MAP
FAIRFIELD TOWN COMMUNITY CHARACTER AREA

Nelson County 2035

A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map Disclaimer

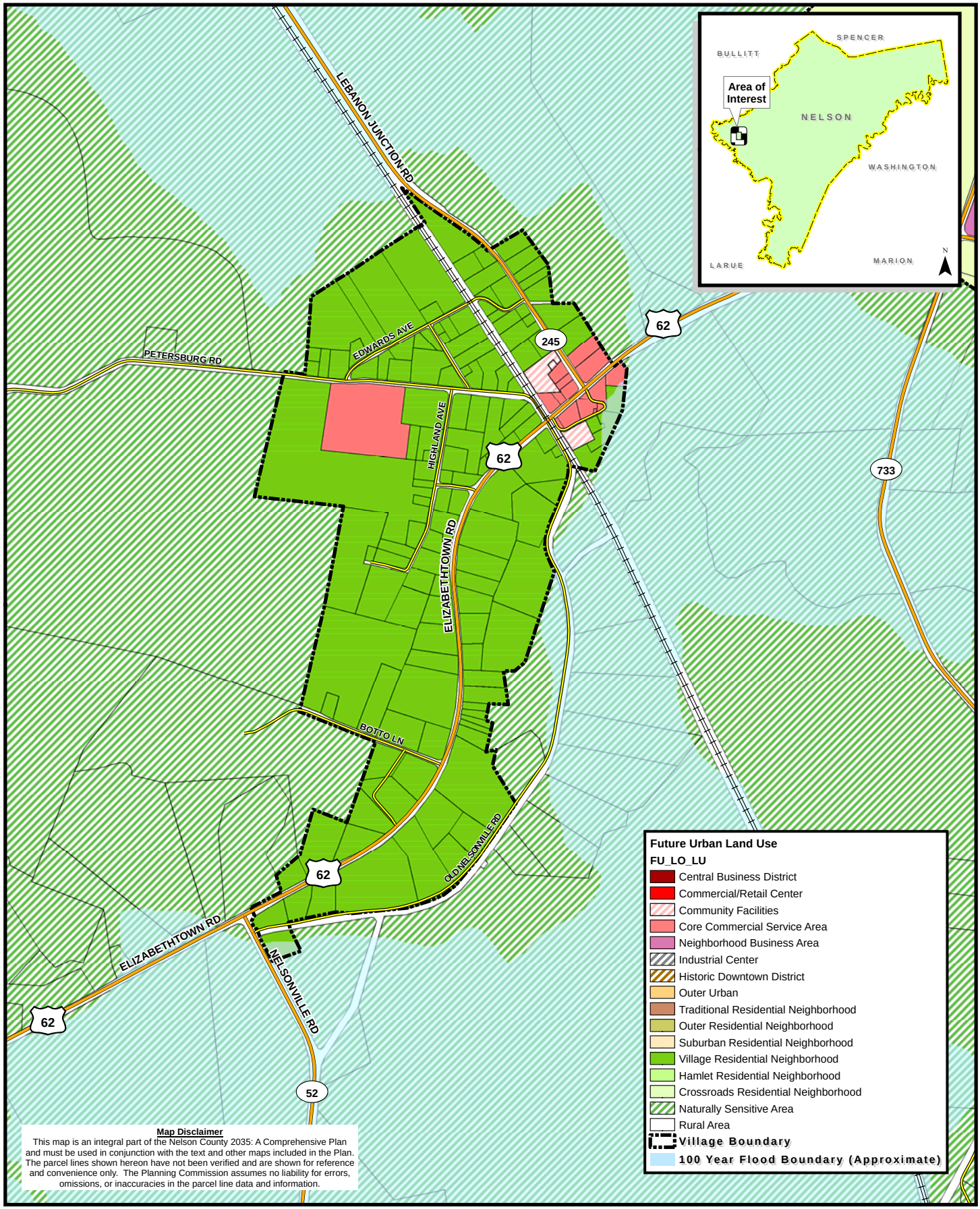
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Map 4-5

FUTURE LAND USE MAP
NEW HAVEN TOWN COMMUNITY CHARACTER AREA

Nelson County 2035

A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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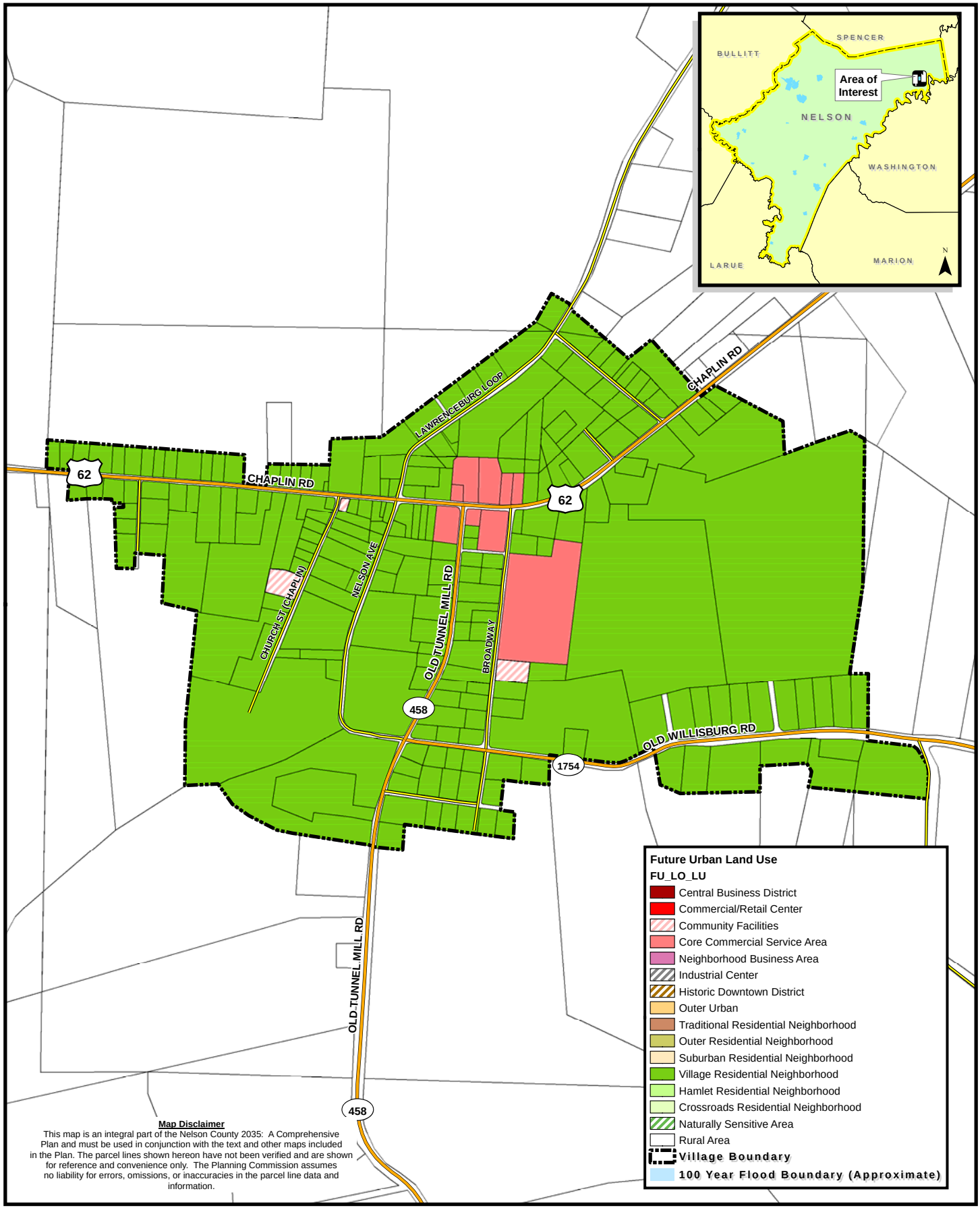
0 500 1,000 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-6

FUTURE LAND USE MAP
BOSTON VILLAGE

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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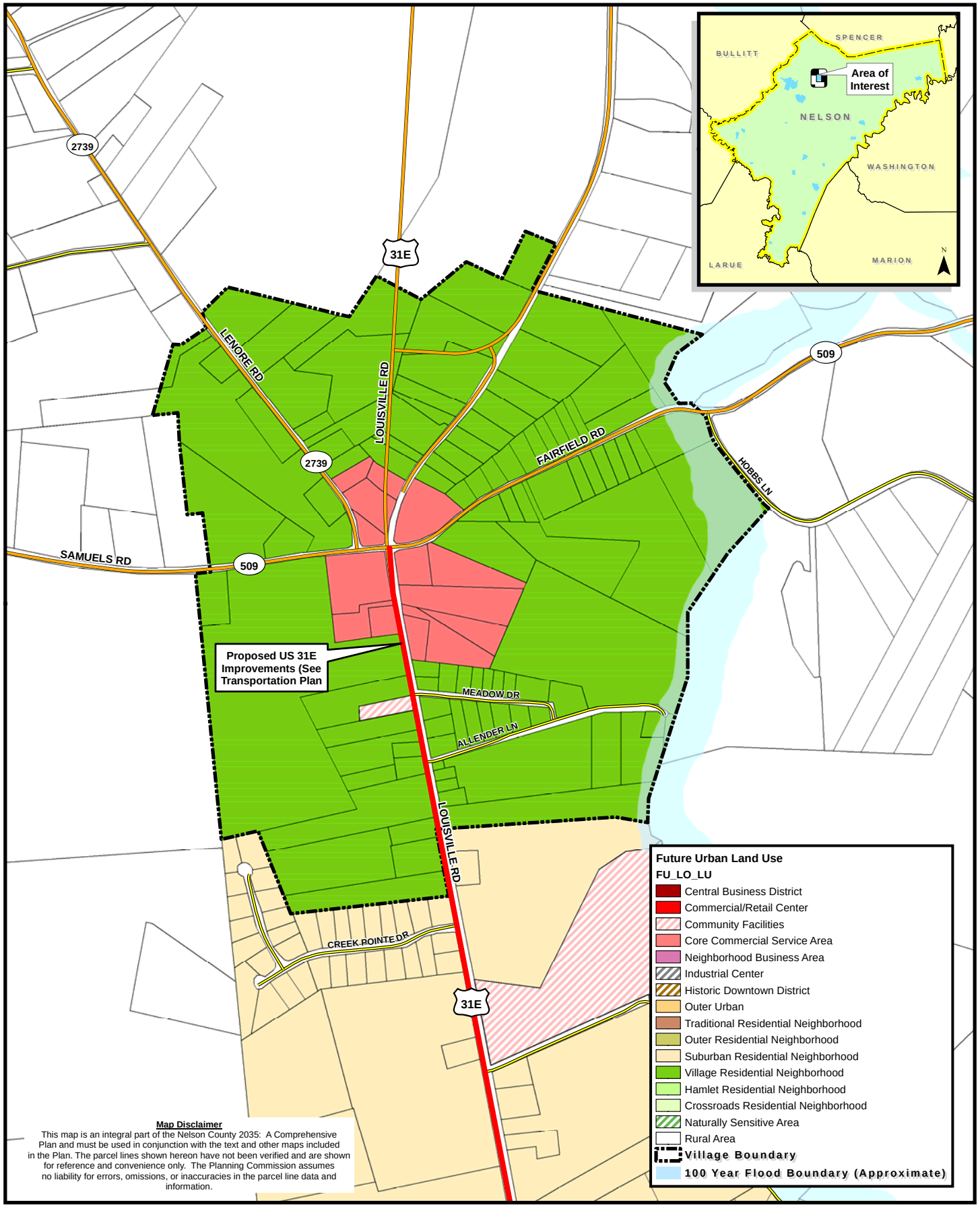
Feet
0 400 800

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-7

FUTURE LAND USE MAP
CHAPLIN VILLAGE

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
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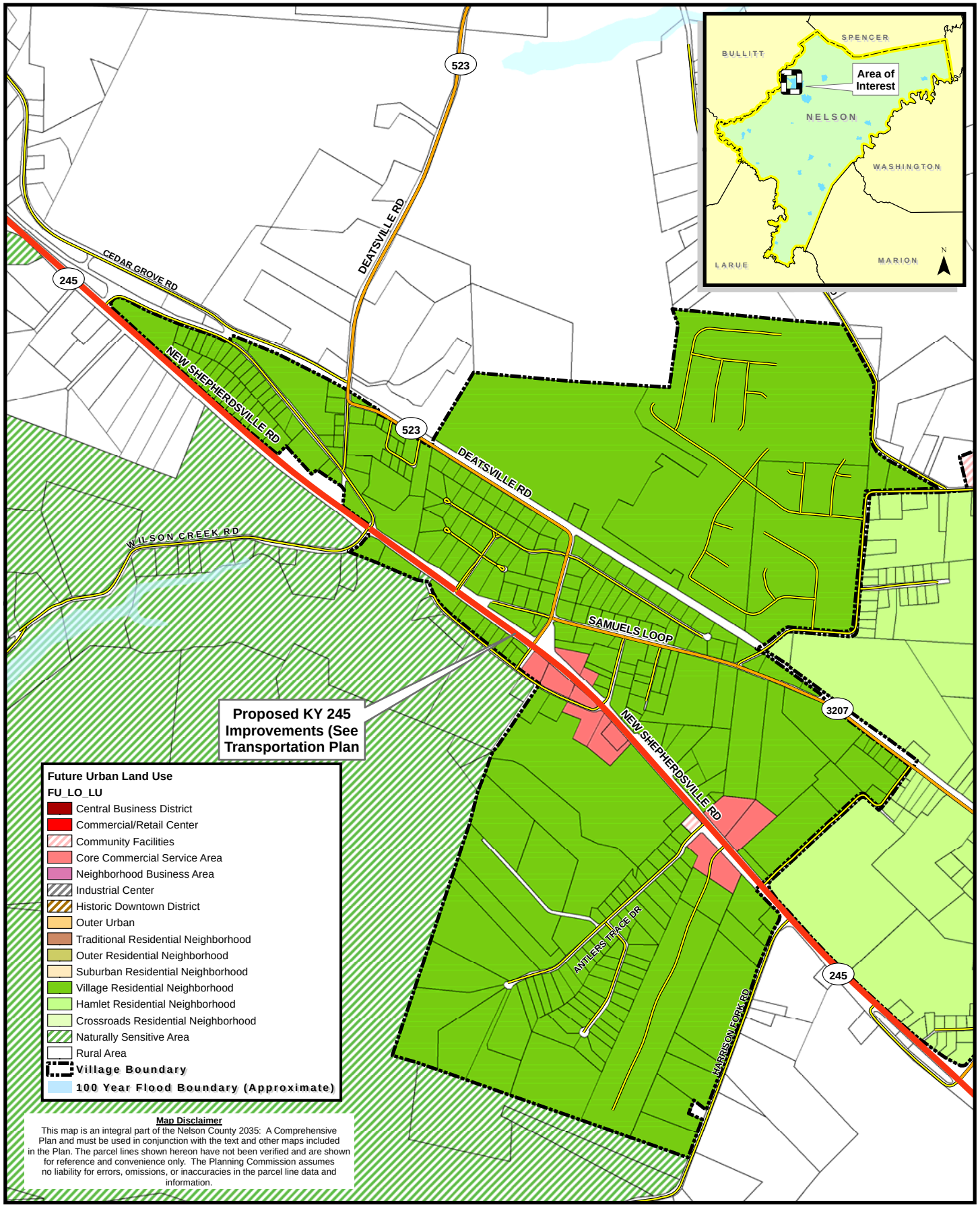
0 500 1,000 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-8

