

London-Laurel County

C o m p r e h e n s i v e
P l a n



A p p r o v e d
November 13th
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London-Laurel County

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P l a n



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London-Laurel County Joint
Planning Commission
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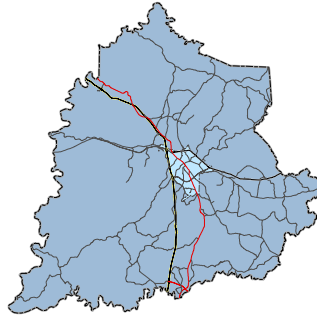


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A p p r o v e d
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London-Laurel County

C o m p r e h e n s i v e P l a n



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London - Laurel County Comprehensive Plan

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CHAPTER ONE

INTRODUCTION

Kentucky Planning and Zoning Statutes (KRS 100) require that the planning commission of each planning unit prepare a Comprehensive Plan. This plan serves as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. A principal element of the Comprehensive Plan is the establishment of the statement of goals and objectives. This chapter serves as a guide for the preparation of the remaining elements of the plan. In addition, the goals and objectives provide the planning commission and its staff with the direction necessary to prepare a plan that accurately represents the vision and overall goals of the community.

The following statement of goals and objectives is intended to provide direct guidance for decisions made by the planning commission and local legislative bodies as related to future physical development. These statements are presented in two levels of specificity. Goals are very broad and abstract ideals that the community desires. Objectives are more specific and concrete concepts which when achieved contribute to goal attainment. KRS 100.193 requires the planning commission to adopt the goals and objectives and to submit them to the legislative bodies of each governmental unit in the planning area for their adoption. The London-Laurel County Planning Commission, Laurel County Fiscal Court, and London City Council have officially adopted the comprehensive plan goals and objectives as follows:

London-Laurel County Planning Commission Adoption: May 8, 2007

Laurel County Fiscal Court Adoption: May 24, 2007

London City Council Adoption: June 4, 2007

London - Laurel County



Goals & Objectives

OVERALL GOAL

Promote a sustainable natural and man-made environment that balances environmental protection and preservation with the physical, social and economic needs of the population for the long-term benefit of both.

ENVIRONMENT

GOAL: *Protect and enhance the quality of the natural environment while permitting appropriate development on suitable lands. Also, to promote the most efficient and reasonable use of the area's physical resources by ensuring that short-term use of the environment will be to the long-range benefit of all.*

OBJECTIVES:

1. Strictly regulate and discourage development in floodplains
2. Require appropriate drainage facilities for all new development, construction and significant redevelopment in order to control flooding, erosion and additional post-development runoff.
3. Reduce soil erosion by requiring and enforcing erosion control measures during construction and mining activities.
4. Minimize air, water, soil, light, and noise pollution by encouraging the preservation of open spaces, green areas and requiring adequate landscape buffers and berms.
5. Prevent pollution by upgrading and providing appropriate collection and distribution facilities for the proper treatment and handling of water, storm water, sewage and solid waste.
6. Preserve and protect environmentally sensitive areas by requiring developers to identify and map these areas (i.e. lands containing floodplains, wetlands, steep slopes, endangered habitats, wooded and scenic areas) during the site planning and zone change processes. Minimum standards shall be established for the creation of open space/greenway corridors and the preservation and restoration of these areas.

7. Encourage conservation through the reduction, reuse and recycling of solid waste.
8. Encourage preservation of prime farmlands.
9. Recognize and support state and federal environmental regulations.
10. Discourage the development of noise sensitive land uses near major noise generating land uses such as, highways with high traffic counts, airports, railroads, heavy industry, etc.
11. Support policies and regulations which prohibit industrial and surface mining activities from discharging pollutants and excess sediment into our groundwater, rivers and ponds.
12. Encourage reclamation efforts that include replacement of the county's hardwood reserves and agricultural lands.
13. Recognize and support all state and federal requirements for the protection of fish and wildlife; especially endangered species.
14. Promote public awareness of the need to protect Laurel County's natural resources.
15. Protect residential areas from nuisances resulting from large-scale livestock operations.

ECONOMIC DEVELOPMENT

GOAL: *Encourage and promote the development of a stable and diversified economic base that fosters employment opportunities for all of Laurel County.*

COMMERCIAL & SMALL BUSINESS DEVELOPMENT

GOAL: *Encourage and support the development of small businesses. Meet the commercial needs of Laurel County while requiring adequate, attractive and accessible shopping and service areas.*

London - Laurel County



Goals & Objectives

OBJECTIVES:

1. Encourage small business development, entrepreneurship and growth by providing adequate areas for commercial development and professional offices.
2. Encourage the extension of high speed internet access to all areas of the county.
3. Encourage the provision of support services and technical assistance for small businesses and the local workforce through local development agencies.
4. Encourage condensed, high quality commercial development and redevelopment by discouraging sprawl created by linear shopping areas.
5. Encourage the development of commercial locations that are accessible to all segments of the traveling public, including vehicular traffic, pedestrians, cyclists and public transportation.
6. Encourage professional office development as a transition and/or buffer between residential and commercial uses.
7. Develop design standards for large scale commercial developments with big box retailers to make them safe, attractive and functional.

INDUSTRIAL

GOAL: *Promote the diversification and expansion of the county's industrial base through recruitment of new industry and retention of existing industries.*

OBJECTIVES:

1. Develop an economic development strategy to retain existing industry, increase economic diversity and create better employment opportunities to ensure that the county is a vital part of a strong local and regional economy.

2. Participate in local and regional economic efforts by encouraging the recruitment of clean, nonpolluting, self-supported and diversified industries. Target industries that add value to local resources, technology companies and those involved in research and development.
3. Identify and reserve lands suitable for industrial development in the land use plan. Access to adequate infrastructure, emergency services, highway, rail and airport transportation shall be considered when identifying such lands.
4. Actively recruit industries that will insure long-term, high paying job opportunities for Laurel County residents while minimizing adverse impacts to the environment and quality of life.
5. Promote the retention and expansion of existing industries and the recruitment of new industries through community programs and the equitable provision of financial incentives.
6. Promote education and training of the local labor force including vocational and technical training. Work with local industries to determine training needs.
7. Review proposals for industrial development for compatibility with adjoining land and air space uses, provision of adequate infrastructure including utilities and roads and access to adequate emergency services.
8. Prior to developing new industrial sites, encourage the use of existing industrial parks and industrial buildings.

DOWNTOWN LONDON

GOAL: *Preserve downtown London as the city's central business district.*

OBJECTIVES:

1. Promote the development of a pedestrian friendly atmosphere within the downtown area of London by requiring the maintenance of existing walkways, benches and green spaces and requiring these amenities in all new and infill development.

London - Laurel County



Goals & Objectives

2. Support local revitalization, redevelopment and promotional efforts in the downtown area.
3. Encourage and require, where possible, the installation of additional off-street parking and redevelopment of existing parking areas in downtown London. Emphasis should be placed upon compatibility with the architectural character of the general vicinity, the provision of aesthetic landscaping and street furniture, interior block location and safety.
4. Encourage the redevelopment of existing retail space in the central business district and encourage infill development that will provide more opportunities for the local community such as specialty shops, sidewalk cafes and food vendors, bed and breakfast inns, farmers' markets, etc.
5. Facilitate the aesthetic and physical improvement of properties located on primary and secondary corridors such as Main Street leading into the downtown area. Consider a small area redevelopment plan to address these areas.
6. Encourage the development of both residential and office space within the Central Business District, particularly in the vacant upper level floors of downtown businesses.
7. Encourage the development of a variety of uses to keep the downtown active beyond traditional work and retail hours.

TOURISM

GOAL: Support and enhance local tourism efforts as part of Laurel County's overall economic development strategy.

OBJECTIVES:

1. Support efforts to promote local tourist attractions and events such as festivals, accommodations, shopping, dining, family entertainment and sporting events.

2. Recognize and continue to encourage the efforts of local organizations to provide a wide array of arts and humanities programming at affordable prices.
3. Encourage the development of aesthetic gateways and entrance corridors into London and Laurel County in order to promote economic development and enhance the community as a tourist destination and assist with wayfinding.
4. Promote Laurel County as a tourist destination by developing a tourism plan and increasing marketing activities for the area.

AGRICULTURE

GOAL: Protect prime farmland from urban development in order to preserve the rural character of the area and ensure that agriculture remains an important component of the local economy.

OBJECTIVES:

1. Map the location and encourage preservation of prime farmland by supporting the development of agricultural districts and conservation easements.
2. Encourage agricultural related industries and businesses to locate in suitable areas of the county in order to provide adequate services to outlying agricultural operations.
3. Promote the diversification of the agricultural economy by encouraging new agricultural products and industries.
4. Promote and encourage farmers' markets in the community.

HISTORIC PRESERVATION

GOAL: Recognize and preserve the historic and cultural resources of Laurel County.

London - Laurel County



Goals & Objectives

OBJECTIVES:

1. Encourage the identification, maintenance and protection of significant historic buildings, structures, fences, archeological resources and other features through education and, where appropriate, designation of local historic districts and places and overlay zones.
2. Support the efforts of local organizations to inform residents and visitors of the unique historic and cultural features of the community through promotional and interpretive activities.
3. Promote Laurel County as a historic attraction through the continued revitalization and preservation of historic buildings and sites.
4. Encourage policies that discourage indiscriminate building policies, inappropriate demolition or infill construction and thus do not diminish the historical and architectural integrity of historic structures and the period they represent.

HOUSING

GOAL: *Promote decent, safe and sanitary housing to meet the needs of all citizens of Laurel County, while maintaining high quality of life in the community.*

OBJECTIVES:

1. Establish a residential building code enforcement program for the unincorporated areas of Laurel County. Provide for the fair, equal and uniform enforcement of building codes.
2. Adopt the International Code Council's International Property Maintenance Code. Use code enforcement to eliminate deteriorating or dilapidated residential structures, littered lots and junk yards to protect the health, safety, and welfare of residents, property values and stability of existing neighborhoods.

Goals & Objectives

3. Require new housing developments to be connected to a public sanitary sewer system.
4. Require multi-family and other high density residential developments to be located near collector or arterial roads that have adequate capacity for increased traffic.
5. Encourage property owners to maintain and rehabilitate, when necessary, the community's existing housing stock and neighborhoods while preserving structures of architectural significance and promoting appropriate infill development.
6. Encourage and support efforts to construct and maintain affordable housing for elderly, handicapped and other disadvantaged persons in areas where there is convenient access to recreation, commercial activity and other services.
7. Encourage development of retirement community housing and assisted living facilities with appropriate services for the elderly.
8. Encourage quality and diversity of design by developing subdivisions and housing that is compatible with existing land uses, transportation patterns, and spatial arrangement of existing neighborhoods.
9. Protect the stability of existing neighborhoods by discouraging infill housing that is inconsistent with existing neighborhood character, residences, and property values.
10. Promote the revitalization and redevelopment of existing substandard neighborhoods.
11. Encourage the creative design of residential development to promote desired elements including well-planned neighborhoods, landscaped entrances with appropriate signage and lighting, protected pedestrian ways, open spaces for recreation and preservation of natural features such as trees, waterways, and floodplains.
12. Develop standards for Planned Unit Developments (PUD) which allow mixed uses and high density developments with high design standards while prohibiting incompatible land uses from locating directly adjacent to residential areas.

London - Laurel County



Goals & Objectives

13. Require adequate buffering (distance, tree lines, fences, man-made or natural barriers) to protect residential uses from non-residential uses.
14. Discourage the development of residential housing, schools, and other high people-density developments near heavy industry, railroads, and the London-Corbin Airport where compatibility issues exist or may arise.
15. Discourage and limit encroachment of commercial and industrial uses on existing residential neighborhoods, schools, and other incompatible uses.

COMMUNITY FACILITIES AND SERVICES

GOAL: *Ensure that adequate community facilities and services are available and provided in an efficient manner to conserve human and natural resources.*

OBJECTIVES:

1. Establish an Urban Service Area to ensure that adequate community facilities such as utilities, including sewers, transportation and other infrastructure exist or will be provided in the future for proposed development.
2. Extend sewer service to subdivisions near existing sewer service areas.
3. Establish policies for development in the Rural Service Area that includes all lands lying outside of the City of London and the Urban Service Area to insure that development does not occur without adequate infrastructure.
4. Protect and improve water supply sources.
5. Coordinate the rehabilitation, development and expansion of community facilities with land development activities by requiring, at the time of development, infrastructure sufficient to accommodate projected growth.
6. Encourage the development of a multi-purpose public assembly hall which could be used for lectures, group meetings and performing arts.
7. Research creative ways of funding the expansion and improvement of public services and facilities to ensure that costs are fairly distributed.

Goals & Objectives

Cooperative funding agreements between the private and public sectors shall be encouraged to fund future utility extensions.

8. Encourage an overall combination of land uses (residential, commercial, industrial, public, etc.) that yields a balance between the public revenues generated from those uses and the public expenditures required to support those uses.
9. Seek funding for projects to correct existing storm water drainage problems in the city and county.
10. Ensure that adequate water, storm water, sewer, solid waste services and other utilities are provided in an efficient, safe and environmentally sound manner.
11. Require the dedication of easements and rights-of-way to meet future infrastructure needs when development or redevelopment occurs.
12. Redevelop and encourage the extension of existing sidewalks and alternative pedestrian systems to create linkages between existing and proposed developments.
13. Require developers to conduct impact studies where existing infrastructure, services and the public school system are not adequate. Developers shall be encouraged to phase construction to ensure that the provisions of these available services are adequate to support their developments.
14. Require developers to provide adequate facilities such as sidewalks, proper drainage, utilities and landscaping in new developments. In addition, require the installation of underground utilities and encourage innovative street lighting in all new developments.
15. Ensure efficient public safety services including police, fire and ambulance by coordinating the addressing of all new development with the 911 office during subdivision review.
16. Maintain a low crime rate in the community through education, enforcement and other social programs.
17. Encourage and support affordable local health facilities, nursing homes and child care establishments.

London - Laurel County



Goals & Objectives

18. Encourage inter-local and regional cooperation and coordination in the provision of regional community services.
19. Encourage the elimination of overhead utilities within downtown London.
20. Encourage the development of facilities to provide affordable high speed internet access to all citizens.
21. Develop and enhance a local Geographic Information System to provide up-to-date information on all aspects of local land use to insure the coordinated and efficient use of resources.
22. Encourage the development of public and private recreational facilities to meet local needs in the city and county.
23. Develop a city/county Parks and Recreation Department and a Recreation Plan for the community.
24. Revisit the feasibility of a merged city-county government.
25. Laurel County, while recognizing the need to provide essential utilities to its citizens, shall encourage that all proposed cellular towers, antennas and other wireless facilities be developed in a manner which retains the integrity of neighborhoods and the overall character, property values and aesthetic quality of life of the community at large. Future development policies for the location of wireless facilities within the county shall:
 - a. Ensure that wireless facilities are constructed in practical locations by encouraging facilities that minimize the impact to residential neighborhoods.
 - b. Minimize the number of wireless facilities by requiring the use of existing structures and co-location when feasible.
 - c. Ensure that there is a minimal impact upon the visual environment by requiring adequate screening and/or aesthetically pleasing design.
 - d. Protect the public health, safety and welfare by requiring that the wireless facilities are adequately secured and encouraging the

timely maintenance of the structures. In addition, require provisions for the removal of abandoned facilities.

- e. Establish an administrative process for the approval/disapproval of wireless facilities.
- f. Ensure that wireless facilities (and all other communication, microwave and broadcasting towers) are constructed in locations that will not encroach on the airspace requirements of the London-Corbin Airport, as defined by the Federal Regulations and Standards, and depicted on the Airport Zoning Maps approved by the Kentucky Airport Zoning Commission.

TRANSPORTATION

GOAL: *Develop and maintain an accessible, safe and efficient multi-modal transportation system that effectively addresses regional and local development patterns.*

OBJECTIVES:

1. Develop a capital improvements plan for streets, sidewalks and storm water drainage to pave, improve and widen local streets and roads in a planned manner.
2. Provide a balanced multi-modal transportation system by encouraging citizens to walk or bicycle whenever possible by providing safe sidewalks, street crossings, bike paths and other alternatives to vehicular transportation.
3. Develop a *Bicycle and Pedestrian Plan* for Laurel County and require developers to install bicycle and pedestrian facilities or dedicated rights of way as identified in the plan.
4. Consider the provision of multi-modal transportation facilities early in the planning and development process for all locally funded transportation construction, reconstruction, maintenance or intersection improvement projects. Require the installation of pedestrian and bikeways in conjunc-

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Goals & Objectives

tion with any major state and federal transportation improvements (roadways and bridges) in Laurel County.

5. Study and implement ways to improve traffic flow in the commercial areas and along streets within Laurel County.
6. Encourage the provision of additional safe and aesthetically pleasing parking areas within downtown London with appropriate locational signage and landscaping.
7. Review all development plans to ensure that they meet current specifications in terms of adequate off-street parking, rights-of-way and paved travel surfaces.
8. Limit the number of direct access points along arterial streets by encouraging the use of frontage roads and implementation of other access management techniques.
9. Highway commercial uses shall be in close proximity to highway interchanges for maximum convenience and economy to the travelling public, while minimizing the impact to the community in terms of traffic congestion, local commuting patterns and access.
10. The interior street system of new residential developments shall insure continuity with adjacent built or planned neighboring areas. Residential developments shall be encouraged to provide interconnections between sections of their developments and with adjacent developments to promote safe and easy transportation access and a sense of neighborhood interaction. Street extensions shall be developed where needed and feasible. The interior street system shall also coordinate with and continue the multi-modal transportation system (pedestrian and bicycle facilities).
11. Ensure that each roadway continues to function at its designated Level of Service (LOS) with adequate routing for emergency services by requiring traffic impact studies for uses that have the potential to adversely impact traffic volume and flow.
12. Encourage the location and design of new arterial roads with limited access points while minimizing negative impacts on existing residential areas, prime farmlands, and the Daniel Boone National Forest.

Goals & Objectives

13. Support the locating and planning of the proposed I-66 interstate within Laurel County.
14. Promote the coordination between city, county, regional and state agencies for transportation improvements.
15. Develop, support, and promote the use of Laurel County's existing air and transportation systems.
16. Encourage proposals for new development and redevelopment of existing areas to include the provision of aesthetic transportation improvements, such as greater right-of-way, boulevard streets, theme lighting, street trees, monument signs and other innovative concepts.
17. The county road and highway networks should not only provide an adequate radial system serving the City of London and North Corbin, but also an effective lateral system linking the radial system to all areas of the county.
18. Update the zoning ordinance to include access management standards for the design of roadway entrances in future developments.
19. Work with rail companies and state agencies to maintain all railroad crossings and improve bridges over the railroad.
20. Recognize the importance of accessible sidewalks as thoroughfares for the safe movement of pedestrians to access current and future businesses and residences; to provide recreation for children, runners and walkers, to allow children to access schools and bus stops and as an alternative to vehicular traffic.
21. Encourage the development of sidewalk construction and replacement programs in London and Laurel County. Retrofit existing developed areas to include sidewalks.
22. Allow for the waiver of sidewalk requirements in residential areas outside the urban service area where the proposed development is not located on a collector, primary, or secondary arterial, where lots are two acres more in size and it can be shown that sidewalks would not serve an essential purpose such as access to nearby existing or proposed public or private facilities.

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Goals & Objectives

23. Promote safe multi-modal access to existing or future recreational facilities.

LAND USE

GOAL: *Designate adequate land uses in appropriate locations while encouraging quality design and minimizing the adverse impacts of development.*

OBJECTIVES:

1. Establish zoning regulations for the unincorporated areas of Laurel County to reduce sprawl, insure compatible land uses and allow for growth and development in an efficient and cost effective manner.
2. Hire a planning director to serve as staff to the Planning Commission and Board of Adjustment, enforce zoning regulations and oversee the building inspection program.
3. Update the London Zoning Ordinance, Zoning Map and Subdivision Regulations to ensure consistency with the comprehensive plan, new legislation and changing community conditions.
4. Incorporate landscaping, tree planting and maintenance standards into the city and county zoning ordinance and subdivision regulations.
5. Promote development patterns that follow guidelines for planned growth, respect urban service areas and frame development with open space. Prohibit or strictly limit nonconforming uses.
6. Develop design guidelines to accommodate big box and higher intensity developments which consider community compatibility standards and aesthetics.
7. Identify, establish and maintain open space and greenway corridors to enhance the natural environment, increase linkages between various recreational opportunities, protect environmentally sensitive areas and provide buffers between varying land uses.

Goals & Objectives

8. Provide guidelines for residential development that stress flexibility and creativity in neighborhood design, focuses on neighborhood character, landscaped streets, open spaces and the preservation of natural features.
9. View development issues in terms of promoting overall quality of life. Mixing of residential and other land uses shall be encouraged, but only in appropriately planned and designed neighborhood developments.
10. Balance developmental needs with the preservation and protection of Laurel County's existing assets and character.
11. Restrain development in physically restrictive areas.
12. Require adequate preventive measures to minimize environmental degradation during construction in all areas.
13. Encourage quality and aesthetically pleasing development and redevelopment through fair, equal and uniform review processes, land use designations, subdivision regulations and other activities relating to planning.
14. Keep existing infrastructure efficient by promoting restoration and redevelopment of property already in commercial areas. New commercial, multi-family housing and other high-density land uses should be located near similar existing uses.
15. Promote aesthetically pleasing commercial development with appropriate access, signage and landscaping throughout Laurel County.
16. Encourage effective site placement, architectural and landscape design for commercial and industrial uses to facilitate aesthetically pleasing developments while eliminating adverse impacts to adjacent land uses. Nuisances such as smoke, dust, noise, light and odor shall be kept at a minimum. Site development and enforcement of such nuisances shall be carefully coordinated and require the necessary approvals of other regulatory agencies.
17. Update and enforce sign regulations that enhance the natural environment and minimize visual clutter.
18. Encourage coordination and cooperation between the planning commission and various other government entities.

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Goals & Objectives

19. Require appropriate transitions between land uses of varying density or intensity.
20. Plans for future land development should create a compact pattern rather than a decentralized sprawl pattern.
21. Locate higher intensity land uses on roads capable of handling high traffic volumes. Require the provision of traffic impact studies and upgrading of roadways where the Level of Service (LOS) of the roadway is effected by a proposed development or land use.
22. Require the dedication of well-designed and usable open spaces in all types of development through provisions in the subdivision regulations and zoning ordinances.
23. Seek community development grant funds to build new structures/facilities, rehabilitate existing structures, redevelop neighborhoods and extend services and/or facilities to under served areas throughout Laurel County.
24. Implement zoning in unincorporated areas to limit the impacts of encroaching non-rural uses on preservation of farmland, cost of utility extensions and the orderly growth of Laurel County.
25. Reduce the cost of urban sprawl by creating development policies that promote orderly, cost effective growth throughout Laurel County.
26. Provide guidance for future growth of the City of London through annexation studies and implementation.
27. Improve code enforcement in the city and establish a nuisance ordinance and enforcement program in the county to clean up vacant or abandoned properties, open dumps, and junkyards to improve health and safety, beautify the area, and allow redevelopment of the property.
28. Require that current accessibility standards be met in the design and construction of new buildings and developments including sidewalks and walkways. Require appropriate modifications to meet accessibility standards when buildings are renovated including compliance with the Americans with Disabilities Act of 1990.

CHAPTER TWO

INTRODUCTION

The analysis of current and future population trends serves as a fundamental basis for many planning decisions. The size of the population, its composition, and spatial distribution can significantly impact future social, economic, and physical land use needs. An examination of the current and future population size as well as composition also serves as a reference point to predict future demand for additional facilities and services.

PAST POPULATION TRENDS

It is necessary to examine past population trends for an area in order to understand future projections. In order to put these trends into context it is important to understand population shifts as they have affected the state as a whole. As documented in the Atlas of Kentucky, the mean center of population in the United States has shifted westward since the first national census in 1790. In fact, the mean population center for the United States was located in extreme Northern Kentucky in 1880. Since the first census, the population of Kentucky has never declined but has experienced periods of slow growth as shown in Figure 2-1.

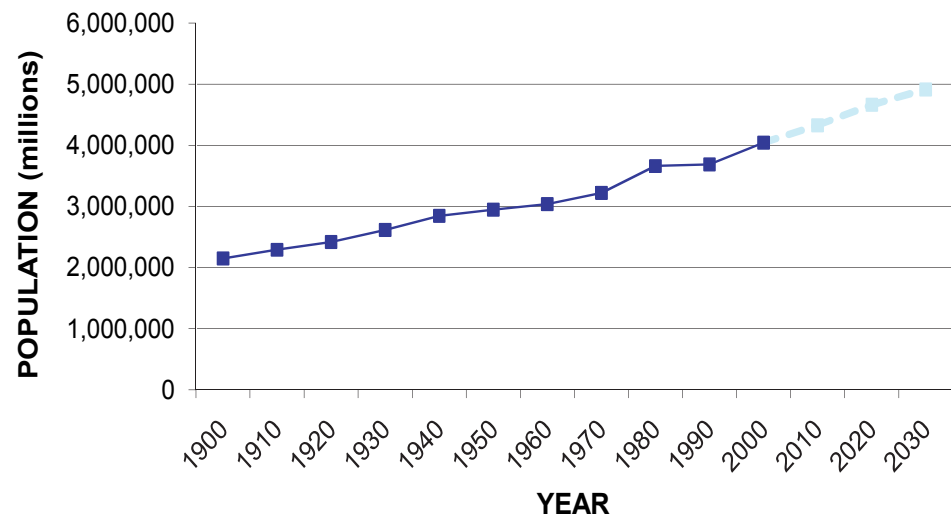
One of the most significant trends affecting population growth in Kentucky occurred between 1980 and 1990. During this time, the state's population increased by less than one percent (0.8%). This increase is extremely low compared to the national average increase of 10% during this same period. Lack of economic opportunities in the state relative to other states in the 1980's contributed to Kentucky's slow growth. During this period, many people sought employment in other states, mostly in the Sun Belt.

In 2000, the state's population totaled 4,041,769, which was a 9.63% increase from the year 1990. As of July 1, 2005, the Kentucky State Data Center estimated that the state had a population of 4,173,405, an increase of 3.3% since 2000. KSDC also estimates that Kentucky will continue to grow

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FIGURE 2-1
Kentucky Population Trends



YEAR	POPULATION	% CHANGE
1900	2,147,174	-
1910	2,289,905	6.65%
1920	2,416,630	5.53%
1930	2,614,589	8.19%
1940	2,845,627	8.84%
1950	2,944,806	3.49%
1960	3,038,156	3.17%
1970	3,220,711	6.01%
1980	3,660,324	13.65%
1990	3,686,891	0.73%
2000	4,041,769	9.63%
2010	4,326,490	7.04%
2020	4,660,703	7.72%
2030	4,912,621	5.41%

Source: U.S. Census Data and University of Louisville,
Urban Research Institute, Kentucky State Data Center,
Population Forecasts, released November 2004

between 5.4% and 7.8% through the year 2030. According to KSDC middle growth population projections, released November 2004, it is estimated that Kentucky will have a total population of 4,912,621 by 2030.

Figures 2-2 and 2-3 depict the changes in population for Laurel County and the City of London. Changes in population in Laurel County from the year 1950 projected into the year 2030 are shown in Figure 2-2. From reviewing the chart it can be seen that the population of Laurel County has continually grown, after 1960, with fluctuations in the rate of growth. The period of greatest population growth (42.34%) occurred between 1970 and 1980. From 1990 to 2000, the population increased by 9,277 or 21.36%. As of July 1, 2005, the Kentucky State Data Center (KSDC) estimates that the population of Laurel County had increased to 56,338 or by 6.9%. In the years 2000 and 2005, Laurel County ranked 15th out of 120 counties in terms of population size.

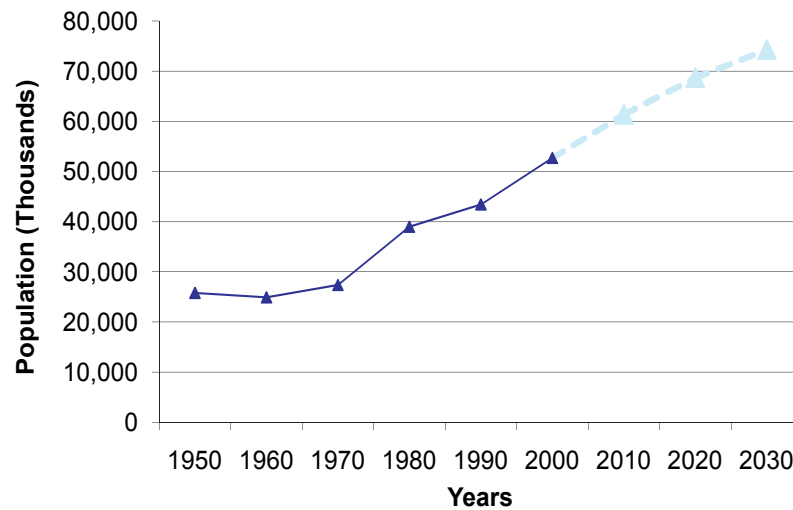
Figure 2-3 details the population of the City of London from 1950 to 2000 and moderate growth projections for the city through the year 2030. The population of London has experienced spurts of growth and loss over the past fifty years. The period of most rapid growth occurred from 1950 to 1960 when the city experienced a 17.8% increase in population. However, from 1990 to 2000, the city experienced a population decrease of a little over four percent (4.2%). As of July 1, 2005, the Kentucky State Data Center estimates the population of the city to be 7,787. This is a 36.8% increase from 2000 however, this growth can be attributed to the annexation of a large area of land in December of 2000 which added approximately 2,487 persons to the city's population. According to the KSDC estimate, the City of London ranks 48th out of 422 cities in Kentucky in terms of population size.

Table 2-1 shows population trends by census tract for Laurel County from 1990 to 2000. The location of each census tract can be viewed in Figure 2-4. From reviewing this data on the eleven census tracts it can be seen that there are distinct population shifts occurring in the county. The largest decreases in population were found on the east side of London and just south of the city. Despite environmental limitations for development, the largest percentage increase (37.8%) occurred in census tract 9711, a large portion

London - Laurel County



FIGURE 2-2
Laurel County Population



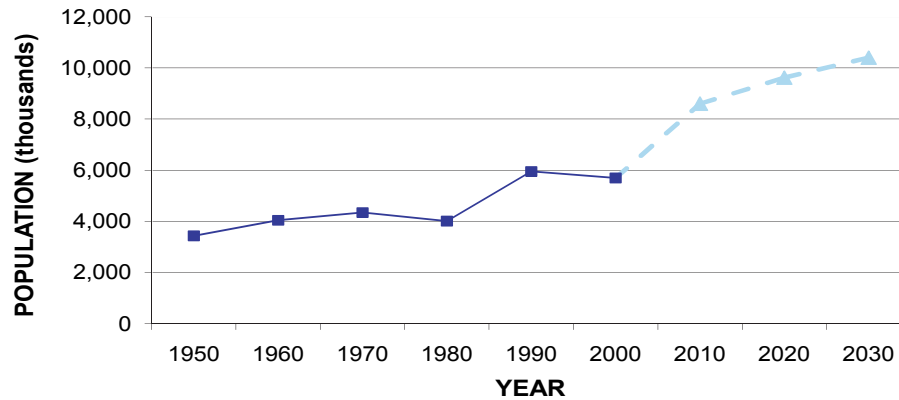
YEAR	POPULATION	% CHANGE
1950	25,797	
1960	24,901	-3.47%
1970	27,386	9.98%
1980	38,982	42.34%
1990	43,438	11.43%
2000	52,715	21.36%
2010	61,391	16.46%
2020	68,708	11.92%
2030	74,278	8.11%

Source: 1950-2000 Census, University of Louisville Urban Research Institute, Kentucky State Data Center, Population Forecasts, released November 2004

Table 2-1
Laurel County Population Change By Census Tract

Census Tract	1990 Population	2000 Population	% Change
9701	2071	2402	16.0%
9702	5428	6397	17.9%
9703	3161	4001	26.6%
9704	2277	2816	23.7%
9705	4129	3923	-5.0%
9706	3209	3112	-3.0%
9707	3943	5031	27.6%
9708	3125	4092	30.9%
9709	2639	3255	23.3%
9710	7429	9379	26.2%
9711	6027	8307	37.8%

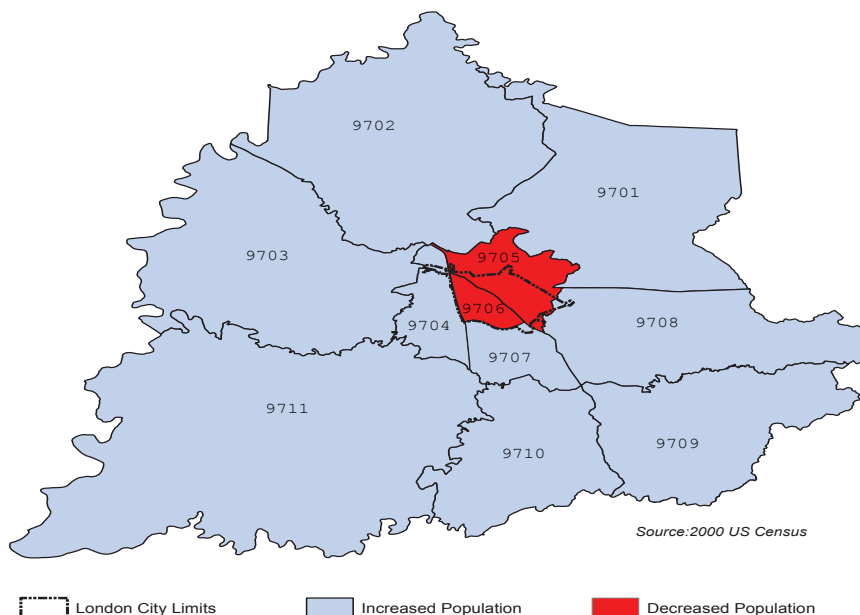
FIGURE 2-3
City of London Population Trends



YEAR	POPULATION	% CHANGE
1950	3,426	-
1960	4,035	17.78%
1970	4,337	7.48%
1980	4,002	-7.72%
1990	5,946	48.58%
2000	5,692	-4.27%
2010	8,595	51.00%
2020	9,619	11.91%
2030	10,399	8.11%

Source: U.S. Census Data and University of Louisville,
Urban Research Institute, Kentucky State Data Center,
County Population Forecasts, released November 2004

FIGURE 2-4
Population Trends
Laurel Co. Census Tracts



London - Laurel County



of south west Laurel County that borders Whitley, Pulaski, and McCreary counties.

FUTURE PROJECTIONS

Population projections are derived from statistical analysis that considers both recent and historic population trends. Population forecasts for counties are typically accurate while those for cities are generally considered less accurate due to the possibility of annexations and potential for larger scale development due to the availability of infrastructure. Such possibilities could significantly alter the population of an area in a short period of time and are not easily predicted.

Population projections for Laurel County are shown on Figure 2-2. These projections were obtained from the University of Louisville Urban Studies Institute which produces and regularly updates projections of Kentucky state and county resident populations by age and sex. The size and demographic composition of county populations are projected individually and summed to provide projections for the state and fifteen Area Development Districts (ADDs). In general, the forecast assumptions are based on recent history and trends for county-level components of change, births, deaths, and migration. Kentucky county populations are then projected for five year intervals from 2000 to 2030 using the demographic cohort-component method. Projections were made for the total population with the delineation of males and females for each of the five year age groups through 85 years and above. Components of change (live births, deaths, and net migration) are also projected for each interval. The projections used for the development of the London-Laurel County Comprehensive Plan were released by the Kentucky State Data Center Urban Studies Institute in November 2004.

Figure 2-2 shows the population projections for Laurel County through the year 2030. These projections show that the population of the county will continue to grow at a faster rate than the state overall for the next thirty years. By the year 2030, the Kentucky State Data Center projects that population of Laurel County will reach 74,278. While most counties in southeastern Ken-

tucky have declined in population, Laurel County has grown. The county's location along Interstate 75 is considered an important contributing factor to the county's growth.

Laurel County is being influenced by the same population trends as the United States overall, as well as much of western civilization which is entering a period of little or no growth. The birth rate is substantially lower than in earlier periods. Although the death rate has declined, more deaths are occurring due to the aging of the population overall. In 2000 Laurel County reported a total of 1,772 births. The number of deaths for the same year was 988. By 2030 the number of births is projected to be 4,198 compared to 3,755 deaths. In essence the number of deaths is approaching the number of births. Migration is now the key component of growth and the major determinant of major swings in population growth rates.

As previously stated, the Kentucky State Data Center (KSDC) does not issue population projections for cities. However, estimates of a city's population can be derived using the KSDC population projections for the county and making assumptions regarding the proportion of the city's population to that of the county.

Figure 2-3 shows population projections for the City of London. Since 1950, the number of persons within the City of London has accounted for 10% to 16% of the population of Laurel County with the percentage decreasing over the past few decades. In 2000, London accounted for 10.8% of the county's population. In December of 2000, London annexed two areas. One small annexation of 40 acres (.06 sq. mi.) in the north end of the city near North Laurel High School added 39 housing units with a population of 116 persons to the city. A larger area of 1,620 acres (2.53 sq. mi.) was annexed south of KY 192. This area included the South Laurel High School complex, the London-Corbin Airport and Southland Estates Subdivision. It contained a total of 798 housing units with a population of 2,271 persons. Considering these additions, London would represent 15.5% of the county's population. Unless the city annexes additional land or experiences a boom in high density housing the assumption can be made that the City of London will continue to account for this portion of the county or a somewhat lower amount as most

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new development is occurring in the unincorporated areas. Thus, a 14% rate of change will be used to project the city's population. Using this method, estimates suggest that the population of London will steadily increase at the same rate as the county over the next twenty-five (25) years. This means that London's population will reach 7,367 by the year 2010, 8,245 by 2020, and 8,913 by 2030.

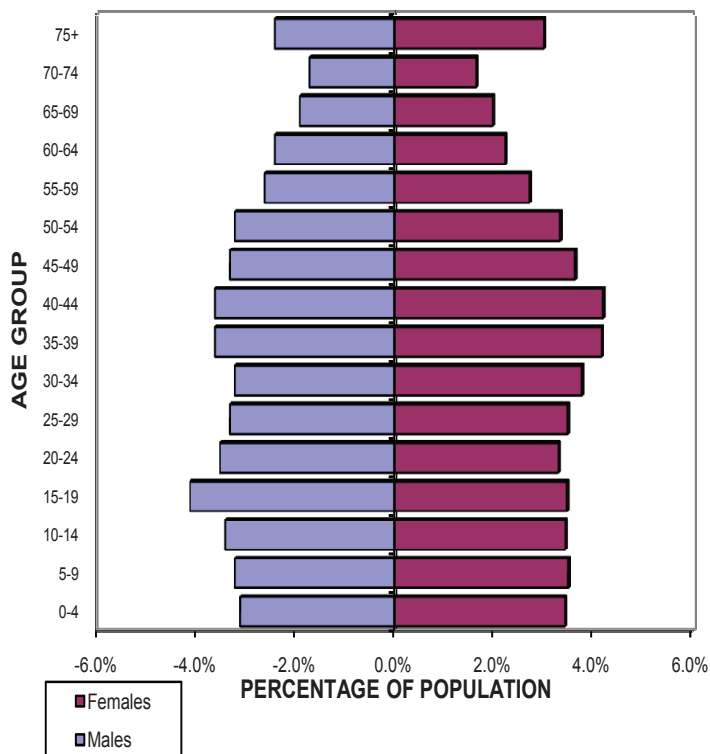
AGE AND SEX CHARACTERISTICS

A population pyramid shows the proportion of a population by sex and age group. Age groups are broken into five year increments up to the age of eighty-five. Those 85 and older are typically shown as one group. A population pyramid for a growing population is in the shape of a true pyramid, wide on the bottom and tapering smaller at the top. A large base of young and working aged persons support a smaller number of elderly persons. An inverted pyramid, with fewer younger persons than older persons, indicates that a population is declining.

Figures 2-5 and 2-6, show the population pyramids for Laurel County for the years 2000 and 2030 as projected by the University of Louisville Urban Studies Institute (released November 2004). During this time period, the number of school aged children and younger persons in the workforce steadily decline while middle aged workers age toward retirement. By the year 2030 the pyramid is becoming increasingly inverted and it is anticipated that the median age of Laurel County residents will gradually increase over the next twenty years. The pyramids also show that females account for the majority of elderly persons in the population. These shifts may indicate a greater need for housing for empty-nesters, retirement housing, and assisted living facilities over the next fifteen years.

The population pyramids also show that there are slightly more females than males in the population overall. In 2000 Laurel County's population distribution was 51.1% female and 48.9% male. This breakdown is expected to remain the same through the year 2030.

