

CHAPTER TEN ACRONYMS AND DEFINITIONS

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

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

ACRONYMS

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

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

DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

c. Major Collector - These routes typically:

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

d. Minor Collector - These routes are:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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