FUTURE LAND USE MAP
COX'S CREEK VILLAGE

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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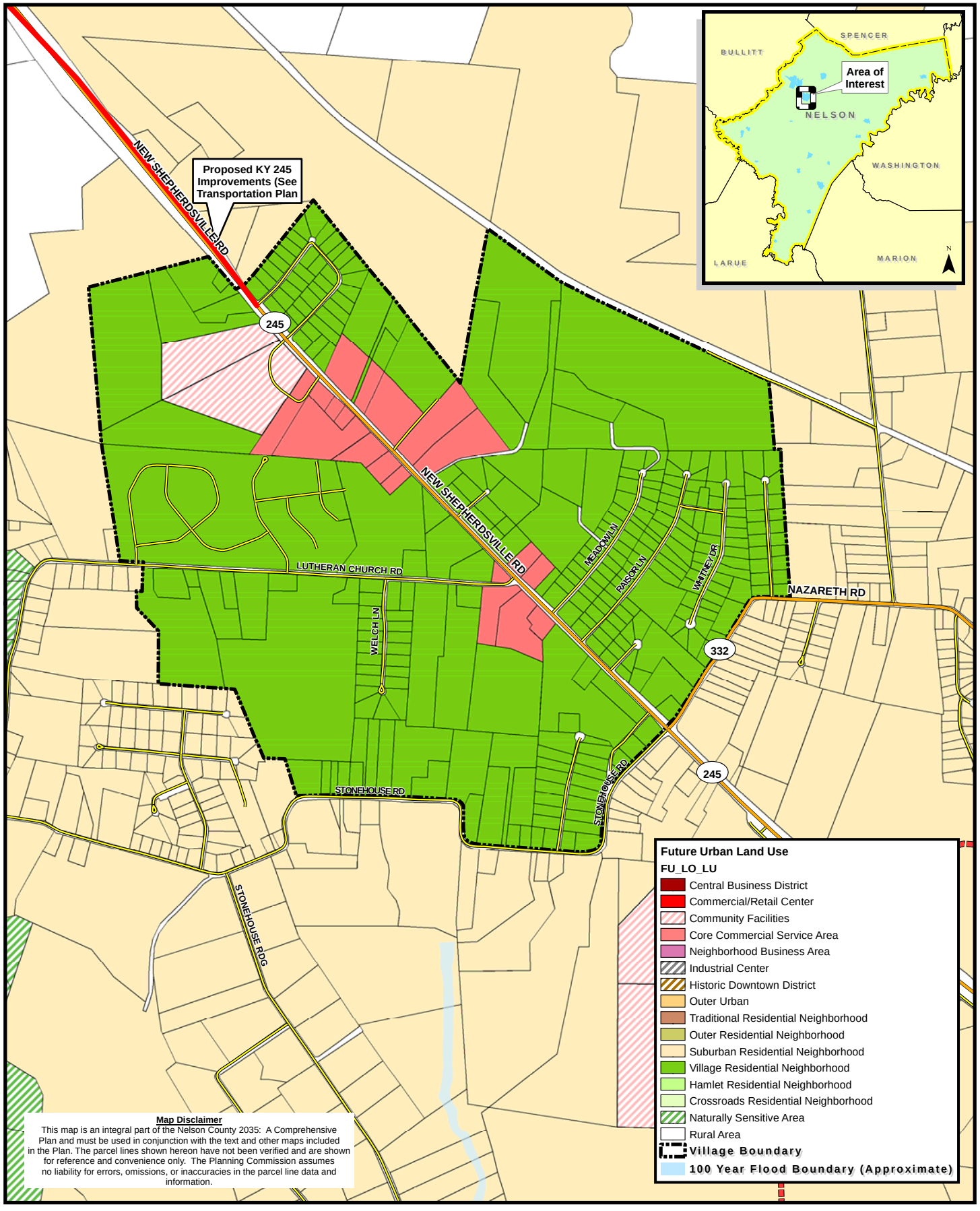
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-9

FUTURE LAND USE MAP
DEATSVILLE VILLAGE

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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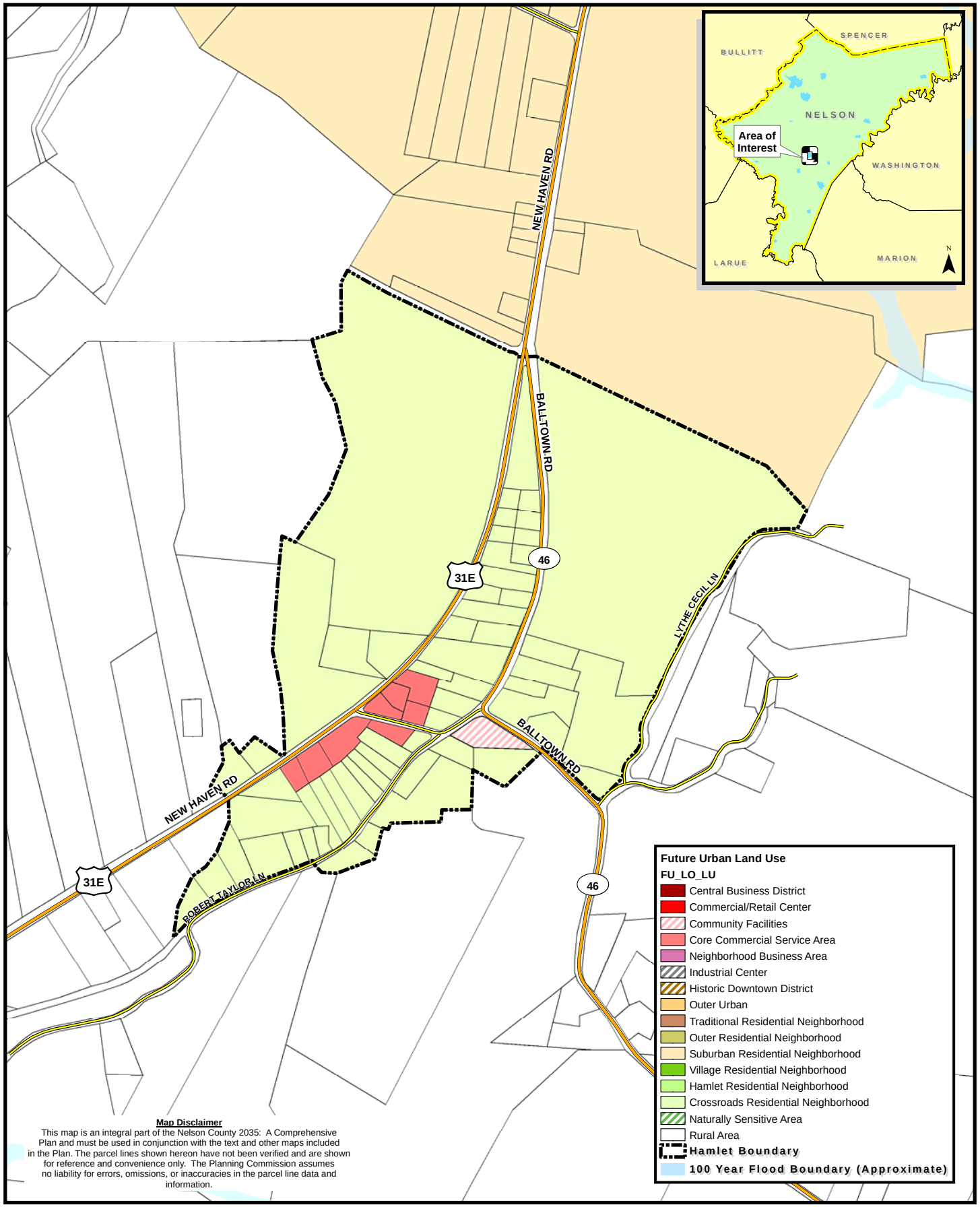
Feet
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-10

FUTURE LAND USE MAP
HUNTERS VILLAGE

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

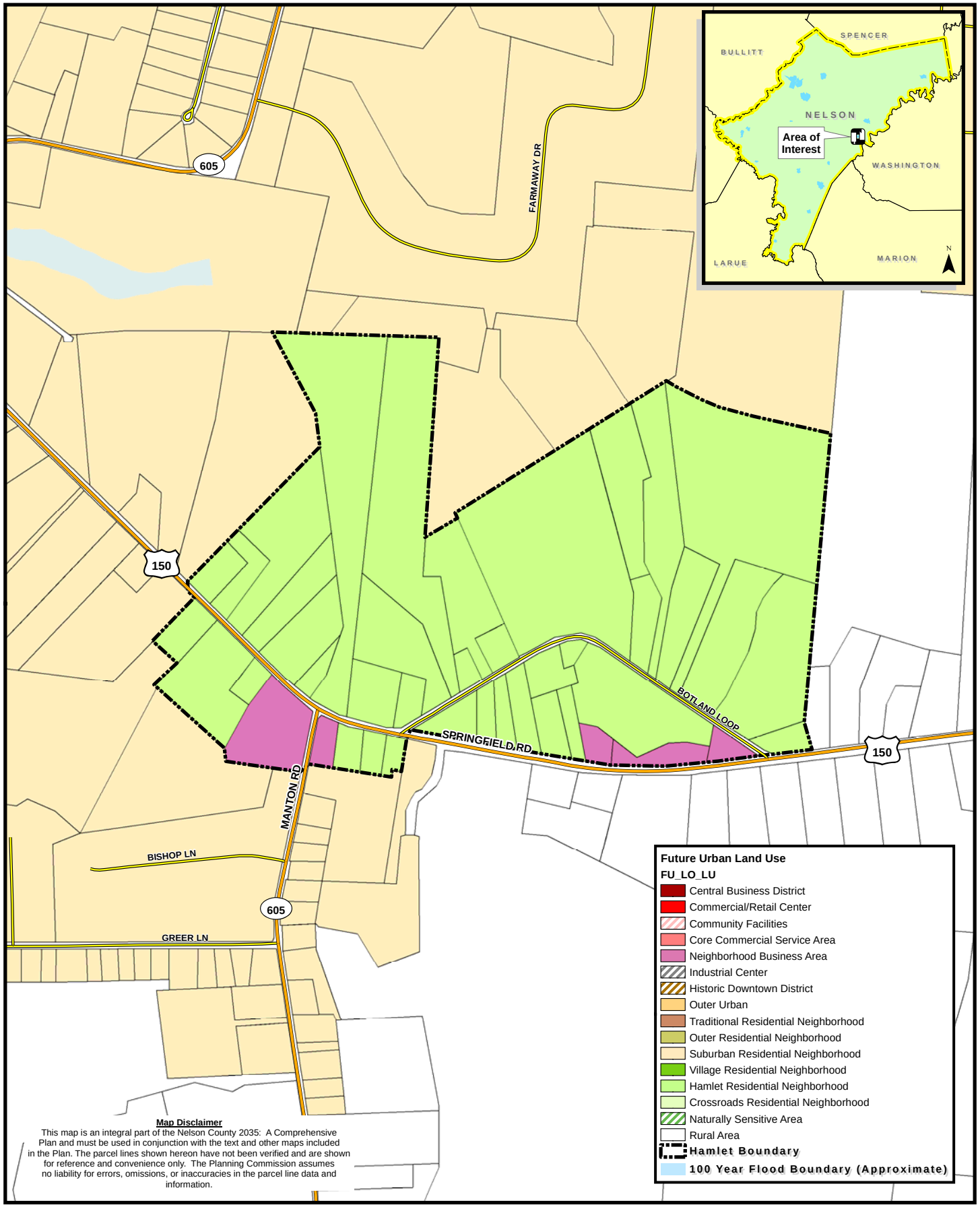
Map 4-11

FUTURE LAND USE MAP
BALLTOWN HAMLET

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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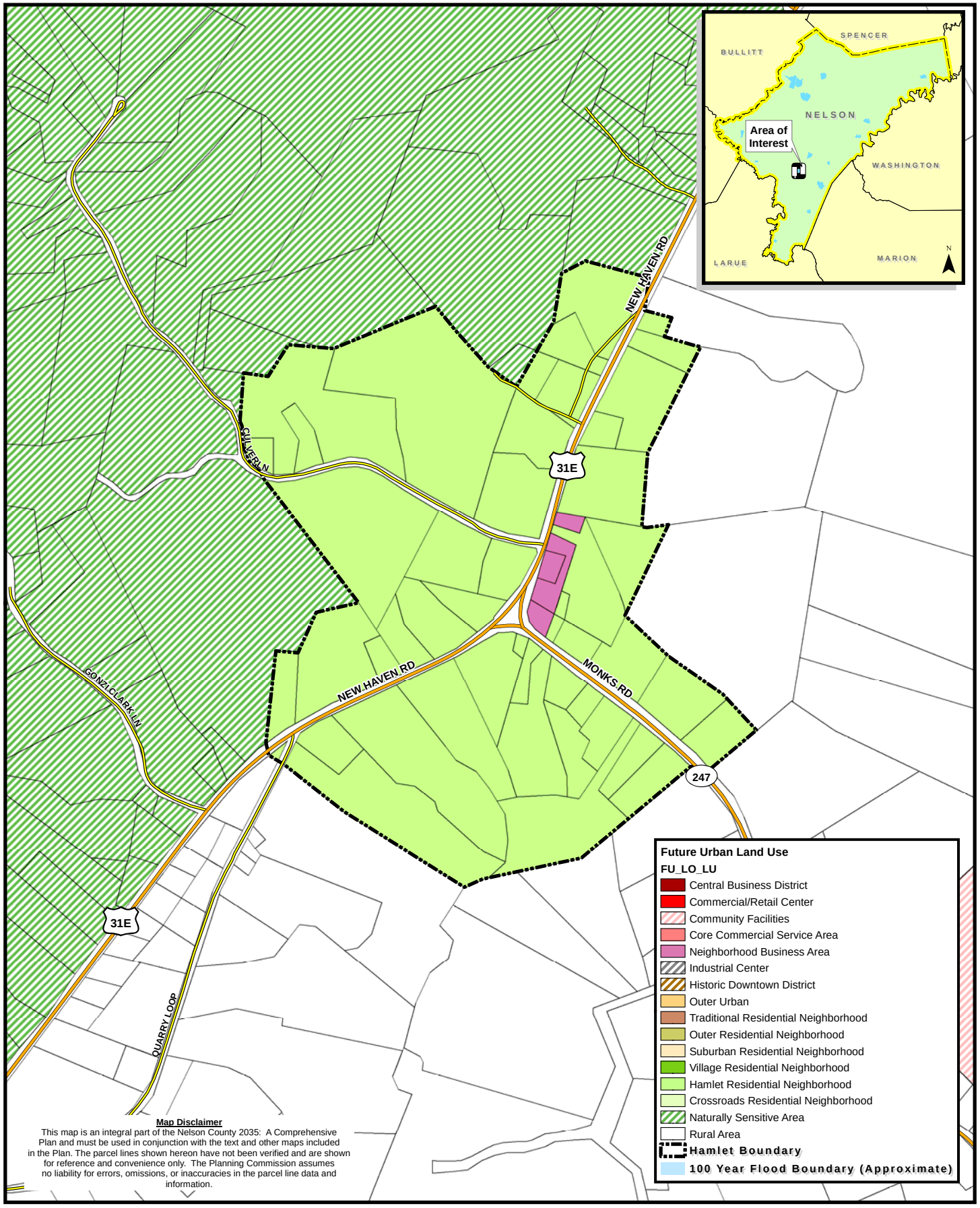
0 400 800 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-12

FUTURE LAND USE MAP
BOTLAND HAMLET

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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0 400 800 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