**FIGURE 2-5
LAUREL COUNTY POPULATION PYRAMID 2000**

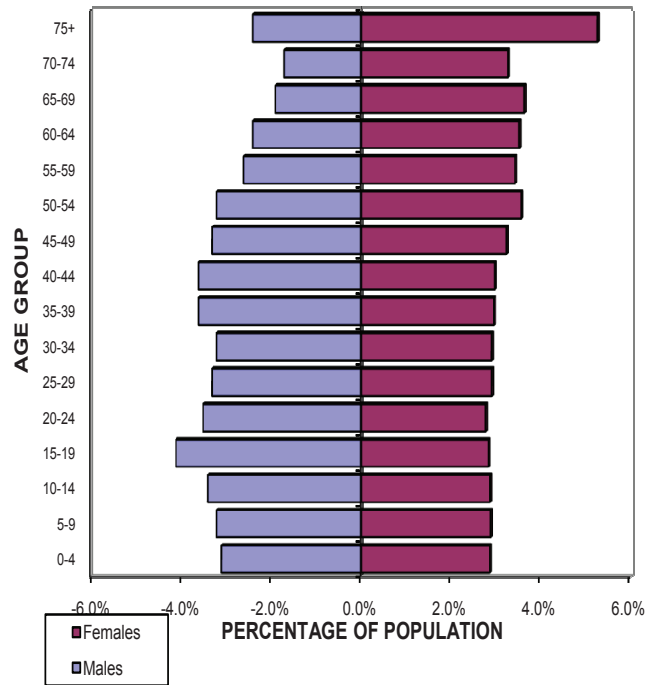


AGE GROUP	%FEMALE	%MALE	FEMALE	MALE	TOTAL
0-4	3.4%	3.1%	1,802	1,936	3,738
5-9	3.5%	3.2%	1,837	1,874	3,711
10-14	3.4%	3.4%	1,806	1,874	3,680
15-19	3.5%	4.1%	1,824	1,846	3,670
20-24	3.3%	3.5%	1,732	1,720	3,452
25-29	3.5%	3.3%	1,831	1,937	3,768
30-34	3.8%	3.2%	1,982	1,871	3,853
35-39	4.2%	3.6%	2,190	2,010	4,200
40-44	4.2%	3.6%	2,207	2,021	4,228
45-49	3.6%	3.3%	1,909	1,872	3,781
50-54	3.3%	3.2%	1,752	1,791	3,543
55-59	2.7%	2.6%	1,428	1,354	2,782
60-64	2.2%	2.4%	1,170	1,097	2,267
65-69	2.0%	1.9%	1,038	904	1,942
70-74	1.6%	1.7%	864	713	1,577
75+	3.0%	2.4%	1,578	945	2,523
TOTALS	51.1%	48.9%	26,950	25,765	52,715

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**FIGURE 2-6
LAUREL COUNTY POPULATION PYRAMID 2030**



AGE GROUP	%FEMALE	%MALE	FEMALE	MALE	TOTAL
0-4	2.9%	3.1%	2,117	2,202	4,319
5-9	2.9%	3.2%	2,132	2,214	4,346
10-14	2.9%	3.4%	2,124	2,205	4,329
15-19	2.8%	4.1%	2,095	2,174	4,269
20-24	2.8%	3.5%	2,049	2,119	4,168
25-29	2.9%	3.3%	2,151	2,214	4,365
30-34	2.9%	3.2%	2,149	2,284	4,433
35-39	2.9%	3.6%	2,185	2,204	4,389
40-44	3.0%	3.6%	2,198	2,243	4,441
45-49	3.2%	3.3%	2,390	2,350	4,740
50-54	3.5%	3.2%	2,635	2,517	5,152
55-59	3.4%	2.6%	2,533	2,535	5,068
60-64	3.5%	2.4%	2,600	2,260	4,860
65-69	3.6%	1.9%	2,687	2,169	4,856
70-74	3.3%	1.7%	2,415	1,806	4,221
75+	5.2%	2.4%	3,892	2,430	6,322
TOTALS	51.6%	48.5%	38,352	35,926	74,278

Figure 2-7 shows that the number of school aged persons and those in the workforce will steadily decline as a proportion of the county's population into the year 2030. Those aged 65 and older account for an increasing portion of the population during this same period.

RACIAL CHARACTERISTICS

Although the population has grown over the past ten years, Laurel County and the City of London continue to have relatively homogeneous populations with the majority of the population being categorized as "White" as shown in Figures 2-8 and 2-9. In 2000, Laurel County had a total population of 52,715 with 51,484 persons or 99.1% considering themselves as one race and 476 persons (0.9%) as two or more races. Of the persons considering themselves to be one race, 51,484 (98.6%) were White. Black or African American persons accounted for 331 residents or 0.63% of the population. A small percentage (0.37%) of the population was categorized as American Indian or Native Alaskan, 0.35% were Asian, 0.01% Native Hawaiian, and 0.08% as "Other".

A little under a quarter of the minorities reside in the City of London. In 2000, the city had a total population of 5,692 with 5,634 persons or 99.0% considering themselves as one race and 58 persons (1.0%) as two or more races. Of the persons considering themselves to be one race, 5,466 (97%) were White. Black or African American persons accounted for 104 (1.9%) of the population. A very small percentage (0.34%) of the population was categorized as American Indian or Native Alaskan, 0.69% were Asian, and 0.11% as "Other". There were no persons claiming Native Hawaii/Pacific Islander as their race. According to the 2000 Census, the Hispanic population in Laurel County remains low. Only 291 persons or 0.6% of the county's population were Hispanic.

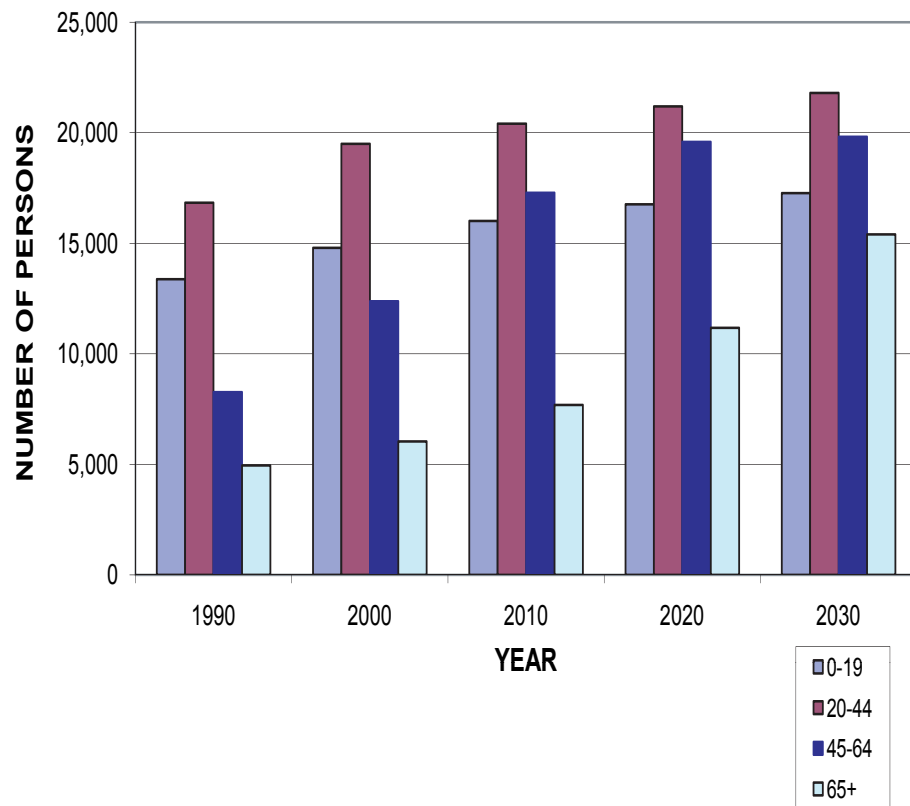
HOUSEHOLDS AND FAMILY

The basic reporting unit, in terms of demographic data is the household. The household is also the most prevalent living arrangement in Ameri-

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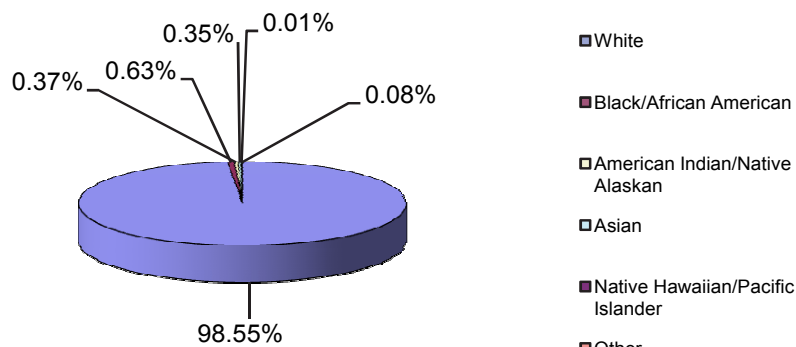
FIGURE 2-7
LAUREL COUNTY POPULATION BY AGE GROUP



AGE	1990	2000	2010	2020	2030
0-19	13,383	14,799	16,005	16,768	17,263
20-44	16,840	19,501	20,413	21,186	21,796
45-64	8,265	12,373	17,282	19,580	19,820
65+	4,950	6,042	7,691	11,174	15,399
Total	43,438	52,715	61,391	68,708	74,278

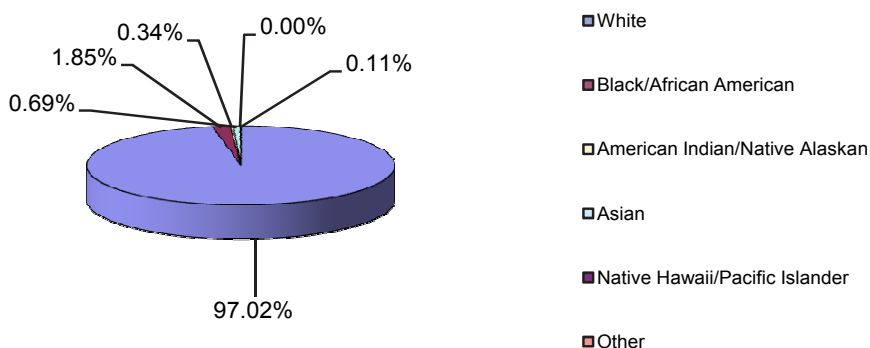
Source: University of Louisville, Urban Studies Institute, Projections of Total Resident Populations by Age and Sex and Components of Change: Middle Series

FIGURE 2-8
Laurel County Racial Characteristics



OF ONE RACE	LAUREL COUNTY	
	NUMBER	%
White	51,484	98.55%
Black/African American	331	0.63%
American Indian/Native Alaskan	193	0.37%
Asian 182		0.35%
Native Hawaiian/Pacific Islander	5	0.01%
Other	44	0.08%
Total	52,239	

FIGURE 2-9
City of London Racial Characteristics



OF ONE RACE	CITY OF LONDON	
	NUMBER	%
White	5,466	97.02%
Black/African American	104	1.85%
American Indian/Native Alaskan	19	0.34%
Asian 39		0.69%
Native Hawaii/Pacific Islander	0	0.00%
Other	6	0.11%
Total	5,634	

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can society. A household can either be classified as a family household or non-family household. A family household is comprised of two persons or more, related by blood, legal adoption, or marriage. In the year 2000, there were 2.59 persons per household in United States with slightly less than that (2.47) in the state of Kentucky, as can be seen in Table 2-2.

**TABLE 2-2
PERSONS PER HOUSEHOLD**

	US Census		KSDC Projections		
	1990	2000	2010	2020	2030
Laurel County	2.75	2.56	2.46	2.44	2.44
CVADD	2.73	2.51	2.41	2.39	2.39
Kentucky	2.60	2.47	2.41	2.40	2.40

According to the 2000 U.S. Census, Laurel County has consistently had more persons per household than the state or Cumberland Valley Area Development District. KSDC anticipates that this trend will continue in the future with the number of persons per household for Laurel County leveling off at 2.44 by the year 2030. In the year 2000, the City of London had an average household size of 2.16, which is lower than the state, CVADD, and county.

SUMMARY

The following statements summarize the findings of the population chapter:

1. The growth of Laurel County is anticipated to continue through the year 2030 when it is estimated that the county will have a total of 74,278 residents. As the death rate approaches the birth rate, migration patterns will be a major factor in continued population growth.
2. The City of London will experience moderate growth and continue to account for approximately 14% of the county's population. By the year 2030 it is estimated that the population will be 8,913. Unless the city makes an effort to reverse current trends, the population will continue to shift from London to more suburban areas of the city or unincorporated areas of the county mostly to the southwest of the county.

3. The population of Laurel County is expected to become more diverse as in-migration increases into the region during the planning period. This is important as the population characteristics of in-migrants are often different than those of out-migrants. If local businesses or industries do not offer certain amenities or incentives, young workers may leave and be replaced by older workers and families who may choose to retire in the area.
4. The number of persons per household will continue to decline into the year 2020 when it will stabilize.
5. An aging population and retiring workforce will increase the need for homes for empty-nesters, retirement communities, and assisted living facilities.

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CHAPTER THREE

INTRODUCTION

An analysis of the structure and vitality of a community's economy is fundamental to develop a strategic plan for economic development and for future land use planning. Studies of the structure of the existing local economy identify the important economic activities within the community. The extent of economic activity and the population supported by such activity influences future economic development. The health and growth of the local economy is a key determinant of how rapidly land will be converted to various land uses and can be gauged by its stability and balance. Stability is the ability to withstand fluctuations in the regional and national economies. Balance is the degree to which diversification allows the local economy to withstand fluctuations in a particular sector of the economy.

This chapter of the comprehensive plan focuses upon Laurel County and the City of London, but also contains information on the Laurel County Labor Market for comparative purposes. The Laurel County Labor Market includes Clay, Jackson, Knox, Madison, McCreary, Pulaski, Rockcastle, and Whitely counties.

EMPLOYMENT BY INDUSTRY

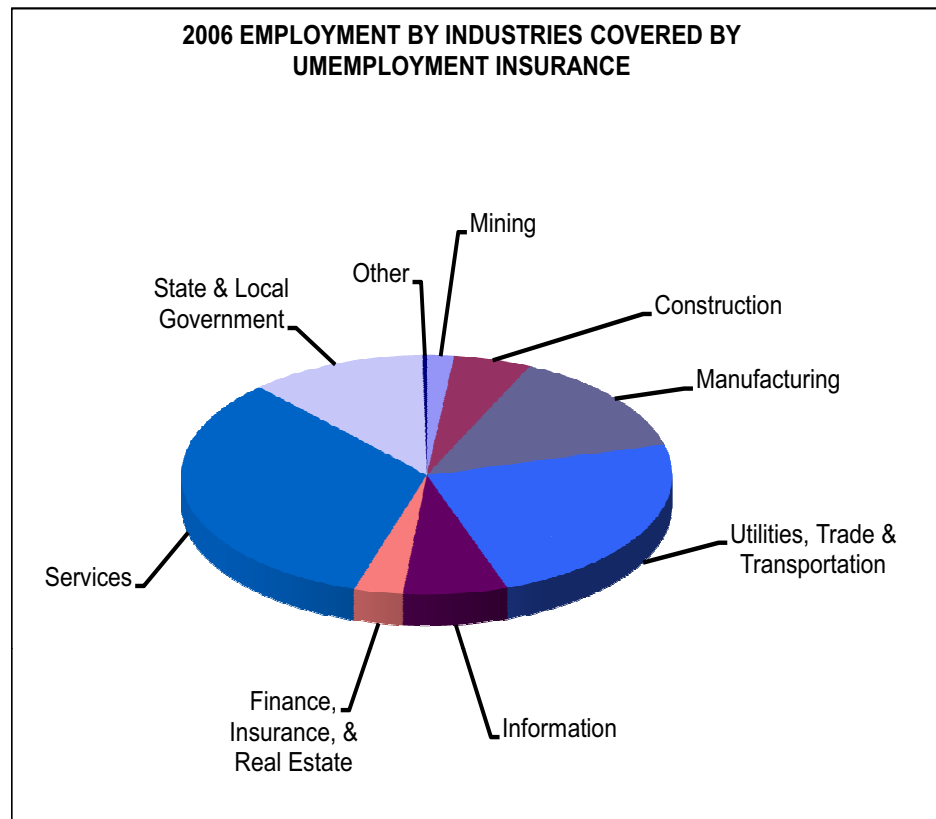
Employment information at the county level is available for industries covered by unemployment insurance. This generally includes all workers except self-employed individuals, unpaid family members, some student workers, agricultural workers, domestic workers, rail workers, employees of certain religious organizations, and certain government employees. A summary of employment in industries covered by unemployment insurance for 2001 and 2006 is shown in Figure 3-1.

Laurel County had a net increase of 466 jobs from 2001 to 2006 (2.1%). As of 2006, the services sector provided the largest number of jobs in Laurel County accounting for 33.3% of the jobs in the county covered by unemploy-

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**FIGURE 3-1
EMPLOYMENT TRENDS IN LAUREL COUNTY 2001-2006**



INDUSTRY			% CHANGE
	2001	2006	2001-2006
Mining	168	409	143.45%
Construction	1,386	1,177	-15.08%
Manufacturing	4,564	3,235	-29.12%
Utilities, Trade & Transportation	5,809	5,473	-5.78%
Information	1,299	1,578	21.48%
Finance, Insurance, & Real Estate	676	739	9.32%
Services	6,013	7,663	27.44%
State & Local Government	2,606	2,689	3.18%
Other	40	63	57.50%
TOTAL	22,561	23,027	2.07%

Source: 2002 & 2007 Kentucky Cabinet for Economic Development

ment insurance. The sector with the largest percentage change from 2001 to 2006 was the mining sector which more than doubled the number of jobs. All though there are relatively few mining jobs in the county, the increase reflects a reverse in the trend of loss of mining jobs.

Figure 3-2 shows the average weekly wages in 2006 for industries in Laurel County covered by unemployment insurance. The mining sector paid the highest wages per week followed by the construction sector. The lowest wages were paid in the services and “other” sectors. The average weekly wages for all industries in Laurel County were only 81.5 % of the average for Kentucky overall.

MANUFACTURING

The Kentucky Cabinet for Economic Development published a Kentucky Directory of Manufacturers that list manufacturers by county and community. This document, updated September 7, 2007, provides contact information along with a short summary of each business. Table 3-1 lists the manufacturing firms found throughout Laurel County. According to the directory, there are a total of 33 manufacturing firms in Laurel County with an employment of 3,735. These firms manufacture a variety of products indicating a diverse economic base. The majority of manufacturing firms are located in or near London. Aisin Automotive Casting LLC in London employs the largest number of workers, with 663 employees in 2006.

U. S. ECONOMIC CENSUS

The U.S. Department of Commerce conducts an Economic Census every five years to provide a detailed portrait of the U. S. economy from the national to the local level. The Economic Census covers nearly all of the U.S. economy in its basic collection of establishment statistics. Censuses of agriculture and governments are conducted at the same time.

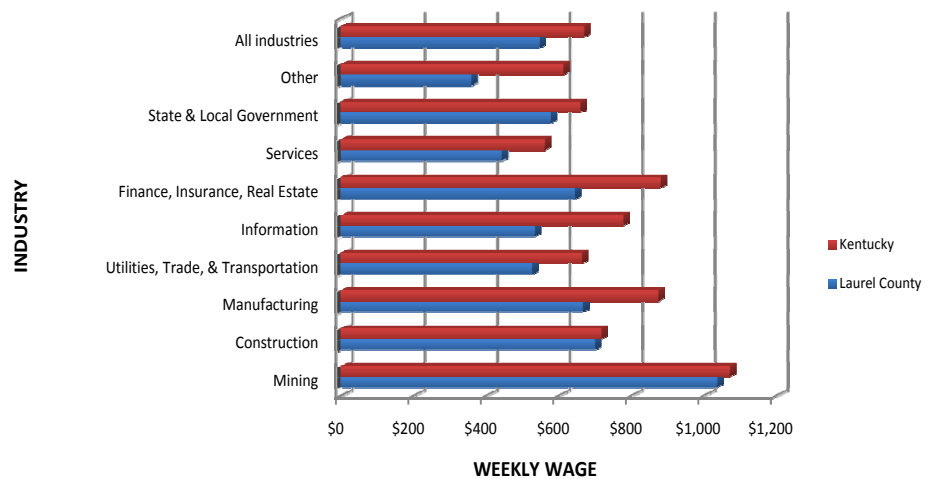
In 1997 the U.S. Census Bureau adopted the North American Industry Classification System (NAICS) for reporting and delineating business

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Economic Development

FIGURE 3-2
AVERAGE WEEKLY WAGES IN LAUREL COUNTY 2006



INDUSTRY	Avg. Weekly Wage 2006	
	Laurel County	Kentucky
Mining	\$1,036	\$1,071
Construction	\$700	\$717
Manufacturing	\$665	\$874
Utilities, Trade, & Transportation	\$528	\$663
Information	\$533	\$778
Finance, Insurance, Real Estate	\$645	\$879
Services	\$443	\$560
State & Local Government	\$577	\$660
Other	\$360	\$614
All industries	\$546	\$670

Source: 2007 Kentucky Cabinet for Economic Development

**TABLE 3-1
LAUREL COUNTY MANUFACTURING FIRMS 2007**

LOCATION/ FIRM & ADDRESS	PRODUCT	DATE ESTABLISHED	EMPLOYMENT
East Bernstadt			
East Bernstadt Cooperage, Inc 1914 Hwy 3434 East Bernstadt, KY 40729	Wooden wine & bourbon bottles	1993	55
Elmo Greer & Sons 3138 N US Hwy 25 East Bernstadt, KY 40729	Asphalt, stone, & limestone	1983	45
Robinson Export, Inc 1755 Hwy 3434 East Bernstadt, KY 40729	White oak lining, wood chips, and barrels	N/A	17
Robinson Stave Co 1812 Hwy 3434 East Bernstadt, KY 40729	Barrel & barrel staves	1925	45
London			
ABC Automotive Systems Inc. 145 Corporate Drive London, KY 40741	Research, development, design, manufacturing and assembly of automotive parts	2005	109
Accent Marble, Inc. 200 Cookie St London, KY 40741	Cultured marble bathroom fixtures	1979	15
Aisin Automotive Casting LLC 4870 E Hwy 552 London, KY 40744	Automotive aluminum die cast components	1996	663
Begley Lumber Co. Inc 24 Seely Rd London, KY 40741	Sawing & planing mill: hardwood lumber	1982	235
Bluegrass Spring Co LLC 1826 River Rd London, KY 40744	Compression, extension, formed wire & flat springs	1995	9
Chaney Lumber Co Inc S US Hwy 25 London, KY 40741	Custom kiln dried limber & millwork	1951	40
Cumberland Forest Products 78 Levi Rd N London, KY 40744	Custom plywood & veneer kitchen cabinets, furniture & desks	1952	5
Dixie Truss Inc 244 S Laurel Rd London, KY 40744	Roof & floor trusses	1963	16

Source: 2007 Kentucky Directory of Manufacturers - Sept. 2007

Page total 1254

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TABLE 3-1 Continued
LAUREL COUNTY MANUFACTURING FIRMS 2007

LOCATION/ FIRM & ADDRESS	PRODUCT	DATE ESTABLISHED	EMPLOYMENT
London			
Duke Publishing Inc 115 C V B Dr London, KY 40741	Web printing, computerized typesetting & saddle stitch	1998	13
Flav-O-Rich 221 Daniel Boone Pkwy London, KY 40741	Milk processing, ice cream mixes, milk & orange juice packaging	1976	275
Flowers Bakery of London 501 E 4th St London, KY 40741	Doughnuts & honey buns	1953	485
Highland Diversified Services 250 Westinghouse Dr London, KY 40741	Subcontract assembly, powder coated parts, welding, metal stamping	1994	232
Independent Concrete Pipe Co 510 Tobacco Rd London, KY 40741	Reinforced concrete pipe	1956	16
J Frank Publishing 490 Moren Rd London, KY 40741	Commercial offset & letterpress printing	1994	17
Jasper Iron & Metal Co Inc US Hwy 25 S London, KY 40743	Scrap metal & iron processing, aluminum smelting	1977	12
Laminated Timbers US Hwy 25 S London, KY 40744	Wooden roofing & decking; laminated & wooden structural members, arches & beams	1960	40
Laurel Cookie Factory 1188 S Laurel Rd London, KY 40744	Cookies, crackers & potato chips	1995	580
Leo Jones & Son Heating 2005 Jones Dr. London, KY 40741	Duct work & sheet metal fabricating	1950	30
London Church Furniture Inc US Hwy 80 W London, KY 40741	Upholstered & wood church furniture	1953	25

Source: 2007 Kentucky Directory of Manufacturers - Sept. 2007

Page total 1725

TABLE 3-1 Continued
LAUREL COUNTY MANUFACTURING FIRMS 2007

LOCATION/ FIRM & ADDRESS	PRODUCT	DATE ESTABLISHED	EMPLOYMENT
London			
London Rotary Forms, Inc. 600 S Laurel Rd London, KY 40743-0947	Computer, business & snap-out forms; computer typesetting	1982	58
Parsley's General Tire Inc 2006 N Main St London, KY 40741	Truck tire recapping	1949	50
Sara Lee Bakery Group 1331 N Main St London, KY 40741	Bread, buns & rolls & sales office	1948	200
Tri-County Ready Mix Inc 277 Ready Mix Rd London, KY 40741	Ready-mixed & precast concrete & concrete specialties	1950	15
Corbin (South Laurel Co.)			
Kentucky Cabinet Corp. 260 American Greeting Drive Corbin, KY 40701	Kitchen cabinets	2004	173
Metal Products Inc. 319 N Hills Rd. Corbin, KY 40701	Hollow metal doors & frames	1980	105
Prestige Marble Products Corp. 10233 S US Highway 25 Corbin, KY 40701	Cultured marble vanity tops & whirlpool tubs	1983	4
Salem Tool Inc. 6109 S US Highway 25 Corbin, KY 40701	Coal recovery & auger mining equipment	1988	17
Southeast Ky Rehab Industries 1205 W Cumberland Gap Pkwy Corbin, KY 40701	Rehabilitative services, military hats and caps	2004	80
Stidham Cabinet Inc. 471 Nursery Rd. Corbin, KY 40701	Custom cabinets, laminated & solid surface counter tops, laminated casework, factory cabinets	1975	54

Source: 2007 Kentucky Directory of Manufacturers - Sept. 2007

Page total 756

London - Laurel County



Economic Development

types. As SIC codes were used prior to 1997, data from an earlier economic census cannot be compared to the 1997 or later economic census data. The NAICS was developed jointly by the U.S., Canada and Mexico in order to provide new comparability in statistics about business activity in North America. The latest available Economic Census was conducted in 2002 and published in 2005. Data for economic sectors with few establishments in Laurel County is not available at the county level as publication of the data could reveal the identity or activity of an individual or business. No data is available for the following sectors: Mining, Utilities, Construction, Transportation and Warehousing, Finance and Insurance, and Management of Companies and Enterprises.

Table 3-2 shows data for all sectors of the Laurel County economy for which the 1997 and 2002 U.S. Census information is available at the county level. The number of establishments for each sector reported has increased except in the areas of wholesale trade and real estate & rental & leasing. The only sector that experienced a reduction in the number of paid employees was the accommodation & food services sector where employment declined from 1,698 to 1,552.

The most notable improvements from 1997 to 2002 were in the manufacturing, retail trade and health care & social assistance sectors of Laurel County's economy. While many areas of Kentucky have experienced a loss of manufacturing jobs in recent years, Laurel County had an increase of six manufacturing establishments from 1997 to 2002 and a 75 percent gain in employment. The health care industry experienced the most significant increase in employment with a 514% increase in paid employees for the period. The number of health care establishments increased 85%. The retail trade sector had the greatest increase in the number of establishment from 84 to 247, a 194% increase with a corresponding increase of 514% in the number of paid employees.

**TABLE 3-2
SUMMARY OF U.S. ECONOMIC CENSUS
FOR LAUREL COUNTY 1997 & 2002**

	# of Establishments		Sales, Receipts, Etc. (\$1,000)		Annual Payroll (\$1,000)		Paid Employees	
	1997	2002	1997	2002	1997	2002	1997	2002
Manufacturing	44	50	319,125	657,575	57,434	86,480	1,849	3,236
Wholesale Trade	67	53	520,185	D	28,263	D	1,239	(1000-2499)
Retail Trade	84	247	499,830	711,993	6,271	60,412	525	3,223
Information	N	21	N	N	N	6,324	N	355
Real Estate & Rental & Leasing	31	30	10,164	16,968	2,197	3,298	108	165
Professional, Scientific, & Technical Services	60	89	18,586	D	4,725	D	246	(250-499)
Administrative & Support & Waste Management & Remediation	34	42	26,024	48,569	11,652	20,299	986	1,221
Educational Services (Taxable & Exempt listed together)		3		D		D		(1-19)
Health Care & Social Assistance (Taxable & Exempt listed together)	46	85	22,102	130,792	8,521	57,667	292	1,810
Arts, Entertainment & Recreation (Taxable & Exempt listed together)	8	14	2,999	D	751	D	96	(100-249)
Accommodation & Food Services	64	65	50,876	50,389	14,386	13,954	1,698	1,552
Other Services (except public administration)	53	60	19,120	28,531	4,279	7,519	273	396

Sources: 1997 and 2002 U.S. Economic Census

D - Withheld to avoid disclosing data of individual companies; data are included in higher level totals

N - Not available

London - Laurel County



AGRICULTURE

Table 3-3 presents agricultural statistics for Laurel County. According to the U.S. Census of Agriculture, there were a total of 1,137 Laurel County farms in 2002, a decrease of 9.2% since 1992. Over this same ten year period, the number of farm acres and the number of acres of harvested cropland actually increased. These numbers can be attributed to the fact that many farm operations are consolidating as farmers sell out to other farmers or developers. Therefore, active agricultural operations are declining in number but harvesting more crops.

The 2002 Census of Agriculture reports that the average size of a farm in Laurel County is 95 acres with the median size 56 acres. In 2002, the average estimated value of all land and building per farm was \$239,290 with an estimated market value of \$2,305 per acre. The estimated average value of all machinery and equipment was \$27,052 per farm. The total market value of agricultural products sold in 2002 was \$15,716,000 with a \$13,822 average per farm. Tables 3-4 shows Laurel County farms by farm size. Table 3-5 shows the number of farms by the value of sales.

According to the 2005-2006 edition of the Kentucky Agricultural Statistics and Annual Report, Laurel County ranked 67th in the state out of 120 counties for production of burley tobacco in 2005. There were only 370 acres of harvested burley tobacco. This compares to 1,230 harvested acres in 2000. This reflects a statewide reduction in burley tobacco production as a result of the burley quota buyout in the fall of 2004. The total harvested acreage of burly tobacco for Kentucky in 2005 was 70,000 acres, the smallest acreage on record since record keeping started in 1919. Overall Laurel County ranked 70th out of 120 counties for crop and livestock cash receipts which totaled \$12,996,000.

According to estimates of the Kentucky Workforce Development Cabinet, Department for Employment Services, there were approximately 329 persons employed in Laurel County's agricultural industry in 2004 and 296 in 2006. This represents approximately one percent of the total civilian workforce in the county.

TABLE 3-3
LAUREL COUNTY AGRICULTURAL INFORMATION

YEAR	# OF FARMS	# OF FARM ACRES	HARVESTED CROPLAND
1987	1305	102078	20829
1992	1252	99527	21637
1997	1083	95610	21976
2002	1,137	107,582	30,858

2005 CROPS	ACRES HARVESTED	YIELD	PRODUCTION	KY RANK
CORN FOR GRAIN (bu)	*	*	*	*
SOYBEANS (bu)	*	*	*	*
WHEAT FOR GRAIN (bu)	*	*	*	*
GRAIN SORGHUM (bu)	*	*	*	*
BURLEY TOBACCO (lbs)	370	1,900	703,000	67
DK FIRED TOBACCO (lbs)	*	*	*	*
DK AIRED TOBACCO (lbs)	*	*	*	*
ALFALFA HAY (tons)	1,200	3.7	4,440	57
ALL OTHER HAY (tons)	27,100	2.0	54,200	34
BARLEY FOR GRAIN (bu)	*	*	*	*

LIVESTOCK & MILK	NUMBER	KY RANK
JANURARY 1, 2006: ALL CATTLE & CALVES	21,700	43
JANURARY 1, 2006: BEEF COWS	11,300	41
2005 MILK PRODUCTION (000) lbs	3,550	45

2005 CASH RECEIPTS	AMOUNT	KY RANK
CROPS	5,171	70
LIVESTOCK	7,825	64
TOTAL CASH RECEIPTS	12,996	70

* None or no estimate

Source: 2005-2006 Kentucky Agricultural Statistics & Annual Report, 2002 Agricultural Census

TABLE 3-4
LAUREL COUNTY FARMS BY SIZE IN 2002

ACREAGE	NUMBER
1-9	85
10-49	469
50-179	408
180-499	156
500-999	14
1,000 +	5

TABLE 3-5
FARMS BY VALUE OF SALES IN 2002

VALUE	NUMBER
< \$2,500	466
\$2,500 - \$4,999	209
\$5,000 - \$9,999	172
\$10,000 - \$24,000	157
\$25,000 - \$49,999	68
\$50,000 - \$99,999	35
\$100,000 <	30

London - Laurel County



TOURISM

The Travel Industry Association (TIA) analyzes the economic impact of the tourism and travel industry for states. The State of Kentucky is divided into nine tourism and travel regions. Laurel County is part of the 18 county Eastern Highlands South Region. According to TIA, the tourism and travel expenditures in Laurel County in 2005 were \$107,793,153. This is a 11.9% increase since 2003. The tourism and travel expenditures for the Eastern Highlands South Region were \$366,162,000 in 2005, a 12.1% increase since 2003. Although Laurel County had a slightly lower growth rate for the period, it should be noted that expenditures in Laurel County in 2005 were almost 30% of the expenditures for the 18 county region. This indicates that the tourism industry is an important part of the county's economy.

CIVILIAN LABOR FORCE

The civilian labor force is defined as the sum of both employed and unemployed persons 16 years of age and older, excluding armed forces personnel and persons in penal and mental institutions, sanitariums and homes for the aged, infirm, and needy. Persons "not in the labor force" include those not classified as employed or unemployed and include:

- retired persons,
- persons engaged in their own housework,
- persons not working while attending school,
- persons unable to work because of a long term illness
- persons discouraged from seeking work because of personal or job market factors, and
- persons who are voluntarily idle

Table 3-6 compares the civilian labor force of Laurel County with the labor market area which includes the adjoining Kentucky counties of Clay, Jackson, Knox, Madison, McCreary, Pulaski, Rockcastle, and Whitely. In June of 2007 Laurel County had a civilian labor force of 26,476 with an unemployment rate of 5.7%. This is slightly lower than the labor market area unemployment rate of 6.7%.

TABLE 3-6
CIVILIAN LABOR FORCE ESTIMATES
LAUREL COUNTY LABOR MARKET
June 2007

COUNTY	CIVILIAN LABOR FORCE	EMPLOYED	UNEMPLOYED	UNEMPLOYMENT RATE
LAUREL	26,476	24,955	1521	5.7%
Labor Market Area Totals	152,832	142,635	10197	6.7%

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

EDUCATION LEVELS

The educational level of an area's population must be considered when analyzing the ability of those in the local workforce to obtain and sustain meaningful and well-paying employment in the future. In today's economy the fastest growing professional occupations require at least a bachelor's degree and are concentrated heavily on professional specialty groups or technology oriented. The following table compares the educational level of the U.S., Kentucky, Laurel County, and the City of London.

At the time of the 2000 Census, 63.9 % of Laurel County's population 25 years and over were high school graduates or higher. This compares to 74.1% for Kentucky and 80.4% for the United States overall. In 2000, 10.6 % of Laurel County's population 25 years and older had a Bachelor's degree or higher. Again, these educational levels are lower than the State of Kentucky (17.1%) and the U. S. (24.4%).

TABLE 2-3
EDUCATION LEVEL

	High School Graduates %	Bachelor's Degree or Above %
London	67.8	15.2
Laurel County	63.9	10.6
Kentucky	74.1	17.1
USA	80.4	24.4

Source: U.S. Census Bureau

London - Laurel County



UNEMPLOYMENT

Figure 3-3 shows the annual unemployment rates for the U.S., Kentucky, the Laurel County Labor Market Area, and Laurel County over the past six years. Unemployment rates for Laurel County have typically been slightly higher than the U.S. and the State of Kentucky. However, the unemployment rate for Laurel County has remained lower than the Labor Market Area.

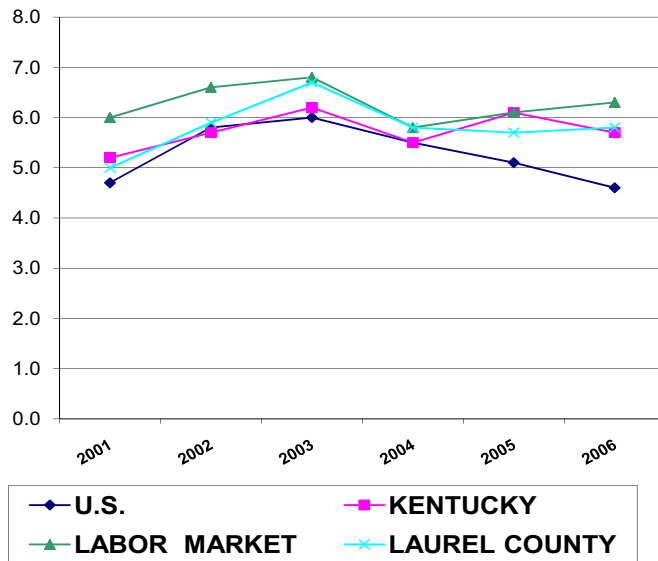
COMMUTING PATTERNS

Table 3-7 details the commuting patterns of Laurel County residents according to the 2000 U.S. Census. As of 2000 there were 21,180 workers who lived in Laurel County. Almost 77% also work in Laurel County with 23.1 % commuting out of the county to work. As shown in Table 3-8, the majority of Laurel County residents who commute travel to Whitley and Knox Counties to work, while 231 residents commute to other state. The Kentucky State Data Center ranked counties by the percentage of workers commuting to work outside of their resident county. Out of 120 Kentucky counties, Spencer County was ranked first with 77.9% of its residents commuting out of the county to work. Jefferson County was ranked 120th with only 7.7% of its residents commuting out the county to work. By comparison Laurel County ranked 100th with 23.1% of its residents commuting elsewhere.

In 2000, there were 5,701 workers who commuted to Laurel County to work. Table 3-9 shows the primary areas that Laurel County workers, not living in the county, commute from. Most workers come from adjacent counties in the Laurel County Labor Market area. Once again, Knox and Whitley County are at the top of the list, claiming half of the commuters. Only 83 workers come from other states. Of those commuting from other states, the majority of workers come from Tennessee.

As reported by the 2000 Census for Laurel County, the preferred method of transportation to work is by car, truck, or van with 81% of residents driving alone and 13% of residents carpooling. A total of 0.3% residents used public transportation, while roughly 2% indicated that they walked to work,

**FIGURE 3-3
ANNUAL UNEMPLOYMENT RATES**



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

YEAR	U.S.	KENTUCKY	LABOR MARKET	LAUREL COUNTY
2001	4.7	5.2	6.0	5.0
2002	5.8	5.7	6.6	5.9
2003	6.0	6.2	6.8	6.7
2004	5.5	5.5	5.8	5.8
2005	5.1	6.1	6.1	5.7
2006	4.6	5.7	6.3	5.8

**TABLE 3-7
LAUREL COUNTY COMMUTING PATTERNS**

	2000	Percent
Residents of Laurel County:		
Working and Residing in County	16,286	76.9
Commuting Out of County	4,894	23.1
Total Residents	21,180	100
Employees of Laurel County:		
Working and Residing in County	16,286	74.1
Commuting Into County	5,701	25.9
Total Employees	21,987	100

Source: 2000 US Census

London - Laurel County



TABLE 3-8
PRIMARY AREAS THAT LAUREL COUNTY RESIDENTS COMMUTE TO:

KENTUCKY	TOTAL:	4,663	OTHER STATES	TOTAL:	231
Whitley County		1,877	Monongalia, WV		20
Knox County		1,025	Cook, IL		19
Clay County		423	Vigo, IN		15
Pulaski County		204	Claiborne, TN		13
Fayette County		192	Hampden, MA		12
Other		942	Avery, NC		12
			Other		140

TABLE 3-9
PRIMARY AREAS THAT LAUREL COUNTY WORKERS COMMUTE FROM:

KENTUCKY	TOTAL:	5,618	KENTUCKY	TOTAL:	83
Whitley County		1,603	Campbell, TN		17
Knox County		1,388	Orange, CA		12
Clay County		993	Scott, TN		11
Jackson County		410	Vernon Parish, LA		8
Pulaski County		263	Linn, OR		7
Other		961	Claiborne, TN		7
			Other		21

Source: KY State Data Center
County-to-County 2000 Census Commuting Patterns

1% used other means, and 2.5% worked at home. In 2000, the mean travel time to work was for county residents as 22.5 minutes.

Commuting statistics for the residents of the City of London are similar to that of Laurel County. In London the preferred method of transportation to work is by car, truck, or van with 80% of residents driving to work alone and 11% carpooling. Very few residents in the city reported using public transportation (0.5%), but 5% indicated that they walked to work. Nearly 1% claimed that they use other means to commute to work, and 2.5% worked at home. In 2000, the mean travel time to work for residents of London was 15.2 minutes.

MONETARY INCOME

There are two methods of determining per capita income. The first is on the basis of monetary income alone. This is the method used by the U.S. Census Bureau. Total monetary income includes wages and salaries, net farm and non-farm self-employment, interest dividends, net rental income, social security and all other regularly received income such as pensions, unemployment compensation and alimony. Receipts not counted include various "lump

sum” payments such as capital gains and inheritance. The total represents the amount of income received before deductions. Table 3-10 shows the per capita and median household incomes for Kentucky, Laurel County, and the City of London according to the U.S. Census Bureau based on monetary income.

The City of London has a higher per capita income and median household income than Laurel County as a whole. The state, county and city all saw increases in both per capita income and median household income between 1989 and 1999. However, the state has seen the greatest increase in both areas.

PERSONAL INCOME

The second method of calculating per capita income is more inclusive and is termed personal per capita income. Personal per capita income includes income received from all sources such as wages and salaries, other labor income (employer contributions to private pension funds, jury and witness fees, etc.) proprietor’s income, rental income, dividend and interest earnings by individuals and transfer payments not for services rendered (such as food stamps and welfare payments). Personal contributions for social security are deducted. Table 3-11 shows that the personal per capita income for Laurel County has increased at a slower rate than the state overall between 2000 and 2005.

POVERTY RATE

The poverty rate is considered to be the minimum level of monetary income adequate for families of different sizes in consideration of American consumption patterns. These levels are determined by comparing individual or family income with annual income thresholds. The income thresholds are adjusted annually. The poverty rate is the percentage of individuals or families with incomes below the poverty level. Table 3-12 shows the percent of persons, children, and seniors in poverty for the US, Kentucky, Laurel County, and the City of London for all persons, those aged 17 and under, and seniors aged 65 or older. Poverty rates decreased at all levels from 1989 to 1999.

