

CHAPTER NINE IMPLEMENTATION

INTRODUCTION

As with any plan, the comprehensive plan is of little value unless steps are taken to implement it. Planning is a continuous process, needing constant updating and refinement as conditions change. This plan is intended to be used as a guide for land development for a period of five to ten years while looking further ahead.

The existence of this plan does not preclude a thorough examination of each recommended project or regulatory approach as it is developed to consider whether it continues to be in accordance with the planning program. Nor does the existence of the plan preclude changes to the goals, objectives, or standards in the document itself as long as the public review and approval process set out in KRS Chapter 100 is followed. A number of means are available to assist in the implementation of the plan.

LOCAL LEADERSHIP

The public officials of Bullitt County and its eight cities bear the primary responsibility for implementation of this plan. It is important that public officials understand, support, and adopt the development policies. In addition, it is important that public and private agencies form partnerships to implement the plan. As the decision makers, the eight city councils, the Bullitt County Fiscal Court and the Bullitt County Joint Planning Commission have the powers necessary to adopt policies that help fulfill the goals and objectives and this plan. The planning commission possesses special expertise as well as an overview of development issues and needs within the community. If properly utilized by local elected officials, the planning commission is very well positioned to act both as policy advisor and enforcer of local development policies. The public should also be kept informed of community development plans to solicit input and support for the program.

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Implementation

One of the greatest needs in Bullitt County is for a modern wastewater collection and treatment system to replace package treatment plants. Local leadership and cooperation is essential to develop a plan for such a system and obtain the necessary funding.

CUSTOMER SERVICE

The Bullitt County Planning and Zoning office has a well trained and professional staff and are always customer service oriented. This office is the Administrative office for the Bullitt County Joint Planning Commission and the Board of Adjustments. It is their duty to assist customers when applying for building permits, zoning map amendments, variances, conditional use permits, plat approvals, addressing, flood map information, zoning information and many other duties. There are tools available that would make their job more efficient.

1. The implementation of a GIS mapping system.
2. All zoning maps should be updated to digital format parcel by parcel
3. All city and county maps should be integrated within one year.
4. The Planning and Zoning office is currently on line with the Property Valuation Office, it should also be on line with the County Clerks Deeds and Records Department as soon as that information is made available to them.
5. In the future as the GIS system develops, layers should be developed to show the sewer lines, waterlines, flood zones, and streets for addressing purposes throughout the county.
6. Restructure the fee schedule to create a mapping fund to create and maintain a parcel based zoning map for the county and all of the cities.

All of the above information will assist in the future planning for growth in the county and its cities. At this time Planning and Zoning has a website that their customers can view 24/7 and print off applications and documents. <http://www.bcplannin6.wix.com/bullitt-county-pandz> we invite you to visit our site, it is under construction, but it is updated weekly and it is maintained by our office staff.

SUBDIVISION REGULATIONS

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are locally adopted regulations that serve to govern the conversion of raw land into building sites.

1. The subdivision of land is the initial step in the process of building a community.
2. Good standards help assure effective traffic patterns, adequate streets, and adequate water pressure of domestic use and fire fighting capacity, adequate provision of wastewater treatment, storm water drainage, appropriate spacing between buildings, between streets and buildings, adequate recreational facilities, and an aesthetically pleasing environment.
3. It is the responsibility of the Commission to develop and approve subdivision regulations within Bullitt County. Approval by the Fiscal Court or cities is not required per KRS 100.273, but the Commission will consider their judgment.
4. It is recommended that the subdivision regulations be reviewed and updated after final adoption of the comprehensive plan.
 - a. The current regulations do not address specific design requirements for storm water facilities, runoff control, sidewalks, or street design including curbs and gutters.
 - b. They do not address the provision of water, sewer and other utilities.
 - c. They do not address requirements for dedicating rights-of-way and utility easements. Other areas of concern are requirements for maintenance of storm water retention facilities and requirements for developments to connect to the sanitary sewer system.
5. Other areas that should be reviewed are the implementation of access management techniques, landscaping, buffering, tree planting and protection requirements to ensure that all new developments are aesthetically pleasing.

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6. Minimum standards for the creation of open space, greenway corridors and the inclusion of bike paths, walking trails and sidewalks in developments should also be considered.

ZONING ORDINANCES & MAPS

The zoning ordinance is considered to be one of the principal tools for implementing the land use plan. Zoning generally divides the community into multiple or exclusive zones that specify the uses that allowed in certain zones.

Performance standards may be developed to regulate permissible impacts of each land use on neighboring uses and on community services. In theory this would allow any mix of land uses within an area as long as negative impacts on neighboring uses could be controlled. Form based codes are an example of performance standards.