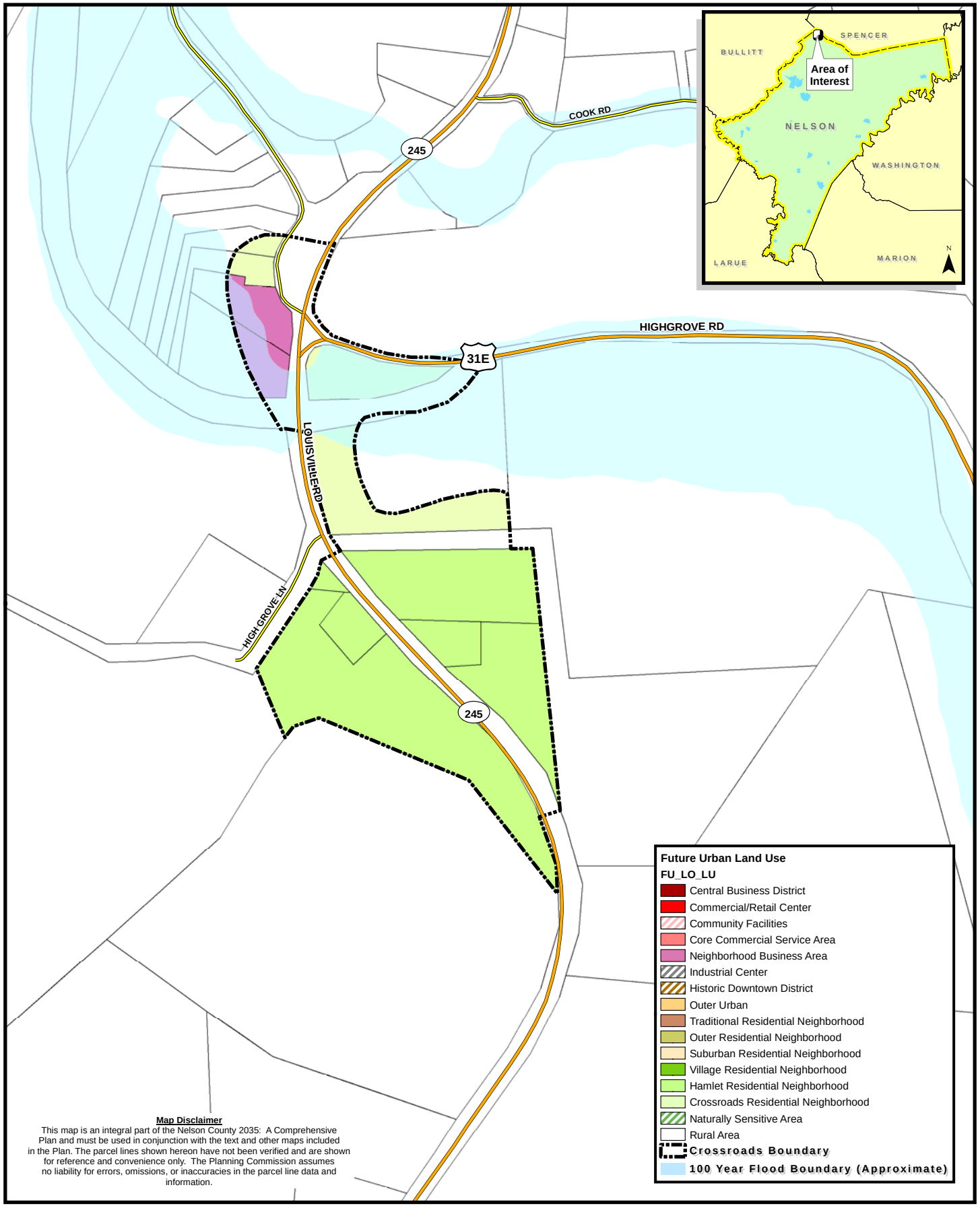
Map 4-13

FUTURE LAND USE MAP
CULVERTOWN HAMLET

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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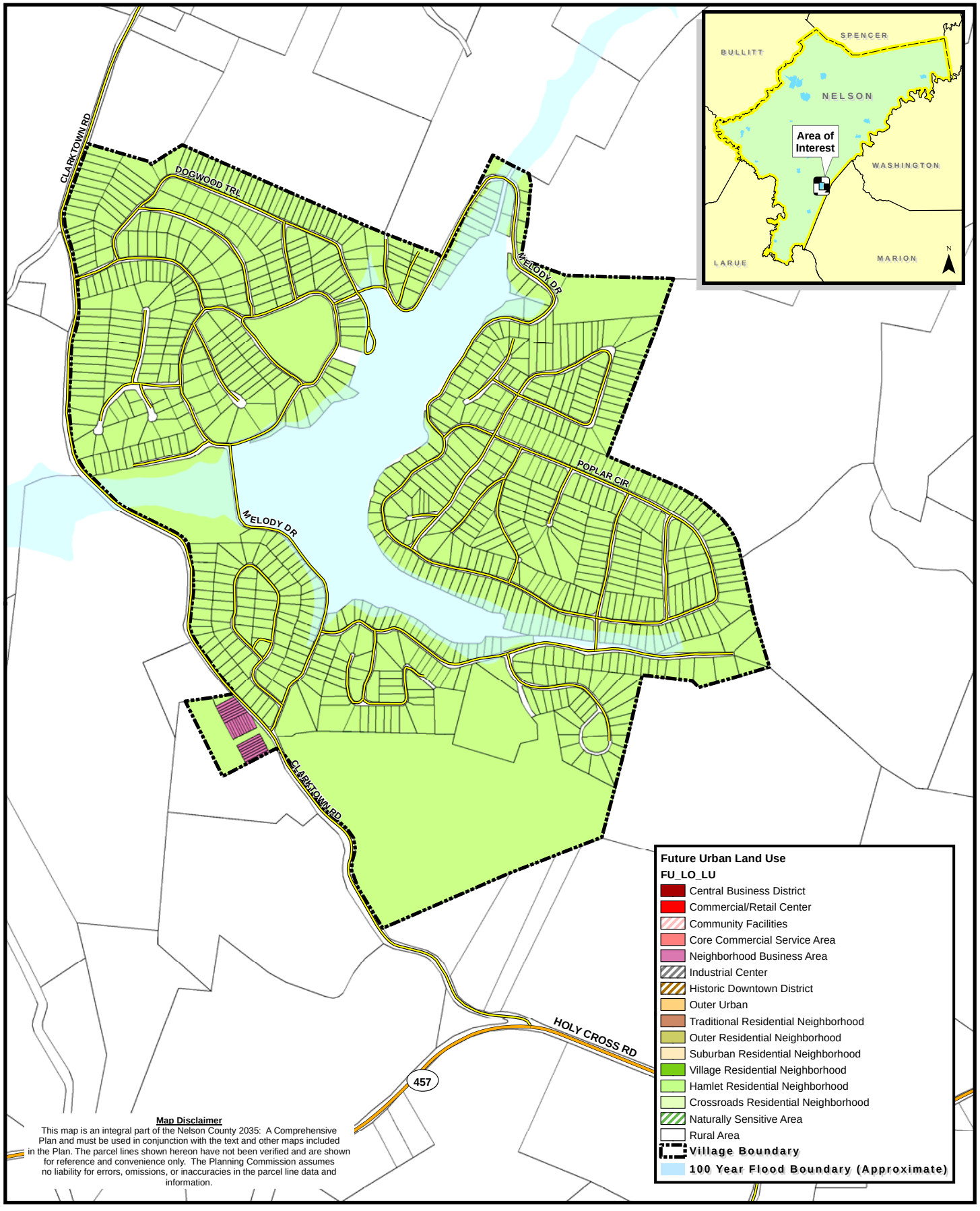
0 200 400 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-14

FUTURE LAND USE MAP
HIGHGROVE CROSSROADS

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

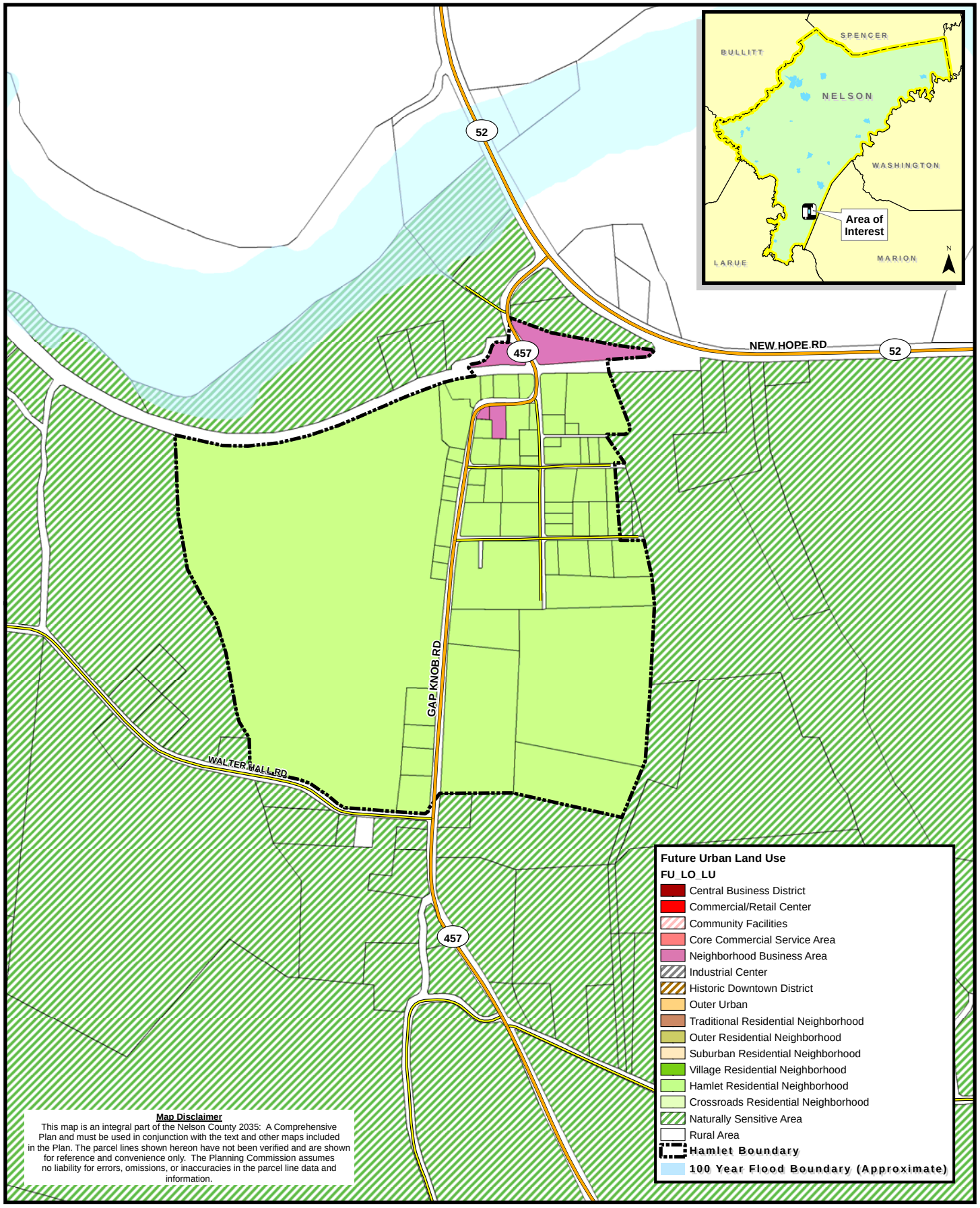
Map 4-15

FUTURE LAND USE MAP
MELODY LAKE HAMLET

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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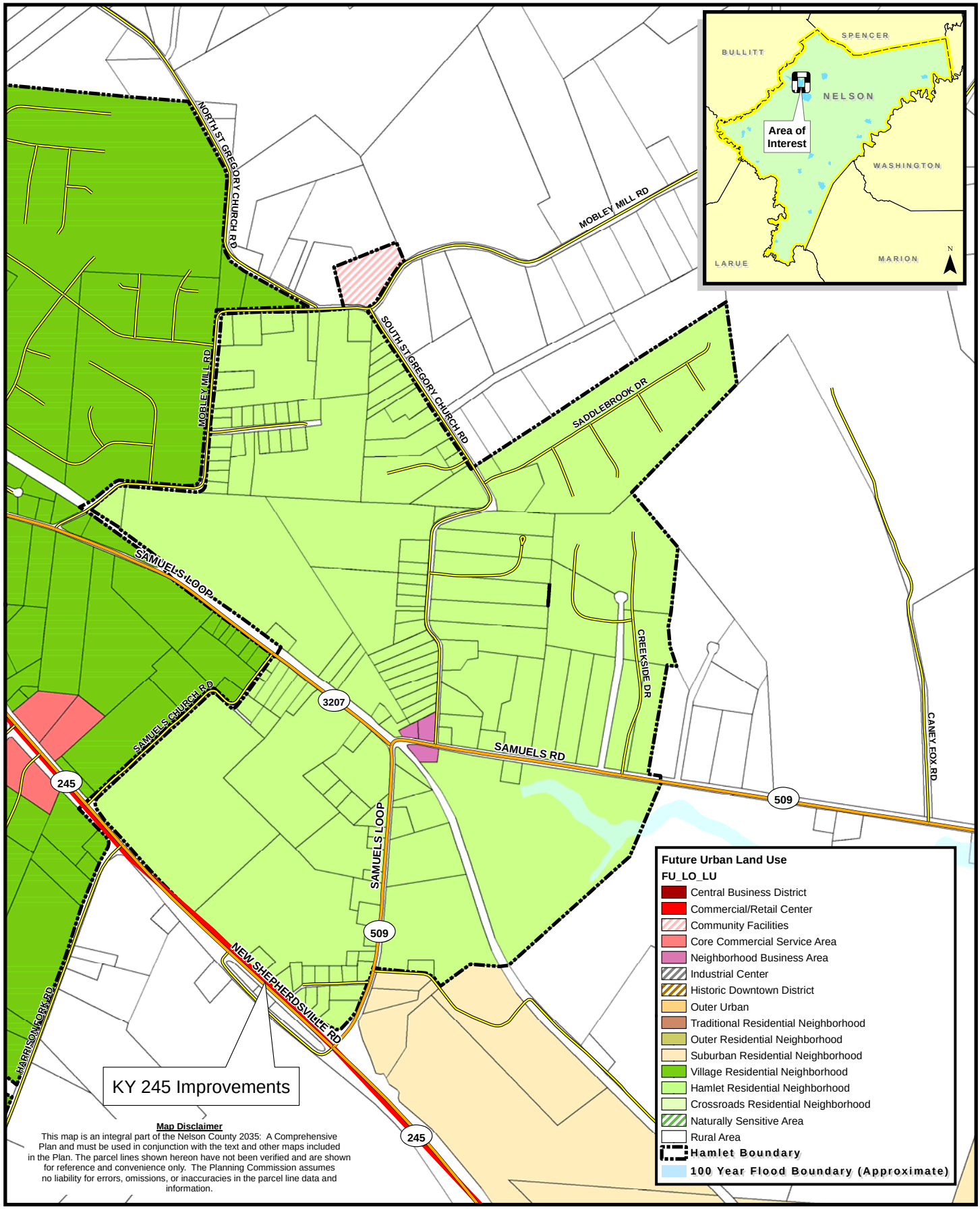
0 400 800 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-16

FUTURE LAND USE MAP
NEW HOPE HAMLET

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
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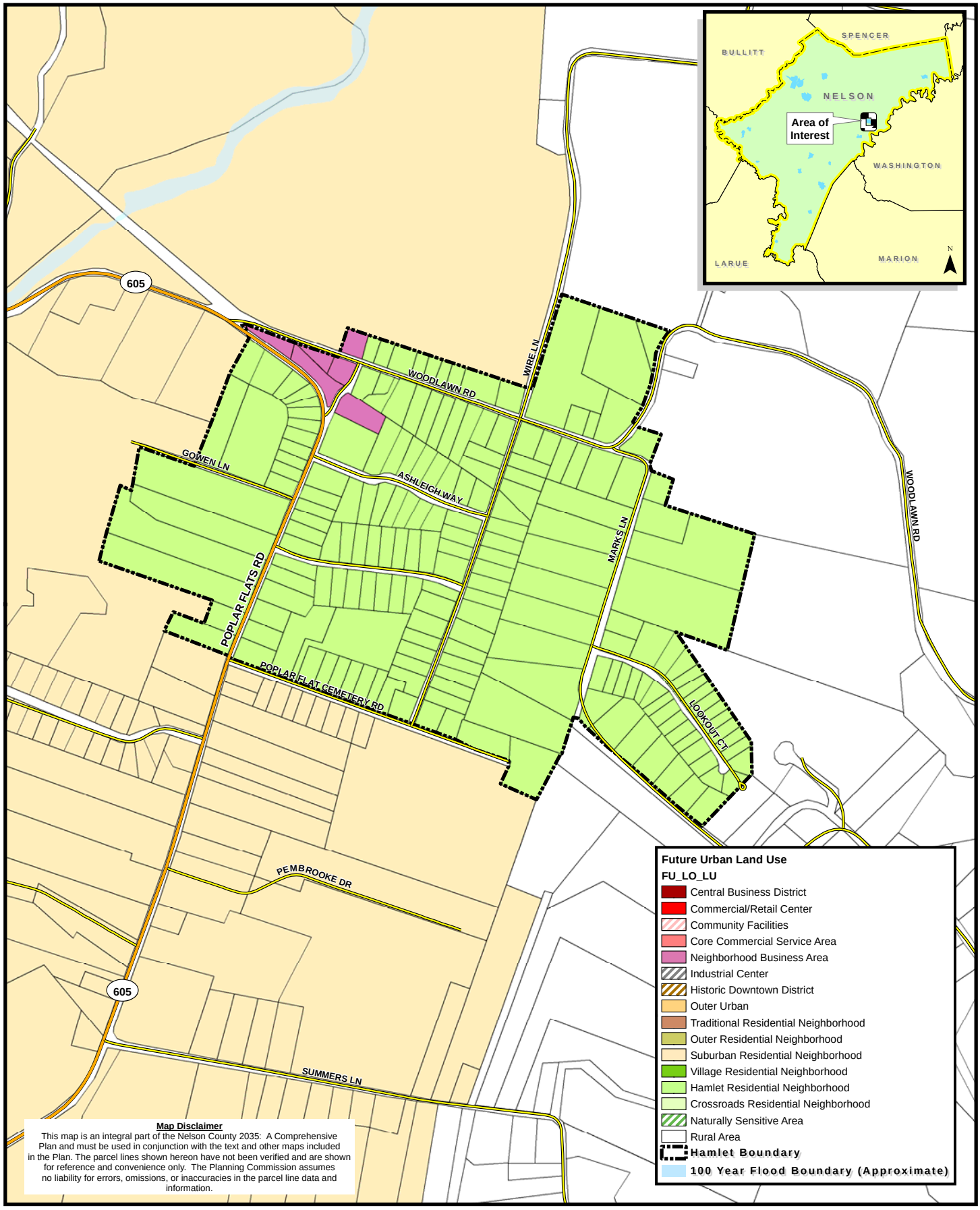
0 700 1,400 Feet

Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-17

FUTURE LAND USE MAP
SAMUELS HAMLET

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11

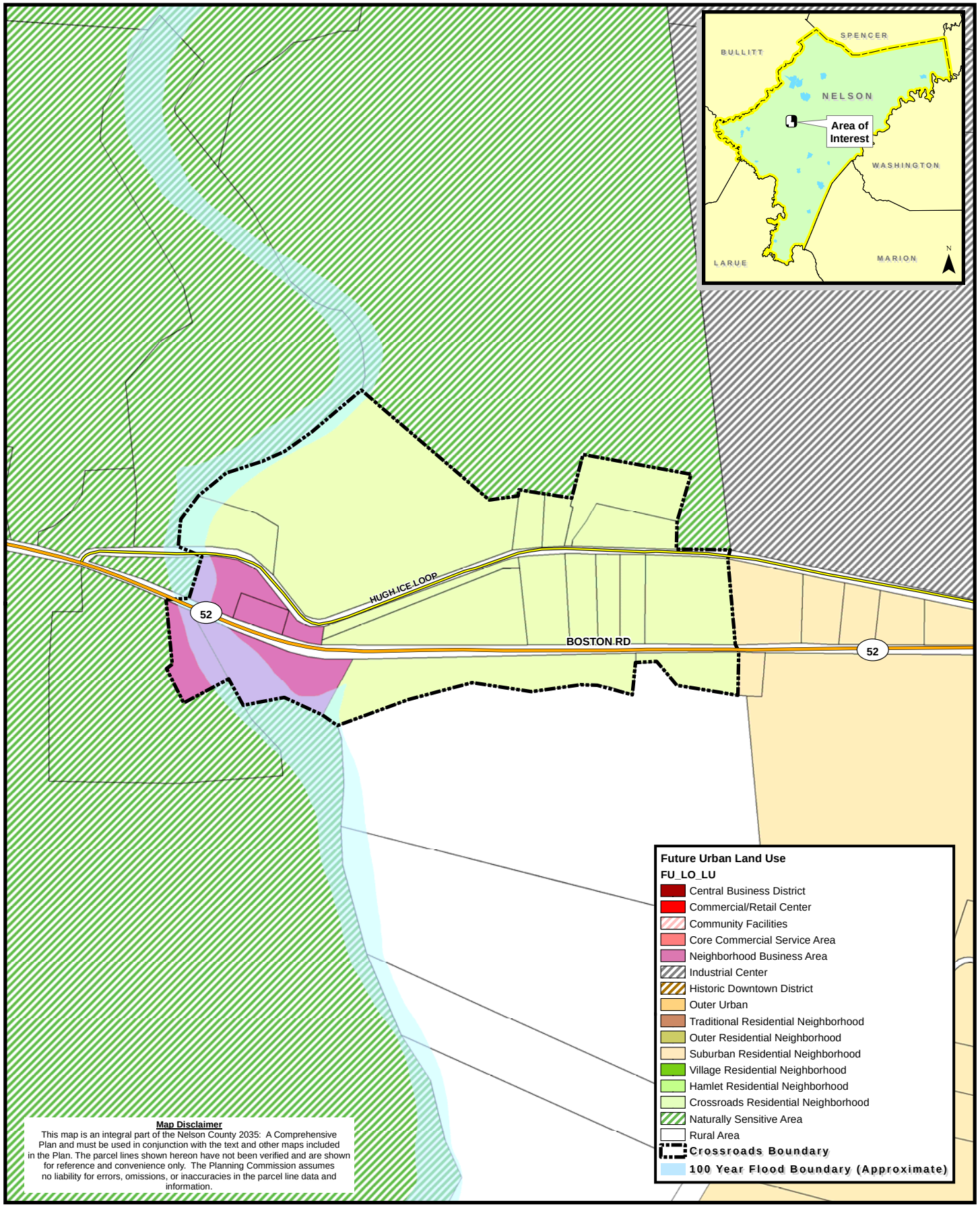


Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-18

FUTURE LAND USE MAP
WOODLAWN HAMLET

Nelson County 2035
A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



Map Disclaimer

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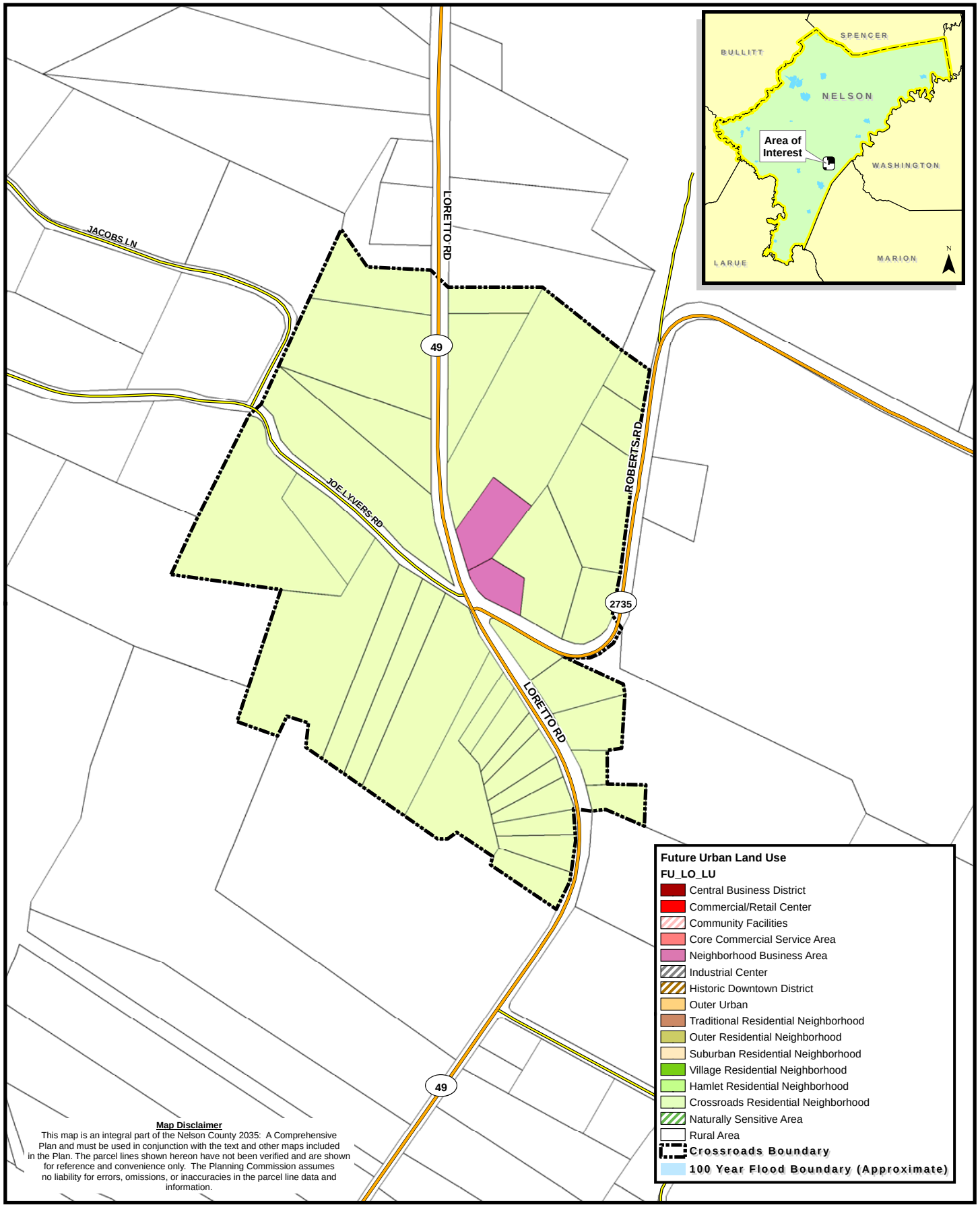
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-19

FUTURE LAND USE MAP
CEDAR CREEK CROSSROADS

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
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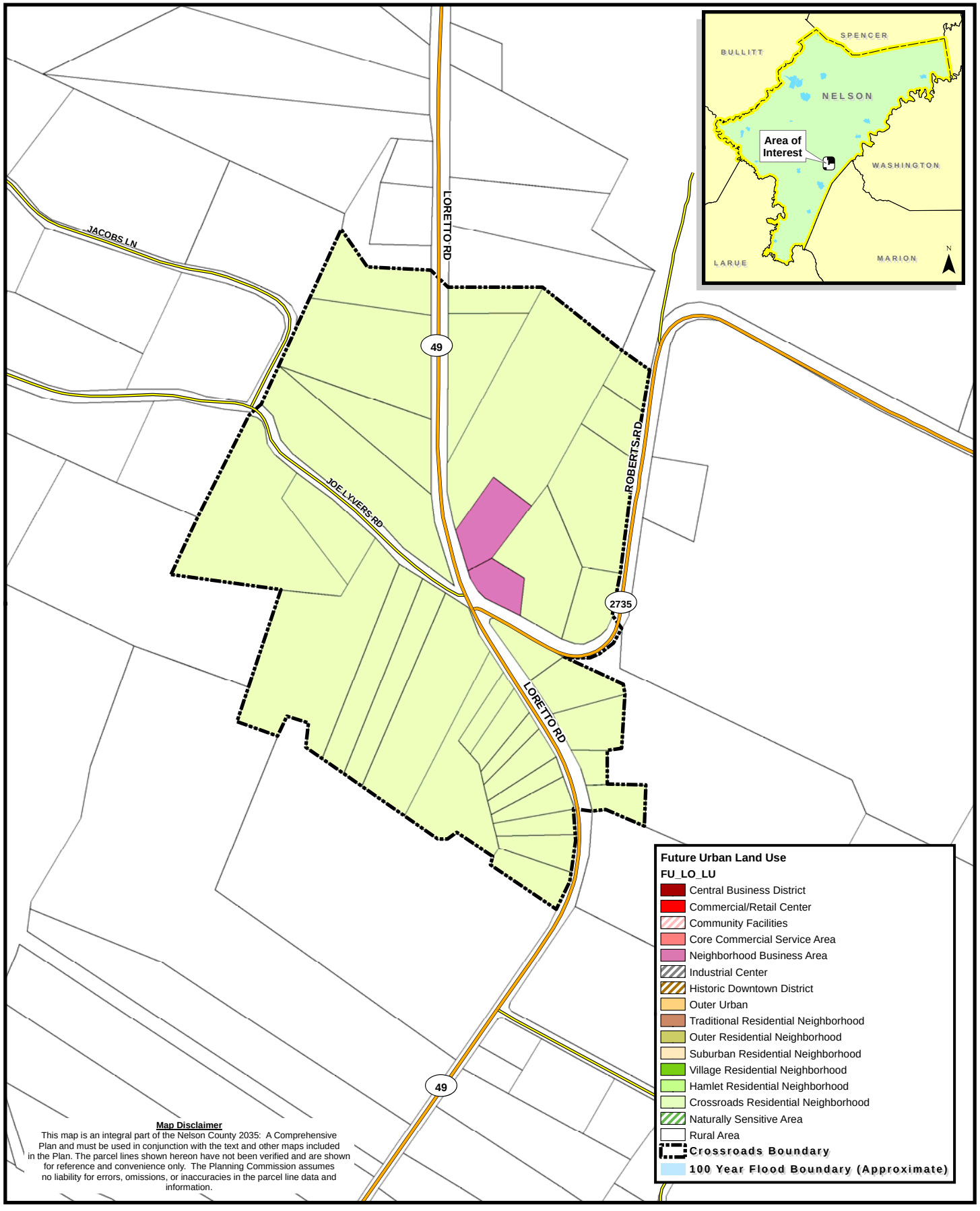
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-20

FUTURE LAND USE MAP
GREENBRIER CROSSROADS

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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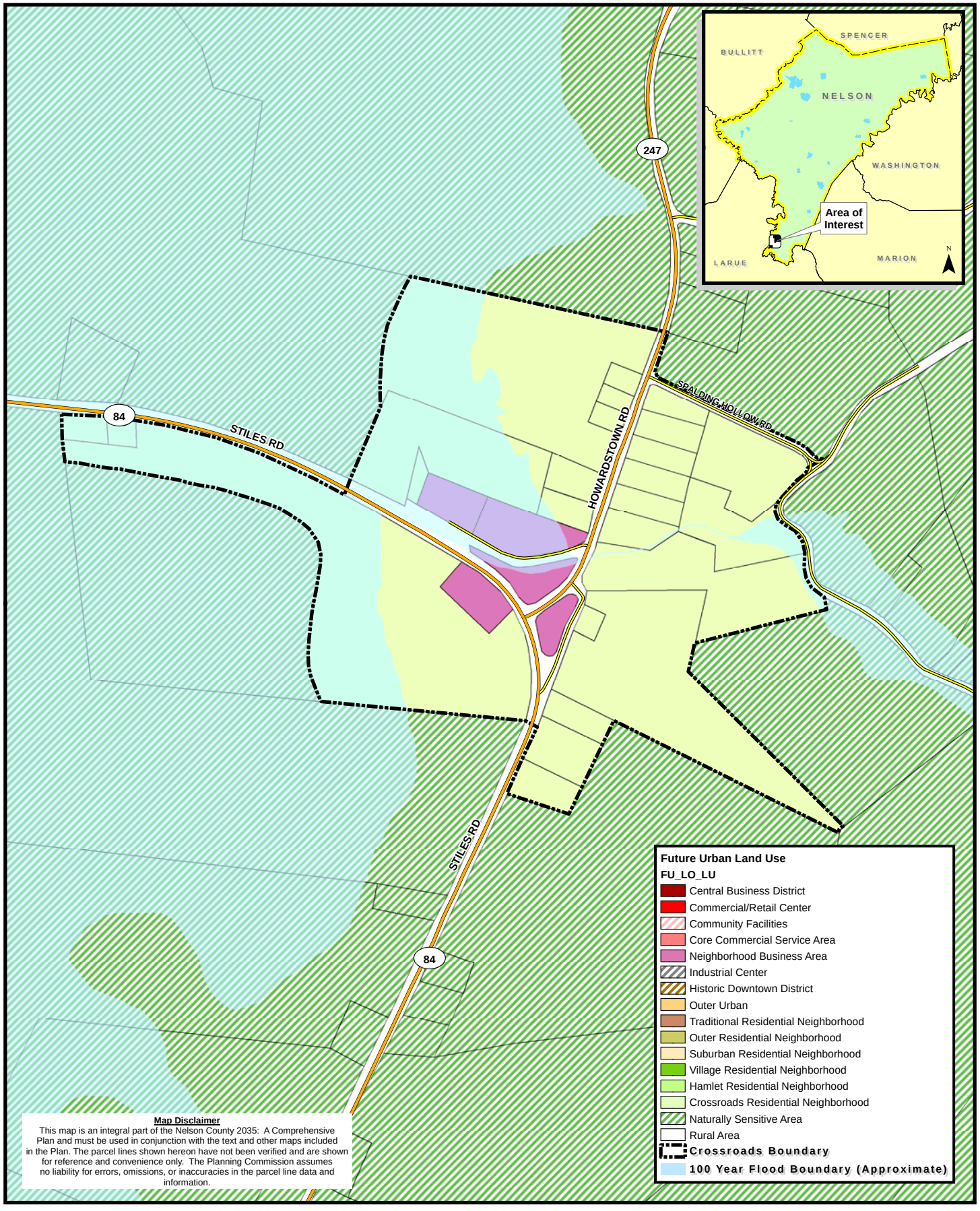
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-20