London - Laurel County



**TABLE 3-10
CENSUS INCOME DATA 1990-2000**

	PER CAPITA INCOME		
	1989	1999	% Change
London	\$11,463	\$15,046	31.3%
Laurel County	\$8,879	\$14,165	59.5%
Kentucky	\$11,153	\$18,093	62.2%

	MEDIAN HOUSEHOLD INCOME		
	1989	1999	% Change
London	\$18,955	\$27,283	43.9%
Laurel County	\$20,977	\$27,015	28.8%
Kentucky	\$22,534	\$33,672	49.4%

Source: 2000 US Census

**TABLE 3-11
PERSONAL PER CAPITA INCOME**

	PER CAPITA INCOME		
	2000	2005	% Change
Laurel County	\$19,925	\$22,013	10.5%
Kentucky	\$24,412	\$28,272	15.8%

Source: KY Cabinet for Economic Development 2007 Deskbook of Economic Statistics

This trend is also seen in the rate of impoverished children. The poverty rates for individuals 65 and older also decreased markedly during this period.

The U.S. Census Bureau issued 2004 poverty estimates for Kentucky and its counties for all persons. It was estimated that Laurel County had 11,434 people below poverty level which is 20.4 % of the population. Of these, 3,985 (28.9%) were under the age of 18. The rate for Kentucky overall was 16.3% and 22.2% for children. According to these estimates, it appears that poverty levels within the state and Laurel County are similar to 1999 levels.

LOCAL COMMUNITY ECONOMIC DEVELOPMENT ACTIVITIES

A component to the overall economic condition of an area or region is the extent to which the community engages in economic development activi-

**TABLE 3-12
POVERTY RATES FOR PERSONS, CHILDREN & SENIORS**

	PERSONS IN POVERTY			
	1989		1999	
	Number	Rate	Number	Rate
London	1,313	24.1	1,073	20.7
Laurel County	10,630	24.8	11,028	21.3
Kentucky	681,827	19.0	621,096	15.8
USA	31,742,864	13.1	33,899,812	12.4

	RELATED CHILDREN IN POVERTY			
	1989		1999	
	Number	Rate	Number	Rate
London	469	36.5	366	31.9
Laurel County	3,519	29.6	3,763	28.8
Kentucky	229,530	24.5	197,794	20.4
USA	11,161,836	17.9	11,386,031	16.1

	SENIORS (65+) IN POVERTY			
	1989		1999	
	Number	Rate	Number	Rate
London	240	24.9	170	18.4
Laurel County	1,380	29.2	1,147	20.1
Kentucky	91,091	20.6	67,477	14.2
USA	3,780,585	12.8	3,287,774	9.9

Source: 1990 & 2000 US Census

ties in order to promote the area and maintain a diversified economy. The following organizations are dedicated to assisting Laurel County in local economic development activities.

LONDON-LAUREL COUNTY INDUSTRIAL DEVELOPMENT AUTHORITY

The [London-Laurel County Industrial Authority](#) works towards recruiting new industries to London and Laurel County. While it is better if existing businesses expand to create new jobs, it is still important to attract new businesses and industries. This allows the economy to grow and support expanding populations. The Industrial Authority attempts to accommodate the needs of small industries and distributors and to support new industrial

[London - Laurel County](#)



developments. Currently there are three industrial sites and six industrial buildings available for new industries in Laurel County. A 40-acre site and a speculative building on a 20-acre site are available in the London-Laurel County Industrial Park located 3.3 miles west of London on KY 80. There are also industrial sites available near the London-Corbin Airport in the London Airport Business Park including 35.3 acres and an industrial building on 8.3 acres. There is an additional 14.1-acre industrial site north of the Airport. The remaining industrial buildings are existing buildings on scattered sites. The best industrial sites require large parcels of land that are not too steep or have other environmental restrictions. They are near transportation facilities including major highways, airports and sometimes rail. Utilities are available including public sewer service. The sites must also not have a negative impact on other land uses especially residential areas. As sites meeting all of these are requirements are difficult to locate, it is important to determine the best sites in the community for industrial use first when preparing future land use maps. These sites should be protected from other types of development in order to insure available land for industrial growth. In addition to the need for future industrial sites, the greatest local economic development need is for a skilled work force including engineers and those with technical training.

LONDON-LAUREL COUNTY CHAMBER OF COMMERCE

The [London-Laurel County Chamber of Commerce](#) is located at 409 South Main Street in downtown London. The mission of the organization is *“To promote an active participation of businesses & individuals for the improvement of the business environment and the development of a quality lifestyle in Laurel County.”*

The Chamber of Commerce currently has 15 Board Members that are elected by the members. All policies governing the activities and operation of the Chamber are set by the Board. Each member shares an equal vote and is encouraged to serve on committees. These committees are established to see that the goals and objectives of the Chamber are met. A full-time professional staff manages all Chamber operations.

LONDON LAUREL COUNTY TOURIST COMMISSION

The [London Laurel County Tourist Commission](#) operates a tourist information center at I-75 exit 41. They are currently developing the Kentucky Hills Heritage Park on a 100-acre site in London near I-75 at the end of Falls Street. The park will include a historical genealogy center and museum. Two existing buildings will be renovated at the park. The park will have walking trails and facilities for special events. A new planned frontage road that will run along the east side of I-75 between the north and south London interchanges will allow easy access to the park for tourists.

LONDON DOWNTOWN, INC.

[London Downtown, Inc.](#) is a nonprofit association established to enhance downtown London's economic environment as a center of commerce while maintaining the character and integrity of the City's central business district as an attractive place to live, work, and visit. Their office is located at the Community Center at 501 South Main Street. London Downtown is a member of the Kentucky Main Street Program and the National Main Street Center and promotes the above goals by following the Four-Point Approach developed by the National Main Street Center. Activities are focused in the areas of economic development, design, promotion and organization with a committee for each area.

View of Downtown London streetscape.



London - Laurel County



Economic Development

The Promotion Committee aims to create a positive image of downtown London and maintain community pride in the Central Business district. The committee oversees promotional programs such as the annual 4th of July Parade, Christmas Parade and downtown business promotions. The Design Committee works to enhance the visual quality of downtown by addressing all the elements of its environment. This includes buildings, storefronts, signs, public improvements, landscaping, merchandise displays, and promotional materials. The Economic Development Committee works to strengthen downtown's existing assets and fulfill its broadest market potential by improving the competitiveness of downtown merchants, recruiting new businesses, and converting unused space into housing, offices, or cultural facilities. The Organization Committee is responsible for overseeing membership development efforts, membership policy and all organizational procedures. This committee also produces a quarterly newsletter.

London Downtown, Inc. has received grants and local funding for streetscape improvements within the designated Renaissance on Main area (Figure 5-1). These improvements include sidewalks, landscaping and lighting. They also assist building owners with façade improvements. They have developed design guidelines and a recommended color palate to assist building owners in planning improvements. Some of their future goals include improving wireless internet access downtown, increasing the boundaries of the Renaissance area and encouraging renovation of the upper floors of downtown commercial buildings.

CHAPTER FOUR

INTRODUCTION

The physical geography of an area affects the amount, type, and direction of development. Natural factors such as climate, topography, geology, hydrology and soils are important because they influence the costs of construction and are determining factors in assessing an area's suitability for a given type of development or use. The purpose of this comprehensive plan element is the identification of environmental resources and the assessment of developmental impacts on these resources.

Rapid growth and development can have dramatic and long-term adverse effects on the physical and social environment. As Laurel County continues to grow, many environmental issues will continue to arise. Issues such as water quality, air quality, noise and light pollution, increased storm water runoff, and decreased open space can combine to affect the overall quality of life for residents. The depletion of natural features such as wooded hill-sides, scenic valleys, rivers, creeks, and open fields will become increasingly important as residents realize that these elements contribute to the unique character of an area and are unrecoverable once a parcel of land is developed. In addition, these type of amenities also provide less visible qualities, such as cleaner air, recreational areas and wildlife habitat, all of which are equally important to the community.

LOCATION

Laurel County, located in eastern Kentucky in the foothills of the Appalachian Mountains, has an area of 436 square miles and is ranked 25th out of 120 counties in terms of land area. The Rockcastle, Laurel, and Cumberland Rivers all run through the county, which contains part of the Daniel Boone National Forest. Two lakes, Laurel Lake and Wood Creek Lake, are located within the county, along with Levi Jackson Wilderness State Park. The City of London is the county seat and is located on U.S. 25, between I-75 and the Daniel Boone Parkway.

London - Laurel County



CLIMATE

The climate in Laurel County is temperate and humid. Prevailing wind direction is from the south-southwest. The most common severe weather conditions are in the form of mild droughts or thunderstorms, which can bring heavy flooding along the rivers and creeks. According to the National Climatic Data Center, 33 floods/flash floods have occurred in the county since 1950. Tornadoes are the most devastating severe weather condition occurring in the area. Tornadoes can occur almost anywhere in Kentucky and in any terrain, hilltop or valley bottom. Since 1950, fifteen tornadoes have touched down in Laurel County. Severe storms can occur in any month but are most frequent from March to July. These storms may produce damaging winds and hail and there have been 78 incidents of hail since 1950.

Long term climatological data for the county is available from a London Weather Station (#154898- London_FAA_AIRPORT). Weather data is available from this station from the year 1954 to 1995 for extremes and from 1961 to 1990 for averages. The coldest days occur in January when the average monthly temperature is 32.7 degrees F. The warmest days occur in July with an average monthly temperature of 74.8 degrees F. During the period from May to September, an average of 16.2 days will have a maximum temperature of 90 degrees F or higher. The minimum temperature is expected to be 32 degrees F or less for an average of 97.8 days from October through May. The coldest temperature on record is -25 degrees F on January 19, 1994. The hottest recorded temperature was 101 degrees F on July 9, 1988.

Precipitation averages 45.65 inches annually. Records indicate that March tends to be the wettest month with an average of 4.43 inches and October the driest with an average of 2.76 inches. Precipitation is generally evenly distributed throughout the year. An average of eleven days per year will have precipitation of one inch or more.

PHYSIOGRAPHY AND GEOLOGY

The Physiographic Regions of Kentucky are shown below. Laurel County is located in the Eastern Kentucky Coalfield Physiographic Region. The outcrop of the Pennsylvania strata, shown on the geologic map, defines the limits of the Eastern and Western Kentucky Coal Fields. This area is intricately dissected narrow ridges bordered by deep, steep-walled valleys. The Eastern Kentucky Coal Field is larger than its western counterpart and is the eastern edge of a larger physiographic region, the Cumberland Plateau which extends from Pennsylvania to Alabama. On the eastern edge of the Eastern Kentucky Coal Field lies the Cumberland Escarpment, also known as the Pottsville Escarpment. Formed from resistant Pennsylvanian-age sandstone and conglomerates, which are separated by less resistant shales, the escarpment results in sheer cliffs, steep-walled gorges, rock shelters, waterfalls, and natural bridges and arches.

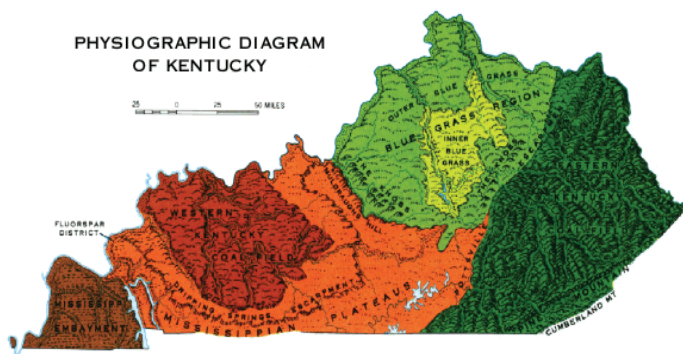


Figure 4-1 is a generalized geologic map of Laurel County prepared by the Kentucky Geological Survey. Laurel County is underlain by two types of Pennsylvanian age rocks known as the Breathitt and Lee Formations. The Breathitt Formation consists of siltstone, sandstone, clay shale, coal, underclay and some limestone. With a maximum thickness of 2,500 feet, this formation contains most of the minable coal. The Lee Formation is exposed near the crest of the Pine and Cumberland Mountains, although it can also be found in the larger, more deeply eroded valleys and structural highs. This formation, consisting of sandstone, conglomerate, shale, coal and underclay,

London - Laurel County



Environmental Considerations

ranges from 350 to 1,500 feet or more in thickness. While coal is found in this formation as well, the beds tend to be thin and convex on both sides.

The faults within the Eastern Kentucky Coal Field that lie near Laurel County include Pine Mountain fault, Rocky Face fault, and the Middlesboro syncline. These fault systems were formed along the edges of a broad rift or crack in the Earth's crust that occurs deep beneath the surface. The Pine Mountain fault is the northwest border of the Cumberland over thrust block. It is bordered on the southwest by the Middlesboro syncline, where the strata tends to be relatively flat in the center, but dips from the Pine and Cumberland Mountains at anywhere between 10 and 65 degrees. The Rocky Face Fault, a transverse fault zone, breaks the Middlesboro syncline and extends between the Cumberland and Pineville Gaps. There are no faults within Laurel County. However the proximity of active seismic zones, such as the New Madrid, Wabash, and East Tennessee, mean that precautions should be taken to mitigate earthquake damage.

The topography in Laurel County is characterized by steep terrain with deep valleys as shown in Figures 4-2 and 4-3. Elevations range from 723 feet (normal pool) at Lake Cumberland where the Rockcastle and Cumberland Rivers merge to 1,700 feet at a peak on the Laurel-Knox County line. A number of flat ridges resulting from resistant sandstone have become the base of most development in London, elevation 1,255 feet, and Lily, elevation 1,131 feet. The Daniel Boone National Forest covers nearly a quarter of the county (63,874 acres or 23% of land area).

According to the Kentucky Geological Survey, there are over 250 coal exploration sites in Laurel County, as well as five coal seams. Figure 4-4 shows the location of coal sites and seams, as well as the location of oil and gas wells. Precautions should be required when proposals are submitted for developing over old mined areas because of the possibility of subsidence. Mine subsidence insurance is available in Kentucky and should be required for properties developed in these areas. As surface coal mine areas are prone to settling after reclamation, any construction on reclaimed soils must be properly engineered to prevent damage to structural foundations and roads.

Generalized Geologic Map for Land-Use Planning: Laurel County, Kentucky

Daniel I. Carey
Kentucky Geological Survey
John Storm
University of Kentucky

Acknowledgments
Geology adapted from Johnson (2003), Curl and Sidham (2006), Duncan (2006), Hettlinger and Sidham (2006), Miller and others (2006), Murphy and Sidham (2006), Nelson and others (2006a-c), Patton and Sidham (2006), Sparks and Sidham (2006a, b), and Yang and Sidham (2006a-d). Thanks to Paul Howell, U.S. Department of Agriculture, Natural Resources Conservation Service, for landslide illustrations. Thanks to Kim and Kent Anness, Kentucky Division of Geographic Information, for base-map data.

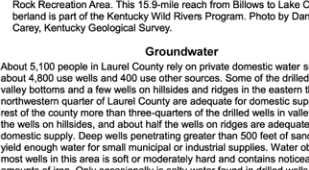
Recreation
The 19.2-mile-long Laurel River Lake provides 5,600 acres and 206 miles of shoreline for outdoor recreation and family outings (below). The average depth of the lake is 65 feet. Photos by Dan Carey, Kentucky Geological Survey.



Scenic Beauty
The Rockcastle River below the 1930's Old Sublimity Bridge at the Bee Rock Recreation Area. This 15.9-mile reach from Billows to Lake Cumberland is part of the Kentucky Wild Rivers Program. Photo by Dan Carey, Kentucky Geological Survey.



Sandstone (Unit 4) and Shale (Unit 3)
Sandstone (unit 4) atop the shale, siltstone, and sandstone of unit 3 in a roadcut on Ky. 909. Seepage occurs when downward-percolating water encounters the impermeable shale. Photo by Dan Carey, Kentucky Geological Survey.



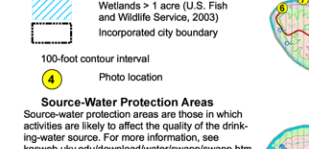
Hydropower
The earth and rockfill 282-foot-high, 1,420-foot-long Laurel River Lake dam was built in 1964–74 by the U.S. Army Corps of Engineers to provide recreation, drinking water, and hydropower. The average annual energy production is 67 million kilowatt hours.



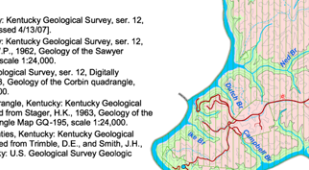
Groundwater
About 5,100 people in Laurel County rely on private domestic water supplies: about 4,800 use wells and 400 use other sources. Some of the drilled wells in valley bottoms and a few wells on hillsides and ridges in the eastern third and northwestern quarter of Laurel County are adequate for domestic supply. In the rest of the county more than three-quarters of the drilled wells in valleys, most of the wells on hillsides, and about half the wells on ridges are adequate for a domestic supply. Deep wells penetrating greater than 500 feet of sandstone may yield enough water for small municipal or industrial supplies. Water obtained from most wells in this area is soft or moderately hard and contains noticeable amounts of iron. Only occasionally is salty water found in drilled wells. A few springs supply sufficient quantities of water for domestic use. Almost all springs yield less than 5 gallons per minute. For more information on groundwater in the county, see Carey and Stickney (2005).



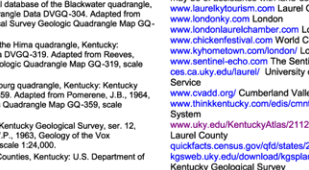
Industry
AISIN Automotive Casting LLC near Lily has received numerous awards for product quality and commitment to environmental protection. Its 650 employees produce over \$200 million worth of cast aluminum automotive parts annually. Photo by Dan Carey, Kentucky Geological Survey.



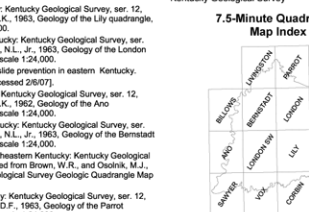
Transportation
The Hal Rogers and Cumberland Gap Parkways and I-75 provide major transportation arteries for local industry. Photo by Dan Carey, Kentucky Geological Survey.



Waste Management
The Laurel Ridge Landfill, operated by Waste Connections Inc., can produce 4.8 megawatts of electricity from landfill methane gas at its Eastern Kentucky Power Cooperative unit. Photo courtesy of WCI of Kentucky.



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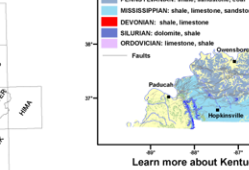
EXPLANATION

- Oil well
- Gas well
- Mining
- Domestic
- Monitoring
- Agriculture
- Spring
- Railroad
- Abandoned railroad
- County line
- Watershed boundary
- Public lands
- Source-water protection area, zone 1
- Wetlands > 1 acre (U.S. Fish and Wildlife Service, 2003)
- Incorporated city boundary
- 100-foot contour interval
- Photo location
- Source-Water Protection Areas
- Source-water protection areas are those in which activities are likely to affect the quality of the drinking-water resource. For more information, see kgsweb.uky.edu/download/water/swapp/swapp.htm.

The Laurel Ridge Landfill, operated by Waste Connections Inc., can produce 4.8 megawatts of electricity from landfill methane gas at its Eastern Kentucky Power Cooperative unit. Photo courtesy of WCI of Kentucky.

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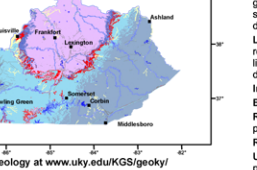
7.5-Minute Quadrangle Map Index



LAUREL COUNTY

Additional Resources
Listed below are Web sites for several agencies and organizations that may be of assistance with land-use planning issues in Laurel County: www.londonky.com London
www.londonlaurelchamber.com London/Laurel Chamber of Commerce
www.kyhome.com/london/LaurelCounty Laurel County
www.sentinell-echo.com The Sentinel Echo
www.uky.edu/KGS/ University of Kentucky Cooperative Extension Service
www.cwvdc.org/ Cumberland Valley Area Development District
For information on obtaining copies of this map and other Kentucky Geological Survey maps and publications call our Public Information Center at 859.257.3896 or 877.778.7827 (toll free).
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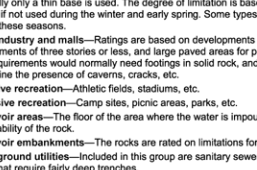
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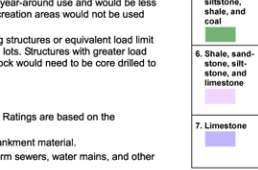
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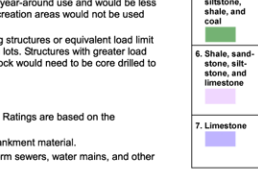
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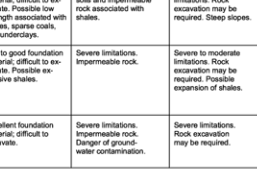
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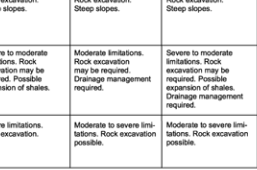
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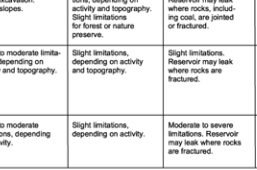
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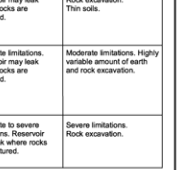
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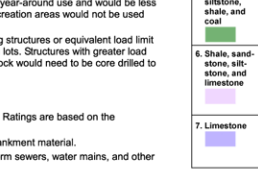
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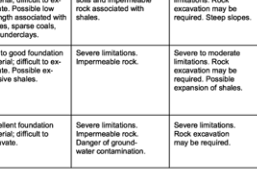
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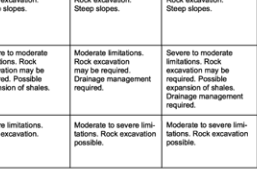
Geology of Kentucky



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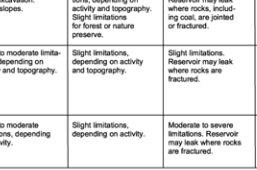
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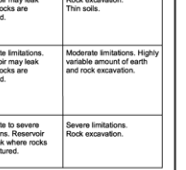
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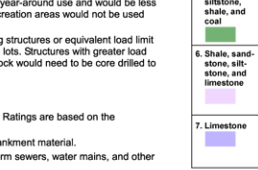
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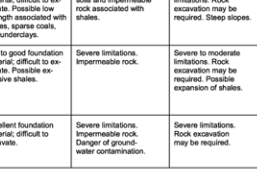
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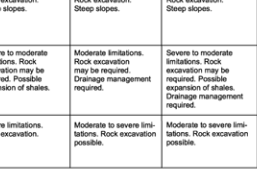
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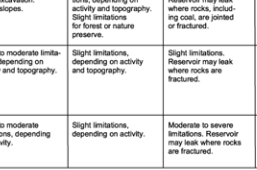
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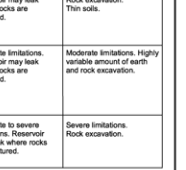
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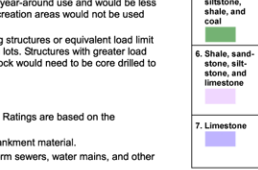
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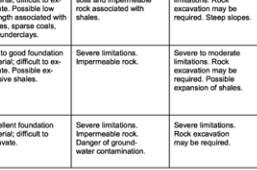
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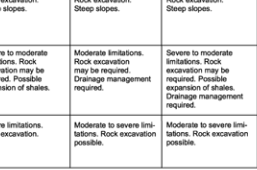
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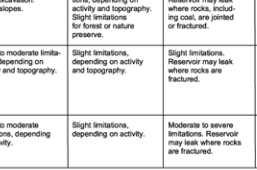
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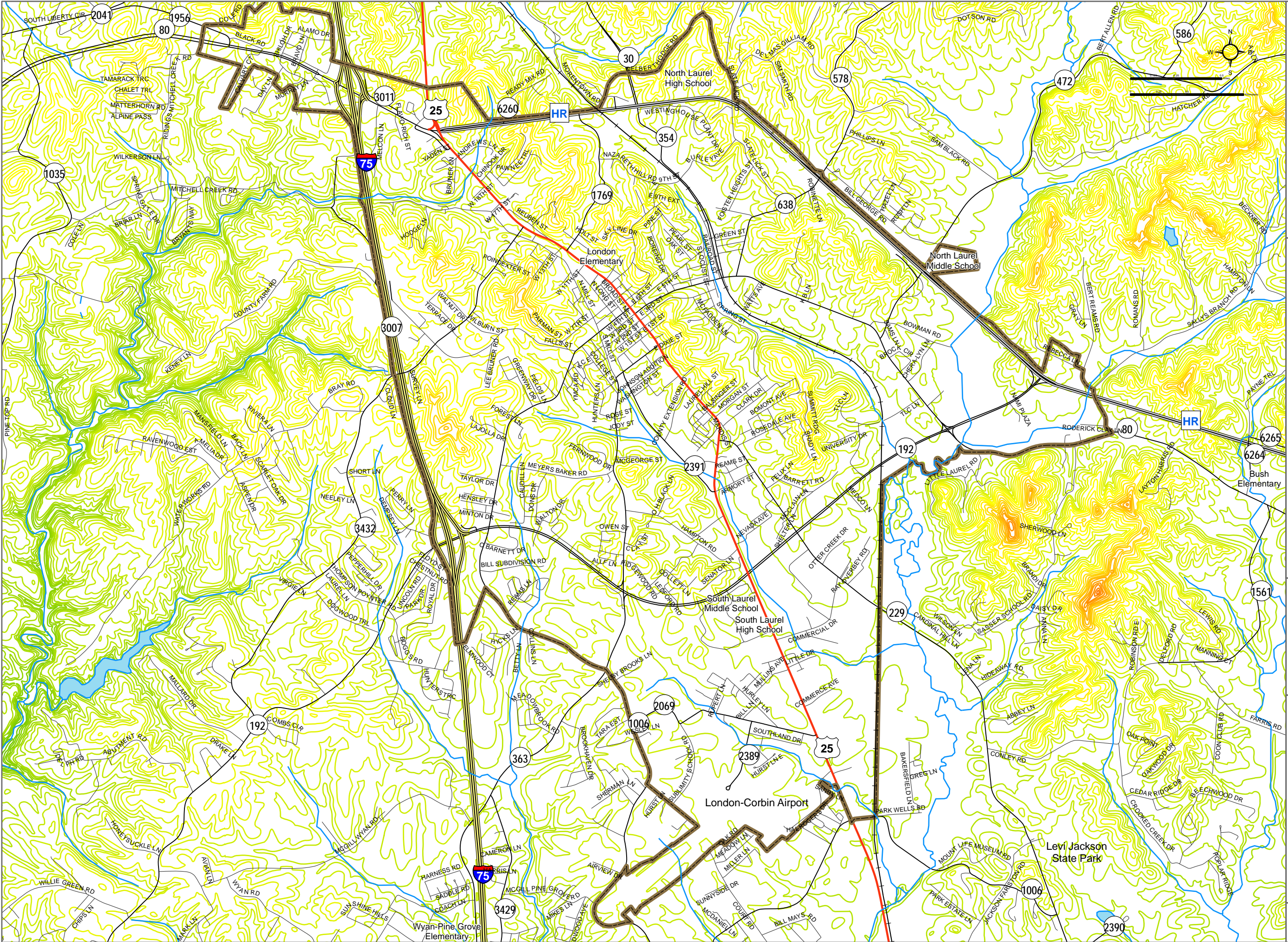


FIGURE 4-2

CITY OF LONDON

TOPOGRAPHIC

MAP

2007

Comprehensive Plan

City of London &

Laurel County, Kentucky

LEGEND

Elevation (20 ft Contour)

800

1000

1200

1400

1600

1800

- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- London

MAP INFORMATION

Data Sources:

Kentucky Geological Service

Kentucky Division of Geographic Information

Kentucky Transportation Cabinet (KYTC)

US Census Tiger LINE data (ESRI Online)

Cartography by:

Dottie Batte



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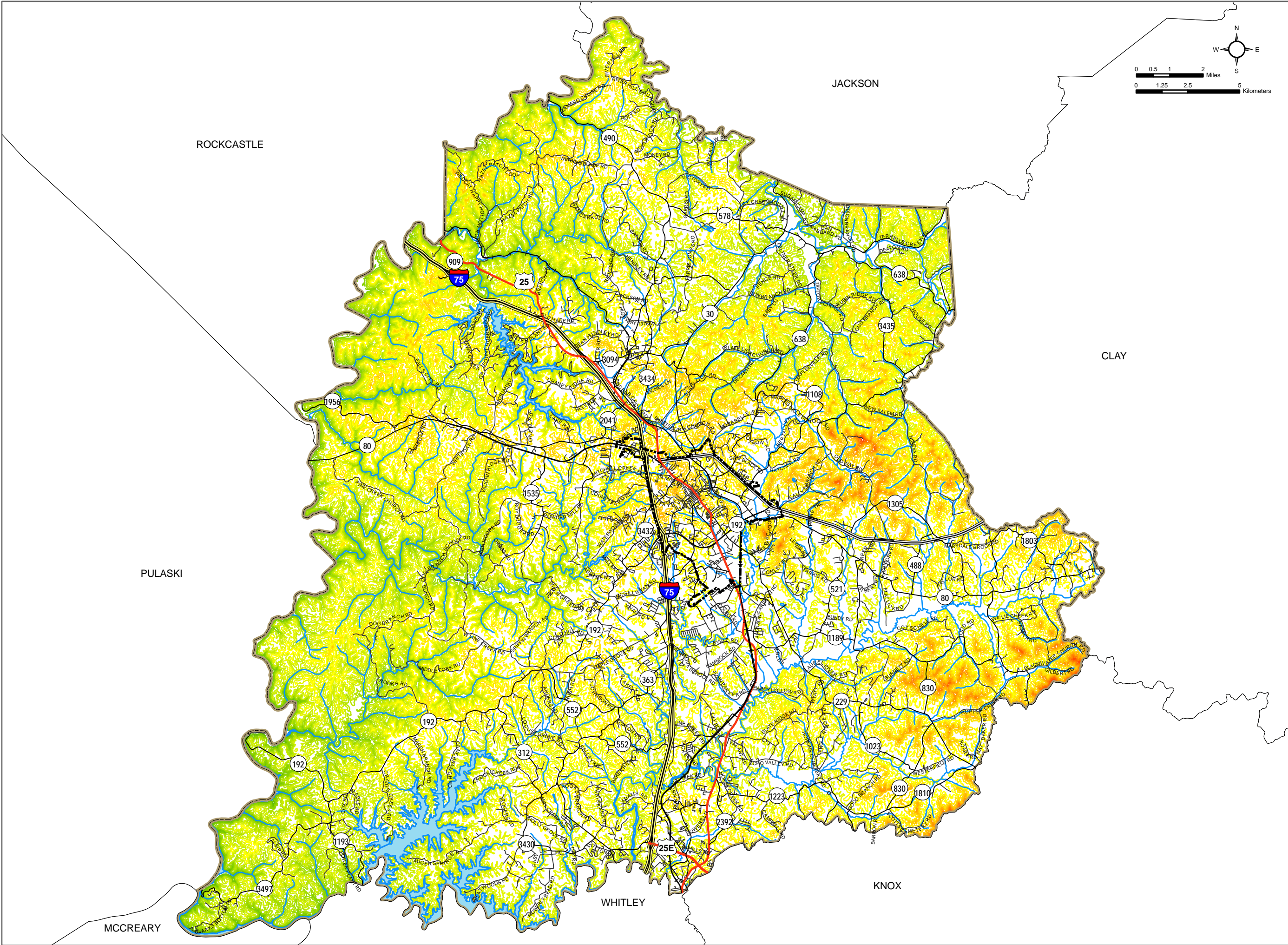


FIGURE 4-3

**LAUREL COUNTY
TOPOGRAPHIC
MAP**

2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND


Elevation (20 ft Contour)

600
800
1000
1200
1400
1600
1800

— Local Roads
— I - 75
— State Routes
— Hal Rogers Pkwy
— US Routes
— London

MAP INFORMATION

Data Sources:
Kentucky Geological Service
Kentucky Division of Geographic
Information
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)
Cartography by:
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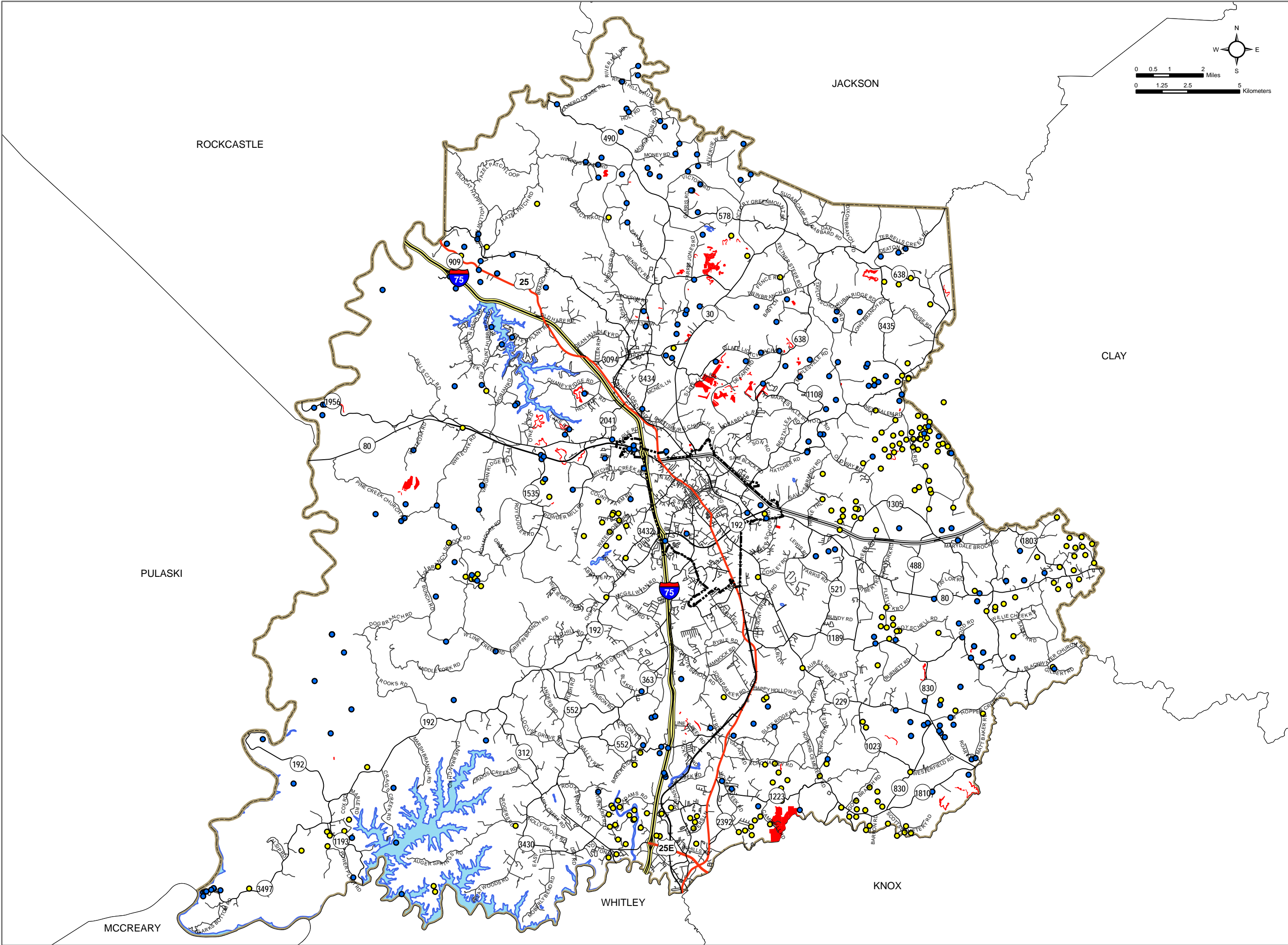


FIGURE 4-4
LAUREL COUNTY
MINERAL
RESOURCES

2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND

- Oil & Gas Wells
- Coal Exploration
- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- Coal Seams
- London

MAP INFORMATION

Data Sources:
Kentucky Geological Survey
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
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Surface mine areas also lack soil structure which can inhibit growth of vegetation during summer months.

SOILS

Detailed soil information and soil maps can be found in the Soil Survey of Laurel County, Kentucky published by the U.S. Department of Agriculture, Natural Resource Conservation Service. The general soil map found in the Soil Survey shows that there are four soil associations in Laurel County as described below and shown in Figure 4-5.

Soil associations are generalized groupings of similar soils with common relief and drainage patterns. While specific soil information must be consulted to determine the suitability of a particular site for various land uses, the associations can provide information for general planning purposes. The following paragraphs summarize the four associations found within the Soil Survey of Laurel County, Kentucky.

SHELOCTA-LATHAM-WHITLEY - The Shelocta- Latham-Whitley soil association is found on the east side of Laurel County. Found on slopes and ridgetops, these soils are moderately deep or deep soils that have a clayey or loamy subsoil and are sloping to very steep. General farming and woodlands are the primary land uses of this soil association.

STENDAL-BONNIE-WHITLEY - The Stendall-Bonnie-Whitley soil association is nearly level, located along the floodplain and adjacent to the Laurel and Little Laurel Rivers (and associated main streams) near Lily and just south-east of London. On bottom lands, it tends to be poorly drained with a loamy subsoil, while on ridges the soils are sloping, deep, and well drained with a loamy subsoil. Covering about four percent of Laurel County, the primary land use for this soil association is general farming.

WHITLEY-LATHAM-LILY - The Whitley-Latham-Lily soil association contains gently sloping to steep soil found on side slopes and ridge tops. These moderately deep to deep soils have a loamy or clayey subsoil, and are found in central and south central Laurel County along the I-75 corridor and the

London - Laurel County



Environmental Considerations

north east part of Laurel River Lake. About a quarter of Laurel County is covered by this soil association, which is privately owned and used for general farming. The Daniel Boone National Forest makes up about five percent of this association and is owned and managed by the Forest Service.

SHELOCTA-RIGLEY-LATHAM- The Shelocta-Rigley-Latham soil association is predominantly found on privately owned land, although the Forest Service does own and manage 45% of the acreage. Eighty percent of the privately owned acreage is also wooded. This soil association covers 37% of Laurel County, has sloping to very steep, deep soils with a loamy subsoil on long side slopes and sloping to moderately steep, moderately deep soils with a clayey subsoil on narrow ridgetops.

Due to the steep slopes and tendency for flash floods, the main limitation for all of the previously mentioned soils is erosion. Erosion is the weathering, dissolution, abrasion, corrosion, and/or transportation of materials from the earth's surface by wind, water, waves, or other natural phenomena. The erosion of topsoil can be greatly reduced by the implementation of preventative measures such as maintaining vegetative cover or the use of terraces and berms.