Upon final adoption of the comprehensive plan, it is recommended that the county zoning ordinance have a comprehensive review. Other areas to consider are requirements for traffic studies for proposed developments, zoning designations for big box retailers which include design standards and landscaping requirements. The ordinance should also be reviewed for consistency with changes to KRS 100 since the ordinance was originally adopted.

SITE PLAN & DEVELOPMENT PLAN REVIEW

An important element of any zoning ordinance is site plan review. While zoning specifies permitted uses of land, site plan review is the means by which the quality of new development is protected through evaluation of the proposed layout and design. It is also the means by which potentially negative impacts on neighboring uses are controlled. Where more intense uses abut less intense uses, for example a neighborhood shopping center next to a residential area, site plan review is the appropriate tool to evaluate potential noise and traffic impacts. Both site plans and subdivision plans should be required to identify environmental features such as wetlands and sinkholes. The importance of a

professional review of site plans should therefore not be underestimated. It is recommended that the Planning Commission review their current site plan review procedures to determine if additional coordination with other agencies is warranted.

ROAD MANAGEMENT PLAN

The implementation of many of the recommended highway improvements in Bullitt County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, much responsibility rests on the local units of government. The various jurisdictions must work together and with the Department of Highways to resolve differences with respect to location and features of particular road improvements. Local groups and agencies must actively support highway improvements in their area. They must also be prepared, when required, to provide rights-of-way, for example. Localities also have the responsibility of helping to maintain the traffic-carrying capacity of major streets and roads by developing good local land use planning practices, subdivision regulations, and zoning ordinances. It is recommended that a pedestrian and bikeway plan be developed for all of Bullitt County as the Transportation Cabinet does not generally provide such facilities unless they are part of a local plan.

Roads not maintained by the Kentucky Department of Highways are maintained by the fiscal court or the individual cities. The responsibility for making improvements to these roads also rests with local agencies. It is important that a systematic method of inventorying conditions on these roads and scheduling needed maintenance and improvements be established in the form of county and city road management plans. Scheduling should be based on established criteria, such as volume of traffic, severity of need, and the like. In addition, the plan should be integrated into a multi-year capital improvements program for the county and cities. It is recommended that the cities and county conduct and maintain an inventory of the structural condition of streets and roads and develop a specific long term maintenance and improvement plan. Scheduled road improvements should also be coordinated with needed utility improvements in order to maximize efficiency and lower infrastructure improvement costs.

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PUBLIC IMPROVEMENTS PROGRAM AND CAPITAL BUDGET

A capital improvements budget is the method used by governmental units for scheduling the financing of a public improvements program which can be realized during a definite period of time, normally five to six years, on a systematic basis. This budget contains detailed improvement proposals including cost estimates. It should also be carefully coordinated with the financial resources and debt service structures of the community.

The first year of a capital budget should be adopted by the governing body as a part of its annual budget. The capital budget should be reviewed annually and extended for one year with the nearest year being adopted as the current annual budget.

PUBLIC PARTICIPATION

Community acceptance and cooperation is essential to the success of public programs, policies and implementation of the comprehensive plan. The ideas and support of local civic clubs, neighborhood groups and community clubs, private citizens, business and industrial leaders should be utilized in the development of plans, policies and programs. A large part of achieving successful citizen participation is through a public education program designed to permit a two way flow of information between the citizens and the planning commission, county, and cities. Methods for increasing public education on various issues include newspaper articles, web sites, newsletters, open houses and the ample provision of public forums on important issues. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms usually result.

Another method of increasing public participation is to appoint advisory committees to consider various public projects. However, in order to be effective, such committees should represent a wide range of citizens and variety community interests. Diverse committees often produce innovative ideas, approaches and methods to achieve community goals.

LAND ACQUISITION

One means of implementing a comprehensive plan is the acquisition of land rights. This may involve advance acquisition or options on land for use in the future, or acquisition of easements for use of certain features of land. Advance acquisition and options are presently most commonly used for industrial sites, but may also be used for future roads, school sites, parks and prime farmlands. Easements are commonly used for utilities and roads, but can also be used to preserve scenic features, prevent use of floodways, and other purposes.

STATE AND FEDERAL ASSISTANCE

State and federal grants and loans can be important sources of financing for public improvement projects which can be difficult for a small town or county to undertake financially. A number of funding sources exist, although the trend is toward assembly of a financing package from multiple sources, including evidence of a substantial local commitment. It is important to be aware of possible funding sources and conditions of funding. Examples of current grant funding programs are Community Development Block Grants (CDBG), HOME Investment Partnership Program (HOME), transportation funding such as SAFETEA-LU, Area Development Funds, Land and Water Conservation Funds, etc.

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