FUTURE LAND USE MAP
GREENBRIER CROSSROADS

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

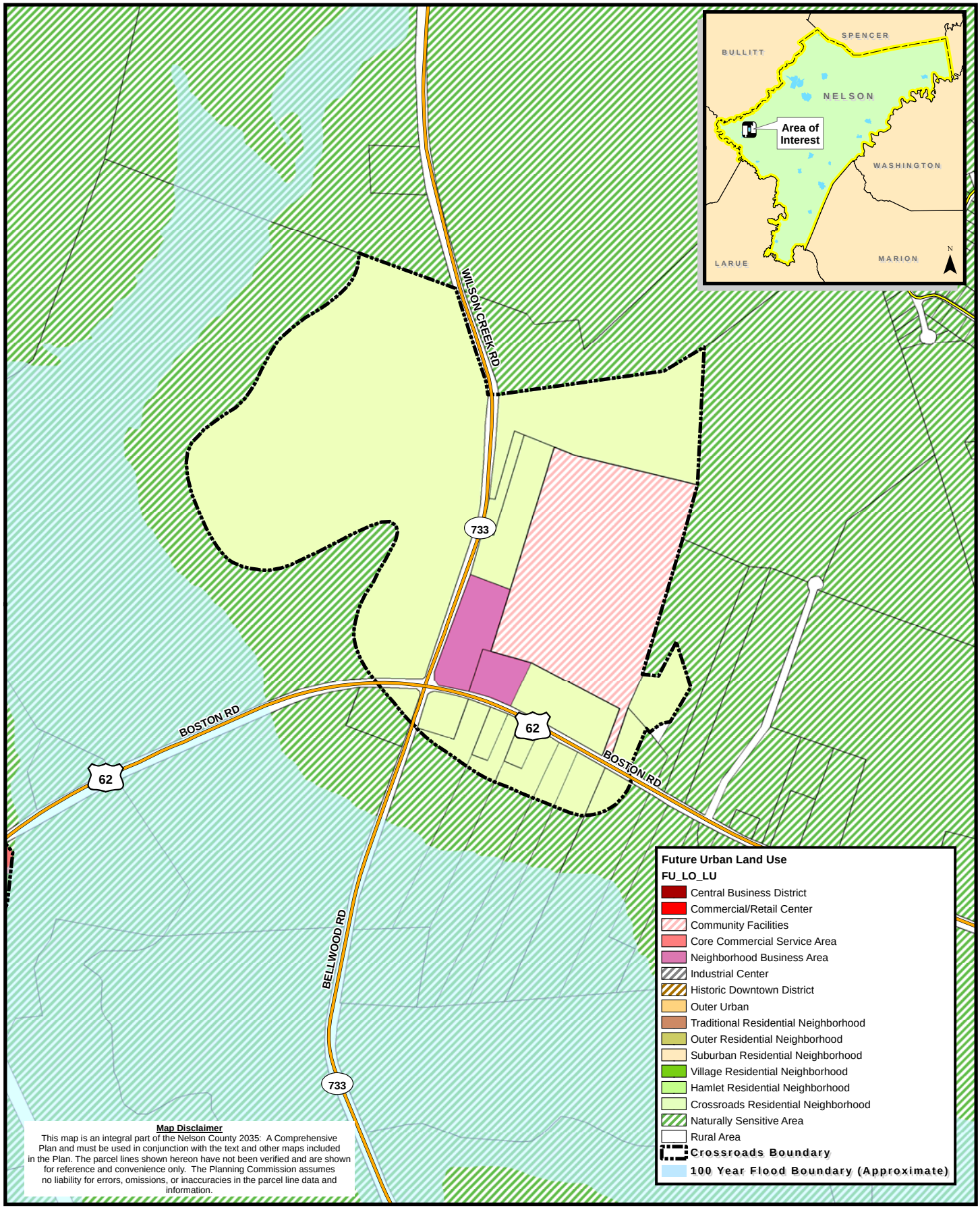
Map 4-21

FUTURE LAND USE MAP
HOWARDSTOWN CROSSROADS

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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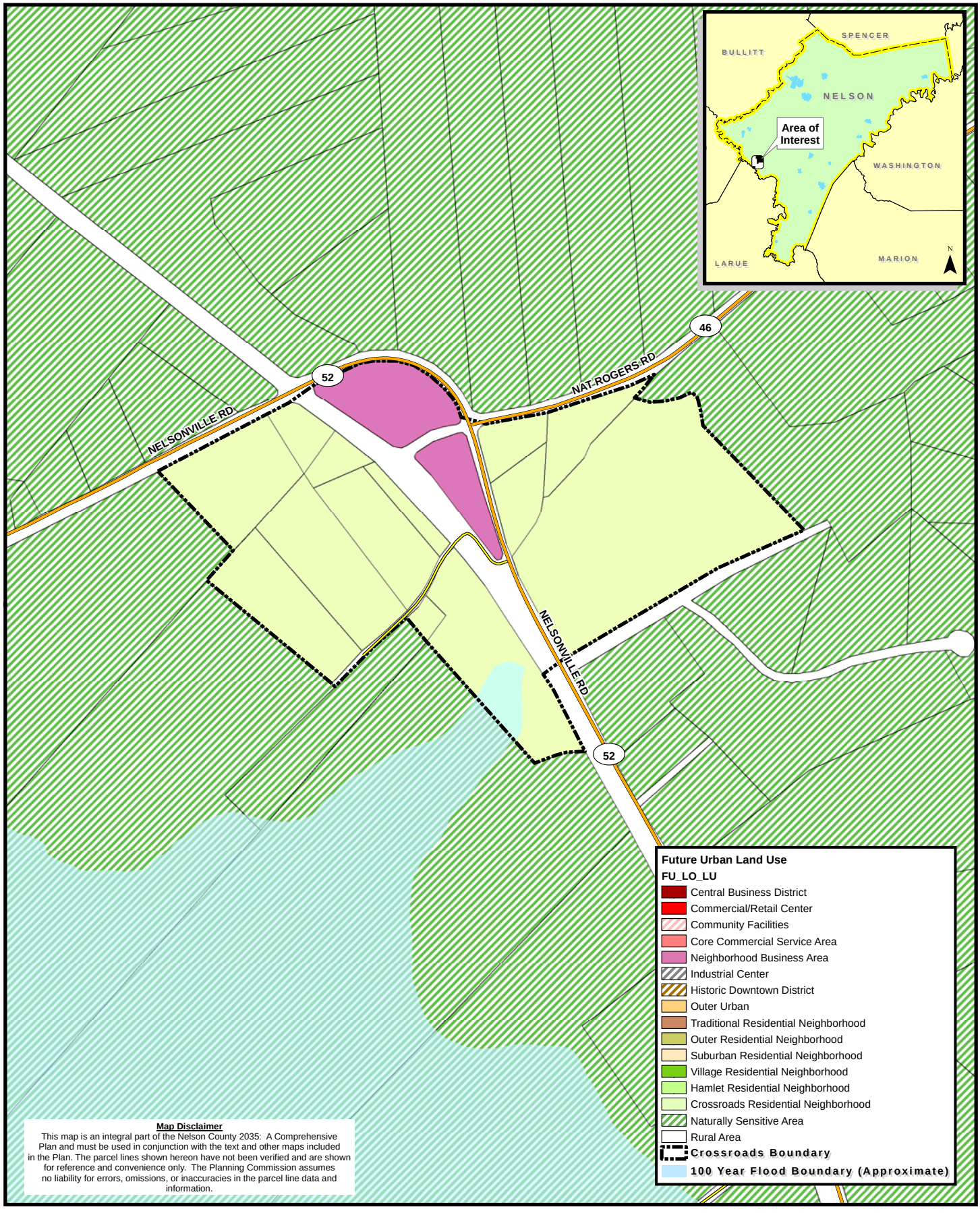
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-22

FUTURE LAND USE MAP
LITTLE BRICK CROSSROADS

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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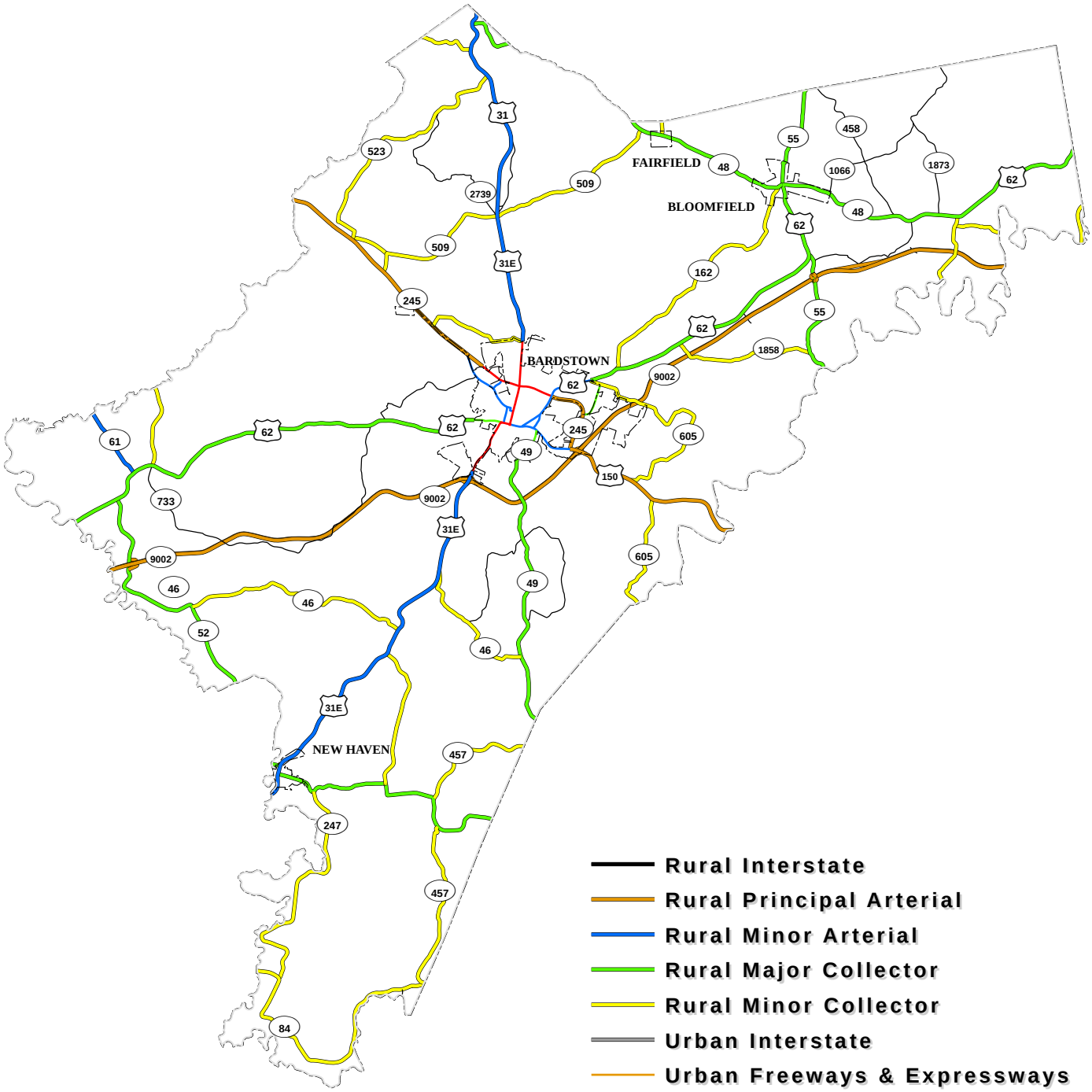
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 4-23

FUTURE LAND USE MAP
NELSONVILLE CROSSROADS

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



Map Disclaimer

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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

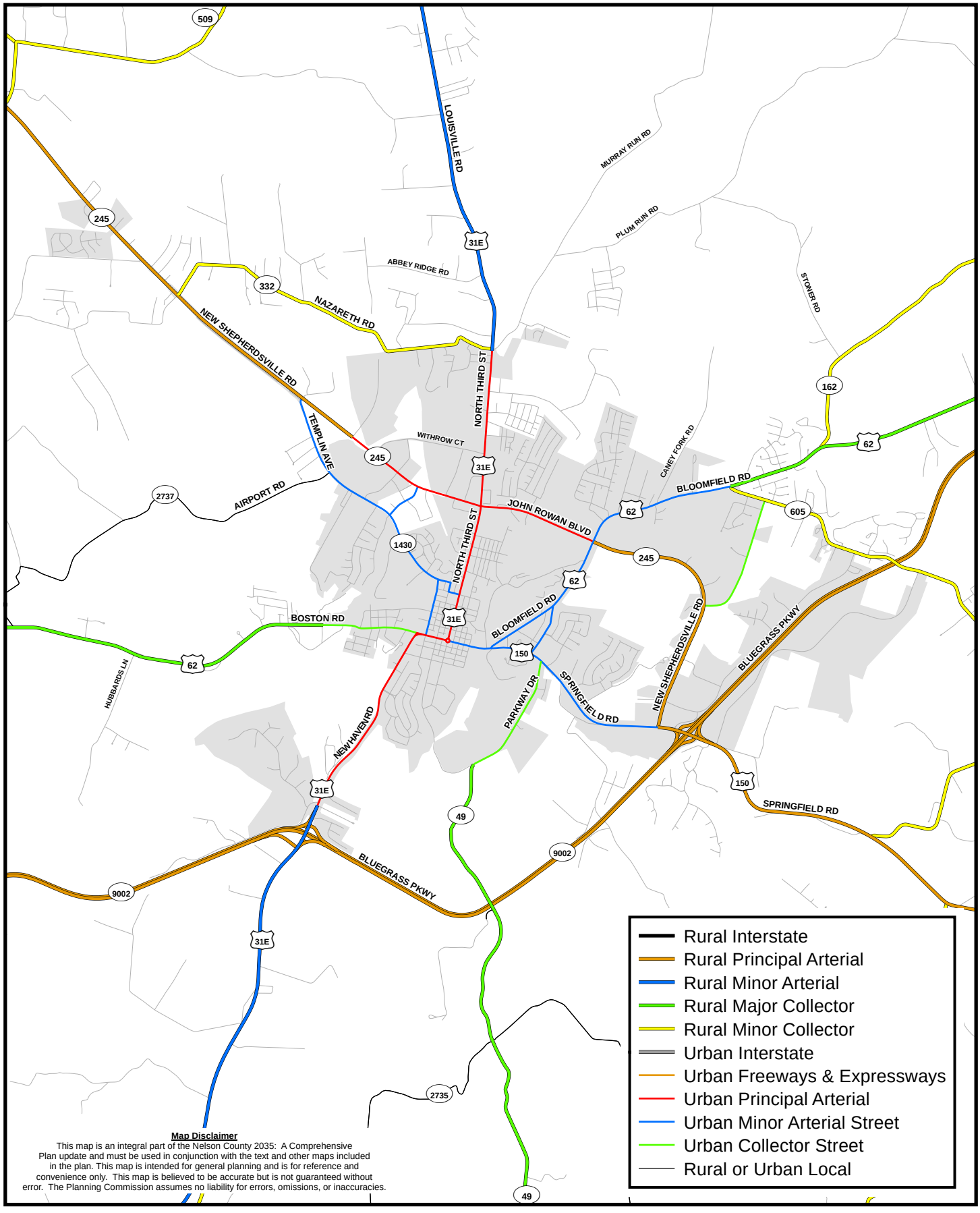
Map 5-1

ROADWAY FUNCTIONAL CLASSIFICATIONS MAP NELSON COUNTY

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



Map Disclaimer

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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

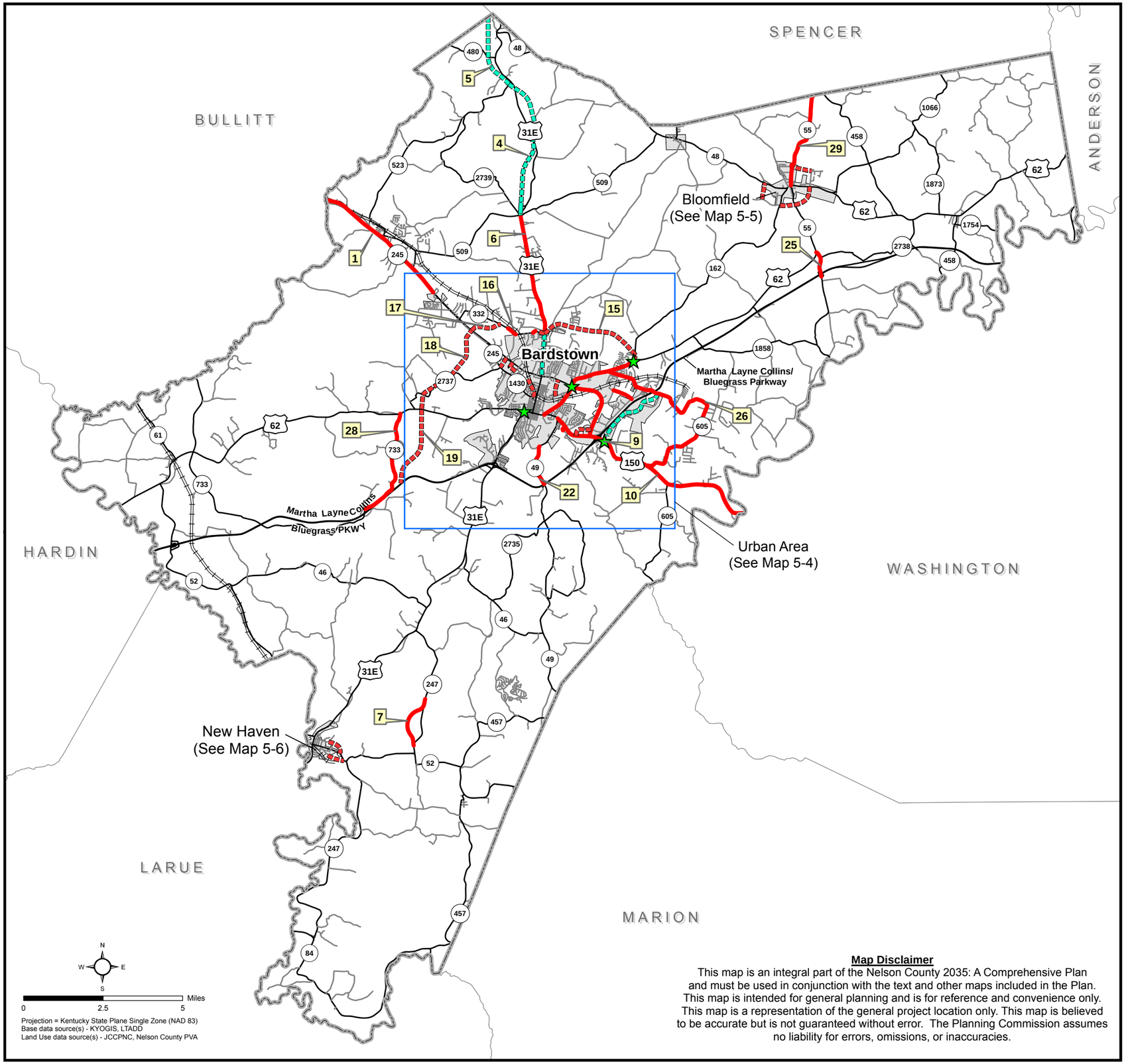
Map 5-2

ROADWAY FUNCTIONAL CLASSIFICATIONS MAP URBAN AREA

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



Potential and Planned Transportation Improvements

(Note: This map shows only the general location of potential and planned transportation improvements and is intended for general planning only.)