HYDRIC SOILS AND WETLANDS

Hydric soils are those soils which are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper part. The presence of hydric soils is an indication that wetlands may exist in an area. Under currently accepted definitions, an area is considered a wetland if it has hydric soils, hydrophytic vegetation (plants that are adapted to growing in wet conditions) and wetlands hydrology. Wetlands as defined by the US Fish and Wildlife Service have been mapped as part of the National Wetland Inventory Program. The Kentucky Environmental and Public Protection Cabinet has prepared maps of these wetland areas in Kentucky. Figures 4-6 and 4-7 show these mapped wetlands for the City of London and Laurel County. Wetland hydrology means that the area is either permanently or periodically inundated or the soil is saturated to the surface at some time during the growing season. Hydric soils in the county are listed as follows:

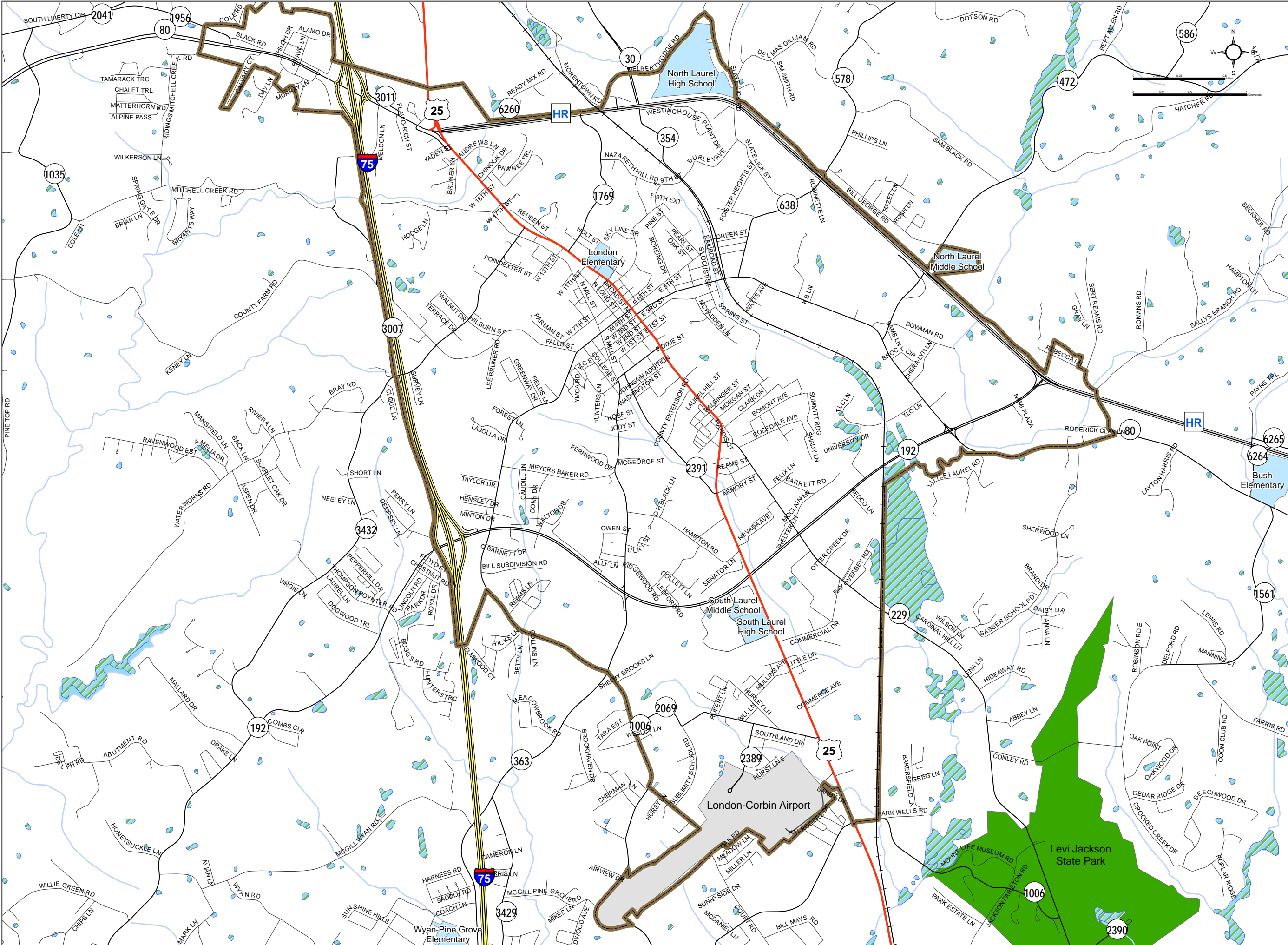


FIGURE 4-6
CITY OF LONDON
WETLANDS



2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND

- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- Water
- Wetlands
- London

MAP INFORMATION

Data Sources:
Kentucky Geological Survey
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)
US Fish and Wildlife Service
Cartography by:
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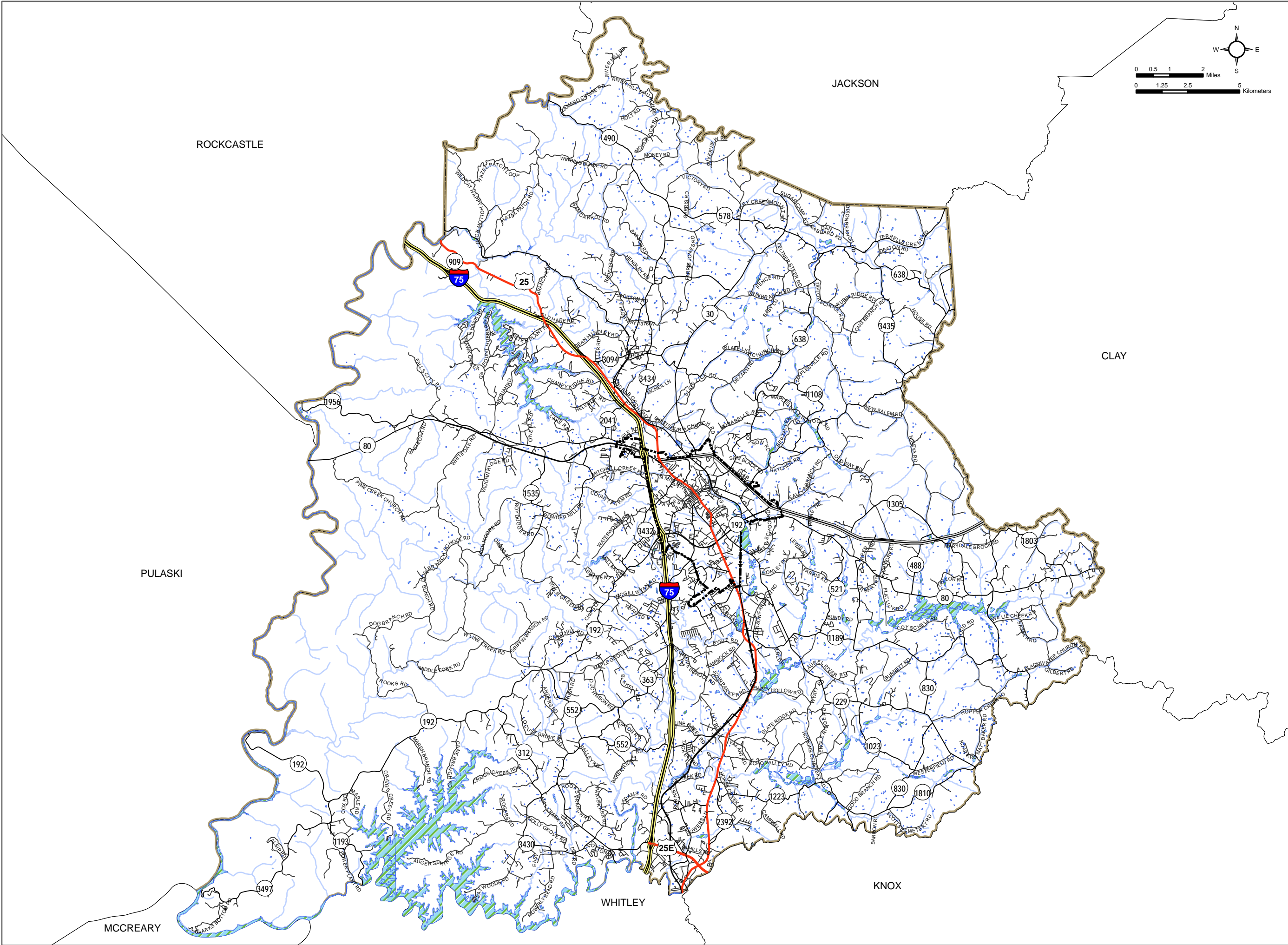



FIGURE 4-7

**LAUREL COUNTY
WETLANDS**



2007
Comprehensive Plan
City of London &
Laurel County, Kentucky


LEGEND

- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- Water
- Wetlands
- London

MAP INFORMATION

Data Sources:
Cumberland Valley ADD
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
Kim Rybold



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Environmental Considerations

- Bn Bonnie silt loam (hydric due to saturation)
Bo Bonnie silt loam, terrace (hydric due to saturation)

Other soil map units that may have inclusions of hydric soils are as follows:

Symbol	Name	Probable position of Hydric Inclusions
Sn	Stendal silt loam	Bonnie soils in low spots
So	Stendal silt loam, terrace	Bonnie soils in low spots
Ss	Stendal fine sandy loam, sandy variant	Bonnie soils in low spots

In Laurel County all hydric soils support or would have supported woody vegetation under natural conditions except those as identified as swamp or ponded phases.

PRIME FARMLAND SOILS

According to the U.S. Department of Agriculture, Natural Resource Conservation Service, prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and is also available for these uses. Prime farmland can be cropland, pastureland, rangeland, forest land or land other than those used for urban purposes or covered with water. Prime farmland has the soil quality, growing season and moisture supply needed to economically produce sustained high yields of crops when treated and managed according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time. They either do not flood frequently or are protected from flooding. The following soils found in Laurel County are considered to be potential prime farmland soils:

London - Laurel County



Environmental Considerations

A1B	Allegheny loam, 2 to 6 percent slopes
BdB	Bedford silt loam, 2 to 6 percent slopes
Bn	Bonnie silt loam (1,2)
Bo	Bonnie silt loam, terrace (2)
BtB	Britwater cherty silt loam, 2 to 6 percent slopes
Cf	Chagrin loam (1)
Co	Cotaco loam
CsB	Crider silt loam, 2 to 6 percent slopes
Cu	Cuba silt loam (1)
FdB	Frederick silt loam, 2 to 6 percent slopes
LbD	Latham silt loam, 2 to 6 percent slopes
L1B	Lily loam, 2 to 6 percent slopes
Lv	Lindside silt loam (1)
Mo	Morehead silt loam
Mv	Morehead silt loam, high base variant
Nd	Newark silt loam (1,2)
Ng	Newark gravelly silt loam, gravelly variant (1,2)
No	Nolin silt loam (1)
Po	Pope fine sandy loam (1)
Sh	Steff silt loam (1)
Sn	Stendal silt loam (1,2)
So	Stendal silt loam, terrace (2)
Ss	Stendal fine sandy loam, sandy variant (1,2)
T1B	Tilsit silt loam, 2 to 6 percent
WhB	Whitley silt loam, 2 to 6 percent slopes
WtA	Whitley silt loam, terrace, 0 to 2 percent slopes
WtB	Whitley silt loam, terrace, 2 to 6 percent slopes

1) Areas of this soil that are subject to flooding during the growing season more frequently than once in two years are not considered prime farmland.

2) Areas of this soil lacking adequate drainage to a sufficient depth during the cropping season to allow cultivated crops common to the area to be grown are not considered prime farmland.

Environmental Considerations

In addition to prime farmland the Soil Conservation Service has also identified farmlands of statewide importance. This is land that is of statewide importance for the production of food, feed, fiber, forage and oilseed crops. Generally, farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high of a yield as prime farmlands when conditions are favorable. The following soils found in Laurel County may indicate farmland of statewide importance:

- A1C Allegheny loam, 6-12% slopes
- BgC Berea silt loam, 6-12% slopes
- BtC Britwater cherty silt loam, 6-12% slopes
- CsC Crider silt loam, 6-12% slopes
- FdC Frederick silt loam, 6-12% slopes
- LbC Latham silt loam, 6-12% slopes
- LIC Lily loam, 6-12% slopes
- SbC Shelocta gravelly silt loam, 6-12% slopes
- SkC Steinsburg sandy loam, 6-12% slopes
- TIC Tilsitsilt loam, 6-12% slopes
- WhC Whitley silt loam, 6-12% slopes
- WtC Whitley silt loam, terrace, 6-12% slopes

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 limitations so great that development is not feasible, both practically and financially. Residential development can take place on small, scattered sites utilizing land that industrial development must forego. The location and concentration of slopes in the form of hills, ridges, valleys and plains can force development into large clusters or break it up into dispersed patterns. Laurel County's topography has structured the form of its small communities and guided the location of major transportation routes. The suitability of differ-

London - Laurel County



ent degrees of slope for development is shown in Table 4-1. Figures 4-2 and 4-3 show the topography of the City of London and Laurel County.

Visual indications of unstable slopes include previous slides or slumps, cracking of the top of the slope, tilting of fences, retaining walls, utility poles or trees, new cracks in foundations and sidewalks and slowly developing and widening cracks in the ground or paved areas.

Development of steep slopes can accelerate erosion, increase runoff, and decrease the volume of water absorbed and filtered as groundwater. Damage to buildings and other man made structures can occur on unstable slopes. Commercial and industrial development should be restricted on slopes steeper than 12%. Developers of residential property on such slopes should be required to prove that the construction techniques used can overcome a site’s limitations. In certain instances, the planning commission should consider requiring the submittal of geotechnical reports prior to approving a site plan or subdivision plat.

To date most development in Laurel County has occurred on land with minimal slope or on flat ridges that resulted from the resistant sandstone geology found in certain areas.

TABLE 4-1
SLOPE SUITABILITY FOR
URBAN DEVELOPMENT

Limitations	Suitability Rating	Residential	Commercial	Industrial Park
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: Kiefer, Ralph W., “Terrain Analysis for Metropolitan Area Planning,” Journal

WILD & SCENIC RIVERS

Forming the western border of Laurel County, the Rockcastle River is one of the county's most prominent environmental features. The river is a cold-water aquatic habitat, home to a number of rare and endangered species, including fish, mussels, and bats. The 15.9 mile stretch of river from River Mile 24.4 to River Mile 8.5 (Figure 4-8) has been designated as a State Wild River, and has also been nominated for National Wild and Scenic River status. A Kentucky Wild River is actually a linear corridor encompassing all visible land on each side of the river up to a distance of 2,000 feet. Developments that might impair the river's water quality or natural condition are regulated through a permit system. The Rockcastle River flows primarily through the Daniel Boone National Forest and has relatively good water quality. As a result, the river has also been designated as an Outstanding State Resource Water and an Exceptional Water Resource. The presence of government owned land around the river serves as a protective buffer; however, unreclaimed coal mines, logging, and development within the watershed all pose threats to the quality of the river.

FLOODPLAINS

Floodplains are low lying areas that are susceptible to flooding. Laurel County has areas that have been officially designated by the Federal Emergency Management Agency (FEMA) as flood hazard areas. The Flood Insurance Rate Maps (FIRMs) have been in effect for the City of London (FIRM#210396) since 1986 and for the county (FIRM#210134) since 1991.

As part of FEMA's map modernization program, updated FIRM's for both the City of London and Laurel County became effective August 2, 2006. Figure 4-8 and 4-9 show the location of flood hazard areas in Laurel County. Due to the large percentage of steep slopes in Laurel County, flash floods occur quite frequently. Subdivisions or other higher intensity uses can increase flooding if proper storm water management techniques are not imple-

London - Laurel County



Environmental Considerations

mented during the planning and development process. Water quality can also be impaired from improper sewage treatment and storm water run-off.

AIR QUALITY

Air quality is monitored by the Division of Air Quality Control of the Kentucky Natural Resources and Environmental Protection Cabinet, Department for Environmental Protection. The “Kentucky Ambient Air Quality Report,” which is produced by the Technical Services Branch of the Kentucky Division of Air Quality, is issued annually. The last report issued summarizes statistical results of monitoring conducted during the year 2004 to measure outdoor concentrations of air pollutants in the Commonwealth. The primary source of data for the report is the Air Quality Surveillance Network operated by the Kentucky Division for Air Quality which has operated an air quality monitoring network since July 1967. The 2005 network included 129 monitors in 37 counties (this total includes monitors operated by the Louisville Metro Air Pollution Control District and the National Parks Service at Mammoth Cave). The monitoring station locations are selected with U.S. Environmental Protection Agency guidance and, in general, are established near high population areas of air pollution sources. Each year the sites are reviewed to ensure that adequate coverage is being provided. Overall, the division monitors compliance of five criteria pollutants including carbon monoxide, sulfur oxides, nitrogen dioxide, ozone, and particulate matter. In 2005, all Kentucky counties were in attainment for carbon monoxide, sulfur dioxide, and nitrogen dioxide. Although there were no exceedances for particulate matter in 2005, the counties of Jefferson, Bullitt, Boone, Kenton, Campbell, Boyd and a portion of Lawrence were considered non-attainment areas based upon 2002-2004 data. There were also some exceedances for ozone standards in 2004 in the counties of Boyd, Bullitt, Campbell, Hancock, and Jefferson. In 2006, it was requested that Jefferson, Bullitt, Oldham, and Boyd counties be redesignated to attainment based on 2003-2005 data.

Laurel County is located within the Appalachian Intrastate Air Quality Control Region which includes the 21 counties of Bell, Breathitt, Clay, Floyd, Harlan, Jackson, Johnson, Knott, Knox, Laurel, Lee, Leslie Letcher,

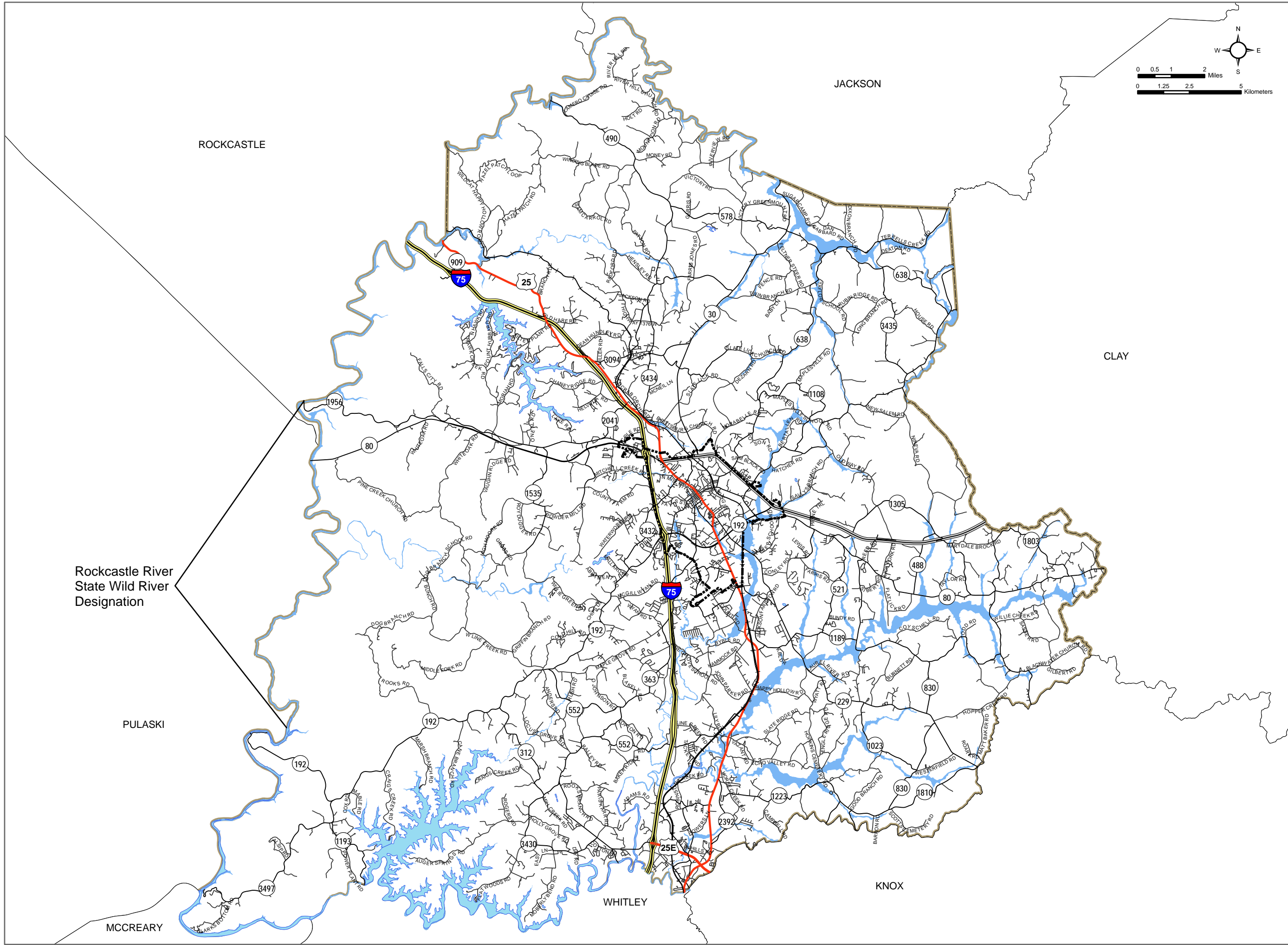


FIGURE 4-8

**LAUREL COUNTY
FLOODPLAIN**



2007
Comprehensive Plan
**City of London &
Laurel County, Kentucky**

LEGEND

- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- Water
- 500-Year Floodplain
- 100-Year Floodplain
- London

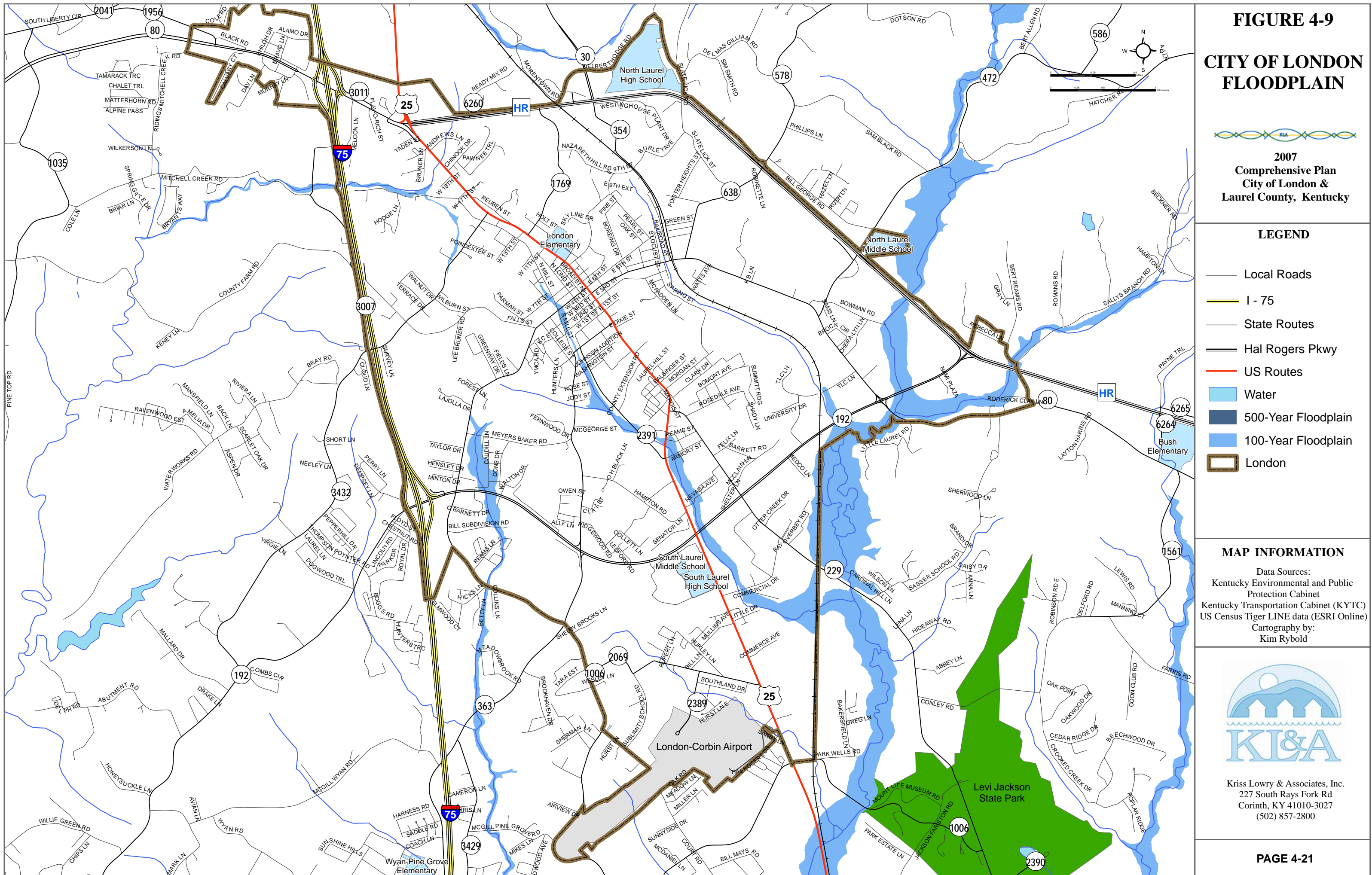
MAP INFORMATION

Data Sources:
Kentucky Environmental and Public
Protection Cabinet
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)
Cartography by:
Kim Rybold



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Environmental Considerations

Magoffin, Martin, Owsley, Perry, Pike, Rockcastle, Whitley and Wolfe. In 2006, this area of the Air Quality Surveillance Network had three monitors as follows:

LOCATION	AIRS ID
Airport, 34 th & Dorchester - Middlesboro, Bell County	21-013-0002
Perry County Horse Park - Hazard, Perry County	21-193-0003
101 N. Mayo Trail, DOT Office - Pikeville, Pike County	21-195-0002

The only air monitoring station located in Laurel County is at the London–Corbin Airport on a ground level platform located near the terminal building with sample inlets 7’ above ground level and 75’ from the nearest road. This monitoring station was part of the 2005 Air Quality Surveillance Network, but was not included in the 2006 network.

The Division of Air Quality also has an Air Quality Index (AQI) used for reporting daily air quality for the five major air pollutants regulated by the Clean Air Act: ground level, ozone, particulate pollution, carbon monoxide, sulfur dioxide, and nitrogen dioxide. An AQI value of 50 represents good air quality with little potential to affect public health while an AQI value over 300 represents hazardous air quality. An AQI value of 100 generally corresponds to the national air quality standard. Therefore, AQI values of 100 are generally satisfactory while values above 100 are considered to be unhealthy—at first for certain sensitive groups of people, then for everyone as AQI values get higher. As part of the 2005 Kentucky Ambient Air Quality Report, a map was generated showing the Air Quality Index for the number of days in which the AQI is above 100 for each county (if data is available). On this map, it shows that Laurel County did not have any days above an AQI of 100. Therefore it can be assumed that air quality in the county is good.

NOISE

High noise levels can impact the health and safety of residents. Excess noise can cause impacts ranging from the nuisance of interrupting a conversation to causing physical and psychological harm. The primary consideration for noise in terms of new development is community noise level.

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Environmental Considerations

According to, “The Noise Guidebook”, issued by the Department of Housing and Urban Development, the main contributors to a community noise problem are transportation noises such as highways, railroads, and airports. These sources are the most pervasive and continuing of the noise sources. The main issues involved in any noise analysis are how much noise a site is exposed to, what types of activities are affected and what design or attenuation measures can be used to keep noise to an acceptable level. Outdoor noise levels are of greatest concern in residential areas especially at night when sleep is disrupted.

The easiest way to mitigate noise is to separate noise sources from noise receptors. This can be accomplished by requiring buffer zones or noise abatement around airports and greater minimum setbacks from railroads, highways and higher intensity commercial and industrial uses. For example, HUD recommends that no occupiable building be constructed within 100 feet of a railroad due to the impact of noise and vibration. Noise levels can also be attenuated by noise barriers, site design, and soundproofing buildings. It is recommended that a noise analysis be conducted when noise sensitive uses such as residential development or hospitals are proposed near railroads, airports, or highways with considerable truck traffic. In Laurel County, the major facilities of concern are the London-Corbin Airport, CSX Railroad, mining areas where blasting occurs, I-75, Hal Rogers (Daniel Boone) Parkway, US 25, US 80, industrial areas, and strip commercial areas. It is recommended that a noise analysis be required for any new residential or other noise sensitive uses within 1,000 feet of the CSX railroad, I-75, Hal Rogers Parkway, US 80, US 25 and proposed route of I-66.

ENDANGERED SPECIES

The primary concern for the impacts of development on plant and animal life is the effect on rare and endangered species. There are a total of twenty-three species of potential concern listed in Laurel County according to the Kentucky Department of Fish and Wildlife Resources. Of this number, nine are mollusks (or freshwater mussels), four are birds, four are fish, three are bats, two are salamanders, and one is a bear. The species are listed as follows:

Environmental Considerations

American Black Bear (*Ursus americanus*) Class: *Mammalia* (Mammal)

Status: Federal Partial Status Undeclared

State Special Concern

Ashy Darter (*Etheostoma cinereum*) Class: *Actinopterygii* (Fish)

Status: No Federal Status

State Special Concern

Blackside Dace (*Phoxinus cumberlandensis*) Class: *Actinopterygii* (Fish)

Status: Federal Listed Threatened

State Threatened

Coal Skink (*Eumeces anthracinus*) Class: *Reptilia* (Salamander)

Status: No Federal Status

State Threatened

Cumberland Bean (*Villosa trabalis*) Class: *Bivalvia* (Freshwater Mussel)

Status: Federal Listed Endangered, Nonessential experimental population

State Endangered

Cumberland Elktote (*Alasmidonta atropurpurea*) Class: *Bivalvia* (Freshwater Mussel)

Status: Federal Listed Endangered

State Endangered

Cumberlandian Combshell (*Epioblasma brevidens*) Class: *Bivalvia* (Freshwater Mussel)

Status: Federal Listed Endangered, Nonessential experimental population

State Endangered

Dark-Eyed Junco (*Junco hyemalis*) Class: *Aves* (Bird)

Status: No Federal Status

State Special Concern

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Environmental Considerations

Eastern Small Footed Myotis (*Myotis leibii*) Class: Mammalia (Bat)

Status: No Federal Status

State Threatened

Elktoe (*Alasmodonta marginata*) Class: Bivalvia (Freshwater Mussel)

Status: No Federal Status

State Threatened

Fluted Kidneyshell (*Ptychobranhus subtentum*) Class: Bivalvia (Freshwater Mussel)

Status: Federal Candidate

State Endangered

Gray Myotis (*Myotis grisescens*) Class: Mammalia (Bat)

Status: Federal Listed Endangered

State Threatened

Great Blue Heron (*Ardea herodias*) Class: Aves (Bird)

Status: No Federal Status

State Special Concern

Kentucky Creekshell (*Villosa ortmanni*) Class: Bivalvia (Freshwater Mussel)

Status: No Federal Status

State Threatened

Little Spectaclecase (*Villosa lienose*) Class: Bivalvia (Freshwater Mussel)

Status: No Federal Status

State Special Concern

Olive Darter (*Percina squamata*) Class: Actinopterygii (Fish)

Status: No Federal Status

State Endangered

Environmental Considerations

Pocketbook (*Lampsilis ovata*) Class: Bivalvia (Freshwater Mussel)

Status: No Federal Status

State Endangered

Rafinesque's Big-Eared Bat (*Corynorhinus rafinesquii*) Class: Mammalia (Bat)

Status: No Federal Status

State Special Concern

Red-Breasted Nuthatch (*Sitta canadensis*) Class: Aves (Bird)

Status: No Federal Status

State Endangered

Sharp-Shinned Hawk (*Accipiter striatus*) Class: Aves (Bird)

Status: Federal Partial Status Undeclared

State Special Concern

Southeastern Five-Lined Skink (*Eumeces inexpectatus*) Class: Reptilia (Salamander)

Status: No Federal Status

State Special Concern

Stargazing Minnow (*Phenacobius uranops*) Class: Actinopterygii (Fish)

Status: No Federal Status

State Special Concern

Tennessee Clubshell (*Pleurobema oviforme*) Class: Bivalvia (Freshwater Mussel)

Status: No Federal Status

State Endangered

SUMMARY

The purpose of this chapter is to identify environmental resources within the county which might be negatively impacted by development and

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Environmental Considerations

to provide information on environmental conditions which should be considered when evaluating future land uses and new developments.

As Laurel County continues to grow it can be expected that physical changes to the environment will occur if current development patterns continue. When new development is proposed, areas that are categorized as environmentally sensitive or scenic should be identified on site plans. Information on environmental conditions such as soils, wetlands, floodplains and so on should also be evaluated on a site specific basis. A noise analysis should be required for any new development along major highways or railroads. Once these areas are identified and mapped, development plans should be modified as necessary to protect the environment and mitigate the creation of additional environmental hazards. In addition, it is recommended that an inter-agency site plan and subdivision review process be established. The creation of this inter-agency review process would enable the planning commission to more accurately identify potential environmental concerns when considering land use changes, subdivision plats, proposed drainage facilities, erosion control methods, landscape and greenspace requirements. The planning commission may want to evaluate existing requirements for storm water runoff and erosion control as part of an overall watershed protection program. This issue is discussed in more detail in Chapter Six - Public Facilities.

CHAPTER FIVE

INTRODUCTION

The quality of life in any region is integrally related to the quality of its housing stock. Goals for the improvement of housing must focus simultaneously on issues of supply and demand. Demand factors include population growth, demographic patterns of household formation, income factors, and economic opportunities in the county and region. Additional local factors affecting demand include transportation, education, commercial and recreational facilities, and proximity to jobs. Housing supply factors include the availability of land, capital, financing, and appropriate infrastructure including road access and required utilities.

In a market economy the role of government in housing may not be well understood. Housing supply is typically considered a market matter, except where housing for the economically disadvantaged is concerned. However, government provision or withholding of designated areas for residential development or services, such as water and sewer availability, can affect housing supply. On the demand side, homebuyers' perceptions of local and regional amenities influence private decisions to locate in an area. Government actions affecting the transportation system, schools, parks, recreational facilities, and other local amenities can affect these perceptions and, in turn the desirability of an area as a place to live. Housing decisions, whether a result of deliberate policy initiatives or an accumulation of private choices, carry long-term consequences affecting community growth patterns and lifestyles. The potential benefits of a concerted, coordinated housing policy should therefore be clear.

In Laurel County population growth has been continuous and is projected to continue at a moderate rate. Housing construction will have to keep pace if decent, safe, and sanitary housing is to be made available to the expanding population. The county and cities must be concerned with the housing needs of the current and projected population in terms of location and affordability.

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In addition, an appropriate mix of housing types must be encouraged and maintained to ensure that local fiscal revenues will be sufficient to provide necessary services in an efficient manner. These two sides of the housing equation must be kept in balance if the county and city are to maintain a decent standard of public health, safety, and welfare for its citizens.

The major tools that local governments have to influence the quantity, quality, type and location of housing are direct regulatory means such as building code enforcement, zoning, and aesthetic regulations and indirect means such as provision of services and amenities. Another direct means is the use of public money to build or rehabilitate low and moderate income housing or to subsidize housing costs.

HOUSING TENURE

Table 5-1 shows 2000 Census housing data by tenure for Laurel County and London. Overall, Laurel County's housing stock grew by 5,394 units (31.9%) between 1990 and 2000. Only a small portion of this increase can be attributed to the growth of the City of London's housing stock, which increased by 167 units from 1990 to 2000 (6.5%). In 2000 the City of London's housing stock accounted for 12% of the total number of housing units in the county. Only 24% of the renter occupied households were located in London.

TABLE 5-1
HOUSING UNITS BY TENURE - 2000

AREA	TOTAL UNITS	OCCUPIED UNITS	PERSONS PER HOUSEHOLD	OWNER OCCUPIED HOUSING UNITS TOTAL	%	RENTER OCCUPIED HOUSING UNITS TOTAL	%	VACANCY RATE
Laurel County	22,317	20,353	2.56	15,666	77.0%	4,687	23.0%	8.8%
City of London	2,720	2,400	2.16	1,274	53.1%	1,126	46.9%	11.8%

Source: 2000 U.S. Census

The overall vacancy rate for Laurel County in 2000 was 8.8%. This is a moderate increase from 1990 when the vacancy rate was 7.9%. The vacancy rates for the City of London also increased from 1990 to 2000. In the City of London the vacancy rate was 8.2% in 1990 and rose to 11.8% in 2000.

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Vacancy rates of four to five percent are considered necessary to provide choice and mobility in the housing market and meet short term increases in demand. Too many vacancies reduce the demand for new units while too few vacancies will often force housing costs to increase as demand is generated for new units. An adequate supply of both rental and owner occupied housing units is also necessary to foster growth and meet the demands of new families moving into the area. In communities without a code enforcement program for existing structures, high vacancy rates can also be an indication of substandard housing units which are vacant due to their poor condition. In such cases, the community may need to consider implementing a code enforcement program along with housing redevelopment projects to eliminate substandard housing and create additional homeownership opportunities.

HOUSING CHARACTERISTICS

Table 5-2 and 5-3 show the number and type of housing units from 1990 to 2000 in Laurel County and London. Single family housing units are the dominant housing type for both the city and the county. Mobile homes are the second most numerous housing type in the unincorporated areas of the county. Less than half of the multi-family housing units are located in the City of London.

From 1990 to 2000 the number of structures with two to four housing units increased at a faster rate than any other housing type in Laurel County, followed by mobile homes. Multi-family structures with five or more units showed the highest rate of increase within the City of London, with the only other significant increase found in the number of structures with two to four housing units. The number of mobile homes declined 27.5% within the city limits. This marked the only decrease in any form of housing stock for either the city or the county.

HOUSING CONDITIONS

Housing conditions can be evaluated by analyzing selected census data measures and through visual surveys. Census data indicators of substandard

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TABLE 5-2
SUMMARY OF HOUSING UNITS FOR LAUREL COUNTY

HOUSING TYPE	1990		2000		% CHANGE 1990-2000
	#	%	#	%	
SINGLE FAMILY	11,353	67.1%	13,492	60.5%	18.8%
DUPLEX	526	3.1%	329	1.5%	-37.5%
3-4 UNITS	*		535	2.4%	-
MULTI-FAMILY (5 or MORE)	819	4.8%	1,273	5.7%	55.4%
MOBILE HOME	4,225	25.0%	6,669	29.9%	57.8%
OTHER (Boat, RV, Van, etc.)	0	0.0%	19	0.1%	-
TOTAL	16,923	100.0%	22,317	100.0%	31.9%

Source: U.S. Census Bureau, 1990, 2000

TABLE 5-3
SUMMARY OF HOUSING UNITS FOR THE CITY OF LONDON

HOUSING TYPE	1990		2000		% CHANGE 1990-2000
	#	%	#	%	
SINGLE FAMILY	1,664	65.2%	1,666	61.3%	0.1%
DUPLEX	291	11.4%	114	4.2%	-60.8%
3-4 UNITS	*		245	9.0%	-
MULTI-FAMILY (5 OR MORE)	387	15.2%	542	19.9%	40.1%
MOBILE HOME	211	8.3%	153	5.6%	-27.5%
OTHER (Boat, RV, Van, etc.)	0	0.0%	0	0.0%	-
TOTAL	2,553	100.0%	2,720	100.0%	6.5%

Source: U.S. Census Bureau, 1990, 2000

* For 1990 Duplex and 3-4 unit housing were combined into one category. Thus the number of duplexes listed in 1990 includes 3-4 units as well. The % Change listed for duplexes is actually the change in the number of duplexes and 3-4 unit houses as well.

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housing include the age of the housing stock, structures lacking complete plumbing facilities, and overcrowding. Those units lacking complete plumbing facilities are considered to be substandard. A housing unit is considered to have complete plumbing facilities if it has hot and cold piped water, a flush toilet, and a bathtub or shower. A unit is considered by the US Census Bureau to lack complete plumbing facilities if any of the three are not present. Housing units constructed prior to 1940 are considered to be potentially substandard due to the age of the structure. According to the US Department of Housing and Urban Development, overcrowding is considered to exist if there is more than one person per room in a household. In Kentucky, homes that lack a heat source or use coal or wood as the primary heat source are also an indication of potentially substandard housing as these homes may lack a means of maintaining interior temperatures above freezing in the winter. A summary of housing conditions using 2000 Census data is presented in Table 5-4.

**TABLE 5-4
HOUSING CONDITIONS, 2000 CENSUS**

AREA	TOTAL	BUILT BEFORE 1940		LACK COMPLETE PLUMBING		MORE THAN 1.0 PERSONS PER ROOM		WOOD/COAL OR NO PRIMARY HEAT SOURCE	
		#	%	#	%	#	%	#	%
Laurel County	22,317	960	4.3%	182	0.8%	418	1.9%	876	3.9%
City of London	2,720	210	7.7%	0	0.0%	61	2.2%	16	0.6%

Source: 2000 U.S. Census

Houses lacking complete plumbing facilities are found in about 0.8% of housing units in Laurel County, with none being recorded in the City of London. Laurel County as whole also showed 3.9% of the total units (876) use wood or coal as a primary heating source. Only 16 of these units were located within city limits. Overcrowding conditions exist in a total of 418 units (1.9%) of the county's housing units, with a little over two percent of these units (61) being located in the City of London.

Overall, Laurel County's housing stock is relatively new with only a minimal amount of homes constructed prior to 1940 as shown in Table 5-4. In Laurel County, 960 homes were built prior to 1940 and accounted for 4.3% of the housing stock. In the City of London, 210 older homes accounted for 7.7% of the housing stock.

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A windshield survey of the county indicates that there are some areas that could benefit from housing rehabilitation or neighborhood redevelopment efforts. These areas include the North Corbin area and Hospital Hill area of London. The area of North Corbin near the historic Harland Sanders Café is of particular concern as this area is a tourist attraction. There are also a number of burnt out or collapsed structures needing to be demolished in the rural areas of the county. A code enforcement program is needed in rural Laurel County to clean up these structures as well as lots with junk cars and open dumps. The presence of these nuisances has a negative impact on property values and discourage new investment in the area. Both London and Laurel County have homes in scattered locations which are substandard need to be rehabilitated.

CURRENT HOUSING TRENDS

Housing trends since the 2000 Census can be analyzed by examining building permit information for the City of London. Laurel County currently has no building permit or inspection program, therefore no information is available at this time. Table 5-5 shows the building permit information obtained from the City of London Building Inspector for 2000 to 2006. A total of 121 new housing units were constructed within the city from 2000 to 2006. The majority of these units (74%) were single family homes. Manufactured homes are allowed within the city, but must be approved as a condition use by the Board of Adjustment. Currently, exact figures for the number of manufactured homes installed since 2000 are unavailable. It should also be noted the City of London annexed approximately 2.6 square miles of land in 2001 accounting for an addition of 837 housing units to the city.

In August 2006, the US Census Bureau issued the Annual Estimates of Housing Units for Counties in Kentucky: April 1, 2000 to July 1, 2005. It is estimated that the number of housing units in Laurel County had increased by 912 units to 23,229 which is a 4.1% increase since the 2000 Census.

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**TABLE 5-5
CITY OF LONDON BUILDING PERMIT INFORMATION
2000-2006**

YEAR	TYPE OF DWELLING UNIT					TOTAL	
	Single Family	2 Family		3 or More Family			
	# Units	# Bldgs.	# Units	# Bldgs.	# Units	# Bldgs.	# Units.
2000	9			4	16	13	25
2001	15					15	15
2002	17					17	17
2003	15					15	15
2004	10	2	2			12	12
2005	12			2	8	14	20
2006	11	1	2	1	4	13	17
TOTAL	89	3	4	7	28	99	121

Source: City of London Building Inspector

FUTURE HOUSING NEEDS

An estimate of the number of additional housing units needed can be made using population projections and some assumptions based upon demographic trends. Laurel County had 2.56 persons per household in the year 2000; however, the Kentucky State Data Center estimates that this number will decrease and level off to 2.44 by the year 2020. Therefore, 2.44 persons per household will be used to calculate housing needs to the year 2020. In 2000, there were 670 persons in group quarters which is 1.3% of the county's population overall. Of this number, 660 persons were reported to be institutionalized in nursing homes, correctional institutions, and psychiatric hospitals. Only 10 were reported to reside in non-institutionalized housing. For housing projection purposes, it will be assumed that the group quarters rate (1.3%) will remain the same.

Assuming a 2010 population of 61,391, a 8.8% vacancy rate, 1.3% group quarters rate, and 2.44 persons per household, a minimum number of 27,019 housing units will be needed in Laurel County by the year 2010. This is an increase of 4,702 units or 21% since the 2000 U.S. Census. Using the same assumptions and a 2020 population projection of 68,708, it is estimated that there will be a need for a total of 30,239 housing units by the year 2020. This is an increase of 7,922 units (35.5%) from 2000. It is important to note

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that these numbers should be treated as minimums since it can be assumed that some existing units will be demolished or deteriorate beyond use over the next twenty years.

In summary, communities do not normally need to take action to provide housing for middle or upper income persons unless it wants to encourage the development of amenities in order to attract more upper scale housing development. The lack of zoning and building code enforcement may discourage some middle and upper class families from locating in Laurel County due to concerns about the quality of building construction and the lack of protection from undesirable adjacent land uses. The community may need to assist lower income persons and some elderly persons in finding decent, safe, and sanitary affordable housing. Current efforts to provide publicly assisted housing in the county are discussed below.

PUBLICLY ASSISTED HOUSING

A variety of financial assistance is available to help low income elderly, handicapped persons, and families find decent, safe, and sanitary housing. Assistance may be unit-specific or household specific. In unit specific housing, the housing subsidy stays with the housing unit for a contract period or indefinitely, as is the case with public housing. Household-specific assistance is committed to participating households. These households may relocate from one housing unit to another while continuing to receive the housing subsidy.

Assisted rental housing units in Laurel County fall under a variety of programs as shown in Table 5-6. Public housing (PH) programs serve low and very low income families with rents based on income. Eligible tenants must pay the higher of either 30% of their adjusted gross income or 10% of their gross income. The Section 8 (S8) program helps low and very low income people pay their rent, with rents based on the same formula used for public housing assistance. Many Section 8 apartments, but not all, are reserved for elderly people. Some are also specifically designed for handicapped persons. The former Farmers Home Administration (FmHA)

TABLE 5-6
LAUREL COUNTY ASSISTED RENTAL HOUSING
As of January 2006

Property	Address	City	Total Units	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	Telephone Number	Program
Betty Jane Apartments	135 Little Dr	London	48		18	20	10			(606) 878-6662	HC
Campground Apartments	101-133 Campground Rd	Corbin	32		10 2A	20				(606) 528-0724	RD
Carnaby Apartments	825 South Main St	London	50		45E 5A					(606) 878-6666	S8
Cedar Lane I Apartments	415 Spring St	London	36		34E 2A					(859) 276-5388	HC
Cedar Lane II Apartments	415 Spring St	London	24		22E 2A					(859) 276-5388	HC
County Farm Apartments	113 Mitchell Creek Ln	London	24			22E 2A				(606) 864-2826	HC
Cumberland Care Home	American Greeting Card Rd	Corbin	16		12E 4EA					(606) 528-7010	S8 S202 GH
Dogwood Hills Apartments I	300 Reams Lane	London	46		8 4A	24	10			(606) 878-8750	
Dogwood Hills Apartments II		London	24		4		20				RD
Greater Corbin Manor	1400 Corbin Manor	Corbin	144		48	64	32			(606) 528-9714	S8 Other
Housing Authority of London	100 Scott Street	London	134	28E	9 25E 4A	32 2A	28	4	2	(606) 864-5474	PH

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TABLE 5-6 Continued
LAUREL COUNTY ASSISTED RENTAL HOUSING
As of January 2006

Laurel Square	117 West Carter Rd	London	46		6 2A	34	4			(606) 864-5121	HC
London Apartments	135 Riddle Dr.	London	48		18	20	10			(606) 877-1302	HC Other
Londontown Apartments	120 O.W. Lane	London	24				24			(606) 878-9908	HC
Northfield Station	850 South Highway 1223	Corbin	24		7 1A	11 1A	4			(859) 276-5388	HC
Pine Grove Apartments I	75 Robert E. Cox Rd	Corbin	48		7 1A	38 2A				(606) 528-8146	HC RD
Pine Grove Apartments II	75 Robert E. Cox Rd	Corbin	24		12	12				(606) 528-8146	RD HC
Roseann Apartments		Laurel	48		44 4A					(614) 863-4111	HC
Wildwood Apartments	1001 Wildwood Apartments	London	81		8 21E 3A	32	17			(606) 878-6662	S8
Woda Arlington Green, LLC	Abbuhl Rd	London	40		4	24	8	4			HC
			LMI		137	247	125	8	2	Last revision date 1/10/2006	
			Accessible Elderly		38 205	7 22				HC - Housing Credit PH - Public Housing RD - Rental Development	
			TOTAL		28 961	155 330	22 276	8 157	2 8	2 2	

E= Units reserved for the elderly (62 and older)

E= Units reserved for the elderly (62 and older)
A= Handicap Accessible

Properties highlighted in yellow are administered by KHC

Source: KY Housing Corporation Assisted Rental Housing Report, January 2006

HC - Housing Credit
PH - Public Housing
RD - Rural Development
GH - Group Home
S8 - Section 8
S202 - Section 202

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program, now known as the Rural Development (RD) program, serves low and moderate income (LMI) households in rural areas. Low-income senior citizens or families paying rents of more than 30% of their adjusted annual incomes can qualify for rental assistance. In properties not offering rental assistance, tenants pay the greater of 30% of adjusted income or the base rent. Low interest rate loans are made to owners to reduce the rents (including utilities) paid by low-income tenants. The housing credit program (HC) is a Federal program administered by Kentucky Housing Corporation which increases availability of low-income rental housing by creating tax incentives for qualified developers to build affordable rental housing. Housing credits offer eligible property owners a ten-year tax credit for each unit set aside for low-income families. The units must be rent-restricted and available for long-term continuous rental use.

Household specific assisted rent is available under the Section 8 Housing Choice Voucher program. These rental vouchers are allocated in groups by the U.S. Department of Housing and Urban Development for a specific area which may cover more than one county. The type of assistance available is the same as that outlined for the Section 8 program. Tenants served under these programs locate rental housing of their choice in the geographic area. The housing unit may be an apartment, mobile home, duplex or house, and must meet HUD housing quality standards.

There are a variety of other forms of financial assistance available to low to moderate income persons for housing assistance. Assistance is available through both public and private non-profit groups. As these programs frequently change, current information on the types of assistance available should be obtained from the Kentucky Housing Corporation in Frankfort, Kentucky.

A total of 961 assisted rental units are currently available in Laurel County (Table 5-6). This includes 711 for LMI persons, 205 elderly units and 45 accessible units. Most publicly assisted housing facilities are located within the City of London.

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HISTORIC RESOURCES

The historic preservation movement and restoration activities did not begin in the United States until the early nineteenth century. In the movement's beginning, the primary objective of historic preservation was to establish a national identity for the American culture and was implemented to celebrate the accomplishments and deeds of the country's forefathers. However, at the end of the nineteenth century, the preservation movement began to shift its focus to the historical and architectural merit of the structures themselves. Today, the importance of maintaining historic resources focuses on the great accomplishments of individuals and a community's history as well as architectural style. Both are fundamental to retaining a community's local character and quality of life.

Laurel County and the City of London have an abundance of historic resources. These resources document the early beginnings of the area and serve as reminders of the community's heritage and tradition. Laurel County was the 80th county in order of formation. The county was formed in 1826 from sections of Clay, Knox, Rockcastle, and Whitley counties. It was named for the abundance of laurel bushes growing along its creeks and rivers.

In 1826, Jarvis Jackson, an influential Englishman donated the land for the town of London (named for London, England), which became the county seat. Since it began as a community on Wilderness Road, London was along the route of warring armies during the Civil War. The first Union victory in Kentucky during the Civil War took place near the town at the Battle of Camp Wildcat.

ARCHEOLOGICAL AND NATURAL RESOURCES

In addition to significant architectural resources, Laurel County has natural and archeological resources. Although most damaged or aged architectural structures can be restored, archeological resources cannot be. Most resources of this type are fragile and irreplaceable. Since all are sensitive to the development that occurs around them, it is important to take precaution-

ary measures when considering this type of preservation. Areas of concern should be identified during the development process. Due to the concern that archeological sites may be disturbed by those seeking artifacts, the locations of these sites are not identified in public documents. The Kentucky Heritage Council should be consulted to determine if know sites will be disturbed by new development.

HISTORIC PRESERVATION

Much of Laurel County and the City of London are defined by ties to local historic structures and events. The county and city's unique historic character contribute to the community's potential as a tourist destination and helps to supplement regional economic development efforts. The continued efforts to restore and promote historical, archeological and natural sites will enhance both the historic features of the county and city while at the same time encouraging new development. The challenge will be to balance the preservation of the community's character with new development without detriment to either. There are several ways to encourage preservation of historic sites at the local level. First, it is necessary to educate citizens about the community's resources and their significance. Other methods of encouraging preservation and methods of historic resource management are summarized in the following paragraphs.

HISTORIC RESOURCE MANAGEMENT

One of the goals of Laurel County is to recognize and preserve unique historic and cultural resources. Objectives include the identification and maintenance of historic features while also informing residents and visitors of the unique resources that the county has to offer. To attain these goals in the future, the community has a variety of options. Each option is briefly described below.

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NATIONAL REGISTER DESIGNATION

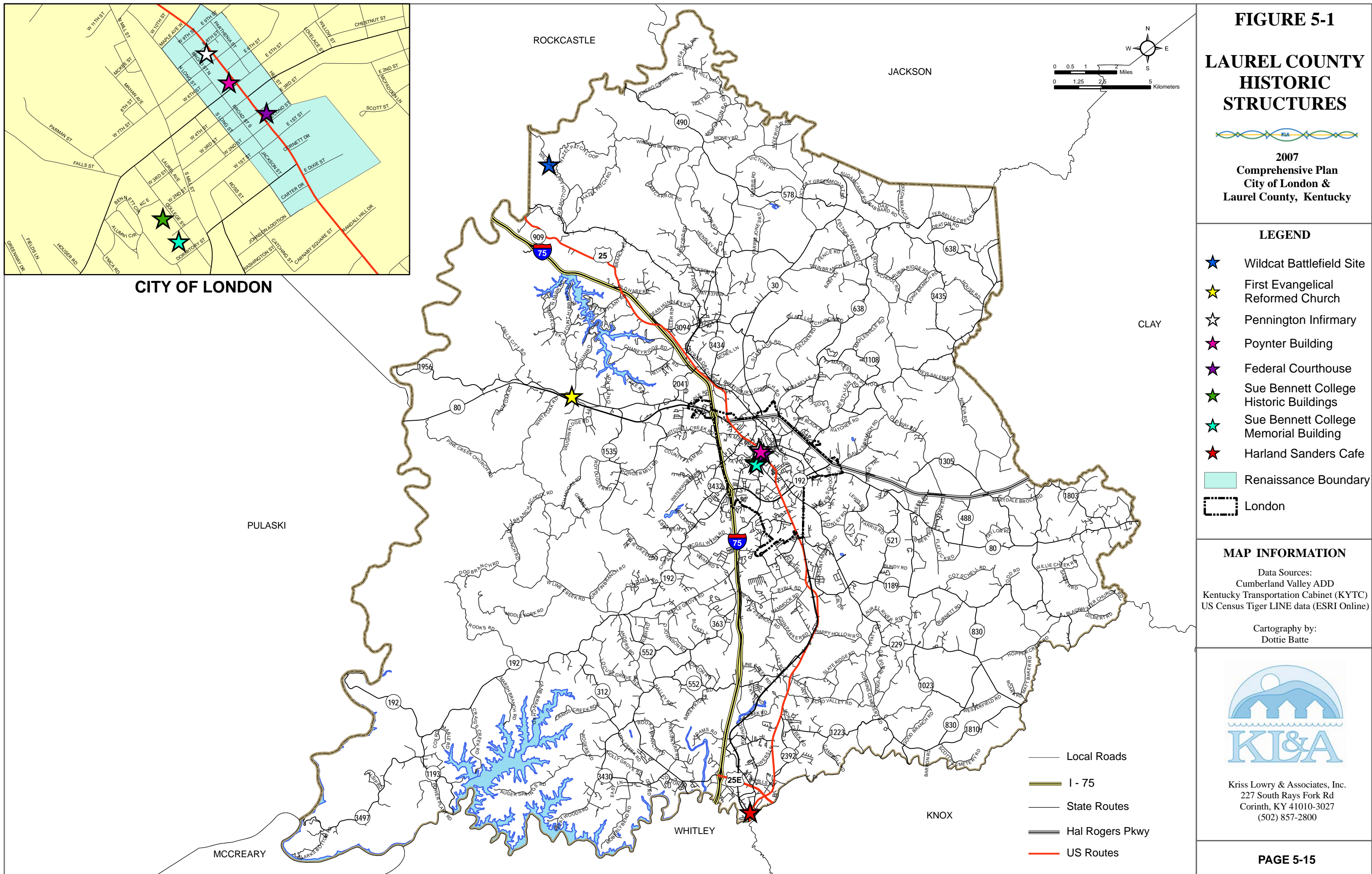
While there are numerous historic sites identified by the Kentucky Heritage Council within the Laurel County and City of London this does little to insure their preservation. The first and most obvious part of historic resource management is to identify suitable sites. To date, identification and documentation of sites has been conducted by local citizens in conjunction with the Kentucky Heritage Council. Once a structure or area is locally identified, the State Historic Preservation Officer (SHPO) should be contacted. The SHPO ensures that the proper nomination forms, documentation and photographs are used in order to nominate a structure or district to the National Register of Historic Places. All structures within a potential district do not have to be historic. A limited amount of “noncontributing” structures may also be included to give continuity to the boundaries of the district. It is recommended that local efforts to identify and nominate historic structures and districts to the National Register continue with the assistance of the SHPO. Currently, Laurel County has seven structures and one site listed on the National Register. Figure 5-1 shows the location of each of these sites and the London Renaissance area.

Federal Building-Courthouse

Located at Main and 3rd streets in London, this Renaissance style Courthouse is one of five structures within the City of London listed on the National Register of Historic Places. Its historical significance comes from the unique architecture of James Knox Taylor who was the supervising architect. The period of significance for this building ranges from 1900 - 1949.

Pennington Infirmary

The Pennington Infirmary, also known as the Greer Building, was a hospital located in the City of London. Its historical significance ranges from 1875-1924. Dr. H. V. Pennington was in charge of the hospital until 1926 when a new hospital was constructed that is now known as Marymount Hospital. Presently, the First National Bank of Manchester occupies the original structure at 403 N Main Street.



Housing & Historic Preservation

Poynter Building

Also located in London, the Poynter Building is historically significant for its architecture from the 1900-1924 era. Built in 1910, this structure contained a drug store, several doctors' offices, a barber shop, the Western Union office, and the telephone company. Located at 105 N Main Street, it now houses a law firm.

Sue Bennett College Historical and Memorial Buildings

Opened in 1897, Sue Bennett Memorial School was funded by Methodists and local residents. It was established to educate mountain children and operated until 1910, at which point it became the county high school. In 1922 it became a junior college and eight years later (1930), the name was changed to Sue Bennett College. Between 1897-1997 when it closed, the college educated more than 11,000 students.

First Evangelical Reformed Church

Bernstadt is home to this religious structure located on KY 80 built by Swiss colonists. It is also known as Swiss Colony Church. Swiss Colony was founded in 1881 and was Kentucky's largest foreign colony. Between 1880 and 1894 approximately 120 Swiss families arrived in Laurel County. They settled around two major centers, Bernstadt and East Bernstadt. Approximately 4,000 acres of land in this area was sold to Swiss colonists, who soon became known for wine and cheese production. The period of significance for this church was 1875 – 1899.

Harland Sanders Café

Laurel County is home to one of Kentucky's most recognized figures, Colonel Harland D. Sanders. This southern gentleman created a fried chicken recipe that became the basis for the Kentucky Fried Chicken (KFC) food chain. Now based in Louisville, Kentucky Fried Chicken has over 11,000 restaurants in more than 80 countries and territories worldwide. The original restaurant where Colonel Sanders perfected his recipe is located in North Corbin, at the southern tip of Laurel County. Today this location is a combi-

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nation of a KFC restaurant and a museum dedicated to the history of Colonel Sanders and his fried chicken enterprise.

Wildcat Battlefield Site

On October 21, 1861, 7,500 Confederate soldiers attacked a 5,000 soldier Union encampment. The location of this camp was crucial for each side as the Union forces wanted to prevent an attack on the Bluegrass region of Kentucky and the Confederates were trying to prevent the Union army from advancing into eastern Tennessee. Four days of battle ensued before the Confederates retreated to Tennessee, marking the first Union victory in Kentucky. Now as part of the Daniel Boone National Forest, the Camp Wildcat Battlefield has some of the best preserved Civil War battlefield trenches in the nation. An annual reenactment is held every year as part of the Central Kentucky Civil War Heritage showcase.

LOCAL HISTORIC DISTRICT DESIGNATION

Regardless of whether an area is listed as a National Register Historic District, one can be established locally. These locally identified districts are usually designated because a specific neighborhood or city block has unique historic characteristics, architecture or significance to the community. The districts can include special zoning provisions governing existing structures, infill development, and design. These zones are typically referred to as “overlay” districts because they consist of requirements in addition to those regulated by the underlying zoning requirements (commercial or residential for example). An overlay district must be specifically tailored to the area of concern and can include a variety of provisions to encourage or regulate the preservation of neighborhood character. These provisions can include setback requirements so that new or infill structures conform with existing buildings, special sign regulations, restrictions on the demolition or modifications of buildings, and specifications concerning appropriate land uses. In addition, these regulations can include specific design standards for areas with important historic resources.

ADDITIONAL OPTIONS AND REQUIREMENTS

Beyond nominating structures for the National Register or creating different districts or architectural review boards, a community can implement a variety of other initiatives to encourage the preservation of historic resources. One way to do this is to encourage greater local participation and control in the designation and regulation of significant sites. This can be accomplished by working with various property owners and the Kentucky Heritage Council. Another way to encourage local participation and visitation to significant sites is the provision of informational and educational materials to citizens and tourists by utilizing local and state newspapers as well as generating brochures on various sites. It is also important to coordinate historic preservation activities with all legislative bodies so that any proposed public improvement projects will be sensitive to adjacent historical resources.

An environmental assessment must be prepared for any project that involves Federal funding or a significant federal action such as a permit. During the environmental assessment, the potential impact of the project on properties either on or eligible for listing on the National Register of Historic Places must be determined. If there is a potential negative impact, mitigation measures are required. This may range from restoring a building in conformance with the Secretary of Interior's Standards to simply preparing detailed documentation about the site prior to demolition. No assessment of potential impact is generally required if the project is funded with state or local funds.

London - Laurel County



CHAPTER SIX

INTRODUCTION

Community facilities and services is a collective term used to describe a variety of essential activities that sustain and enhance the quality of life for residents within a community. The provision of utilities, public safety programs, and facilities for public health, safety, education, and recreation are all issues that increasingly challenge local governments. Planning is essential to ensure that the provision of these services and facilities meets the future needs of the community.

The provision of community facilities and services can also be used to guide future development. One example of this might be the decision to extend water and sewer service to an area targeted for development. As an economic development tool, the adequacy of facilities and services is also an important consideration. Industrial prospects making a decision to locate in a specific community will examine the quality of resources and services of an area. On the other hand, the limited provision of utilities and other services only within incorporated areas or an “urban services boundary” can enable the community to restrict growth to certain areas where provision of these services is cost effective and promote responsible development.

Planning for the future development of facilities and services must incorporate all of the aforementioned elements. Prioritizing community facilities and services can only be accomplished by careful analysis of the existing levels of provision and projecting future needs. Decisions of who gets what, when, and where are among the most critical issues facing service providers with limited revenue and increasing costs.

This chapter addresses the following community facilities and services in Laurel County; education (schools and libraries), recreation, utilities (water, wastewater, storm water, natural gas, electricity, and solid waste) and emergency services (fire, police, rescue squad, emergency management, ambulance and hospitals).

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EDUCATION

LAUREL COUNTY SCHOOL DISTRICT

The residents of Laurel County are served by two public school districts, the Laurel County School District and the East Bernstadt Independent School District. The Laurel County School District has ten elementary schools, two middle schools and two high schools. There are also two alternative schools which serve students who are not performing well in a traditional school setting. Table 6-1 is a list of schools and a summary of their facilities. Table 6-2 shows the enrollment for each school from the 2001-2002 school year to the 2005-2006 school year. The enrollment at two elementary schools, Keavy and Sublimity, declined during the period. However, enrollment increased at the other schools during the same period. The Laurel County School District has seen continuous growth since 2002, with a five year growth of 30.8%. A new elementary school, Wyan-Pine Grove Elementary located at 2330 Keavy Road (KY 363) will open in the fall of 2007 with a capacity of 500 students.

The Kentucky Department of Education categorizes schools and school districts based on their facility needs. Overall the Laurel County School District is considered to have limited facility needs. Each school is also given a rating ranging from one for excellent condition to five for poor condition. All of London's schools are rated average or better.

EAST BERNSTADT INDEPENDENT SCHOOL DISTRICT

The East Bernstadt Independent School District has one school which serves grades K-8 as well as preschool students. Graduates from the district attend North Laurel High School under an agreement with the Laurel County School District. The school, constructed in 1936, is located at 229 School Street in East Bernstadt. The district's service area radiates approximately one mile from the 10-acre school site, serving the area immediately surrounding East Bernstadt. Enrollment at the school has been relatively consistent over the past six years, as shown below. There are no plans for the district to purchase additional property; however, proposed renovations to the elementary school building are expected to commence by summer 2008.

**TABLE 6-1
INVENTORY OF LAUREL COUNTY PUBLIC SCHOOL FACILITIES**

School Address	2007 Build. Assess.*	Grades	2006 Enrollment/ Capacity	Approx. Site Acreage	Year Built/ Renovated
Elementary Schools					
Bush Elementary 1832 East Laurel Rd. London KY 40741	1	P-5	356 375	32	1997
Camp Ground Elementary 6800 Barbourville Rd. London KY 40744	2	P-5	302 325	10	1962
Cold Hill Elementary 4012 W. Laurel Rd. London KY 40744	2.5	P-5	477 475	20	1983
Colony Elementary 3656 Somerset Rd. London KY 40741	2	P-5	409 400	10	1950
Hazel Green Elementary 2515 Hwy 1394 East Bernstadt KY 40729	3	P-5	315 475	10	1960
Hunter Hills Elementary 8325 South US 25 Corbin KY 40701	1	P-5	638 775	16	1994
Johnson Elementary 1781 McWhorter Rd London KY 40741	2	P-5	271 300	10	1962
Keavy Elementary 598 W Hwy 312 Keavy KY 40737	2	P-5	348 400	25	1951
London Elementary 600 N Main Street London KY 40741	1	P-5	719 825	10	2006
Sublimity Elementary 900 Sublimity School Rd London KY 40744	2	P-5	430 475	10	1960
Middle Schools					
North Laurel Middle 101 Johnson Rd London KY 40741	2	6-8	953 1,230	20	1988
South Laurel Middle 223 South Laurel Rd London KY 40744	1	6-8	1,058 1,380	5	1978
High Schools					
North Laurel High School 1300 E Daniel Boone Parkway London KY 40741	2	9-12	1,214 1,620	60	1994
Sourth Laurel High School 201 S Laurel Rd London KY 40744	1	9-12	1,276 1,410	20	1970
Alternative Schools					
Laurel Co. Day Treatment 65 Marydell Rd. London KY 40741	Not available	6-12	34 20	Not available	1927
Bentley Alternative School 65 Marydell Rd. London KY 40741	Not available	7-12	27 30	Not available	1927

*Building assessments explain the relative building conditions for each facility using the

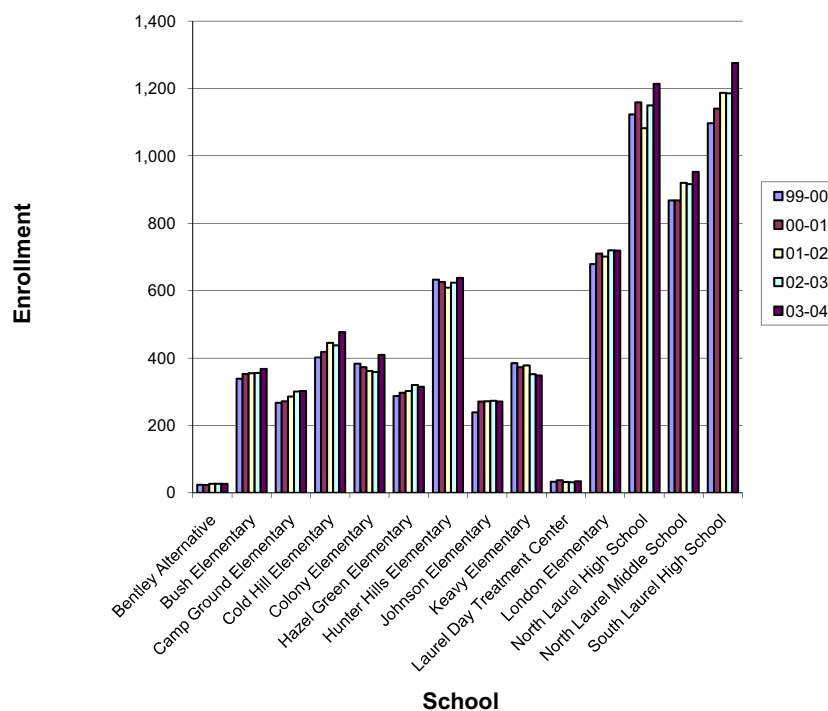
- 1 - Excellent (new, generally less than 10 years)
- 2 - Better (generally 10-20 years old)
- 3 - Good/Average (20-30 years old)
- 4 - Fair/Poor (30-40 years old, needs renovation)
- 5 - Poor (older than 40 years old)

London - Laurel County



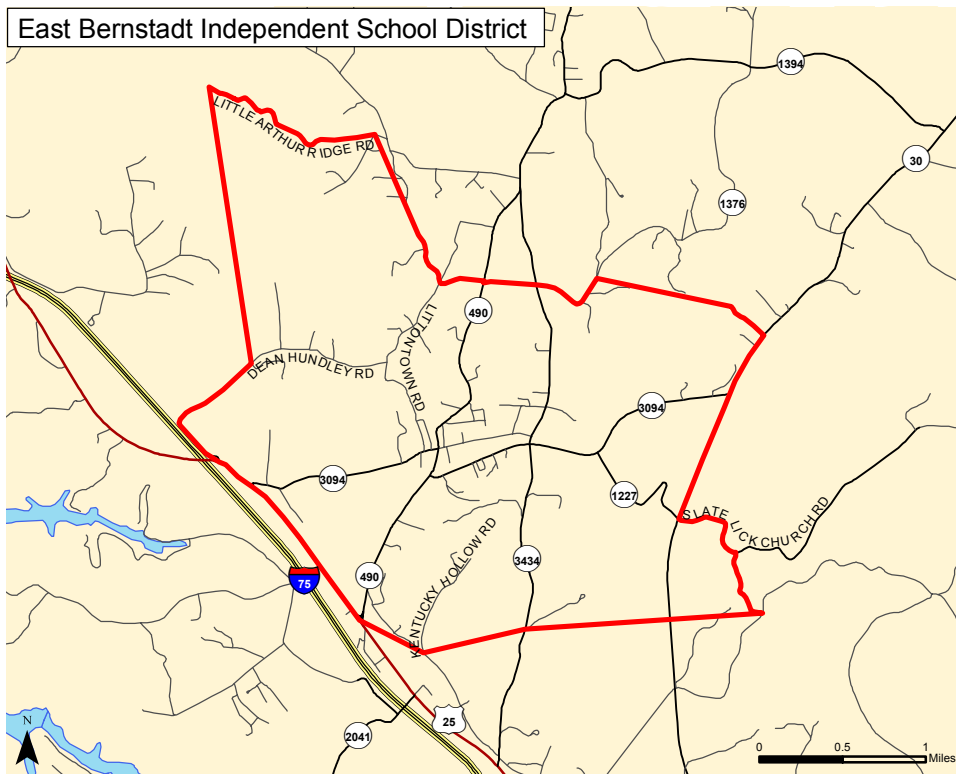
Community Facilities

Table 6-2
LAUREL COUNTY SCHOOL DISTRICT ENROLLMENT RATES



SCHOOL	2002	2003	2004	2005	2006	% CHG
Bentley Alternative	24	23	27	27	27	17.4%
Bush Elementary	339	353	355	356	368	4.2%
Camp Ground Elementary	267	272	286	301	302	13.1%
Cold Hill Elementary	402	418	445	438	477	18.7%
Colony Elementary	383	373	362	359	409	6.8%
Hazel Green Elementary	287	297	302	320	315	9.8%
Hunter Hills Elementary	633	626	609	624	638	0.8%
Johnson Elementary	239	271	272	273	271	13.4%
Keavy Elementary	385	373	378	352	348	-9.6%
Laurel Day Treatment Center	33	37	32	31	34	3.0%
London Elementary	679	710	701	720	719	5.9%
North Laurel High School	1,123	1,159	1,082	1,150	1,214	8.1%
North Laurel Middle School	868	868	920	916	953	9.8%
South Laurel High School	1,097	1,140	1,187	1,186	1,276	16.3%
South Laurel Middle School	1,031	1,108	1,162	1,133	1,058	2.6%
Sublimity Elementary	508	480	453	441	430	-15.4%
Total Enrollment	6,759	6,920	8,573	8,627	8,839	30.8%

Source: Kentucky Department of Education, School Profiles 2000-2006



<i>School Year</i>	<i>Enrollment</i>
2001-02	491
2002-03	469
2003-04	490
2004-05	504
2005-06	505
2006-07	495

SOMERSET COMMUNITY COLLEGE

The Kentucky Community and Technical College System (KCTCS) is comprised of sixteen community and technical colleges across the state. Of these, Somerset Community College (SCC) has a Laurel County Campus located in the City of London. Out of 6,318 total students enrolled in SCC, 1,430 or nearly 23% claimed the Laurel Campus as their home campus for the 2006-2007 Fall Semester.

Somerset Community College has a single campus in Laurel County, which is made up of two sites. This campus was created by the consolidation of Somerset Community College, Somerset Technical College, and Laurel Technical College. The Laurel North site is a 51-acre property purchased in

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Community Facilities

2001. It is located at 100 University Drive in London. This location has one building with approximately 22,000 square feet that is a combination of office space and classrooms. A second academic and technical building (37,000 sq. feet) was constructed in 2002. The Kentucky Legislature approved funding for a third building to be completed in late 2008 or early 2009, which is approximated at 47,000 square feet.

The Laurel South site, located at 235 S Laurel Rd (US 25) in London, is located at the former Laurel Technical College Campus. Originally, this site was 21 acres; however, part of the land was sold to the Laurel County Board of Education. The campus is now approximately five acres and contains one 64,716-square-foot building for classrooms and office space. A 2,000-square-foot storage building constructed in 1980 is also located on this site.

THE BENNETT CENTER OF LONDON

The Bennett Center of London occupies approximately 50 acres on the site of the former campus of Sue Bennett College. Sue Bennett College was a Methodist college from 1986 to 1997. In 1998, Union College of Barbourville, the Red Bird Missionary Conference and the General Board of Global Ministries of The United Methodist Church created The Bennett Center of London. The Bennett Center is a non-profit organization which coordinates the delivery of post secondary educational services with other human services at the Bennett Center. Several non-profit organizations operate at the Bennett Center. Union College at the Bennett Center offers a degree completion program for students who have completed 60 hours of undergraduate course work and desire to earn a Bachelor's degree in an accelerated program of study. Currently, students can earn a Bachelor's degree in business administration with a minor in management. Graduate courses in education are also offered as well as workshops and seminars for industry and professional development.

Other organizations which currently operate at the Bennett Center include Faith In Action Volunteers, Laurel County Adult Education & Literacy, Tri-County Family Mentoring, Christ Presbyterian Church OPC, Kentucky River Foothills Head Start office, SCORE, and Kentucky Baptist Home

for Children. The London-Laurel County YMCA operates the recreational building and the indoor pool located in a separate building under a 30-year lease. There is also a Pottery Center and Crafts Store in the Bennett Center. Due to their age and need for repairs and upgrading, several of the buildings in the Bennett Center are not currently in use.

LAUREL COUNTY PUBLIC LIBRARY

Laurel County is served by four branches of the Laurel County Public Library. The main library is located at 120 College Park Drive in London. This facility is a new building constructed in 2003. In 2004 the library received the “Build Kentucky” award and constructed the new Olde Town Branch at 1200 Highway 490 in East Bernstadt. The South Branch near Corbin was constructed in 2006 at 727 West Cumberland Gap Parkway. A bookmobile service delivers books and other library materials throughout the county free-of-charge for homebound residents. There are no current plans for any new additions or branch locations.

PARKS AND RECREATIONAL FACILITIES

Leisure and recreational activities are increasingly important elements contributing to the overall quality of life in a community. Unlike other community facilities discussed in this chapter, the provision of recreational facilities and programs is not always viewed as essential. Therefore, securing public funds can often be difficult. However, the citizens of Laurel County have a variety of opportunities for recreation. In addition, the county is rich in natural resources that have recreational potential, including the Daniel Boone National Forest, Laurel River Lake, Wood Creek Lake, Levi Jackson State Park and the Cane Creek Wildlife Management Area.

CITY OF LONDON PARKS & RECREATION

The City of London owns and maintains North Mill Street Park located at the corner of Mill Street and West Seventh Street in London. Mill Street Park is about two acres and has a Splash Pad with on-demand water sprays, two sand volleyball courts, three picnic shelters and playground equipment.

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Community Facilities

Figure 6-1 shows the location of public parks and recreational facilities in and near the City of London. The City also owns a basketball court on Fire-Rescue Drive across from London Fire Station #1. The London Rotary Club owns and maintains the London Rotary Children's Park on South Dixie Street. This park has a playground and picnic shelter. There is also a small privately owned pocket park on Main Street with a picnic table and benches. There is a short walking track at the new Laurel County Health Department at 525 Whitley Drive. This paved walking track crosses the health department property and connects to paved sidewalks on Whitley Street and Jordan Drive.

The London-Laurel County Family YMCA is located at 60 Alumni Circle. The facility includes a Wellness Center with exercise equipment and weights, a gym which can be used for basketball and volleyball, an aerobics room, a paintball course and general purpose rooms for meetings, parties, and other community events. Outside there is one combination softball/soccer field. The YMCA operates a 15-foot by 25-foot indoor heated pool in a separate building in the Bennett Center. The YMCA operates an 88 child capacity Child Care Center at 30 Alumni Circle. Preschool preparation is offered. The YMCA also operates the 110 child capacity Child Development Center located at the London-Laurel County Industrial Park west of London off of KY 80.

The South Laurel Little League Complex located on Chera-Lynn Lane on the east side of London has two Little League baseball fields, one girls softball field, one Senior League Baseball Field and two T-League fields. There are also two concession stands on the site.

LAUREL COUNTY PARKS & RECREATION

The Laurel County Fairgrounds is located on KY 229 (Barbourville Rd.) adjacent to Levi Jackson Wilderness Road State Park. The fairgrounds property is owned by the State of Kentucky as part of Levi Jackson State Park and leased to Laurel County. It is the only county park maintained by the Laurel County Road Department. The 54-acre park currently has an enclosed barn with concrete floor used as an exhibition building, a picnic shelter area, an outdoor arena with bleachers, four lighted softball fields and a storage

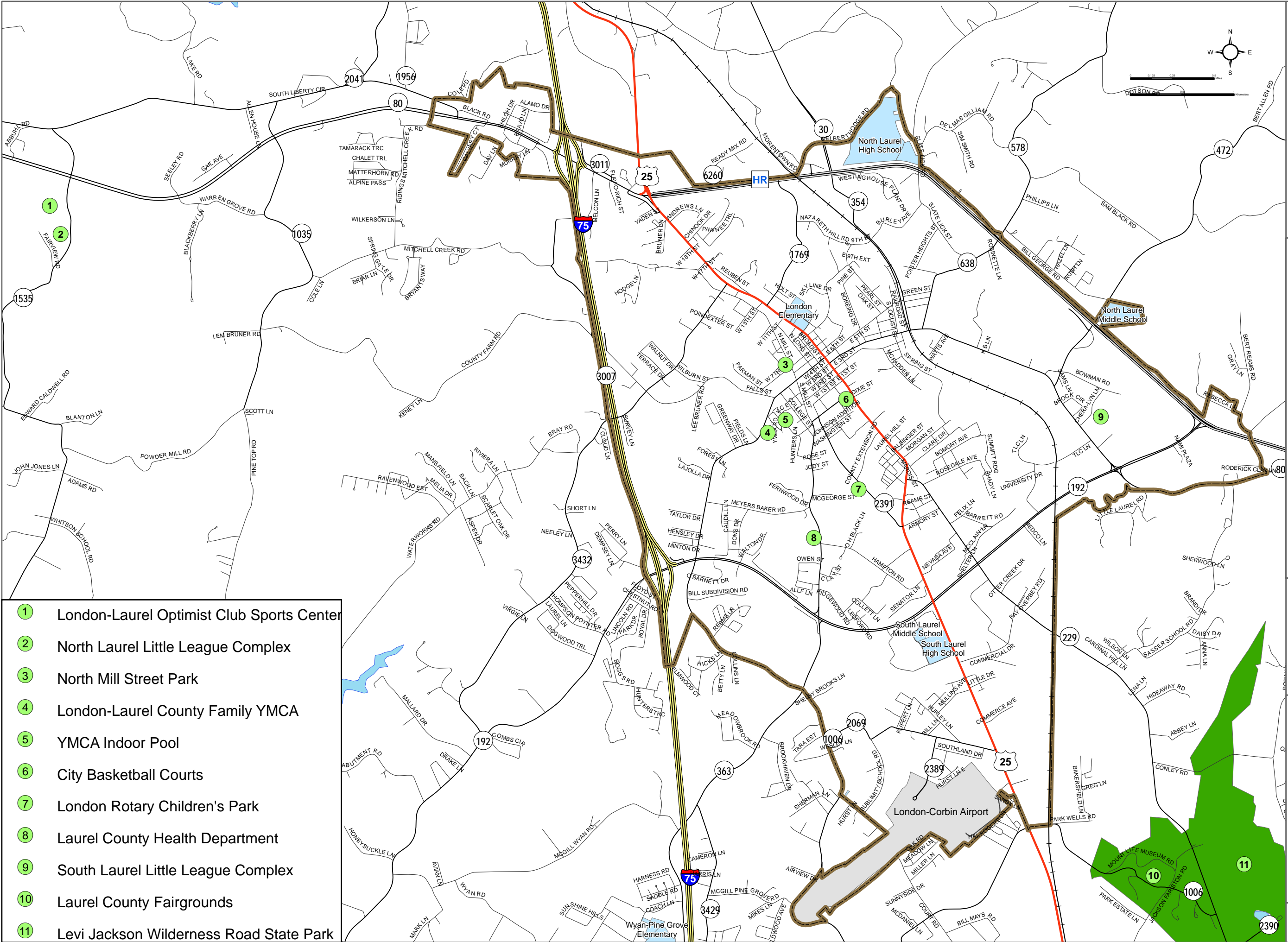


FIGURE 6-1
CITY OF LONDON
PARKS AND
RECREATION



2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND

- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- London

MAP INFORMATION

Data Sources:
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
Kim Rybold



Kriss Lowry & Associates, Inc.
227 South Rays Fork Rd
Corinth, KY 41010-3027
(502) 857-2800

Community Facilities

building. There is a large paved area used for parking and operation of the annual county fair. There is also a gravel overflow parking area and walking trails on the site.

The London-Laurel Optimist Club Sports and Convention Center is a 23 acre facility located at 383 Sinking Creek Rd. four miles west of London south of KY 80. There is a Convention Center building which has a 16,000-square-foot main arena with two basketball/volleyball courts, three meeting rooms, kitchen facilities and two indoor concession stands. Outdoor facilities include a horse show ring, seven soccer fields, two football fields, two horseshoe pits and a picnic shelter. The Optimist Club also owns a youth camp on Reed Road off of KY 80 East. This 23-acre facility is available for rent and includes a softball field, volleyball court, basketball court, picnic shelter, a small (20' by 40') outdoor swimming pool, a horseshoe pit and two multipurpose buildings.

The North Laurel Little League Complex is located adjacent to the Optimist Club Sports Complex on Sinking Creek Road. It has three Little League baseball fields, one Senior League baseball field, one girls softball field and two T-League baseball fields. It also has a building with restrooms and a concession stand.

The VFW operates a park in the Keavy area in southwest Laurel County near the Keavy Elementary School. This park has one ball field, a walking track, playground, picnic shelter, and a multi-purpose building.

Private facilities in the county, including outdoor swimming pools, are located at the London Country Club, Crooked Creek Country Club and the Sweet Hollow Resort. Golf courses in the county include the 9-hole course at Sweet Hollow Golf Club and the 18-hole courses at the Crooked Creek Golf Club and the London Country Club. The Daniel Boone Motocross Park located at 775 Falls City Road off of KY 1956 offers dirt bike and ATV practice tracks and racing.

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LAUREL COUNTY SCHOOL RECREATIONAL FACILITIES

Each of the ten Laurel County elementary schools has an indoor gymnasium and an outdoor playground with playground equipment. The two middle schools and the two high schools each have a baseball field, softball field, football field, soccer field, tennis court and a track. Additionally, the East Bernstadt Independent School has a gymnasium, playground, and softball field.

LEVI JACKSON WILDERNESS ROAD STATE PARK

One state park operated by the Kentucky Department of Parks is located in Laurel County. Levi Jackson Wilderness Road State Park is 896 acres and located south of London off of KY 229. The Mountain Life Museum, which is a representation of a pioneer settlement, is located in the park. It contains seven buildings that were either moved from other sites or built as replicas, as well as various objects from pioneer days. Also located in the park is McHargue's Mill, a working reproduction mill built on the banks of the Little Laurel River at its intersection with Boone's Trace. Surrounding it is the largest display of millstones in the country. There is also a memorial to the McNitt Party, who were victims of an Indian massacre on Oct. 3 1786, located in the park.