- **1** New Shepherdsville Road (KY 245) – Addressing geometric issues between hospital and Samuels Loop (KY 509) and major widening between hospital and county line
- **4** Louisville Road (US 31E) – Relocation from Samuels / Fairfield Roads (KY 509) to Whitesides Road (completed)
- **5** Louisville Road (US 31E) – Relocation from Whitesides Road to county line
- **6** Louisville Road (US 31E) – Widening and access management improvements between Nazareth Drive and Samuels / Fairfield Roads (KY 509)
- **7** Monks Road (KY 247) – Realignment near Abbey of Gethsemani
- **9** Parkway Avenue – Extension to Woodlawn Road (KY 605) and intersection improvements at Springfield Road (US 150) (completed)
- **10** Springfield Road (US 150) – Reconstruction from Leslie Ballard Lane to county line and Beech Fork bridge replacement
- **15** Northeast Connector – Construction of connector road between Bloomfield Road (US 62) and Louisville Road (US 31E) and intersection improvements at Bloomfield Road (US 62) and KY 162
- **16** Old Nazareth Road (KY 332) – Widening and improvements between Louisville Road (US 62) and New Shepherdsville Road (KY 245) for connector road
- **17** Northwest Connector – Construction of connector road between Old Nazareth Road (KY 332) and New Shepherdsville Road (KY 245)
- **18** Southwest Connector, Phase I – Construction of connector road between New Shepherdsville Road (KY 245) and Boston Road (US 62)
- **19** Southwest Connector, Phase II – Construction of connector road between New Shepherdsville Road (KY 245) and Boston Road (US 62)
- **22** Loretto Road (KY 49) – Spot improvements between Old Gilkey Run Road and Bluegrass Parkway Overpass
- **25** Springfield Road (KY 55) – Improvements between Bloomfield Road (US 62) and Bluegrass Parkway
- **26** Woodlawn & Poplar Flat Roads (KY 605) - Spot improvements between Bloomfield Road (US 62) and Springfield Road (US 150)
- **28** Bellwood Road (KY 733) – Reconstruction at various locations to alleviate flooding
- **29** Taylorsville Road (KY 55) – Reconstruction/relocation from Chaplin Road (US 62) to county line (#5 on Bloomfield Town Area map)

★ Intersection Improvement
Roadway Improvements
New Roadway Construction
Completed Improvement
Local/County Road

Map Disclaimer

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Map 5-3

PLANNED AND POTENTIAL TRANSPORTATION IMPROVEMENTS NELSON COUNTY

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11

Potential and Planned Transportation Improvements

(Note: This map shows only the general location of potential and planned transportation improvements and is intended for general planning only.)

1. New Shepherdsville Road (KY 245) – Addressing geometric issues between hospital and Samuels Loop (KY 509) and major widening between hospital and county line
2. Bloomfield Road (US 62) - Widening from East John Rowan Boulevard (KY 245) to Woodlawn Road (KY 605) with dual turn lanes at Woodlawn Road (KY 605)
3. Bloomfield Road (US 62) – Construction of continuous left turn lane from Guthrie Drive to East John Rowan Boulevard (KY 245) and major widening between East Stephen Foster Avenue (US 150) and Guthrie Drive
6. Louisville Road (US 31E) – Widening and access management improvements between Nazareth Drive and Samuels / Fairfield Roads (KY 509)
8. Springfield Road (US 150) – Major widening between Parkview Drive (KY 49) Leslie Ballard Lane
11. East John Rowan Boulevard (KY 245) - Major widening between Springfield Road (US 150) and Bloomfield Road (US 62)
12. Culpeper Street – Extension to Springfield Road (US 150)
13. East John Rowan Boulevard (KY 245) at Bloomfield Road (US 62) – Intersection improvements, including turning lane additions (completed)
14. East John Rowan Boulevard (KY 245) / Old Bloomfield Pike – Construction of connector road
15. Northeast Connector – Construction of connector road between Bloomfield Road (US 62) and Louisville Road (US 31E)
20. North Fourth Street – Extension to Frost Avenue
21. West Stephen Foster Avenue (US 62) at Cathedral Manor (US 31E) – Intersection improvements
22. Loretto Road (KY 49) – Spot improvements between Old Gilkey Run Road and Bluegrass Parkway Overpass
23. West John Rowan Boulevard (KY 245) – Construction of connector at intersection of Withrow Court to Mainstream Boulevard
24. New Shepherdsville Road (KY 245) – Construction of connector to Templin Avenue (KY 1430) at Ben Irvin Road (KY 2737)
26. Woodlawn & Poplar Flat Roads (KY 605) - Spot improvements between Bloomfield Road (US 62) and Springfield Road (US 150)
27. Filiatreau Lane & Spencer Mattingly Lane – Construction of connector road

Intersection Improvement
Roadway Improvements
New Roadway Construction
Completed Improvement
Existing Railroad
Local/County Road

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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

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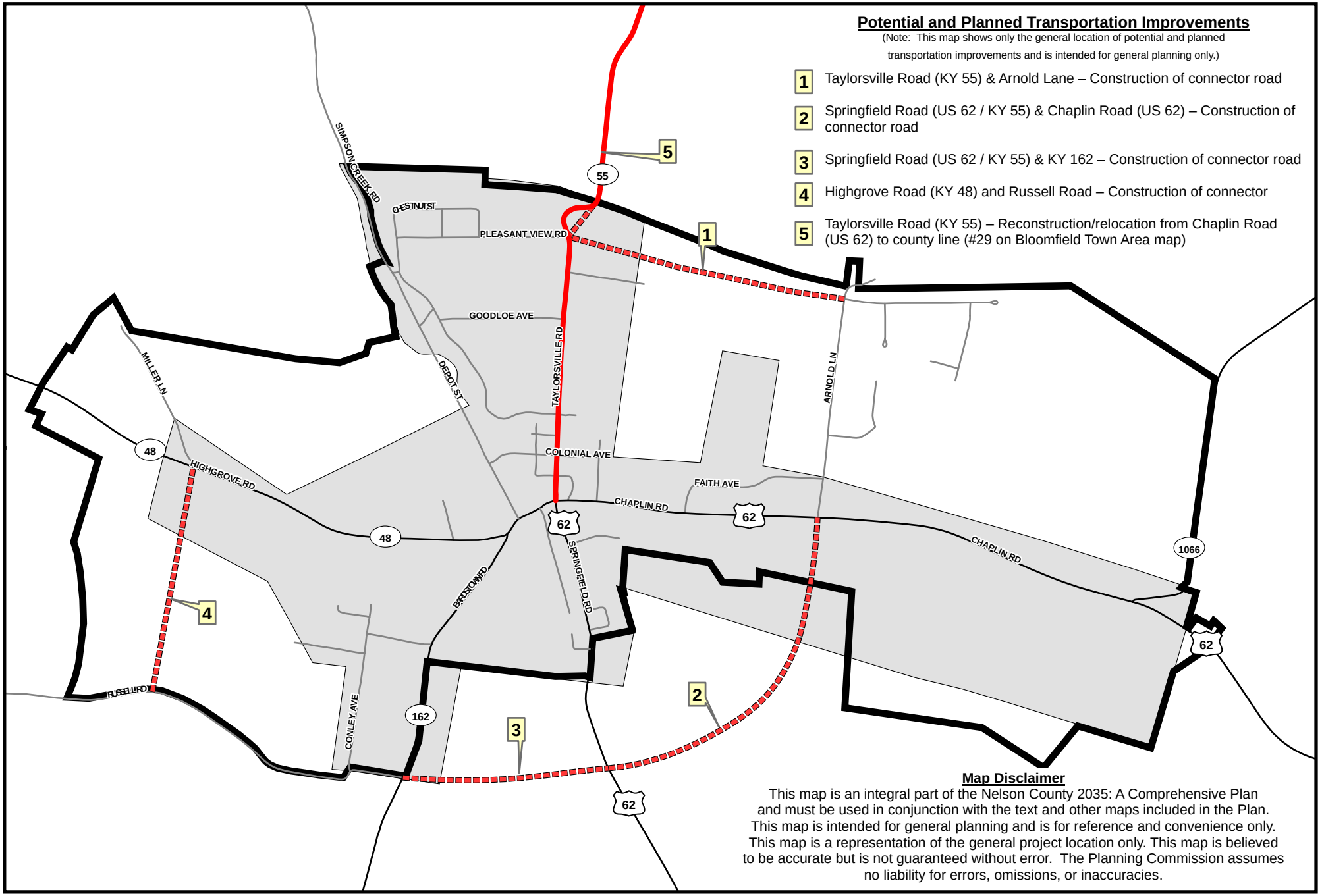
Map 5-4

PLANNED AND POTENTIAL TRANSPORTATION IMPROVEMENTS URBAN AREA

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



Map 5-5

PLANNED AND POTENTIAL TRANSPORTATION IMPROVEMENTS
BLOOMFIELD TOWN AREA

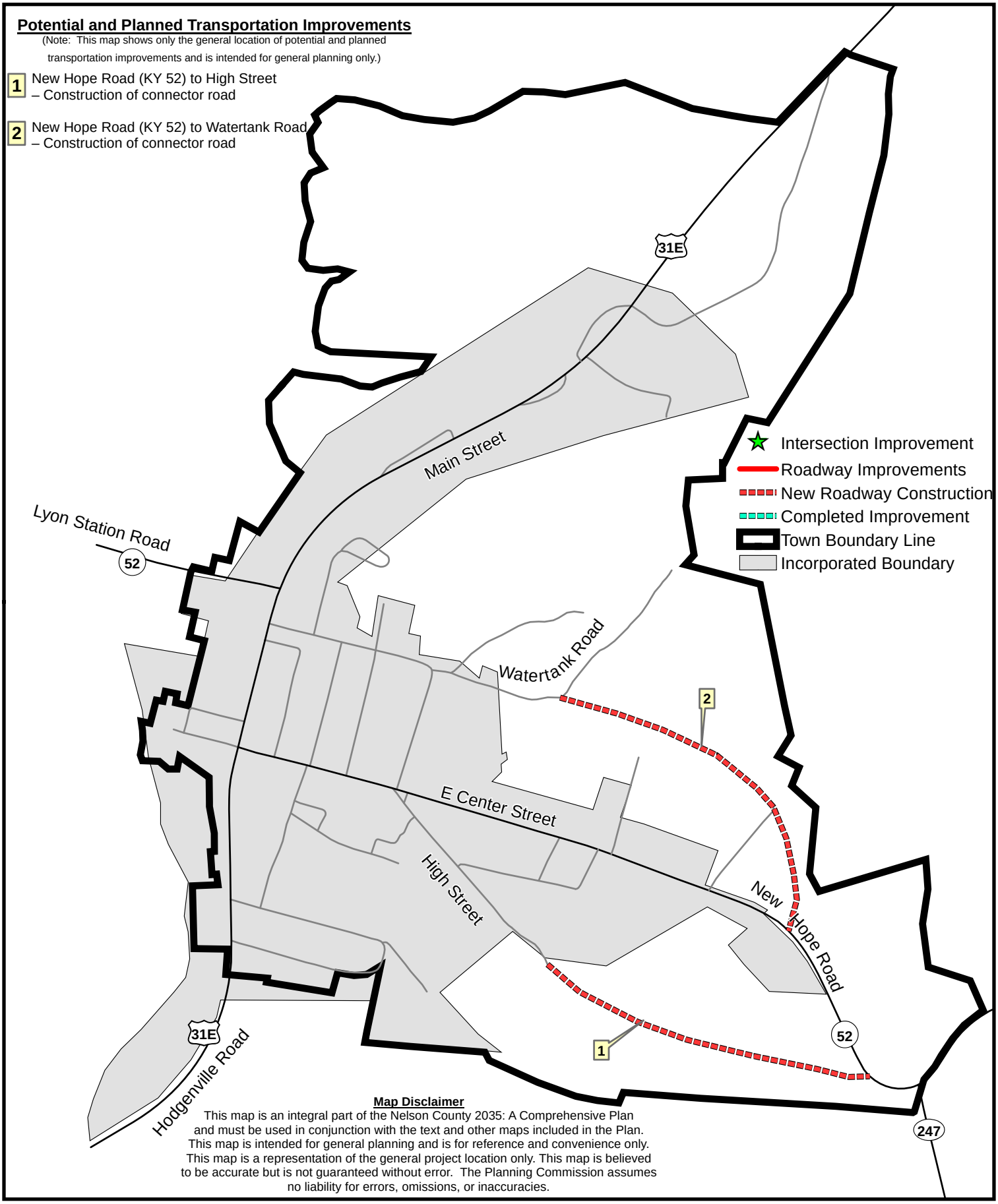
Nelson County 2035
A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11

Potential and Planned Transportation Improvements

(Note: This map shows only the general location of potential and planned transportation improvements and is intended for general planning only.)

1 New Hope Road (KY 52) to High Street
– Construction of connector road

2 New Hope Road (KY 52) to Watertank Road
– Construction of connector road



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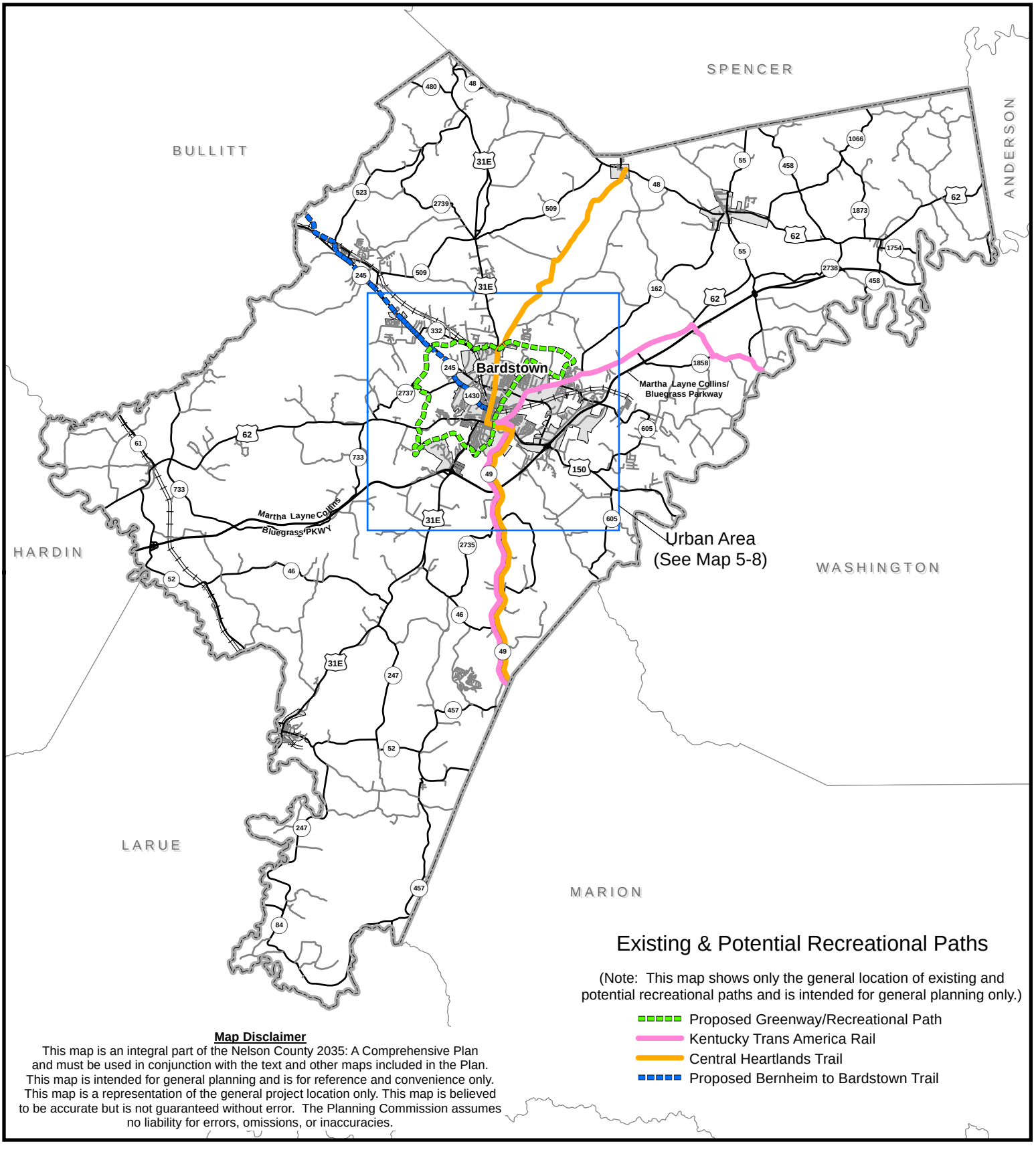
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