McHargue's Mill at Levi Jackson Wilderness Road State Park.

Facilities at the park include a 146-site campground with utilities, a playground and a group camping area. Other amenities include an outdoor swimming pool with water slides, a miniature golf course, 8.5 miles of hiking trails, three picnic shelters, additional picnic tables and grills, horseshoe pits, volleyball, and basketball courts. It is also home to the Russell Dyche Amphitheater which seats 1,500 people.

DANIEL BOONE NATIONAL FOREST

A section of the Daniel Boone National Forest is located in western Laurel County. The U.S. Forest Service manages the forest for multiple uses. The forest is open to the public for most recreational uses including hiking, boating, backpacking, horseback riding and fishing. There is a shooting range at Whitman Branch.

Laurel River Lake, located in the Daniel Boone National Forest, has over 200 miles of shoreline and 5,600 acres of water. Recreation opportunities include boating, fishing, swimming and scuba diving. The Corps of Engineers maintains a swimming beach at the spillway of Laurel River Dam. There are eight boat launching ramps on Laurel Lake and two full service marinas. Holly Bay Marina and Campground has a 97-site campground located on the lake. It offers moorage for houseboats and seasonal slips, as well as houseboat, pontoon, and fishing boat rentals. Grove Marina and Campground offers a general store and boat rentals. The campground has 56 campsites and a 32 lakeshore site boat access campground. Camping is also available at the Craig's Creek Group Use Area and the White Oak Boat Access Campground.

Cane Creek Wildlife Management Area (WMA) is located in Laurel County, approximately 15 miles west of London. It consists of approximately 6,672 undeveloped acres in the heart of the Daniel Boone National Forest. It is managed to maintain and improve wildlife habitat by the U.S. Forest Service and the Kentucky Department of Fish and Wildlife Resources (KDFWR) under a cooperative agreement. The majority of this WMA is primarily hilly, steep terrain that is mostly forested with few openings. There is also a Canada

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Community Facilities

Goose Management Area along Cane Branch on Laurel River Lake. This area of the lake is closed to motorized boats.

The Rockcastle River forms the western boundary of Laurel County and the Cumberland River marks the southwest corner of the county. In the southwest corner, these two rivers are part of the backwater of Lake Cumberland. London Dock Marina is located in Laurel County on Lake Cumberland at the western terminus of KY 3497. The Rockcastle Recreation Area campground is located adjacent to the London Dock Marina. Camping on the Rockcastle River is also available at the Bee Rock Recreation Area where KY 192 crosses the river. The Rockcastle Adventures Canoe Livery is located on the Rockcastle River north of KY 80 at KY 1956. It offers canoe rentals for trips on the Rockcastle River and Wood Creek Lake.

A portion of the 712-acre Wood Creek Lake in northwest Laurel County is also located within the Daniel Boone National Forest. Wood Creek Lake is owned by the Wood Creek Water District. There is one boat dock and two boat ramps on the lake. Although the lake is too narrow for pleasure boating, it is a prime fishing and canoeing lake.

PARKS & RECREATION NEEDS

As communities grow, it is important to insure that land is available for parks, recreation, open space and greenways to meet the future needs of the community. The recreational needs of communities vary greatly. While there are a number of facilities for group recreation such as baseball fields and soccer fields in Laurel County, the facilities for individual recreational activities are more limited. Studies have shown that adults are more likely to remain physically fit when they can participate in an individual sport or exercise such as running, swimming, bicycling, aerobics, resistance training etc. that does not require group participation. The London-Laurel County Family YMCA facility is the primary facility in London for individual recreational activities. The YMCA facility is an older one with no air conditioning in most of the building. The YMCA pool at the Bennett Center is very small. It was originally constructed in 1941 and is the oldest operational indoor pool in Kentucky. It does not meet current safety and handicapped accessibil-

ity design standards. The greatest recreational need in London and Laurel County is to replace this facility with a new multi-purpose recreational facility. A study process began in October 2006 for such a facility to be called the London/Laurel County Aquatic & Recreation Center. A site for the proposed facility has been identified on College Park Drive adjacent to the Somerset Community College and the Laurel County Public Library. Due to limited funding the facility it has been proposed that the facility be developed in three phases. Phase I would include a 26,000 square foot building with an indoor 25 yard heated pool, a therapy pool, childcare facilities, a fitness center and an aerobics room. Phase II would add a gymnasium and Phase III would be an outdoor aquatics area. The estimated cost of each phase is Phase I - \$6,300,000; Phase II - \$4,000,000 and Phase III - \$5,500,000. At this point in time partial state funding has been obtained for Phase I, however additional funds must be committed soon or the state funds will be lost. Also, a new skate park has been proposed on Dixie Street near Rotary Park.

It is recommended that a joint London – Laurel County Recreation Department governed by a board of directors appointed by the city and the county be established to plan and develop coordinated recreational facilities for the county such as the Aquatic & Recreation Center. As there is no recreational master plan for London or Laurel County, it is recommended that a strategic planning process be undertaken to develop one using a systems approach to planning. The systems approach is defined as the processes of assessing the park, recreation and open space needs of a community and translating that information into a framework for meeting the physical, spatial and facility requirements to satisfy those needs. It is also recommended that a comprehensive guide to parks and recreation guide be developed for public and school recreational facilities in the county and updated every six months.

PUBLIC UTILITIES

WATER SERVICE

Laurel County is served by six public water systems including two municipal water systems, three water districts and one water association. Four

London - Laurel County



Community Facilities

of these public water systems, the London Utility Commission, the Corbin Utilities Commission, Wood Creek Water District and Laurel County Water District No. 2, operate water treatment plants in Laurel County. East Laurel Water District and West Laurel Water Association Inc. purchase treated water and do not operate their own treatment plants. The Wood Creek Water District, East Laurel Water District and West Laurel Water Association share office space and billing operations in a single building located at 1670 E Hal Rogers Pkwy in London.

Four other public water systems have some water facilities located in Laurel County, but do not provide public water service to any customers in Laurel County. As of May 2007, the number of residential customers for each water service was as follows:

East Laurel Water District	4,900
Wood Creek Water District	4,737
W. Laurel Water Assoc.	4,724
Laurel County Water District #2	4,605
London Utility Commission	3,106
Corbin Utilities Commission	<u>192</u>
Total	22,264

According to the US Census, there were 20,353 occupied households in Laurel County in 2000. The Census Bureau estimated that there were 23,140 total housing units in Laurel County as of July 1, 2004. Assuming this number has increased to about 24,000 in 2007 with a vacancy rate of 5%, there would be roughly 22,800 occupied housing units in 2007. Based on these assumptions, more than 97% of the occupied households in Laurel County have public water. In areas of the county not served by public water about 90% of households rely on private domestic wells. The remaining 10% use other sources of water. Each water system is discussed below. Their service area and major facilities are shown on Figure 6-2. Water lines within the City of London are shown on Figure 6-3.

LONDON UTILITY COMMISSION

The [London Utility Commission](#) (LUC) operates the London Water Treatment Plant located on Waterworks Road near London. This plant was

- BARBOURVILLE UTILITY COMMISSION
- CORBIN UTILITIES COMMISSION
- CUMBERLAND FALLS HIGHWAY WATER DISTRICT
- EAST LAUREL WATER DISTRICT
- LAUREL WATER DISTRICT #2
- LIVINGSTON MUNICIPAL WATER WORKS
- LONDON UTILITY COMMISSION
- MANCHESTER WATER WORKS
- WEST LAUREL WATER ASSOCIATION INC
- WOOD CREEK WATER DISTRICT

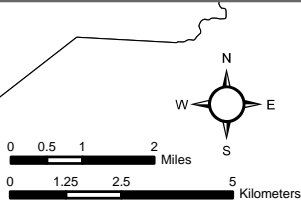
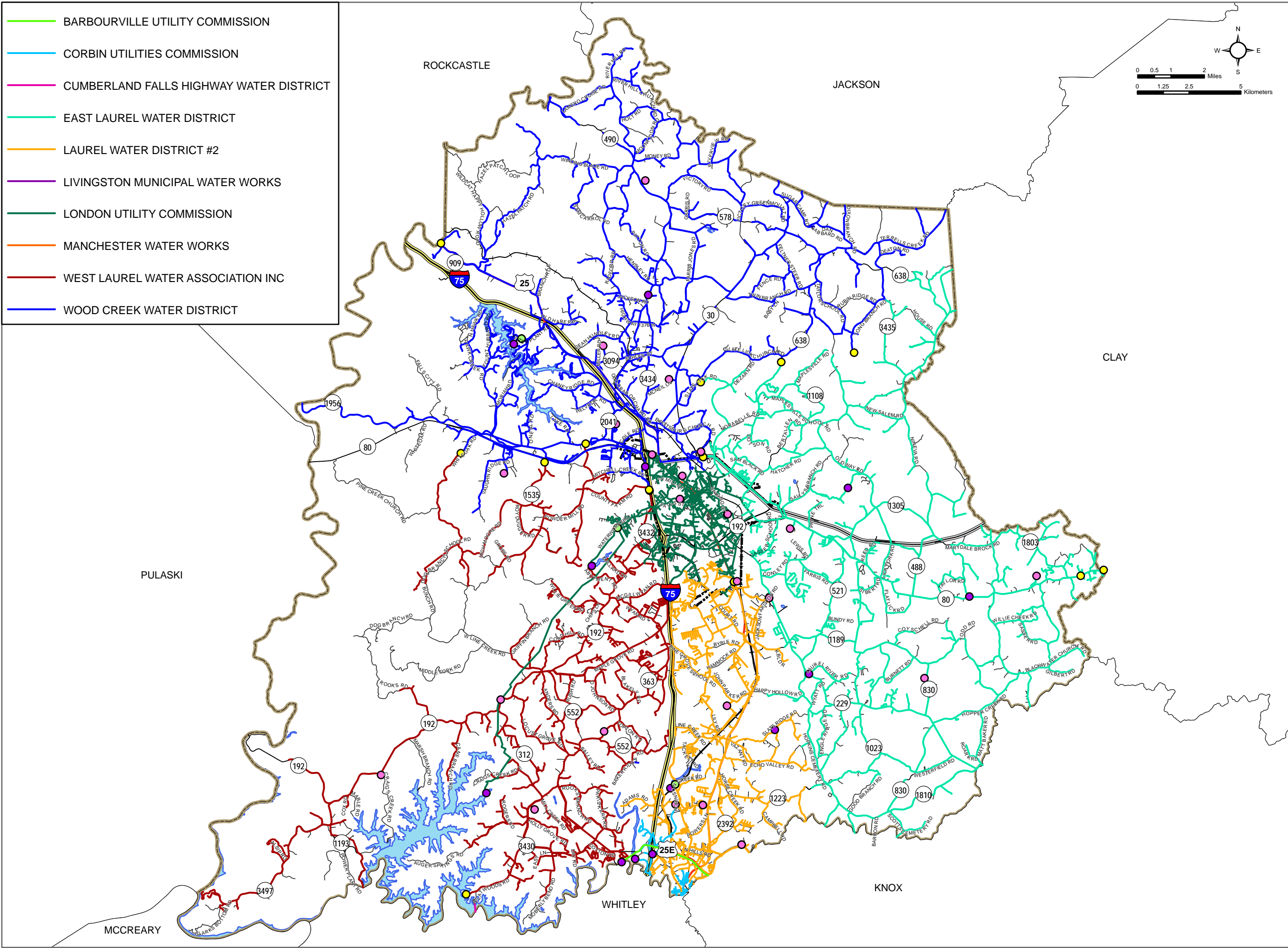


FIGURE 6-2

LAUREL COUNTY WATER LINES



2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

- ### LEGEND
- Water Tank
 - Water Plant
 - Pump Station
 - Meter
 - Local Roads
 - I - 75
 - State Routes
 - Hal Rogers Pkwy
 - US Routes
 - London

MAP INFORMATION

Data Sources:
Cumberland Valley ADD
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
Dottie Batte



Kriss Lowry & Associates, Inc.
227 South Rays Fork Rd
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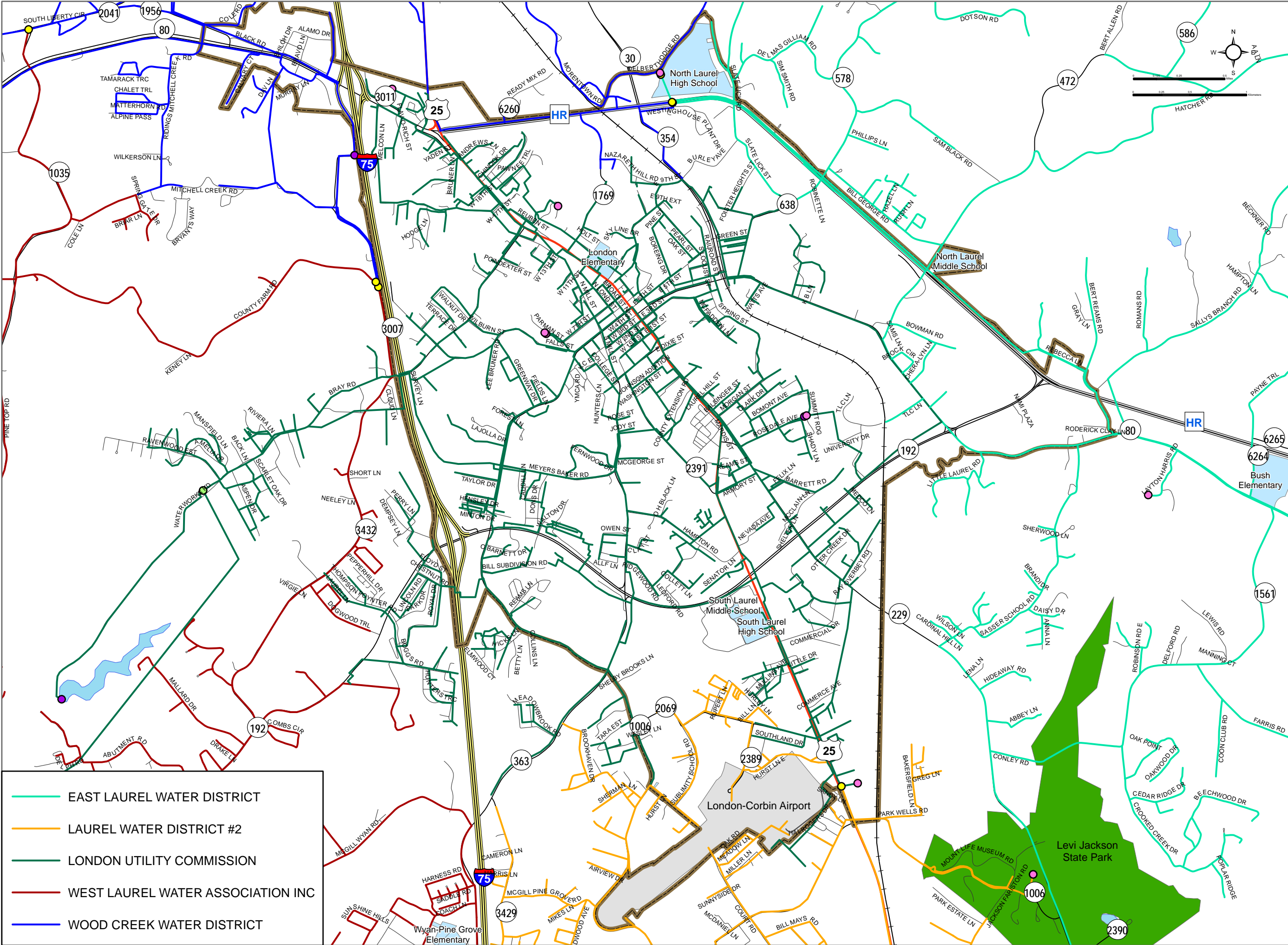


FIGURE 6-3

CITY OF LONDON

WATER LINES

2007

Comprehensive Plan

City of London &

Laurel County, Kentucky

LEGEND

- Water Tank
- Water Plant
- Pump Station
- Meter
- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- London

MAP INFORMATION

Data Sources:
Cumberland Valley ADD
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
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constructed in 2001 and is capable of treating 4.5 million gallons per day (MGD). The water treatment plant utilizes the “*Actiflo*” treatment process. LUC withdraws water from Laurel River Lake. The intake is located near mile 1.33 of Indian Camp Creek. The water is transported from the reservoir to the treatment plant through 10.5 miles of raw water main. They are currently permitted to withdraw 3.0 million gallons per day. As of May, 2007 they provide water service to 3,106 residential customers, 769 commercial customers and 7 industrial customers in and near the City of London. They also sell treated water to Laurel Water District No. 2. The London Utility Commission has five storage tanks and one clear well for a total system storage capacity of 3.0 million gallons. The London Utility Commission also owns the London City Reservoir. This small reservoir has a capacity of 576,000 gallons per day and serves as a backup water source. Although the London Utility Commission maintains a raw water intake and pumping facilities on the reservoir, they do not currently withdraw water from the reservoir. Current plans for upgrades or expansion of the water system include the construction of a new 2.0 million gallon water storage tank in the distribution system. This project is currently in the construction phase and is anticipated to be completed in late 2007.

WOOD CREEK WATER DISTRICT

Wood Creek Water District (WCWD) operates a water treatment plant located on Wood Creek Lake in northeast Laurel County. WCWD can withdraw up to 3.5 MDG. The Wood Creek Water Treatment plant is currently being upgraded from a treatment capacity of 4.6 MGD to 11 million gallons per day. As of May 2007, Wood Creek Water District serves 4,737 residential customers and 342 commercial customers. They also sell treated water to West Laurel Water Association, East Laurel Water District and the City of Livingston in Rockcastle County. Wood Creek Water District has five water storage tanks with a total storage capacity of 3.25 million gallons.

LAUREL COUNTY WATER DISTRICT #2

[Laurel County Water District #2](#) operates a water treatment plant located on Robinson Creek Road near the Lily area in southern Laurel County. The water plant utilizes the “*claricone*” system of treatment with a current capacity of 1.44 million gallons per day. LWD #2 can withdrawal up to 1.44

London - Laurel County



Community Facilities

MGD from the Laurel River at their intake at mile point 27.95 at the Dorthae Dam. They also purchase treated water from London Utility Commission in times of high demand and have an emergency connection with the Corbin Utility Commission. LWD #2 has five water storage tanks with a combined capacity of 2.2 million gallons and a clear well at .15 million gallons for a total storage capacity of 2.35 million gallons. As of May, 2007, LWD #2 serves 4,605 residential customers, 315 commercial customers and 9 industrial customers in Laurel County. They also serve 816 residential and 13 commercial customers in Knox County. Their highest demand customer is Aisin Automotive with a daily water consumption average of 170,000 gallons per day. The current daily demand system wide is 1.8 million gallons per day. The water district office is located at 3910 South Laurel Road.

LCWD #2 plans to upgrade their treatment plant to 2.88 million gallons per day with capability of withdrawing 2.0 million gallons per day from Laurel Lake. Financing for the treatment plant upgrade and new raw water intake has been obtained and design work is underway. Bidding is expected to take place in September, 2007. LCWD #2 is also in the process of obtaining funding to upgrade their waterlines along US 25 to allow for future growth. The US 25 upgrade work will include a new storage tank configuration with two tanks being taken out of service and new ones replacing them. Long term plans include connecting with West Laurel Water Association and the City of Barbourville to be able to buy or sell water to them. They also wish to explore the possibility of a regional water treatment plant in partnership with the London Utility Commission.

CORBIN UTILITIES COMMISSION

The Corbin Utilities Commission operates a water treatment plant located in Whitley County with a treatment capacity of 10 MDG. The source of raw water is the Corbin City Reservoir located in Laurel County. The approximately 140-acre reservoir is located just downstream of the convergence of three large streams, the Laurel and Little Laurel rivers and Robinson Creek, which drain a total of 140 square miles. The reservoir was formed by the impoundment of the Laurel River. Two parallel raw water lines, one 24" and one 30" carry raw water 8600 feet to the treatment plant. Corbin Utili-

ties provides water service to 192 residential and 80 commercial customers in Laurel County as of June, 2007. The only current improvement plans are for plant upgrades and possible dredging of the Corbin City Reservoir to improve water quality.

EAST LAUREL WATER DISTRICT

East Laurel Water District's office is located at 1670 E. Hal Rogers Parkway. East Laurel WD provides water service to the east end of Laurel County. They purchase treated water from Wood Creek Water District. As of May 2007, East Laurel Water District serves 4,900 residential and 208 commercial customers. They also sell treated water to Manchester Water Works at a meter located on along KY 80 at the Clay County line. They have four water tanks with a total storage capacity of 1,984,000 gallons. East Laurel Water District is currently extending water lines to unserved areas along KY 472.

WEST LAUREL WATER ASSOCIATION, INC.

West Laurel Water Association provides water service to the southeast portion of Laurel County. They purchase treated water from Wood Creek Water District. They sell treated water to Cumberland Falls Highway Water District in Whitely County. As of May 2007 they provided treated water to 4,724 residential and 121 commercial customers in Laurel County. They have four water storage tanks with a total storage capacity of 1.6 million gallons. West Laurel Water District is currently implementing a project for water systems improvements on KY 363 and Wynn Road.

OTHER WATER SYSTEMS

The Barbourville Utility Commission withdraws raw water from Laurel River Lake. They have an 18" raw water transmission line which carries untreated water from Laurel River Lake to Barbourville. This line extends along US 25E in the south end of Laurel County. Cumberland Falls Highway Water District in Whitely County purchases treated water from West Laurel Water Association, Inc. They have a small section of waterline from their meter on Flatwoods Road to Whitely County. Manchester Water Works in Clay County purchases treated water from East Laurel Water District at a

London - Laurel County



meter on KY 80 at the Laurel-Clay County line. Livingston Municipal Water Works purchases treated water from Wood Creek Water District at a meter located on US 25 at the Rockcastle River.

WATER SERVICE NEEDS

As public water service is available in most of Laurel County, the primary need in the future is to maintain and upgrade existing facilities. To keep costs down, the public water providers should work together to achieve economies of scale, especially for expensive projects such as water treatment plant upgrades. In areas with high density housing, water mains should be upgraded to a minimum of six inch lines with fire hydrants to provide fire protection. Poor raw water quality is also a concern for the future. This issue is addressed in more detail under storm water management.

WASTEWATER SERVICE

Laurel County is served by three public wastewater collection systems. These are the London Utility Commission, the Corbin Utilities Commission and Wood Creek Water District – Wastewater Division Branch. Both the London and Corbin systems operate wastewater treatment plants in Laurel County. Wastewater from the Wood Creek Water District system is treated by the London Wastewater Treatment Plant. The remaining areas of Laurel County are part of the Laurel County Sanitation District formed by the Laurel County Fiscal Court Ordinance No. 221.12 in June 2003. The Laurel County Sanitation District was formed for the purpose of pursuing funding to extend sewer lines to the unserved areas of Laurel County. The Sanitation District anticipates working with existing water districts/associations on sewer extension projects. Any waste collected would be treated by existing treatment plants. At this time the Laurel County Sanitation District has not received funding for projects and therefore has no customers.

The service areas of the four sewer districts are shown in Figure 6-4. Sewer lines within the City of London are shown on Figure 6-5. According to the Strategic Water Resource Development Plan prepared by the Kentucky Water Resource Development Commission in March 2000, public sewer was provided to about 20 percent of Laurel County's residents. This would be

Sanitation Districts

- CITY UTILITIES COMMISSION OF CORBIN
- LONDON UTILITIES COMMISSION
- LAUREL COUNTY SANITATION DISTRICT (WEST LAUREL WATER ASSOCIATION)
- WOOD CREEK WATER DISTRICT
- LAUREL COUNTY SANITATION DISTRICT (EAST LAUREL WATER DISTRICT)

FIGURE 6-4

LAUREL COUNTY

SEWER LINES



2007

Comprehensive Plan

City of London &

Laurel County, Kentucky

LEGEND

- CITY OF CORBIN
- LONDON UTILITY COMMISSION
- WOOD CREEK WATER DISTRICT
- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- London

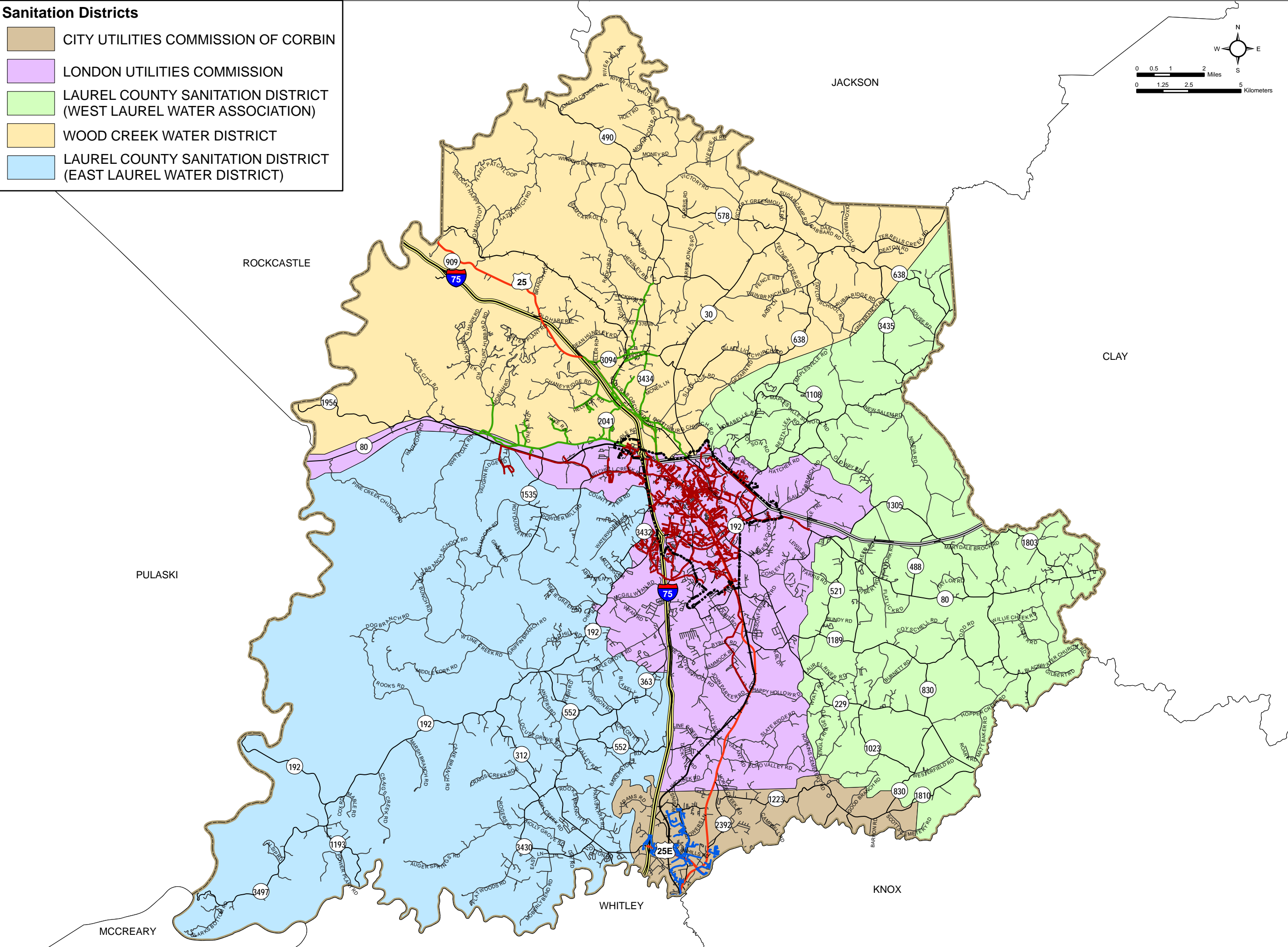
MAP INFORMATION

Data Sources:
Cumberland Valley ADD
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
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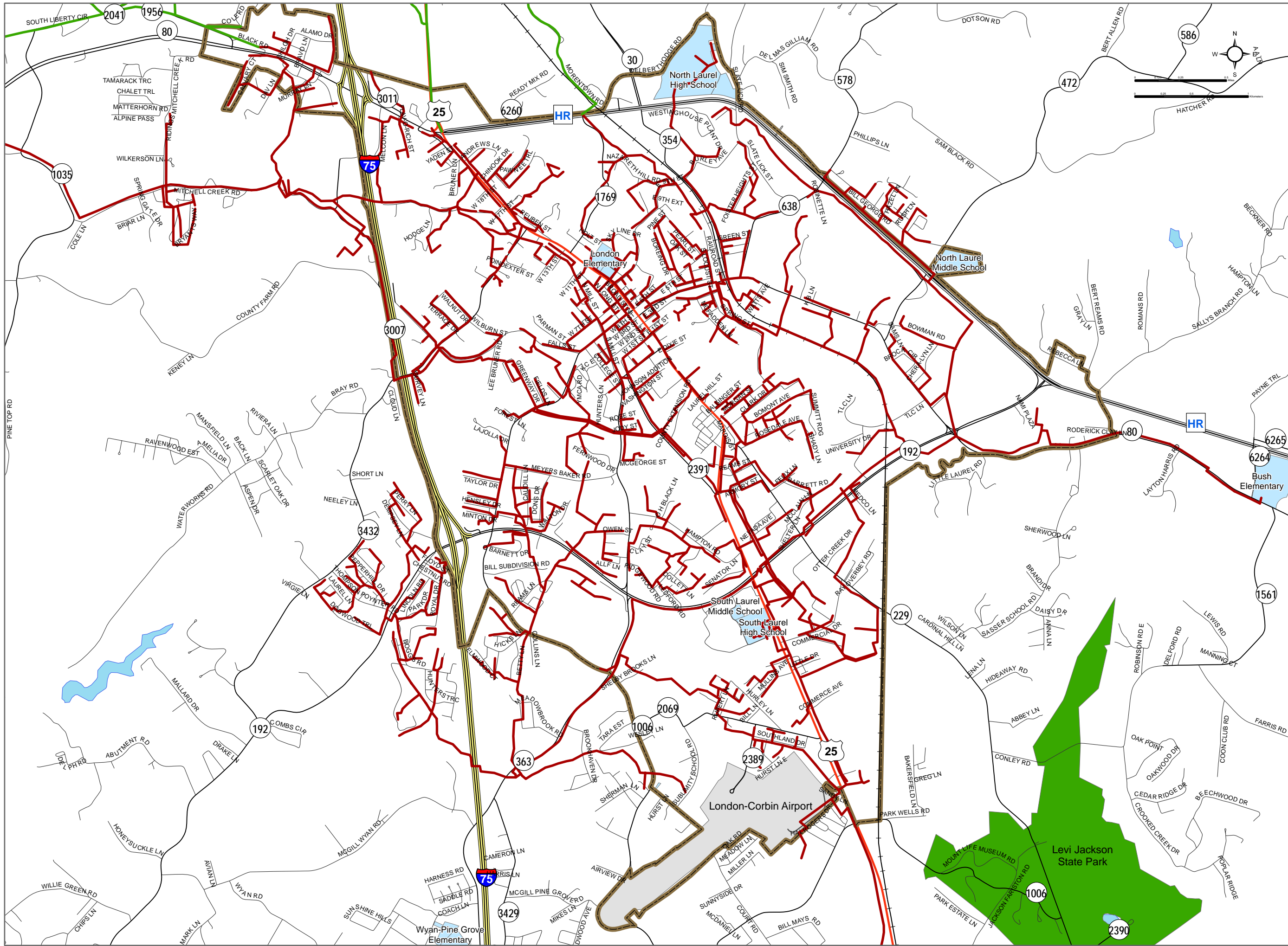



FIGURE 6-5

CITY OF LONDON SEWER LINES



2007
Comprehensive Plan
City of London &
Laurel County, Kentucky


LEGEND

- London Utility Commission
- Wood Creek Water District
- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- London

MAP INFORMATION

Data Sources:
Cumberland Valley ADD
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
Kim Rybold



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approximately 3,965 households. In 2000, approximately 15,800 households in areas of the county not served by public sewer relied on private on-site treatment systems. As of May 2007, the number of residential customers for each wastewater treatment service was as follows:

Wood Creek Water District	813
London Utility Commission	3,193
Corbin Utilities Commission	<u>676</u>
Total	4,682

Assuming approximately 22,800 occupied housing units in 2007, the percentage of households with public sewer is still just over 20 percent. Once the London Utility Commission and Wood Creek Water District complete currently funded sewer line extension projects (sometime in 2008), an additional 633 households will be served by public sewer increasing the households served to approximately 23 percent.

LONDON UTILITIES WASTEWATER TREATMENT SYSTEM

The construction of the new Wastewater Treatment Plant (WWTP) for the City of London was completed in 2004 at a cost of 15 million dollars. The new plant is located at 236 Lagoon Trail. The London WWTP has a treatment capacity of 5.0 million gallons per day with a peak flow capacity of 15 million gallons per day. The new treatment plant is currently meeting all discharge permit limits. LUC maintains approximately 512,000 linear feet of sanitary sewer lines and 16 pump stations. As of May 2007, the London wastewater system serves 3,193 residential, 958 commercial, and 8 industrial customers. The London WWTP also treats wastewater collected by the Wood Creek Water District – Wastewater Division.

The London Utility Commission has several planned projects to upgrade and extend the sewer service area in London. Sewer system upgrades are currently under construction in the Meadow Lane area just south of the city and the London- Corbin Airport with work expected to be completed in the fall of 2007. This project will provide service to 78 existing residential households and extend service to 30 acres owned by the industrial authority for future development.

London - Laurel County



Community Facilities

The London Utility Commission has also received funding to provide sewer service to 24 households in the Meadowbrook Subdivision and 18 households in Phase 1 of the Cross Keys Subdivision, both located southwest of London off of KY 363. After completion of the above projects, there will still be 16 areas in the City of London without public sewer service. The London Utility Commission plans to continue to pursue funding to serve all areas within the city.

CORBIN UTILITIES COMMISSION - WASTEWATER SYSTEM

The Corbin Utilities Commission operates a wastewater treatment plant located on Boone Avenue in the north Corbin area of Laurel County. The plant has a treatment capacity of 4.5 MGD. As of June 2007, the Corbin Utilities Commission provides wastewater collection service to 676 residential and 77 commercial customers in Laurel County. There are no immediate plans to extend sewer service in Laurel County within the next five years.

WOOD CREEK LAKE WATER DISTRICT - WASTEWATER DIVISION

The Wood Creek Lake Water District Wastewater Division provides wastewater collection services to 813 residential wastewater customers in the north end of Laurel County. In 2007 they have wastewater collection lines under construction which will serve an additional 512 residential customers. Wood Creek does not operate a wastewater treatment plant. Wastewater collected by the system is treated at the London Wastewater Treatment Plant.

WASTEWATER NEEDS

The primary concern in Laurel County with wastewater facilities is the large number of houses and subdivision developments in the county that are not connected to a public wastewater collection and treatment system. The large number and density of houses on septic systems in the county has contributed to the degradation of surface and groundwater quality. As discussed below, contamination from straight line pipes and malfunctioning septic systems threatens drinking water supplies and recreational waters in Laurel County. Although significant progress has been made in recent years due to the Pride program to eliminate this source of contamination, these

efforts need to continue. Local officials have recognized the need to extend sewer service to the un-served areas of London and the county. Their efforts to secure funding and construct sewer line extensions need to continue.

The lack of zoning in the county outside of the City of London has resulted in urban sprawl in Laurel County. This type of development is inefficient and expensive to serve with public utilities and services. Large scale residential developments on septic systems will eventually need to be served by public sewers. Installing sewer lines and retrofitting plumbing systems to connect to public sewers is much more expensive when it is done after initial development of the property. Typically such costs are borne by the public utilities, taxpayers and homeowners rather than the developer. It is recommended that future subdivision developments on septic systems be prohibited and that such developments only be allowed if the development can be connected to public sewers. A cost sharing system for developers to help pay for sewer extensions and the eventual upgrade of treatment facilities should be implemented. As package treatment plants have historically had poor performance records and often have to be taken over by public utilities, they are not recommended as an alternative for large scale developments.

WATER QUALITY /STORM WATER MANAGEMENT

All four water treatment plants in Laurel County use surface water as the source of raw water. The London Utility Commission's raw water source is Laurel River Lake adjacent to mile 1.33 of Indian Camp Creek. The Barbourville Utility Commission also has a raw water intake on Laurel Lake near Corbin. Laurel County Water District #2's source of raw water is the Laurel River above the Dorthae Dam north of Corbin. The Corbin Utilities Commission's source of raw water is the Corbin City Reservoir. The approximately 140-acre reservoir is located just downstream of the convergence of three large streams, the Laurel and Little Laurel rivers and Robinson Creek, which drain a total of 140 mi². The reservoir was formed by the impoundment of the Laurel River. Wood Creek Water District uses Wood Creek Lake as its source of raw water.

London - Laurel County



Community Facilities

Every two years, the Kentucky Division of Water provides to Congress a listing of waters that do not meet water quality criteria. This list, known as the 303d list, includes a listing of polluted reservoirs as well as stream segments. Below is a listing of impaired waters in Laurel County as of 2006 including the impaired use, type of pollution and suspected sources of pollution.

Corbin City Reservoir - Acres: 139

Impaired Use(s): Aquatic Life (Partial Support), Drinking Water (Nonsupport)

Pollutant(s): Nutrient/Eutrophication Biological Indicators; Organic Enrichment (Sewage) Biological Indicators

Suspected Sources: Internal Nutrient Recycling; Municipal Point Source Discharges; Agriculture

Wood Creek - Acres: 672

Impaired Use(s): Drinking Water (Partial Support)

Pollutant(s): Organic Enrichment (Sewage) Biological Indicators

Suspected Sources: On-site Treatment Systems (Septic Systems and Similar Decentralized Systems)

Laurel River into Cumberland River - From River Mile 0.0 to 2.3 Segment Length: 2.3

Impaired Use(s): Aquatic Life (Nonsupport)

Pollutant(s): Impairment Unknown

Suspected Sources: Upstream Impoundments (e.g., PI-5 Irrigated Crop Production NRCS Structures); Source Unknown

Laurel River into Cumberland River Laurel County - From River Mile 24.9 to 27.9 Segment Length: 3.0

Impaired Use(s): Aquatic Life (Nonsupport)

Pollutant(s): Impairment Unknown

Suspected Sources: Upstream Impoundments (e.g., PI-5 Irrigated Crop Production NRCS Structures); Source Unknown

Laurel River into Cumberland River - From River Mile 36.6 to 46.3 Segment Length: 9.7

Impaired Use(s): Aquatic Life (Nonsupport)

Pollutant(s): Sedimentation/Siltation; Nutrient/Eutrophication Biological Indicators

Suspected Sources: Animal Feeding Operations (NPS); Managed Pasture Grazing; Non-Irrigated Crop Production; Surface Mining

Little Laurel River into Laurel River - From River Mile 0.0 to 8.3 Segment
Length: 8.3

Impaired Use(s): Aquatic Life (Nonsupport), Primary Contact Recreation (Partial Support)

Pollutant(s): Pathogens; Organic Enrichment (Sewage) Biological Indicators

Suspected Sources: Municipal Point Source Discharges

Little Laurel River into Laurel River - From River Mile 8.3 to 12.4 Segment
Length: 4.1

Impaired Use(s): Aquatic Life (Nonsupport), Primary Contact Recreation (Nonsupport)

Pollutant(s): Sedimentation/Siltation; Pathogens; Organic Enrichment (Sewage) Biological Indicators; Phosphorus (Total)

Suspected Sources: Combined Sewer Overflows; Municipal Point Source Discharges; Site Clearance (Land Development or Redevelopment)

Little Laurel River into Laurel River - From River Mile 12.4 to 14.6 Segment
Length: 2.2

Impaired Use(s): Aquatic Life (Nonsupport), Primary Contact Recreation (Nonsupport)

Pollutant(s): Pathogens; Nutrient/Eutrophication Biological Indicators; Organic Enrichment (Sewage) Biological Indicators

Suspected Sources: Municipal Point Source Discharges; Agriculture

Little Laurel River into Laurel River - From River Mile 14.6 to 22.8 Segment
Length: 8.2

Impaired Use(s): Primary Contact Recreation (Nonsupport)

Pollutant(s): Pathogens

Suspected Sources: Livestock (Grazing or Feeding Operations)

Lynn Camp Creek into Laurel River - From River Mile 0.0 to 4.5 Segment
Length: 4.5

Impaired Use(s): Aquatic Life (Nonsupport), Primary Contact Recreation (Nonsupport)

Pollutant(s): Oil and Grease; Pathogens; Total Suspended Solids (TSS)

Suspected Sources: Other Spill Related Impacts; Source Unknown; Habitat Modification - Other Than Hydromodification; Urban Runoff/Storm Sewers

Mitchell Creek into Sinking Creek - From River Mile 0.0 to 3.6 Segment
Length: 3.6

Impaired Use(s): Aquatic Life (Nonsupport)

Pollutant(s): Impairment Unknown

Suspected Sources: Site Clearance (Land Development or Redevelopment)

London - Laurel County



Community Facilities

Raccoon Creek into South Fork Rockcastle River - From River Mile 0.0 to 2.7
Segment Length: 2.7

Impaired Use(s): Aquatic Life (Partial Support)

Pollutant(s): Nutrient/Eutrophication Biological Indicators

Suspected Sources: Heap-Leach Extraction Mining; Livestock (Grazing or Feeding Operations); Crop Production (Crop Land or Dry Land); Silviculture Activities

South Fork Rockcastle River into Rockcastle River - From River Mile 20.8 to 21.5 Segment Length: 0.7

Impaired Use(s): Aquatic Life (Nonsupport)

Pollutant(s): Sedimentation/Siltation

Suspected Sources: Loss of Riparian Habitat; Crop Production (Crop Land or Dry Land)

South Fork Rockcastle River into Rockcastle River - From River Mile 21.5 to 25.5 Segment Length: 4.0

Impaired Use(s): Aquatic Life (Partial Support)

Pollutant(s): Sedimentation/Siltation; Nutrient/Eutrophication Biological Indicators

Suspected Sources: Channelization; Loss of Riparian Habitat; Streambank Modifications/Destabilization; Livestock (Grazing or Feeding Operations); Crop Production (Crop Land or Dry Land)

UT to Little Laurel River into Little Laurel River - From River Mile 0.0 to 1.4
Segment Length: 1.4

Impaired Use(s): Aquatic Life (Nonsupport)

Pollutant(s): Sedimentation/Siltation

Suspected Sources: Loss of Riparian Habitat

White Oak Creek into Sinking Creek - From River Mile 0.0 to 1.0 Segment Length: 1.0

Impaired Use(s): Aquatic Life (Nonsupport)

Pollutant(s): Sedimentation/Siltation; Total Suspended Solids (TSS); Turbidity

Suspected Sources: Managed Pasture Grazing; Non-Irrigated Crop Production; Post-Development Erosion and Sedimentation

Whitley Branch into Little Laurel River - From River Mile 0.0 to 1.1 Segment Length: 1.0

Impaired Use(s): Aquatic Life (Nonsupport), Primary Contact Recreation (Partial Support)

Pollutant(s): Pathogens; Organic Enrichment (Sewage) Biological Indicators

Suspected Sources: Municipal Point Source Discharges

Whitley Branch into Little Laurel River - From River Mile 1.1 to 2.5 Segment
Length: 1.4
Impaired Use(s): Primary Contact Recreation (Nonsupport)
Pollutant(s): Pathogens
Suspected Sources: Sanitary Sewer Overflows (Collection System Failures)

As can be seen from the above list, both Wood Creek Lake and the Corbin City Reservoir are impaired drinking water sources. The primary source of pollution for Wood Creek Lake has been septic systems, straight line pipes and other onsite sewage treatment systems. This problem is being addressed by extending sewer lines to houses in the Wood Creek watershed. As discussed above, efforts to extend sewer lines to densely populated areas in the county and the elimination of failed septic systems and straight line pipes should continue in the Wood Creek watershed and elsewhere in the county.