Map 5-6

PLANNED AND POTENTIAL TRANSPORTATION IMPROVEMENTS
NEW HAVEN TOWN AREA

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

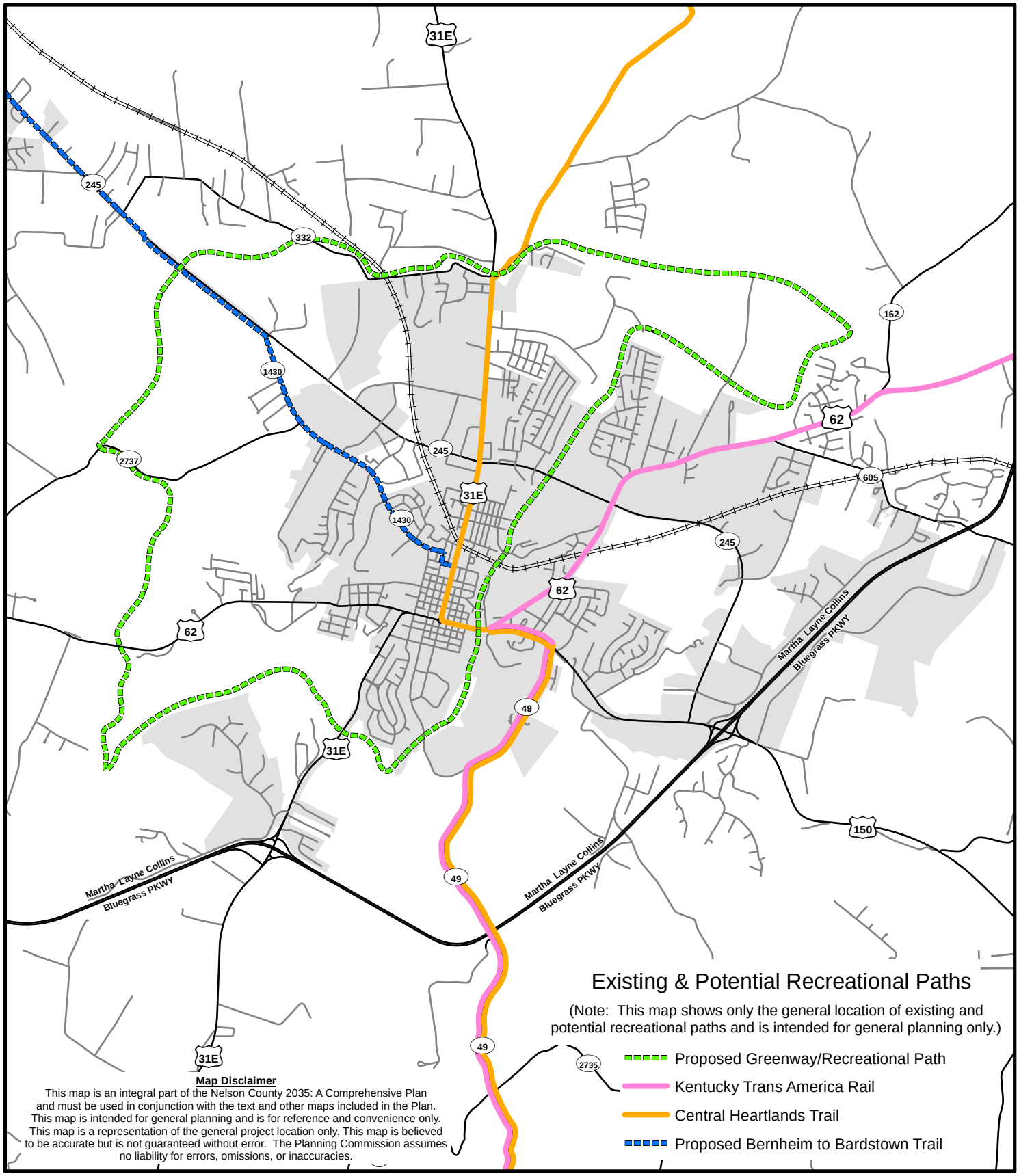
Map 5-7

EXISTING AND POTENTIAL RECREATIONAL PATHS

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Land Use data source(s) - JCCPNC, Nelson County PVA

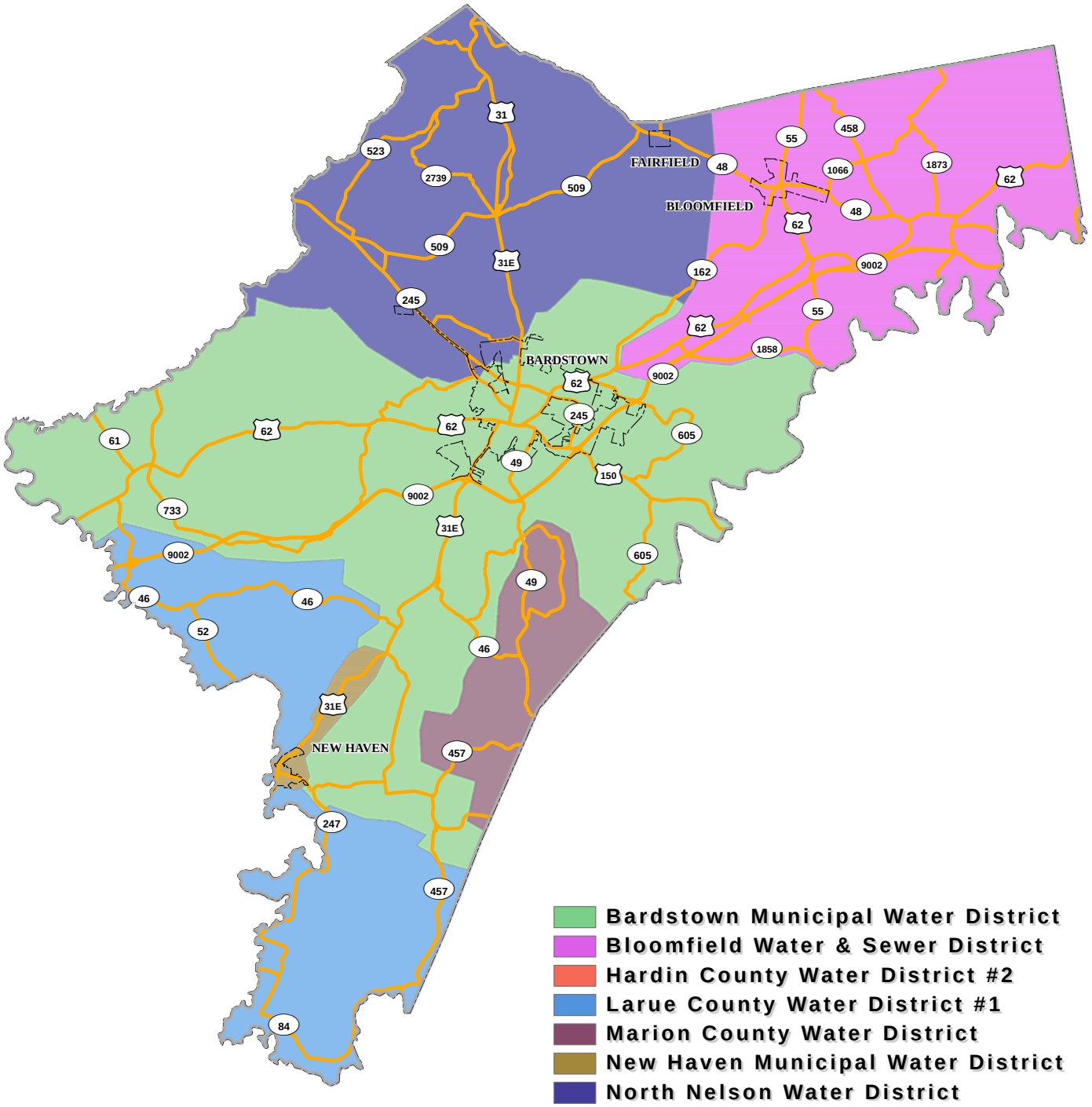
Map 5-8

EXISTING AND POTENTIAL RECREATIONAL PATHS URBAN AREA

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

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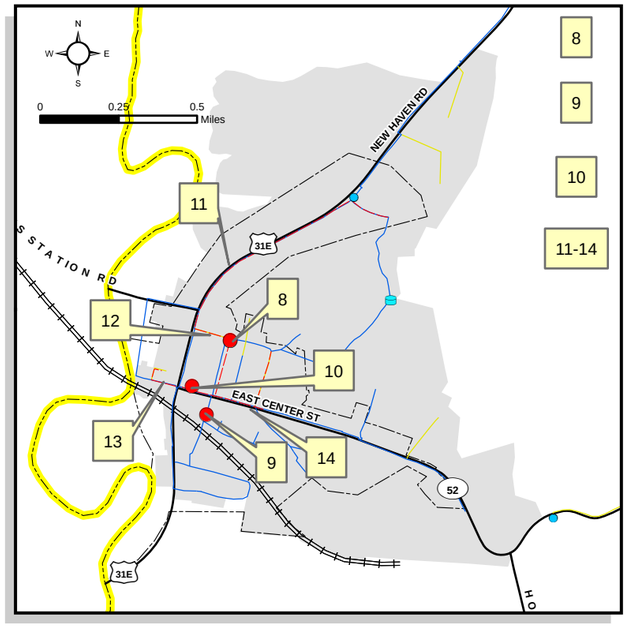
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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 6-1

WATER DISTRICTS AND SERVICE AREAS NELSON COUNTY

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



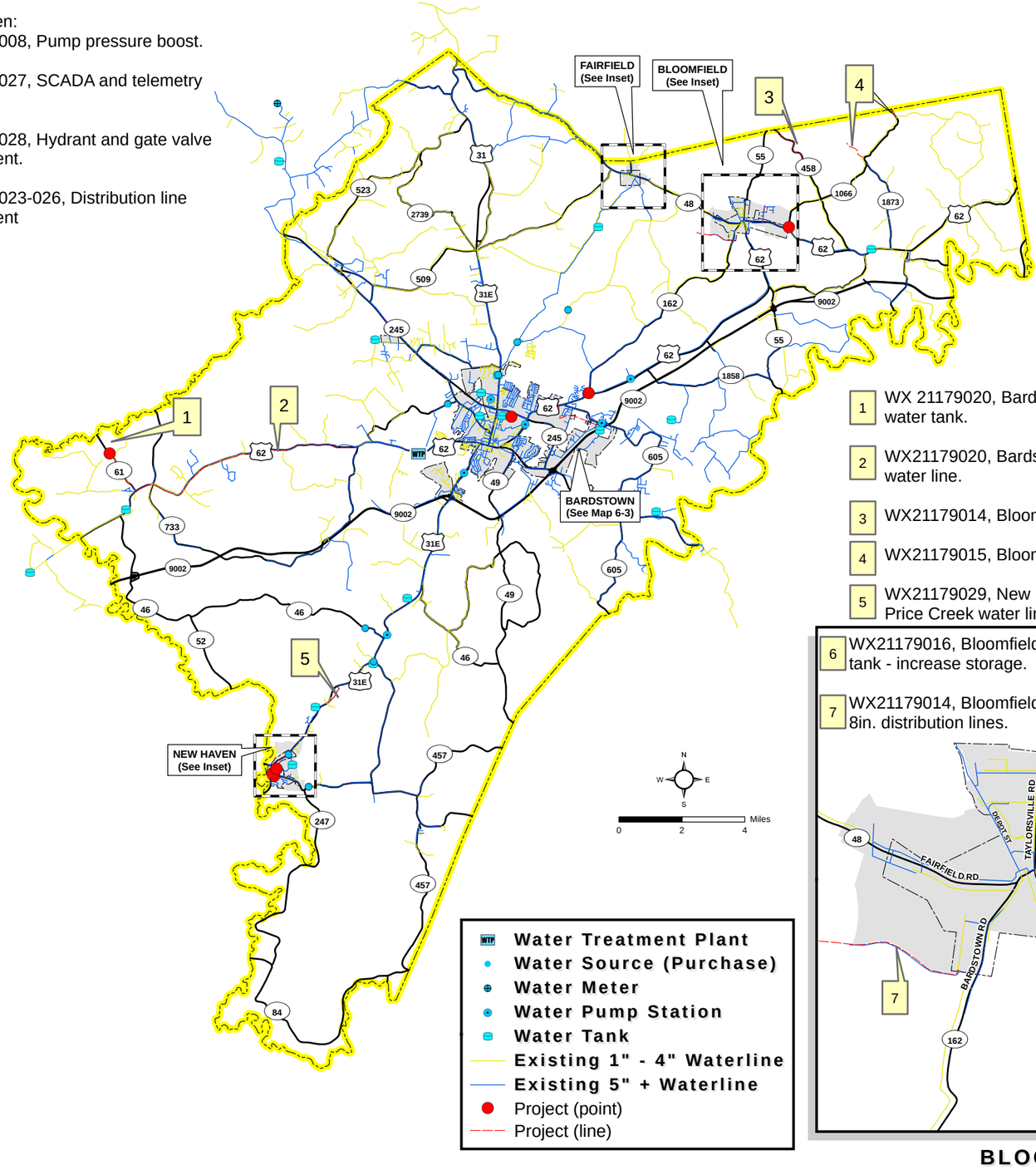
NEW HAVEN

New Haven:
WX21179008, Pump pressure boost.

WX21179027, SCADA and telemetry system.

WX21179028, Hydrant and gate valve replacement.

WX21179023-026, Distribution line replacement



1 WX 21179020, Bardstown Municipal Water Dept. 250,000 gal. water tank.

2 WX21179020, Bardstown Municipal Water Dept. 12 in. water line.

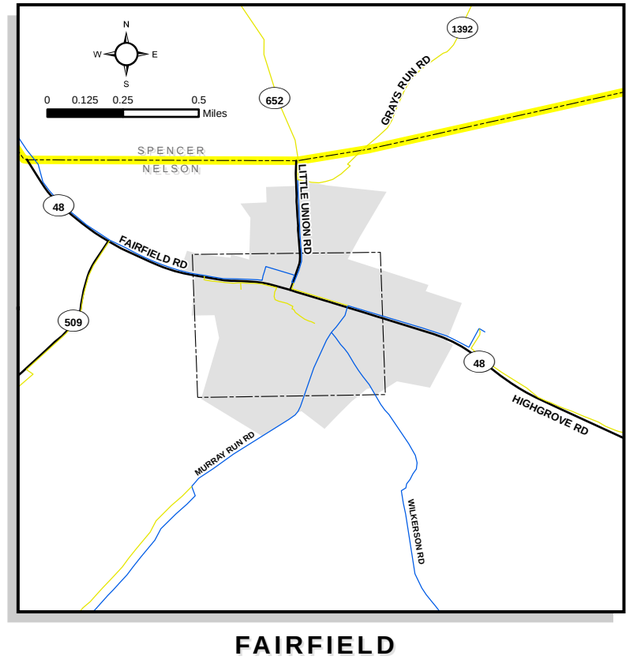
3 WX21179014, Bloomfield Water distribution line.

4 WX21179015, Bloomfield Water distribution line.

5 WX21179029, New Haven Municipal Water Works, Price Creek water line replacement.

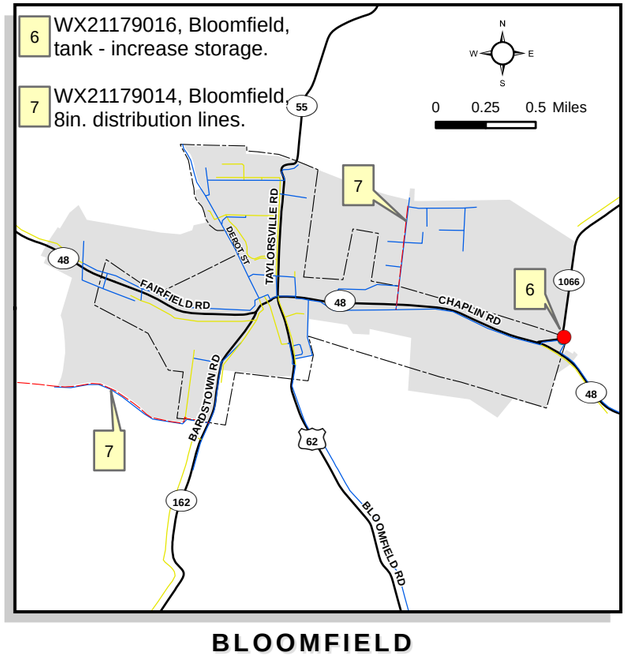
6 WX21179016, Bloomfield, tank - increase storage.