The problems with the water quality of the Corbin City Reservoir are more complex as many of the streams feeding into the Laurel River above the dam are impaired. Due to these problems, the entire watershed above the Corbin City Dam is part of the source water protection areas for Corbin Utilities and Laurel County Water District #2. This watershed and the impaired streams within the watershed are shown on Figure 6-6. A watershed protection plan has been prepared and should be followed by the Planning Commission, City of London, Laurel County Fiscal Court and the various water and wastewater utilities in order to clean up polluted waters in Laurel County and protect the county's drinking water sources. While many of the recommendations require monitoring and control of pollution from point sources such as wastewater treatment facilities, certain agricultural operations, industrial operations, landfarming operations, etc. the greatest threat comes from non-point pollution sources or polluted runoff. Untreated or uncontrolled storm water runoff is the number one cause of impairment to local waterways.

Neither the City of London or Laurel County currently have a storm water management plan. There are four major areas in or near London with storm water drainage problems. These are Kings Branch, Sampson's Branch, Whitley Branch and the Little Laurel River. The City of London is currently

London - Laurel County



addressing storm water drainage problems on Whitley Branch in the vicinity of Mill Street.

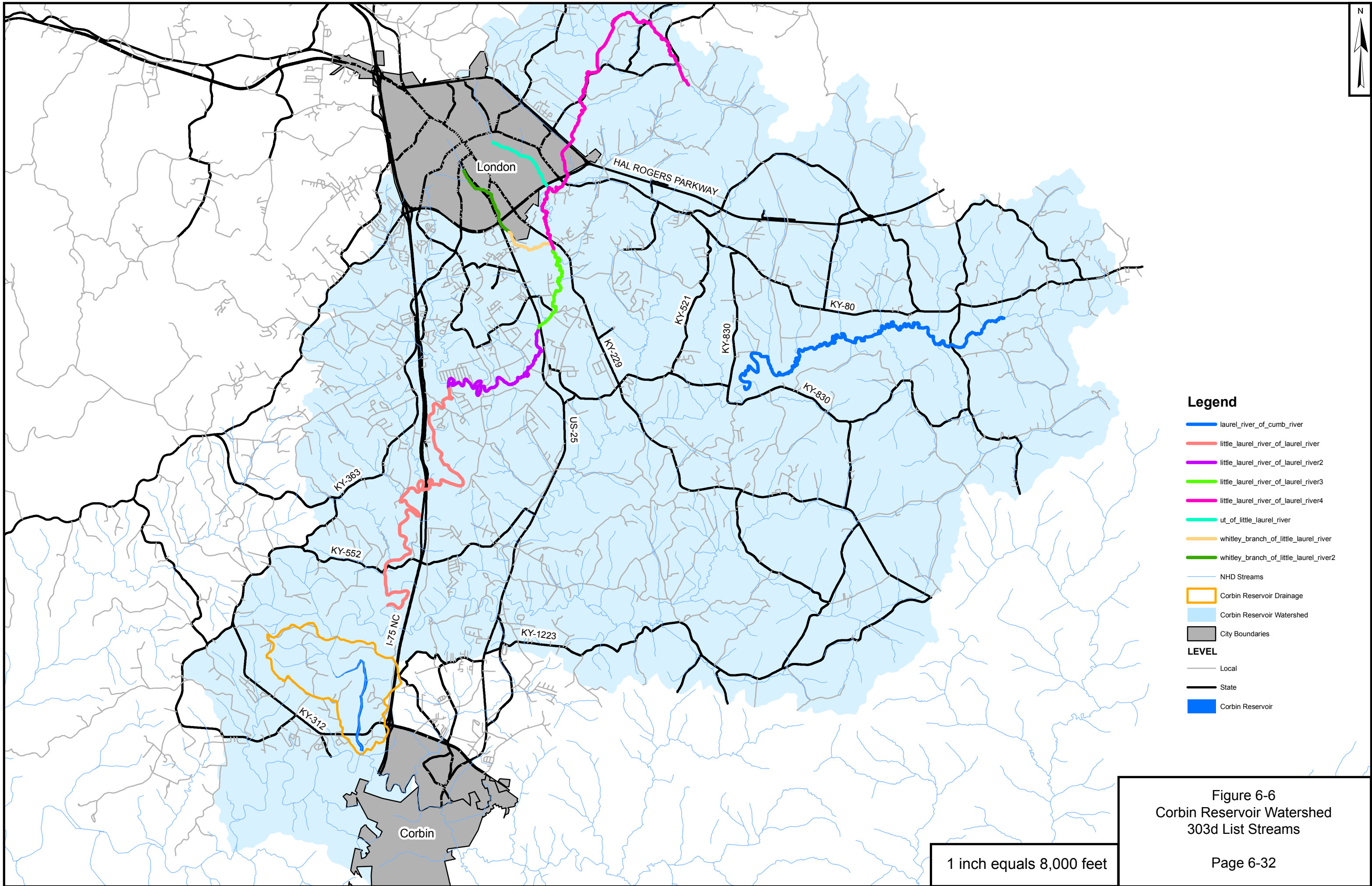
STORM WATER NEEDS

It is recommended that the City of London develop a storm water management program following the Environmental Protection Agency's MS4 Program model. This program should be supported and followed by the London-Laurel County Planning Commission and other public entities throughout Laurel County. The MS4 storm water management program has six elements termed "minimum control measures" which when implemented should result in significant reduction in pollutants discharged into receiving waters. The six minimum control measures and the actions required are outlined below.

1. **Public Education and Outreach** - Distribute educational materials and conduct outreach to inform citizens about the impacts that storm water runoff has on water quality.
2. **Public Participation/Involvement** - Provide opportunities for citizens to participate in the storm water management program or other programs which improve water quality.
3. **Illicit Discharge Detection and Elimination** - Develop and implement a plan to detect and eliminate non-storm water discharges into the storm water system.
4. **Construction Site Runoff Control** - Develop, implement and enforce an erosion and sediment control program for construction site activities that disturb one acre or greater.
5. **Post-Construction Runoff Control** - Develop, implement and enforce a program to address discharges of post-construction storm water runoff from new development or redevelopment areas.
6. **Pollution Prevention/Good Housekeeping** - Develop and implement a program that reduces or prevents pollutant runoff from municipal operations.

NATURAL GAS SERVICE

Natural gas service in Laurel County is provided by Delta Natural Gas Company. Natural Gas service is only available within the City of London



and near the Corbin area. Figure 6-7 shows the location of natural gas service in Laurel County. Figure 6-8 shows the location of natural gas service in the City of London. Delta Natural Gas has 3,096 residential and 845 commercial customers in Laurel County as of June, 2007.

ELECTRIC SERVICE

Electric service in Laurel County is provided by three suppliers. These are Kentucky Utilities Company, Jackson Energy Rural Electric Cooperative and Cumberland Valley Electric, Inc. The approximate service areas are shown on Figure 6-9. The information for Figure 6-9 was obtained from the Kentucky Public Service Commission. It should be noted that the service areas are approximate and overlap in some areas.

SOLID WASTE SERVICE

The City of London provides door-to-door collection of solid waste, which is subsequently taken to a municipally owned and operated transfer station. Yard waste is collected separately, where it is hauled to an area where it is dumped and composted. Private haulers provide door-to-door collection in the remainder of Laurel County. The County operates a permit system, where haulers must fill out an application and submit a \$25 fee to the County Judge Executive's office. This fee and application must be renewed each year. Waste collected in both the city and county is taken to the Laurel Ridge Landfill, located on 3612 East Highway 352, for disposal. Remaining capacity at the landfill is estimated to be 32 years. The landfill currently has an agreement with Laurel County to provide 15 years capacity for disposal. However, not every household in the county is served under this system, leading some households to dump their waste at work, other households, or illegally.

Currently, no door-to-door recycling programs exist in London or Laurel County, though a drop-spot for recyclables is available at the Recycling Center on Substation Street for city and county residents. Additionally, recycling trailers are located throughout the city and county on a scheduled basis to serve as drop-off centers. This recycling program has been in place for nearly six years, resulting in the recycling of a variety of materials that include plastics, cardboard, and aluminum. Future plans include the testing

London - Laurel County



Community Facilities

of door-to-door recycling and the establishment of a waste to energy operation at the landfill that will convert gas into electricity by East Kentucky Power Company. There are no specific provisions for recycling automotive materials such as motor oil, batteries, and antifreeze, but these materials may be recycled at a number of service stations and auto parts stores.

SOLID WASTE NEEDS

While driving every road in the county to determine existing land use, it was noted that there were few visible open dumps in the county. However, there were numerous properties with abandoned vehicles, trash, and burnt or dilapidated buildings. It is recommended that the county adopt and enforce an overall solid waste management ordinance which addresses open dumps, littering and other code enforcement issues such as abandoned vehicles and burnt or unsafe structures. Such an ordinance should also address siting standards and procedures for solid waste facilities including landfills.

GOVERNMENT BUILDINGS

A number of government office buildings are located in the City of London. Facilities owned by the City of London include London City Hall located at 501 S. Main Street, the London Community Center at 529 S. Main Street and the London Police Department located 503 S. Main Street. Laurel County facilities include the Laurel County Courthouse located at 101 S. Main Street, two Courthouse Annex Buildings at 103 and 107 S. Broad Street, the Laurel Detention Center at 206 W. 4th Street, the Older Persons Activity Center (OPAC) at 426 1/2 E. 4th. St. and the old health department building at 310 W. 3rd Street which now houses the Laurel County Historical Society, A new Justice Center is under construction on S. Main Street between 1st and 3rd Streets. Once construction is completed sometime in 2010, this facility will house Laurel County District Court, Circuit Court, Family Court and the Circuit Court Clerk's offices. The building will be approximately 83,000 square feet on four floors. There are also a number of regional state and Federal offices located in London such as the U.S. Courthouse, Federal Bureau of Investigation, Kentucky State Police Crime Lab and the U.S. Marshal's Office.

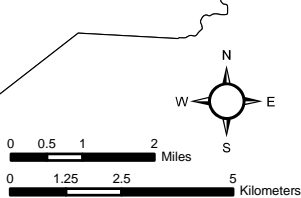
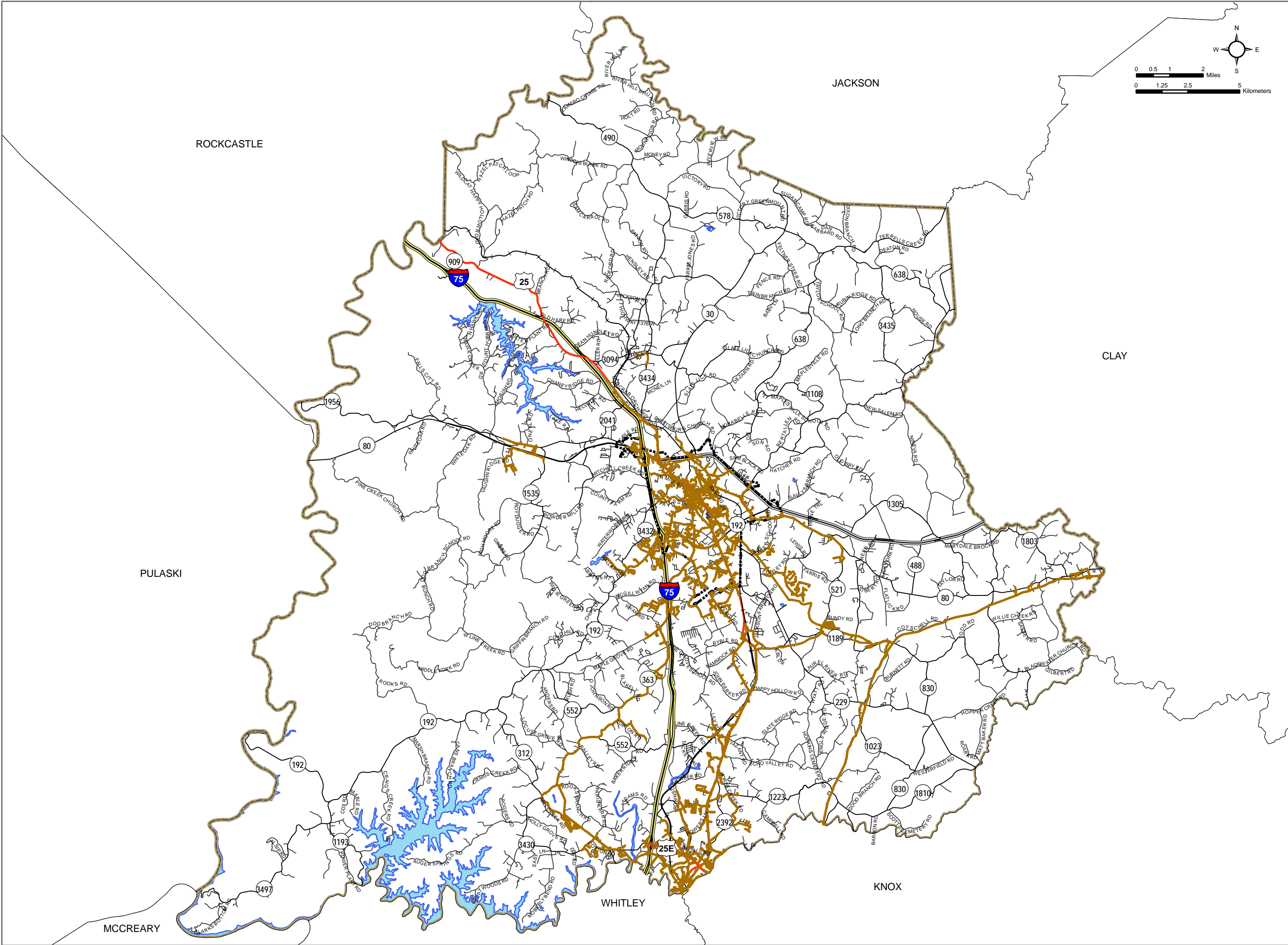


FIGURE 6-7

LAUREL COUNTY

NATURAL GAS

LINES



2007

Comprehensive Plan

City of London &

Laurel County, Kentucky

LEGEND

- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- Delta Natural Gas Main
- London

MAP INFORMATION

Data Sources:
Delta Natural Gas Company, Inc.
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
Kim Rybold



Kriss Lowry & Associates, Inc.
227 South Rays Fork Rd
Corinth, KY 41010-3027
(502) 857-2800

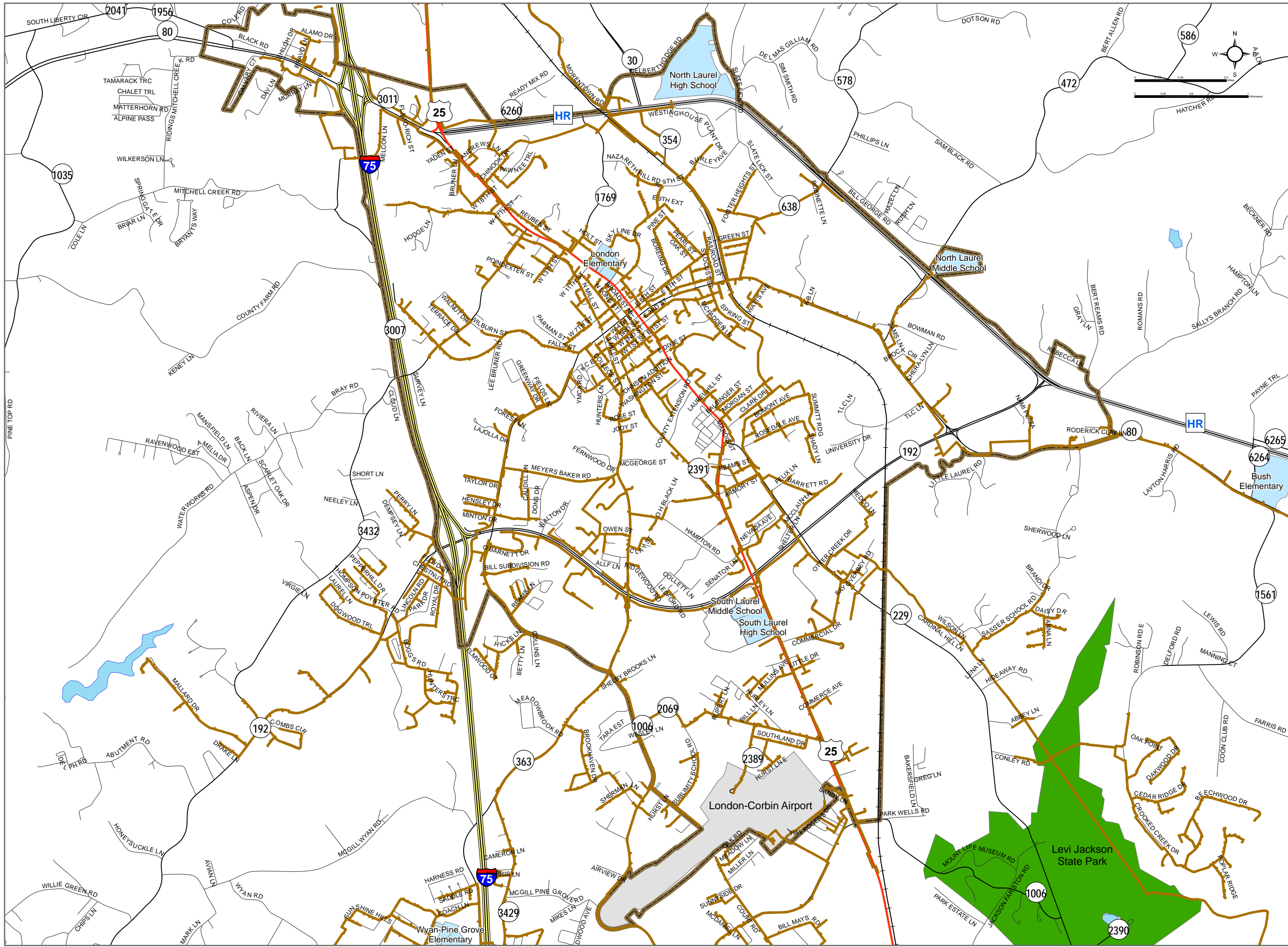




FIGURE 6-8
CITY OF LONDON
NATURAL GAS
LINES

2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND

- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- Delta Natural Gas Main
- London

MAP INFORMATION
Data Sources:
Delta Natural Gas Company, Inc.
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)
Cartography by:
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PAGE 6-36

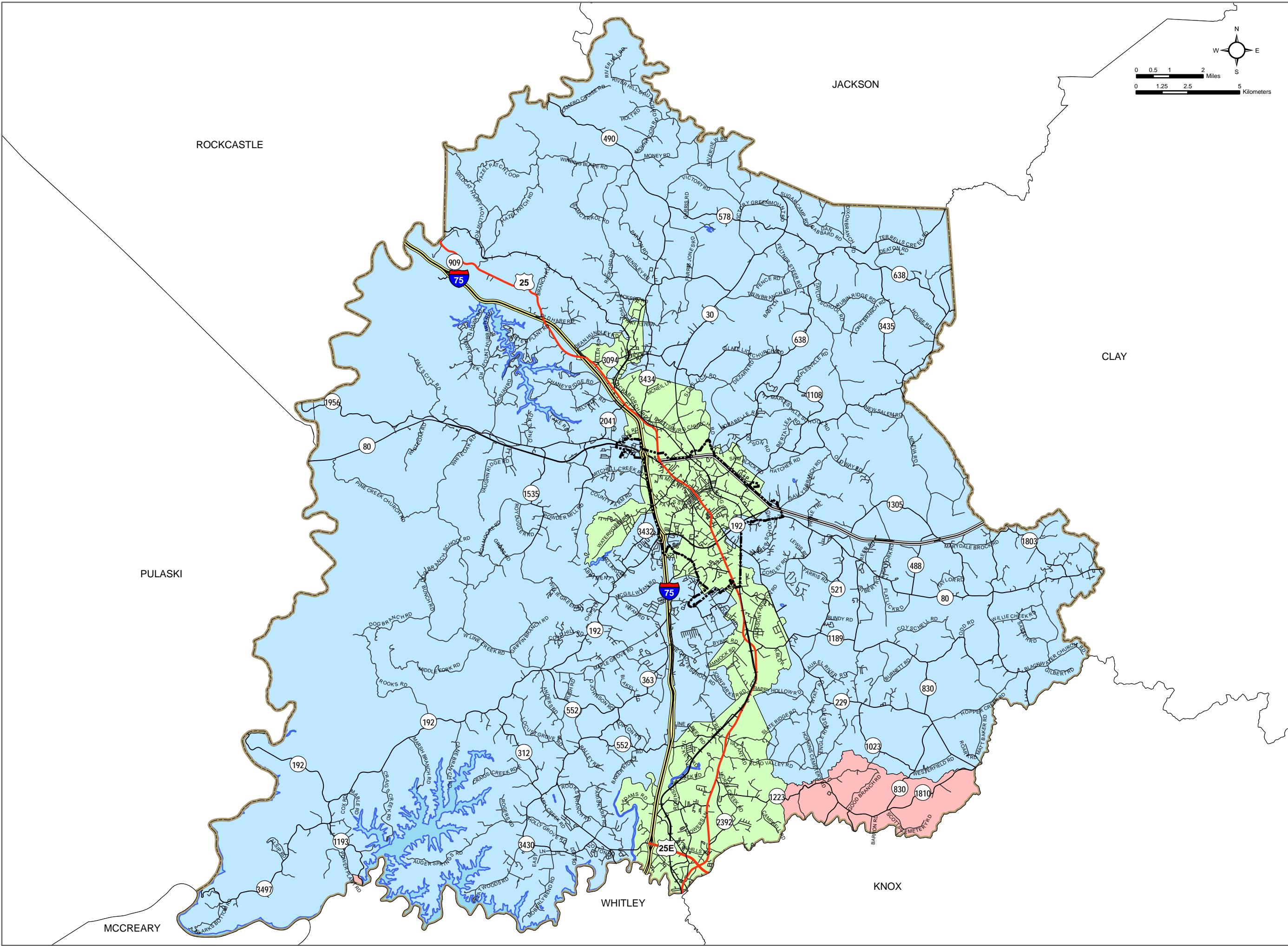












FIGURE 6-9

**LAUREL COUNTY
ELECTRIC
SERVICE AREAS**



**2007
Comprehensive Plan
City of London &
Laurel County, Kentucky**


LEGEND

-  Cumberland Valley Electric, Inc.
-  Jackson Energy Cooperative
-  Kentucky Utilities Company
-  Local Roads
-  I - 75
-  State Routes
-  Hal Rogers Pkwy
-  US Routes
-  London

MAP INFORMATION

Data Sources:
Kentucky Geological Survey
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
Dottie Batte



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Community Facilities

Bald Rock Volunteer Fire Department – has one fire station located on KY 1193.

Bush Volunteer Fire Department – has two fire stations. Station 1 is located on Marydell Road. Station 2 is located on East KY 80.

Campground Volunteer Fire Department – has one station located on KY 229

Crossroads Volunteer Fire Department – has one station located on KY 490

East Bernstadt Volunteer Fire Department – has one station located on North US 25

Keavy Volunteer Fire Department – has two stations. Station 1 is located on KY 312. Station 2 is located KY 552.

Laurel County Volunteer Fire Department – has two stations. Station 1 is located at 911 TLC Drive. Station 2 is located on KY 192.

Lily Volunteer Fire Department – has two stations. Station 1 is located on KY 552. Station 2 is located on Fariston Road.

McWhorter Volunteer Fire Department – has two stations. Station 1 is located on KY 638. Station 2 is located on KY 472.

Swiss Colony Volunteer Fire Department – has two stations. Station 1 is located on KY 1956. Station 2 is located on Sinking Creek Road.

West Knox Volunteer Fire Department – has two stations. Station 1 is located on Gloucester Ave. Station 2 is located on US 25W.

The eleven volunteer fire departments and the rescue squad belong to the Alliance of Laurel County Fire Departments which meets on a monthly basis. The Alliance owns a fire training tower for use by member fire departments located on KY 229 at KY 192 in London.

LONDON – LAUREL COUNTY RESCUE SQUAD

The London City/County Rescue Squad provides backup for the city and county fire departments. They are housed in a station located at 913 Fire-Rescue Drive in London. They have the primary responsibility for all rescue related activities in London and Laurel County. They have volunteers certified in numerous types of rescue operations including auto extractions, diving operations, confined space rescue, trench rescue, low angle rescue (mines or caves), high angle rescue (cliffs), swift water rescue, farm rescue, severe

GOVERNMENT BUILDING NEEDS

The new justice center, once it is completed, will help alleviate overcrowding in the courthouse annex buildings. Overcrowding at the Laurel County Detention Center is also a concern. A feasibility study needs to be completed to determine if the current facility needs to be expanded or if a new detention center should be constructed at another site.

EMERGENCY SERVICES

Emergency services in Laurel County are dispatched through the London-Laurel County Communications Center located at the London Police Department at 503 South Main Street in London. It is an enhanced 911 system which uses a fully automated central computer aided dispatch. The Communications Center is staffed 24 hours per day by a supervisor and 13 dispatchers. They provide dispatch services for the following agencies: London City Police Department, London City Fire Department, Laurel County Sheriff's Department, Ambulance Inc. of Laurel County, Laurel County Coroner's Office, eleven county volunteer fire departments, the London-Laurel County Rescue Squad, six Laurel County Constables, and the U.S. Forest Service. The Communications Center also monitors burglar and fire alarms, and can activate the outdoor warning systems for both the city and the county for severe weather. Outdoor warning systems are located at the London Fire Department and the Lilly Volunteer Fire Department. It is recommended that outdoor warning sirens be installed at each volunteer fire department station.

FIRE PROTECTION

Fire protection is provided by the London City Fire Department within London city limits and eleven volunteer fire departments in the remainder of the county. The primary service area for each fire department is shown on Figure 6-10. The City of London Fire Department, located at 911 Fire-Rescue Drive is staffed by four paid personnel and approximately 31 volunteers. London has an ISO Public Protection Classification (PPC) rating of 4 on a scale of 1 to 10. The remainder of Laurel County is provided fire protection by the following volunteer fire departments:

London - Laurel County



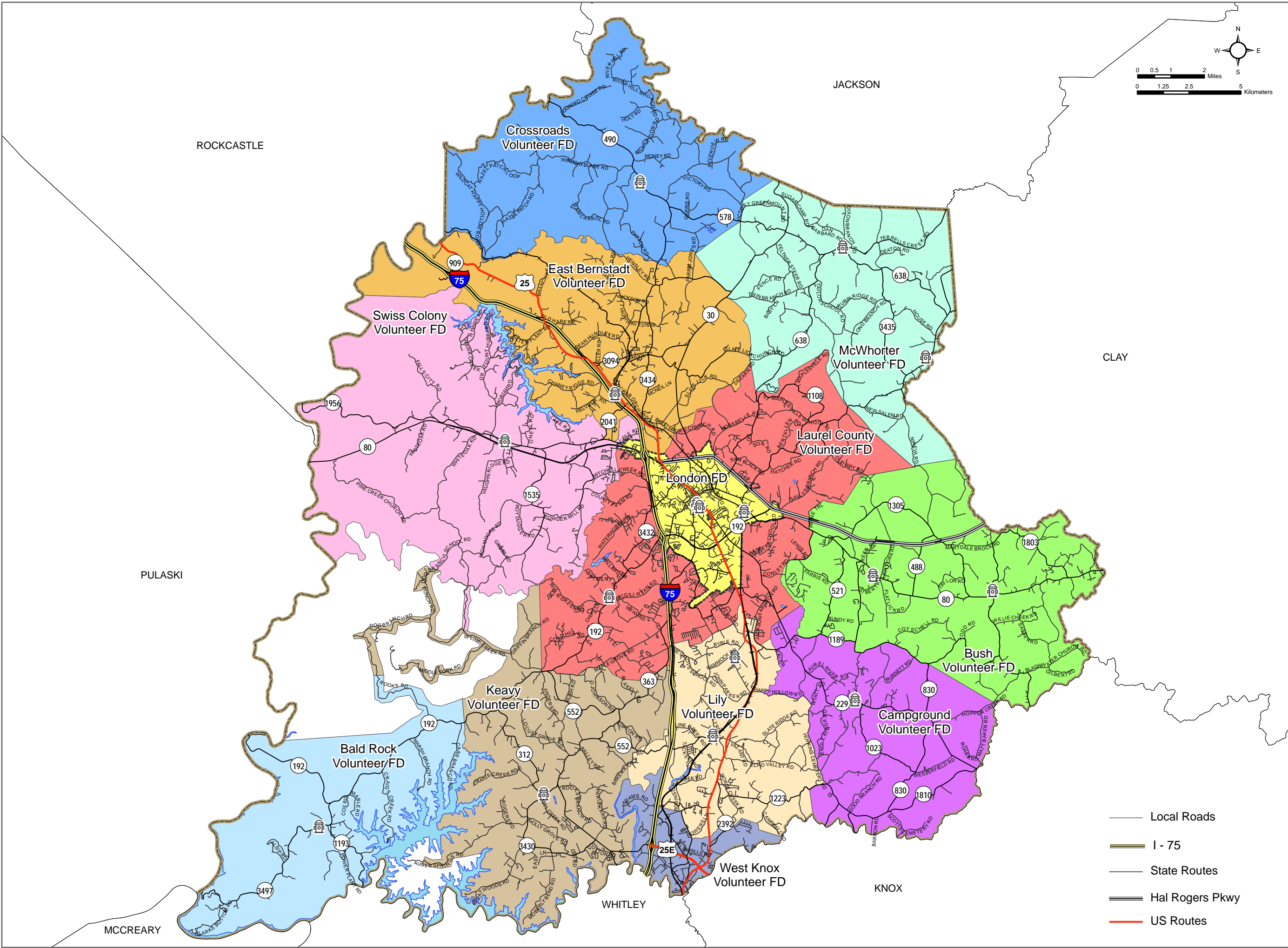
















FIGURE 6-10

**LAUREL COUNTY
FIRE
DEPARTMENTS**




**2007
Comprehensive Plan
City of London &
Laurel County, Kentucky**

LEGEND

	Bald Rock
	Bush
	Campground
	Crossroads
	East Bernstadt
	Keavy
	Laurel Co.
	Lily
	London
	McWhorter
	Swiss Colony
	West Knox
	Fire Stations

MAP INFORMATION

Data Sources:
Laurel County 911 Service
London/Laurel Chamber of Commerce
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)
Cartography by:
Dottie Batte and Kim Rybold



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weather rescue, heavy rescues (trains, trucks) and land searches. The rescue squad is staffed by one paid employee and approximately 40 volunteers.

LAUREL COUNTY EMERGENCY MANAGEMENT AGENCY

The Laurel County Emergency Management Agency is responsible for coordinating mitigation, preparedness, response and recovery efforts in Laurel County and the City of London. A new Emergency Management Office and a state of the art Emergency Operations Center (EOC) was opened in 2007. This facility is located at 165 Substation Street and also houses the Kentucky Regional Division of Emergency Management Area 11 Office. The Kentucky Weapons of Mass Destruction Hazardous Materials Task Force 11 is also housed in the facility. The building has six vehicle bays and a total of 9,430 square feet.

POLICE PROTECTION

Police protection within the City of London is provided by the London Police Department. The Laurel County Sheriff's Department provides protective services in the remainder of Laurel County. In addition, Kentucky State Police Post 11 which serves Clay, Laurel, McCreary, Pulaski, Rockcastle, Wayne, and Whitley counties is located in the City of London.

AMBULANCE INC. OF LAUREL COUNTY

Emergency and non-emergency ambulance service for all of Laurel County is provided by Ambulance, Inc. of Laurel County. There are three units per shift 24 hours a day seven days a week. This is a privately owned service and is located in a single station at 420 W. Fifth Street in the City of London. It is equipped with ten ambulances and approximately 50 personnel including 12 paramedics and 31 emergency medical technicians. Ambulance helicopter services are located at the London/Corbin Airport and Mary Mount Medical Center.

MARYMOUNT HOSPITAL

Marymount Medical Center provides a wide range of healthcare services to the region. It operates Marymount Hospital located at 310 E 9th Street

London - Laurel County



Community Facilities

in London. Marymount Hospital is an 89-bed general, acute-care hospital that provides a full range of medical, surgical, emergency and obstetric services. They also offer a wide range of diagnostic and therapeutic heart care services which include open-heart surgery and cardiac catheterizations. The primary service area covers a population of 50,000 in Laurel, Jackson, Clay and Whitely counties.

Other facilities in London operated by Marymount Medical Center include London Cardiovascular Surgery located at 803 Meyers Baker Road, Pediatric and Adolescent Medicine located at 21 Middleground Way, Seton Home Health and Tri-County Hospice located at 740 East Laurel Road, Marymount Express located at 408 N Main St. and Marymount Express Medical Imaging located in London Shopping Center. Plans for a new 120 bed hospital to be located on a 52 acre site at Parker Road and Route 192 are underway. The new hospital will be designed to allow for expansion to 240 beds. The new facility is expected to open in 2010.

Entrance to the existing Marymount Medical Center in London.



CHAPTER SEVEN

INTRODUCTION

Increased mobility, accessibility, and efficiency of a region's transportation system can be a stimulant to population growth, residential development, and have a pronounced effect on the location of industrial and commercial land uses. For this reason, it is important that a study of the county's transportation system be included in the London-Laurel County Comprehensive Plan. As roadways are the predominate means of transportation in Laurel County, roads will be discussed first, followed by bicycle, pedestrian, bus, rail, waterway and airport facilities.

LAUREL COUNTY ROADS

There are 14 major highways in Laurel County which are part of the State primary or secondary road system and provide access to and through Laurel County. These highways are: Interstate 75, Hal Rogers (Daniel Boone) Parkway (HR 9006), US 25E, US 25W, US 25 and Kentucky Highways 30, 80, 192, 229, 312, 363, 472, 490, 770, 1006, and 1193. London lies at the crossroads of I-75, the Hal Rogers Parkway, US 25, and KY 80. KY 30, 80, 192, 229, 363, 472, 638, and 1006 provide ingress and egress primarily from the City of London to points within Laurel County. KY 192, locally known as the London Bypass, moves traffic around the City of London from the Hal Rogers Parkway east of London to I-75, reducing congestion within city limits. KY 80 provides access to and from Pulaski County and may become a part of the future I-66 Corridor. KY 3432 is a connector road between US 25 and KY 192.

NATIONAL HIGHWAY SYSTEM

The Kentucky Transportation Cabinet (KYTC) has developed the National Highway System (NHS) routes within Laurel County. The significance of being designated as a NHS roadway is that improvements qualify

London - Laurel County



for specific NHS funding. NHS routes for Laurel County include Interstate 75, the Hal Rogers Parkway, KY 80 from the Pulaski County line to US 25, and US 25E from the Knox County line to the junction of KY 770 at the west ramps of I-75.

TRUCKING CLASSIFICATIONS

Laurel County's road system consists of federal and state roads maintained by the State of Kentucky, county roads maintained by the Laurel County Road Department, and city streets maintained by the City of London. State maintained roads are classified by truck weight capacity. Kentucky Revised Statute (KRS) 189.222 requires the KYTC to establish weight limits on the state maintained highway system. To implement this statute, Kentucky Administrative Regulations (KAR) designating these weight limits are promulgated and updated frequently. The last such update occurred on December 18, 2003. Designated "AAA" trucking highways have an 80,000 pound permitted gross load limit, while "AA" highways have a 62,000 pound gross load limit. All other state maintained roads are designated as Class "A" trucking highways with a 44,000 pound gross load limit. Figure 7-1 shows the AAA, AA, and A rated highways in Laurel County.