7 WX21179014, Bloomfield, 8in. distribution lines.



FAIRFIELD

- Water Treatment Plant
- Water Source (Purchase)
- Water Meter
- Water Pump Station
- Water Tank
- Existing 1" - 4" Waterline
- Existing 5" + Waterline
- Project (point)
- Project (line)



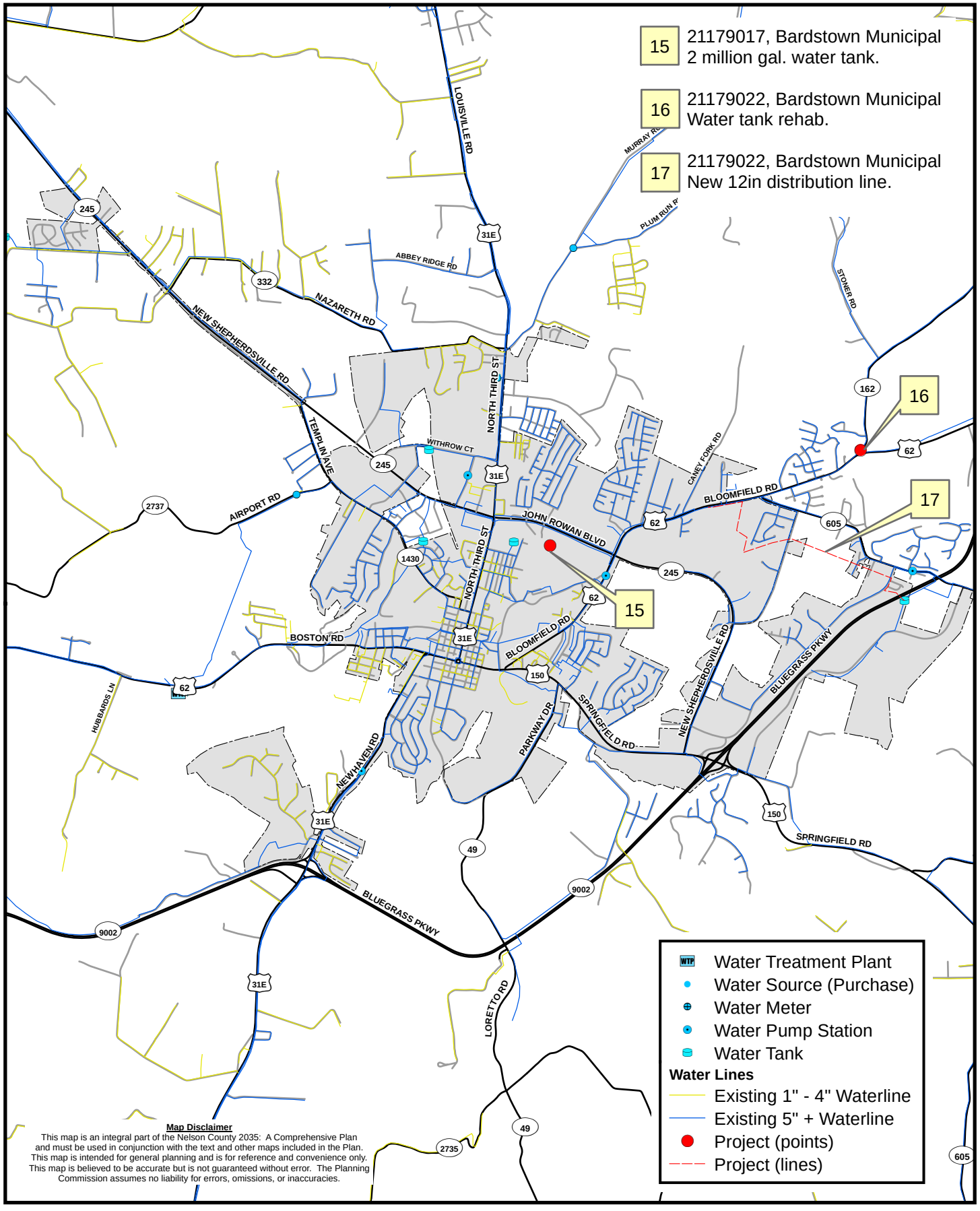
BLOOMFIELD

Projection = Kentucky State Plane Single Zone (NAD 83)
All scales and north arrows are view specific
Base data source(s) - KYOGIS, LTADD
Water line data source - KYOGIS, KYDOW

Map Disclaimer
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Figure 6-2
TOWN AND RURAL WATERLINES AND WATER SOURCES

Nelson County 2035
A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
REV 8/11



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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

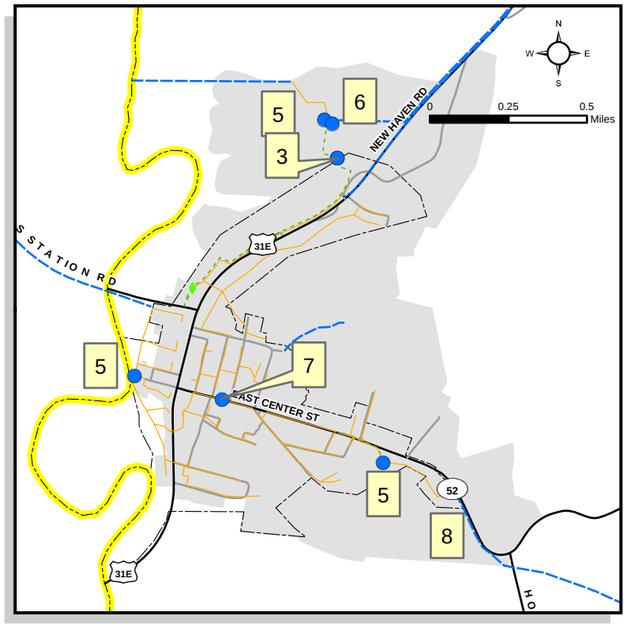
Map 6-3

BARDSTOWN WATERLINES AND WATER SOURCES

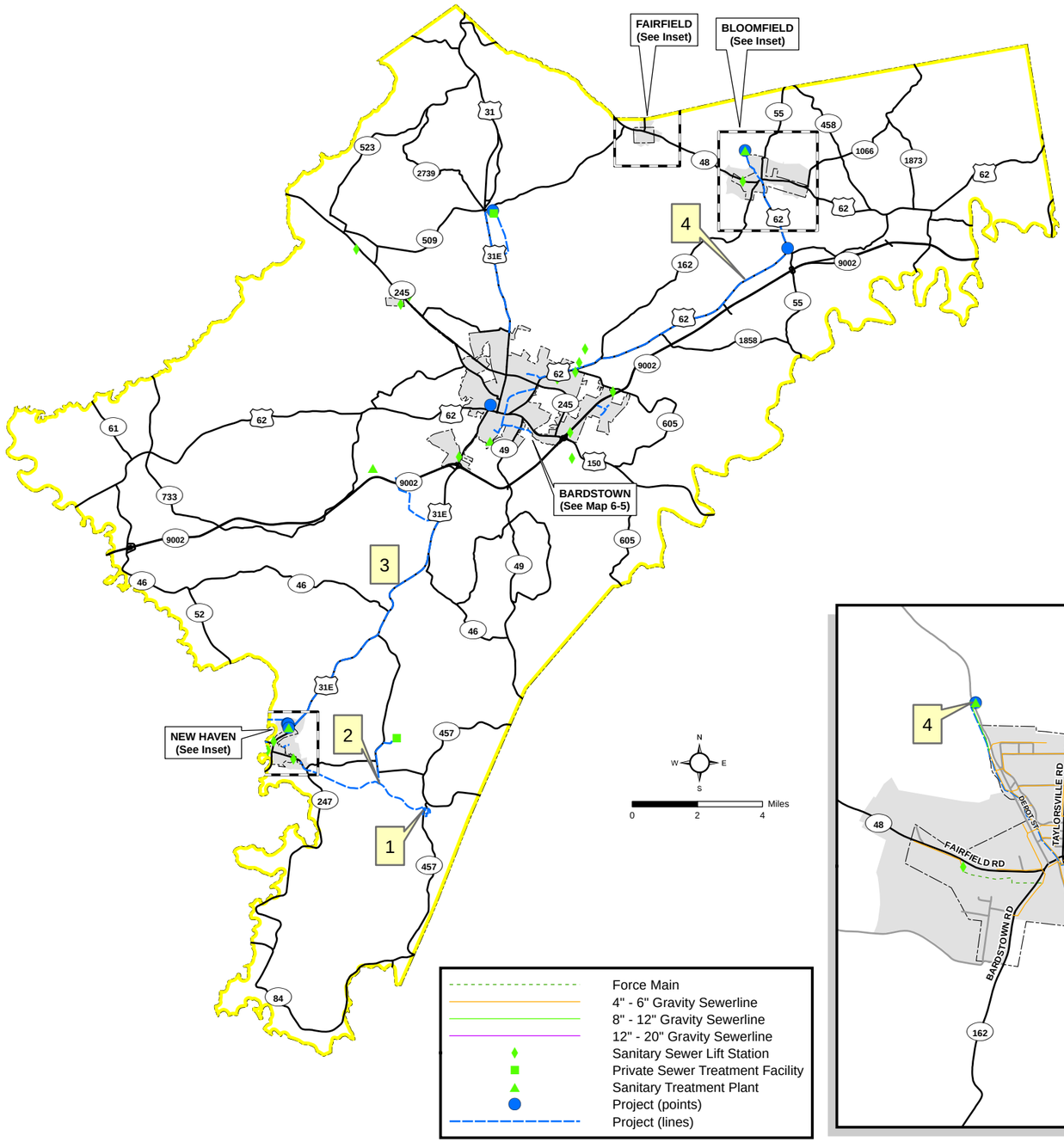
Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

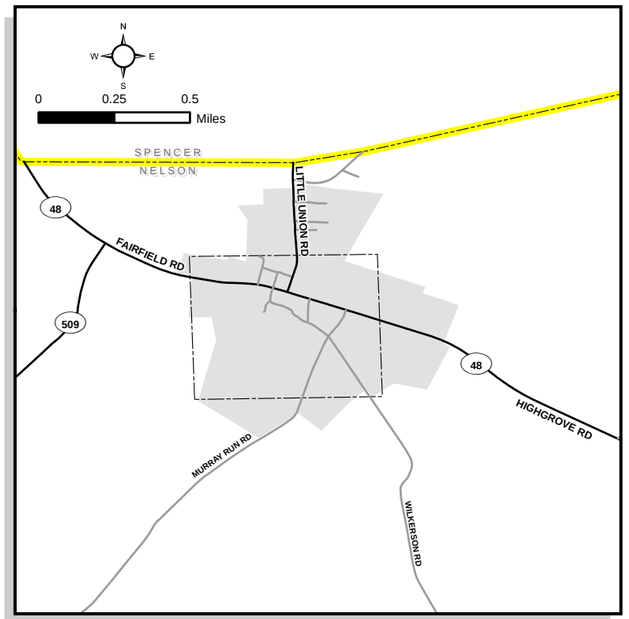
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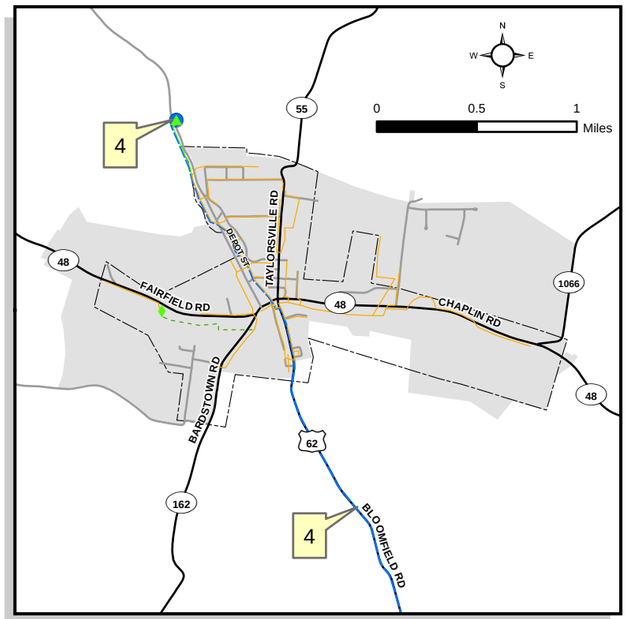
NEW HAVEN



1. SX21179021, New Haven
   New Hope Liftstation and Interceptor.
2. SX21179022, New Haven
   Gethsemane Liftstation and Interceptor.
3. SX21179009, New Haven
   Interceptor.
4. SX21179008, Bloomfield
   Lift Stations and Interceptors
5. SX21179011, New Haven
   Treatment Plant and line Rehab.
6. SX21179015, New Haven
   I&I Rehab.
7. SX21179017, New Haven
   I&I Rehab.
8. SX21179020, New Haven
   Interceptor.



FAIRFIELD



BLOOMFIELD

Force Main
4" - 6" Gravity Sewerline
8" - 12" Gravity Sewerline
12" - 20" Gravity Sewerline
Sanitary Sewer Lift Station
Private Sewer Treatment Facility
Sanitary Treatment Plant
Project (points)
Project (lines)

Projection = Kentucky State Plane Single Zone (NAD 83)
All scales and north arrows are view specific
Base data source(s) - KYOGIS, LTADD
Water line data source - KYOGIS, KYDOW

Map Disclaimer

This map is an integral part of the Nelson County 2035: A Comprehensive Plan and must be used in conjunction with the text and other maps included in the Plan. This map is intended for general planning and is for reference and convenience only. This map is believed to be accurate but is not guaranteed without error. The Planning Commission assumes no liability for errors, omissions, or inaccuracies.

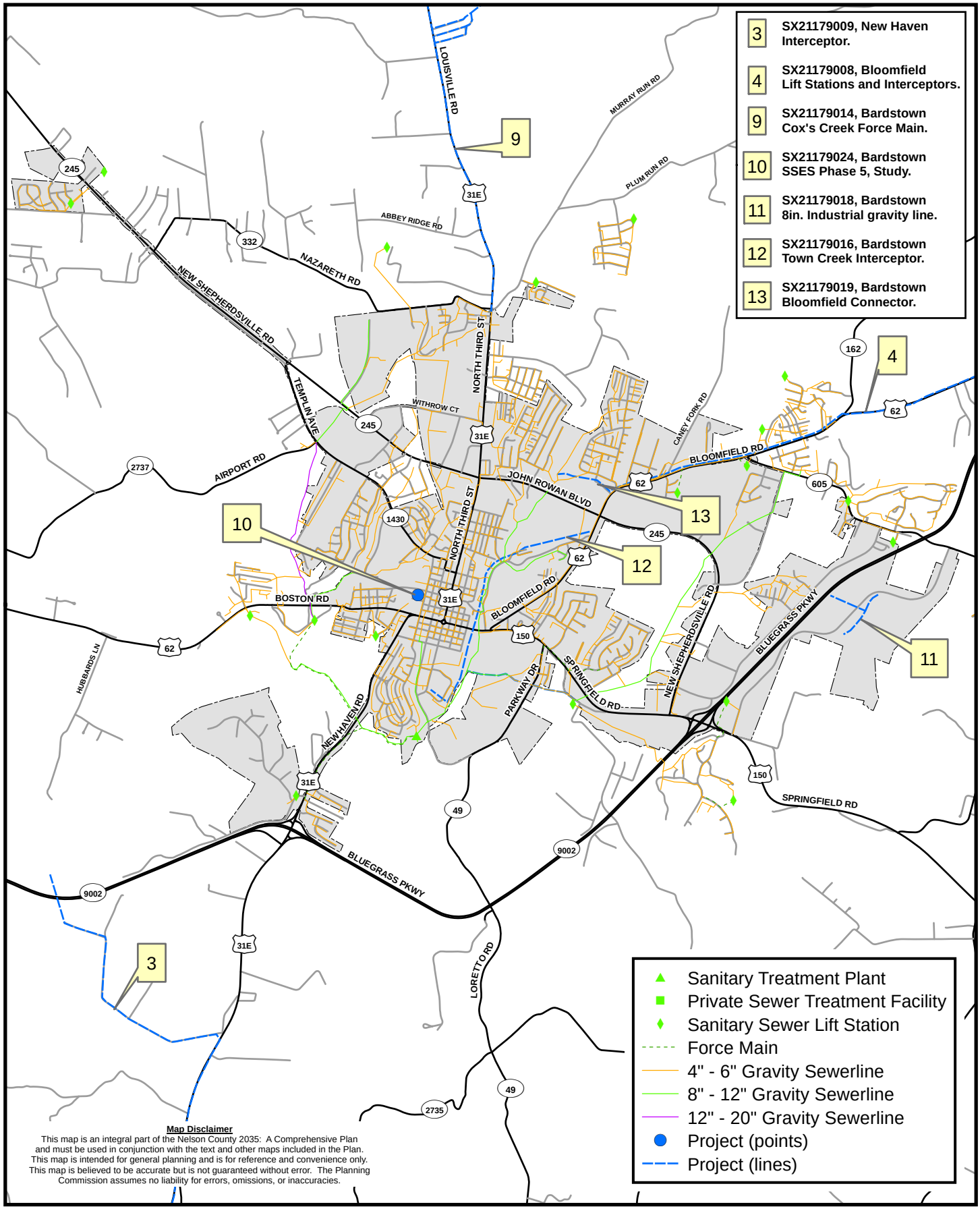
Figure 6-4

TOWN AND RURAL WASTEWATER SYSTEM

Nelson County 2035

A Comprehensive Plan for Cities of Bardstown, Bloomfield, Fairfield, New Haven and Nelson County

REV 8/11



Map Disclaimer

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Projection = Kentucky State Plane Single Zone (NAD 83)
Base data source(s) - KYOGIS, LTADD
Geological data source - Geologic Map of Kentucky, Scale 1:500,000

Map 6-5

BARDSTOWN WASTEWATER SYSTEM

Nelson County 2035

A Comprehensive Plan for Cities of
Bardstown, Bloomfield, Fairfield, New Haven and Nelson County
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