FUNCTIONAL CLASSIFICATION SYSTEM

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 functional classification system for Laurel County (Figure 7-2) as established by the KYTC is as follows:

Rural Principal Arterial - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1) Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; 2) Serve all, or virtually all, urban areas of 50,000 and over in population and a large

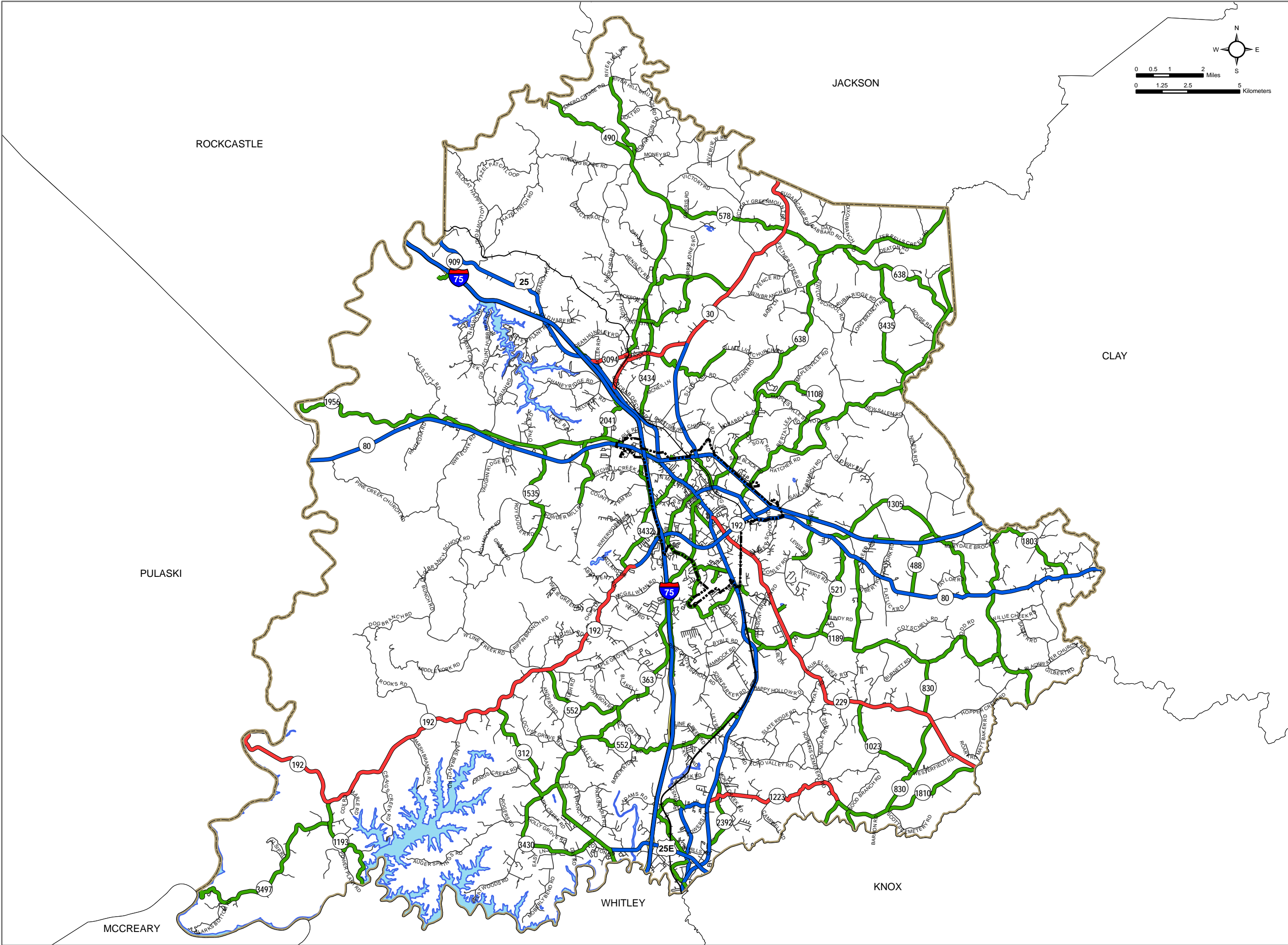


FIGURE 7-1

**LAUREL COUNTY
TRUCK WEIGHT
CLASSIFICATIONS**

2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND

Truck Weight Classes

A
44,000 LBS Gross

AA
62,000 LBS Gross

AAA
80,000 LBS Gross

Local Roads

London

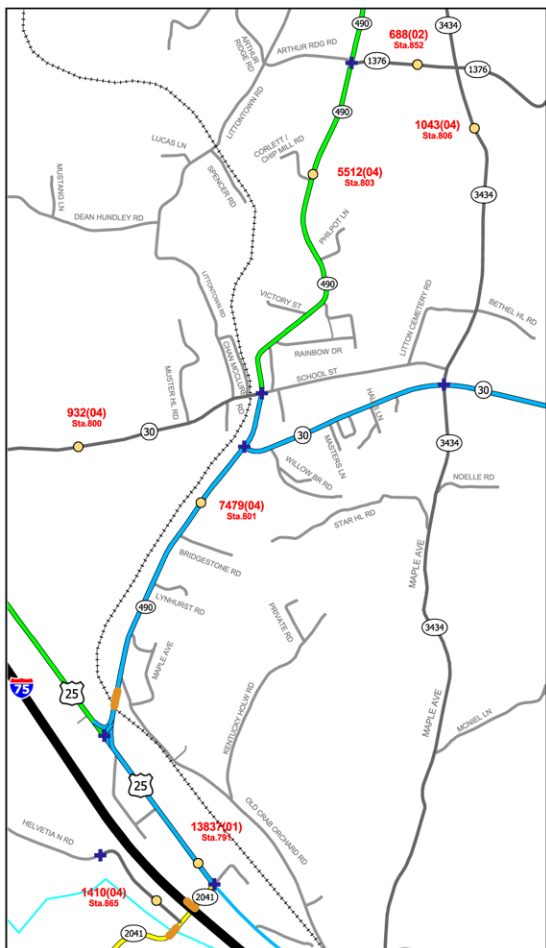
MAP INFORMATION

Data Sources:
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

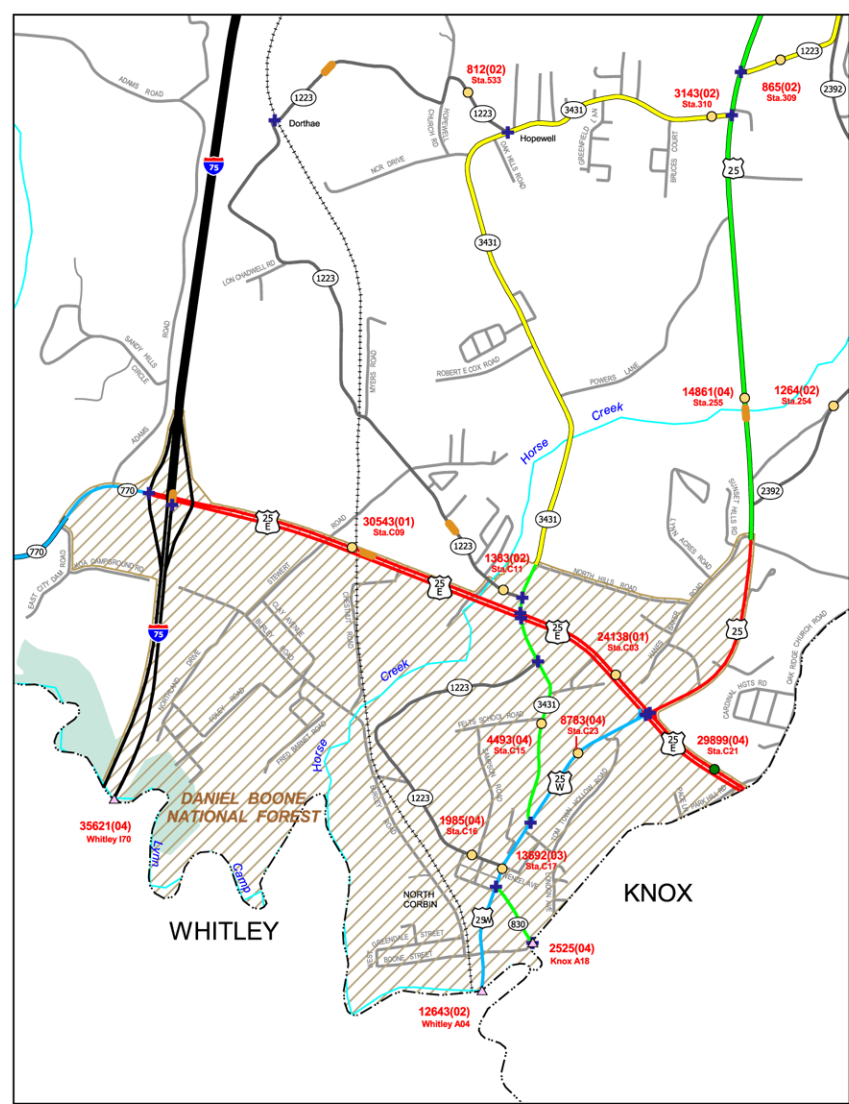
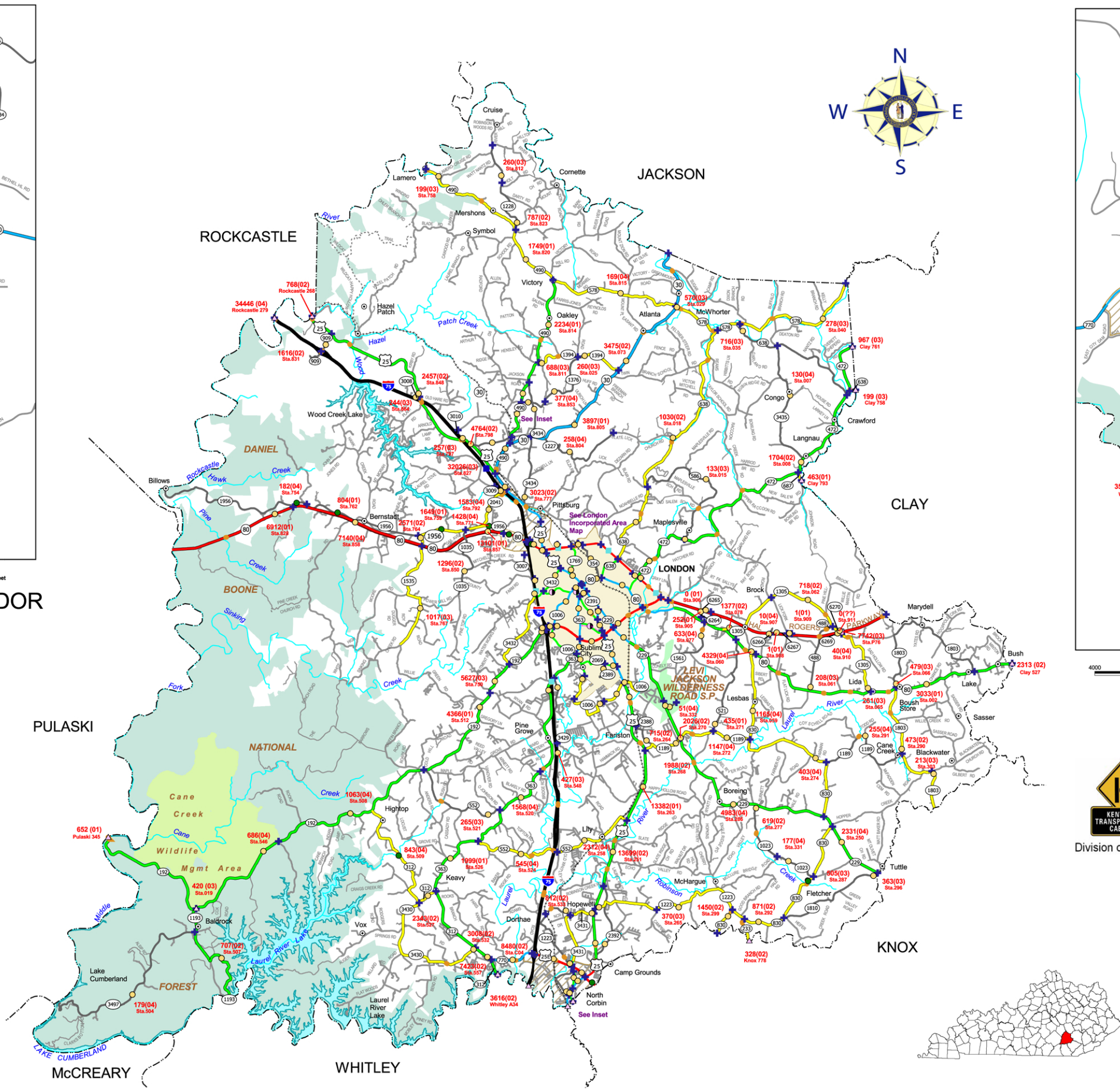
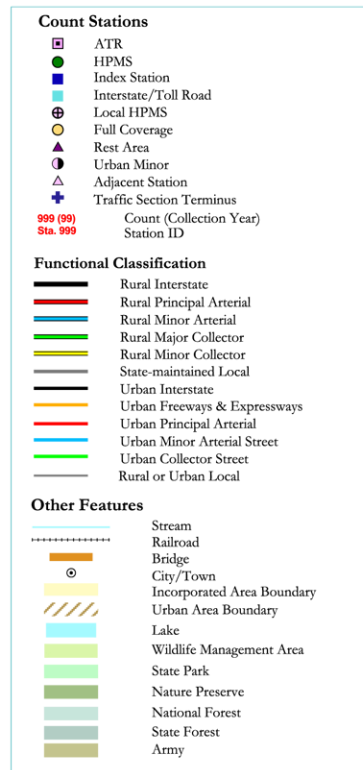
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PAGE 7-3



NW LONDON 490 CORRIDOR



NORTH CORBIN

FIGURE 7-2

Traffic Station Counts **LAUREL COUNTY** **KENTUCKY**

Kentucky Transportation Cabinet
Department of Highways
Division of Planning

Last map revision: 10/04 ceh
Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning web page at www.transportation.ky.gov/planning/index2.asp

Station locations are plotted at segment midpoints where actual milepoints have not been verified in the field.

Kentucky State Plane Coordinate System (NAD-83)

majority of those with populations of 25,000 or over; 3) Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Rural Minor Arterial - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following characteristics: 1) 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; 2) 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; 3) 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 systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural Collector Roads-Rural collector roads generally serve intracounty traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two types of rural collector routes, characterized as follows:

Major Collector - These routes typically: 1) 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. ; 2) link these places with nearby larger towns or cities, or with routes of higher classification; and 3) serve the more important intracounty travel corridors.

Minor Collector - These routes are; 1) 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; 2) provide service to the remaining smaller communities; and 3) link the locally important traffic generators with rural areas.

London - Laurel County



Rural Local Roads - Roads within this classification have the following characteristics: 1) Serve primarily to provide access to adjacent land; and 2) 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.

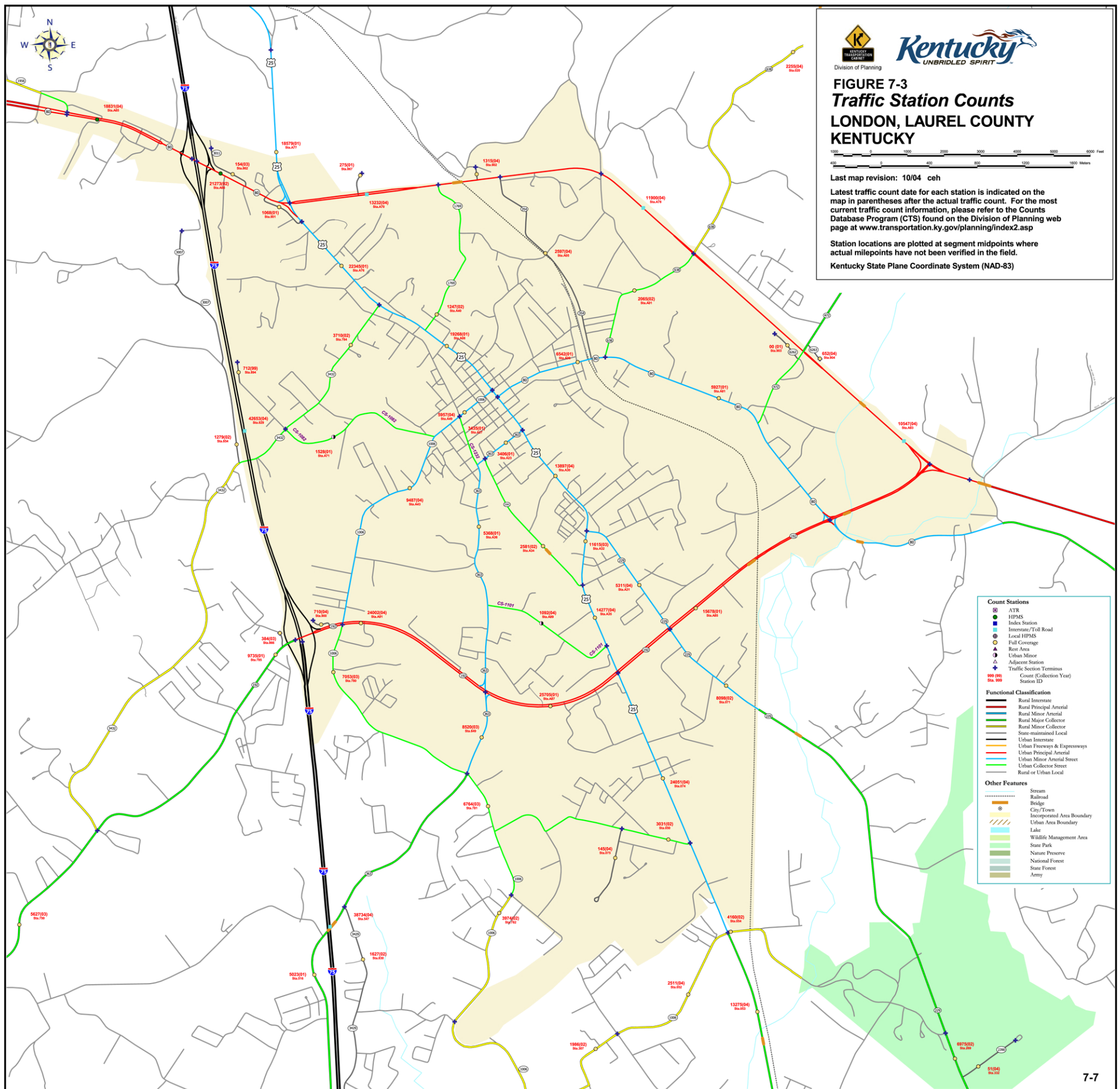
The KYTC uses a separate classification system for incorporated or urban areas. Therefore, the classification for streets within the City of London differ slightly from those in the County (Figure 7-3). Classifications for urban areas are as follows:

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.

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.

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

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.



The functional classification of a road should be considered when approving development proposals. The classification will be an indicator of road capacity. For example if a major subdivision is proposed along a rural local road, it is unlikely that the road will be able to handle the increased traffic in a safe and efficient manner. Therefore, the road may need to be upgraded or the proposal not approved. The factors which determine the capacity and safety of a specific road are numerous and include lane width, shoulder width, current traffic counts etc. Therefore, when the capacity of a road to handle the additional traffic from a development is in doubt, a traffic impact study using computer modeling should be required. New streets in subdivisions or developments should be designed to meet future as well as current transportation needs. Developers should be required to provide collector or arterial streets or the right of way for future extensions as appropriate considering long term traffic patterns.

Acquisition of necessary rights-of-way for the construction of new streets and the widening of existing major streets occur in many ways such as purchase, donations, and required dedications when land is subdivided, developed or redeveloped. Subdivision regulations require that the subdivider shall dedicate for public use the rights-of-way for widening existing streets or roads. Greater setbacks will be required along major existing streets and roads to provide this additional right-of way.

When portions of rights-of-way are not required to be dedicated by the subdivider, the property owner may still choose to provide them by voluntary dedication as a public service. Such dedication may encourage the construction or upgrading of roads which will provide better access to the developer's property. In cases where the necessary rights-of-way are not available through dedication for constructing or upgrading streets or roads, it will be necessary for the appropriate jurisdiction to purchase the required rights-of-way. Purchases may be made by negotiation with the property owner, or if necessary, the rights-of-way may be condemned through the jurisdiction's power of eminent domain.

London - Laurel County



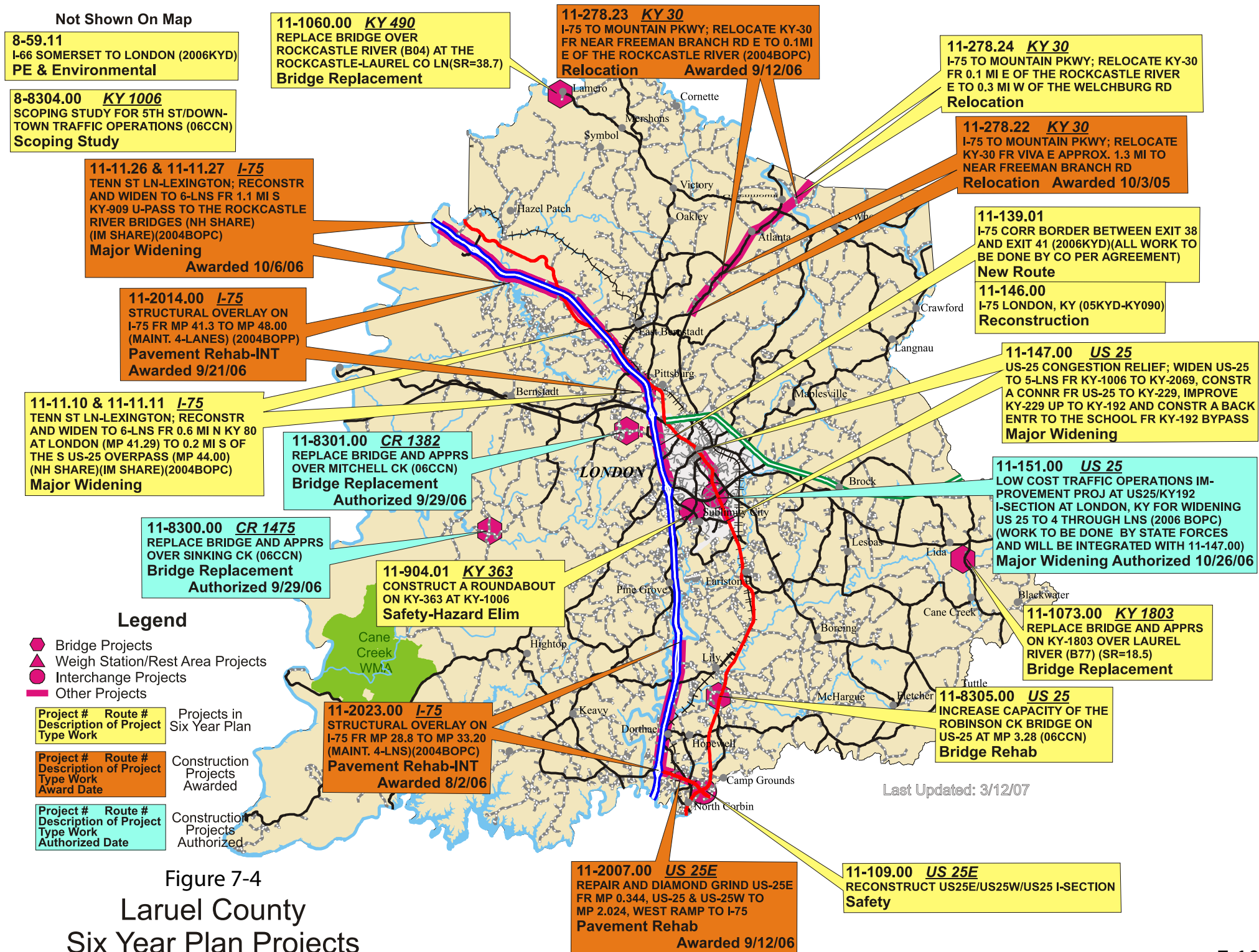
PROPOSED INTERSTATE 66 CORRIDOR

A new proposed interstate highway known as I-66 is being developed as part of the Transamerica Corridor. It will run from I-24 in Missouri, across the state of Kentucky through Ballard, Carlisle, McCracken, Graves, Marshall, Livingston, Lyon, Caldwell, Hopkins, Muhlenberg, Ohio, Butler, Warren, Barren, Metcalfe, Adair, Russell, Pulaski, Laurel, Clay, Leslie, Perry, Letcher, Knott, Floyd, and Pike counties and end at the proposed King Coal Highway (I-73/74 North-South Corridor) in West Virginia. This highway is intended to link the east and west coasts of the United States to accommodate trade and freight transportation.

A draft environmental impact statement (EIS) was completed for the Somerset to London portion of I-66 on May 17, 2006. Five different alternative routes within Laurel County from Pulaski County to I-75 were analyzed as part of the draft EIS. A preferred route was determined as part of the preparation of a final EIS in 2007. The preferred route is shown on Figure 8-4 Laurel County Future Land Use. The potential corridor for connecting I-66 from I-75 to the Hal Rogers Parkway is also shown on Figure 8-4. As an environmental assessment of this section of I-66 has not yet been completed, this corridor is subject to change.

PLANNED ROAD IMPROVEMENTS

The Kentucky Transportation Cabinet follows a six year highway plan for all 120 counties approved by the Kentucky State Legislature every two years. The current plan is for the period from Fiscal Year (FY) 2006 through FY 2012. This plan shows road improvement, bridge, weigh station, rest area rehab, interchange, and other highway related planned projects for the period. Figure 7-4 is the Laurel County Six Year Plan Project Map. It shows all of the current six year projects divided into three categories: construction projects that have been awarded, construction projects that have been authorized to move forward, and proposed projects that have not been authorized or funded as of March, 2007. The projects included in the six year plan and their anticipated funding year are as follows:



ROAD CONSTRUCTION PROJECTS THAT HAVE BEEN AWARDED:

1. 11-2023.00 - Pavement Rehab on I-75. A construction contract for pavement rehabilitation of I-75 from MP 28.8 to MP 33.2 in Laurel County was awarded 8/4/2006.
2. 11-2014.00 Pavement Rehab on I-75. A construction contract for pavement rehabilitation of I-75 from MP 41.3 to MP 48.00 in Laurel County was awarded 10/2/2006.
3. 11-11.26 & 11-11.27 - Major Widening of I-75. I-75 in Laurel County from 1.1 miles south of the KY-909 underpass (MP 48.0) to the Rockcastle River bridges (MP 50.5) will be widened to six lanes. The construction contract for this work was awarded 10/6/06.
4. 11-2007.00 - Repair & Diamond Grind US 25E. The Cumberland Gap Parkway (US 25E) from MP 0.344, US 25 & US 25W to MP 2.024, West Ramp to I-75 will be repaired with diamond grinding. A construction contract for this project was awarded on 9/12/06.
5. 11-278.22 - Relocate KY 30. Construction on London-Tyner Rd (KY 30) began on 3/21/06 to relocate the road from VIVA E approximately 1.3 miles to near Freeman Branch Road. The construction contract was awarded on 10/3/05.
6. 11-278.23 Relocate KY 30. London-Tyner Rd (KY 30) is being relocated from near Freeman Branch Road to 0.1 miles east of the Rockcastle River. A construction contract was awarded on 9/12/06.

PROJECTS THAT HAVE BEEN AUTHORIZED:

7. 11-8300.00 - Bridge Replacement CR 1475. The bridge and approaches on White Oak Road over Sinking Creek will be replaced. Construction was authorized on 9/29/06.
8. 11-8301.00 Bridge Replacement CR 1382. The bridge and approaches on over Mitchell Creek will be replaced. Construction was authorized on 9/29/06.
9. 11-151.00 Widening of US 25. US 25 will undergo low cost traffic operations improvements at its intersection with KY 192 in London. It will be widened to four lanes as authorized on 10/26/06.

London - Laurel County



OTHER PROJECTS IN SIX YEAR PLAN:

10. 11-11.10 & 11-11.11 - Major Widening of I-75. A section of I-75 from 0.6 miles north of KY 80 at London (MP 41.29) to 0.2 miles south of the South US-25 overpass (MP 44.00) will be widened to six lanes. Construction FY 2006.
11. 11-139.01 -New Route Parallel to I-75. A new road will be constructed along the I-75 corridor between Exits 38 and 41. This work is to be done by Laurel County. Construction FY 2006.
12. 11-146.00 Reconstruction of I-75. I-75 in London will undergo reconstruction. Construction FY 2006.
13. 8-59.11 – I-66. Planning, engineering, and environmental assessments will be performed for the future I-66 Corridor.
14. 11-147.00 - US 25 Widening. To provide congestion relief for US 25, it will be widened to five lanes from KY 1006 to KY 2069. A connector from US 25 to KY 229 will be constructed. Improvements will be made to KY 229 up to KY 192, and a back entry to the school from the KY 192 Bypass will also be constructed. Design FY 2007, right of way acquisition, utility relocation and construction FY 2008.
15. 11-109 – Reconstruct US 25 Intersection. The intersection of US25E/US25W/US25 will be reconstructed 1.0 mile east of the I-75/US25E interchange. Right of Way Acquisition and Utility Relocation FY2007, Construction FY 2008.
16. 11-8305.00 - US 25 Bridge Rehab. Increase capacity of the Robinson Creek Bridge on US 25 at milepost 3.28. Design FY 2007, right of way acquisition, utility relocation FY 2008, Construction FY 2009.
17. 11-278.24 - Relocate KY 30. Relocate KY 30 from 0.1 miles east of the Rockcastle River to 0.3 miles west of Welchburg Road.
18. 11-1073.00 KY 1803 Bridge Replacement. Replace bridge and approaches on KY 1803 over Laurel River. Design FY 2007, right of way acquisition, utility relocation FY 2009, Construction FY 2010.
19. 11-904.01 KY 363 Roundabout. Construct a roundabout on KY 363 at KY 1006 to eliminate a safety hazard. Design FY 2006, right of way acquisition, utility relocation FY 2007, Construction FY 2008.

20. 11-1060.00 KY 490 Bridge Replacement. Replace bridge over the Rockcastle River at the Rockcastle-Laurel County line. Right of way acquisition, utility relocation FY 2007, Construction FY 2008.
21. 8-8304.00 – KY 1006. Scoping study for 5th Street/Downtown traffic operations. Install highway lighting on US 25 from I-75 to the Country Music Hall of Fame in Renfro Valley. Planning FY 2007.

ACCESS MANAGEMENT

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where those two functions conflict, roadway design capacity will not be achieved resulting in congestion and an increase in traffic accidents. The implementation of access management guidelines enhances the overall transportation system by ensuring that each roadway continues to function at its capacity level.

Although access to local streets is regulated solely by local government, KYDOT must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. KYDOT standards are minimum standards. Local access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered as part of access management include provisions for:

- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns).
- Limitations on new access points for subdivisions.

London - Laurel County



It is recommended that the London-Laurel County Planning Commission review and update their subdivision regulations to include access management regulations.

PUBLIC TRANSPORTATION

The principle alternative to the automobile for local travel is public transit. The Kentucky Transportation Cabinet describes the Kentucky public transportation system as having several components which provide statewide comprehensive services. These services can be broken down into four classifications which are: (1) inter-city and interstate buses that move passengers and freight, (2) rural public transportation vehicles that move passengers in rural areas of the state, (3) public transportation vehicles for the elderly and disabled which meet the special needs of their users, and (4) bus/transit systems in the cities that provide scheduled passenger service.

Greyhound Bus provides inter-state bus service to Laurel County. The Greyhound Bus terminal is currently located in the Burger King in the London Shopping Center. Currently, there is no scheduled public bus passenger service within Laurel County.

Rural Transit Enterprises Coordinated, Inc. (RTEC) is a non-profit corporation which provides community transit services open to the public in rural Southeast Kentucky. RTEC operates more than 180 vehicles in their 12-county service area with planning one day ahead for cash fare transportation. In addition, RTEC operates an intercity route with 72 hour advance reservations to access non-emergency medical appointments in urban areas. RTEC is also the broker for Human Service Transportation Services in Region 12 of Kentucky. Under this program they provide transportation services to eligible Medicaid recipients seeking nonemergency treatments, welfare recipients needing job and child-care related trips, and others.

SCENIC BYWAYS

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established a Scenic Byways Advisory Committee to develop a national

scenic byways program. ISTEA further encouraged the individual states to institute state scenic byway programs. The Commonwealth of Kentucky through the Transportation Cabinet has initiated a Scenic Byways and Highways Program in Kentucky. Kentucky defines a scenic highway or byway as a road which has roadsides or view sheds of aesthetic, cultural, historical, and/or archaeological value worthy of preservation, restoration, protection, and enhancement.

The Wilderness Road Heritage Highway (Figure 7-5) is the only Scenic Byway in Laurel County. In addition to being a Kentucky Scenic Byway, the Wilderness Road Heritage Highway is designated as a National Scenic Byway by the Federal Highway Administration. It begins in the Cumberland Gap National Historic Park and extends to Berea, Kentucky following the trail marked by Daniel Boone and traveled by early pioneers years ago. Within Laurel County, the Wilderness Road Heritage Highway extends from Knox County to the south along KY 229 to Levi Jackson State Historic Park and then continues north to US 25 in London. It follows US 25 north to Rockcastle County.

BICYCLE FACILITIES

Over the past several years the use of bicycles as a viable means of transportation has substantially increased. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for residents and provides linkages to recreational or institutional facilities. Bikeway and pedestrian routes typically involve usage by all ages for recreational and educational purposes as well as providing a means of transportation to and from work. Increased usage requires improved bikeway and pedestrian facilities in order to make trips along these routes as safe as possible. This is especially important since some trips occur within existing road rights-of-way.

For the most part, there are two major categories of bicycle facilities: on road, and off road or separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost

London - Laurel County



any destination. Separate bike paths and multipurpose trails are designed specifically for the purpose of facilitating non-motorized means of transportation. In addition, trails and greenways can serve both recreation and transportation needs while creating linkages with other areas of the community.

The guide to bicycle routes in the state is titled Kentucky Bicycle Tours and was published jointly by the Kentucky Transportation Cabinet's Division of Multimodal Programs and the Kentucky Department of Travel Development. The routes in the guide crisscross the state to provide as many opportunities for cyclists as possible. For the most part the seven recommended routes are along less traveled roads so as to avoid interstates, parkways, and major thoroughfares. The routes listed and mapped in the guide are as follows: KY TransAmerica Trail, Ramblin' River Tour, Midland Kentucky Tour, Southern Lakes Tour, Central Heartlands Tour, Mammoth Cave Tour, Bluegrass Tour, and Mississippi River Trail.

The Bluegrass Tour crosses Laurel County. This bike tour route takes bikers from the foothills of the Appalachian Mountains at the Kentucky-Tennessee border up through the Bluegrass Region, ending at the Kentucky-Ohio border in Maysville. The Laurel County route follows KY 312, KY 192, and KY 1956. The guide highlights a stop in London at the Levi Jackson Wilderness Road State Park. Here visitor's can see the Mountain Life Museum and McHargue's Mill, and the largest display of millstones in the country.

It is recommended that a Greater London Bicycle and Pedestrian Plan be developed to emphasize the importance of incorporating bicycling and pedestrian facilities in all transportation planning activities and roadway projects (both local and state). All new highways and streets, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that bicyclists will use them. It is also recommended that developers be encouraged to incorporate dedicated bicycle paths into their subdivision design and to link them to other existing and proposed developments. In addition to providing an alternative means of transportation, bicycle facilities are amenities which can enhance the marketability of homes for those seeking a more active lifestyle.

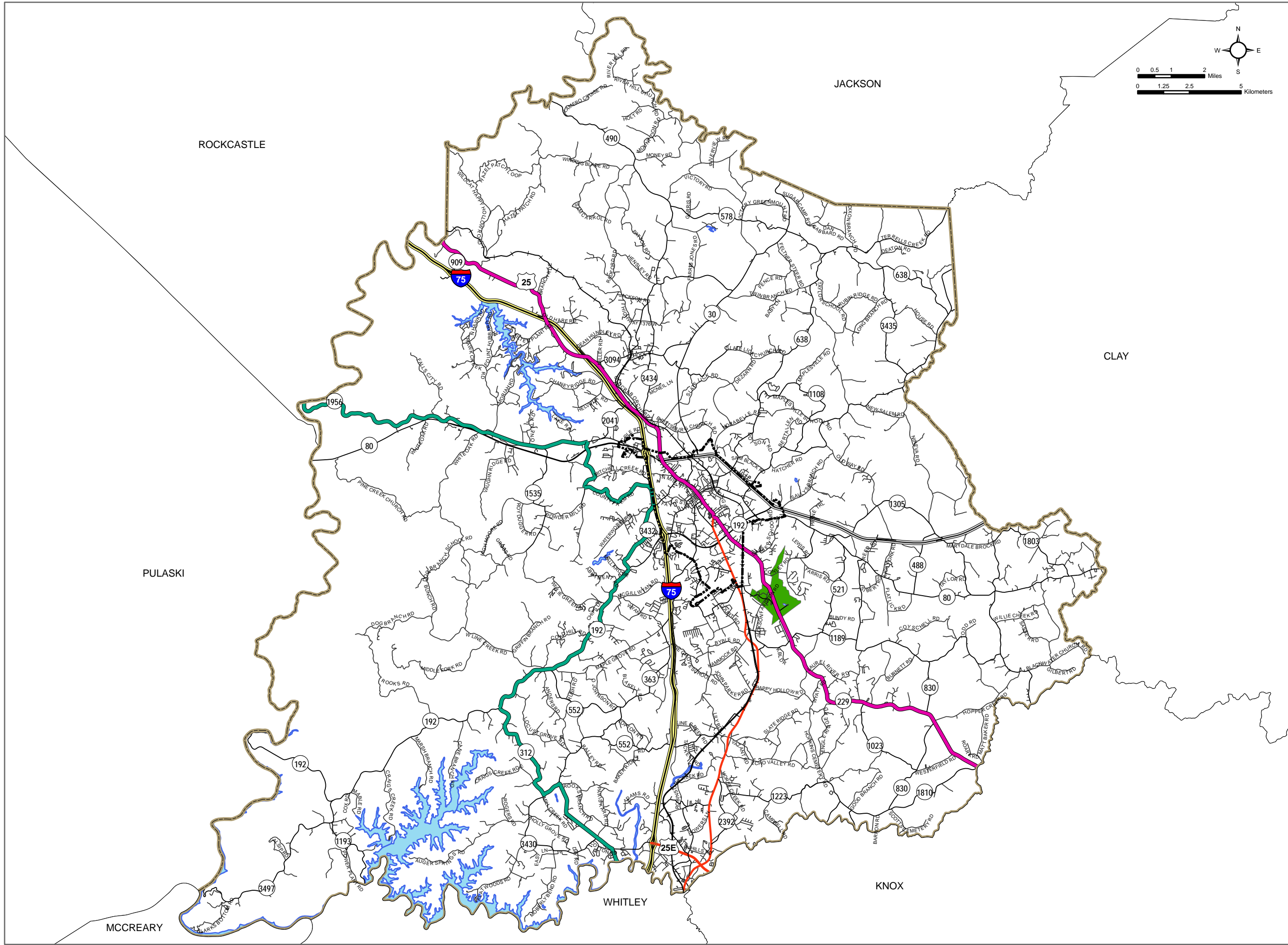


FIGURE 7-5

**LAUREL COUNTY
BICYCLE ROUTES &
SCENIC BYWAYS**

2007
Comprehensive Plan
**City of London &
Laurel County, Kentucky**

LEGEND

- Wilderness Road
Heritage Highway
- Bluegrass Tour
Bike Route
- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes
- Levi Jackson
State Park
- London

MAP INFORMATION

Data Sources:
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
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PEDESTRIAN FACILITIES

Sidewalks and other walking paths are an essential component of a multi-model transportation system. However, as automobiles became the dominant form of transportation, sidewalks were often left out of developments. Maintenance of existing sidewalks has also often been a low priority. This has contributed to increasing traffic congestion as often the only safe way to get to or from one place to another is by automobile, even though the destination may only be a few hundred yards away. As this problem has been recognized as a national one, Federal TEA-21 legislation now requires the inclusion of bicycle and pedestrian facilities into the transportation planning process. All new public facilities, including sidewalks, must be handicapped accessible.

RAIL TRANSPORTATION

The CSX railroad is the only railroad located in Laurel County. It traverses west Laurel County from north to south. It is part of a line running between transfer stations in Richmond, Kentucky and Corbin, Kentucky. Maintenance of the railroad is the responsibility of CSX.

AIR TRANSPORTATION

The London-Corbin Airport is located 3 miles south of London just off of US 25. The airport is small and primarily serves local privately owned small planes. The airport has two asphalt runways which are 5,650 feet long and is 150 feet wide. A rotating beacon light operates from dusk to dawn. Facilities at the site include administrative offices, pilot lounge, and hangers. The airport is staffed from dawn to dusk. Eighty-five planes are usually based at the airport. The current five year plan for the airport does not include any expansion of the airport or runways. It does include maintenance and upgrade projects such as new runway and taxi signs, installation of additional security fencing, a fuel system upgrade, replacement of a rotating beacon, refurbishment of the lobby and various pavement overlay projects. The construction of a new nine unit T-hanger is also included in the five year plan.

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CHAPTER EIGHT

INTRODUCTION

The land use plan is a guide for the physical development of the City of London and unincorporated areas within Laurel County. It is based upon goals outlined during the preparation of the plan and policy recommendations developed to achieve them. The goals and objectives establish a vision of the city and county and should be representative of how citizens and governing officials would like life in Laurel County to be in the future. It is the duty of the planning commission, governing bodies and citizens to edit, refine, adopt, enlarge and alter these previously stated goals in order to develop policy recommendations for future development. Policy recommendations are included in this chapter as development and growth guidelines. They represent procedures to be followed if Laurel County is to develop in accordance with the stated goals.

The land use plan is presented as one of the final chapters of the comprehensive plan because it utilizes the findings and recommendations of all of the preceding chapters. Specific application of the guidelines to new development in the city and county will occur through zoning regulations, map amendments, subdivision regulations and through the day to day development decisions of the planning commission and legislative bodies.

The process of developing land use policy guidelines includes an analysis of present land use patterns, assessment of the problems associated with these land use trends, and recommendations for future land use. A general evaluation of existing land use patterns is discussed first and is based upon generalized existing land use maps prepared during the planning process. Next, future land use maps for the City of London and Laurel County are presented along with policy recommendations to guide future land use decisions. The future land use maps must be used in conjunction with the text of the comprehensive plan when considering zoning map amendments and development proposals or the establishment of zoning regulations in the unincorporated areas of Laurel County. The goals and objectives, develop-

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ment policies stated in the plan as well as background information such as environmental data should be considered on a site by site basis. Although land use data are reported relative to political boundaries, land use trends do not respect such boundaries. Land use activities occurring at the edge of the city limits influence the demand for similar activities on the opposite side of the boundary in the unincorporated areas.

LAND USE CATEGORIES

The following land use categories are used in the discussion of existing and future land uses. These land use categories are broader than specific zoning districts and are not intended to replicate the specific zones. Zoning regulations will be specific in the uses allowed and may contain several zones for a single land use. As zoning regulations are specific to the particular jurisdiction, the allowed uses and requirements will vary between communities although the name of the zone is similar or the same.

RESIDENTIAL LAND USES - Existing residential land uses are grouped into two categories: low density and high density. Low density residential includes single family residences including mobile homes on single lots of five acres or less. Due to lack of zoning in the county, there may be more than one single family structure on a lot. This category may also include small concentrations of duplexes. High density residential includes large duplex developments, townhouses, multi-family units and mobile home parks.

Large residential lots of five acres or more which may be associated with agricultural operations are accounted for under agricultural and open space land uses. Large lot rural estate developments may be included as agricultural/open space if the lots are more than five acres. It is not the intention of this plan to automatically allow development to occur at the upper end of density ranges in consideration of future residential development. Rather, the density of development should be determined by the residential development policies contained in the future land use section of this plan. The land use categories used in this plan are purposefully broad. The appropriate density for a specific development must be consistent with the planning commission's

goals and objectives, residential development policies, site specific environmental considerations and adequate infrastructure. The specific listing of uses permitted and their densities are determined by in the adopted zoning ordinance.

PUBLIC/SEMI-PUBLIC USES - Public and semi-public land uses are defined here to include three categories of uses: (1) all enterprises engaged in providing transportation services, communication services or utilities; (2) public buildings and lands, including government buildings, public schools and public park and recreational facilities; (3) semi-public land uses that serve the public but are not government owned, including churches, private schools, hospitals, cemeteries, charitable and social service organizations. Public and semi-public uses are typically scattered throughout the city and planning area. Smaller facilities may be included in with commercial uses when the area is predominately commercial.

COMMERCIAL LAND USES - Commercial uses are those which typically include a variety of businesses located in dedicated shopping centers, along highways and in other concentrated areas. The types of business include the following:

Retail commercial land use consists of those types of establishments, their attendant buildings and lot areas which are used in the retail sale of merchandise for personal, household or farm consumption and the rendering of services which are incidental to that sale.

Service commercial land uses generally consist of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the rendering of all personal business, repair and amusement services not otherwise included in the office category and not involving the sale of specific merchandise (except incidentally). Examples are barber and beauty shops, dry cleaning establishments, appliance repair shops, and commercial amusement services.

Office commercial land use is comprised of those types of establishments, their attendant buildings, and lot areas which contain businesses

London - Laurel County



primarily engaged in rendering financial, insurance, real estate and specialized professional services. Examples are banking establishments, real estate offices, law offices and the like.

Wholesale commercial land use generally consists of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the selling of merchandise in large quantities to retail commercial operations; to industrial or professional users; or to other wholesalers or acting agents in buying merchandise for or selling merchandise to such users. Wholesale commercial land use is also usually allowed in light industrial zones.

Neighborhood business uses are typically small scale retail and service businesses which are located within developed residential areas of the city. Appropriate businesses are those which provide goods and services to nearby residences within walking distance such as small grocery stores, self service laundries or hair salons. Such business should be located in limited areas to reduce disturbance to nearby residents.

Shopping Centers/Big Box Retail - The purpose of this land use classification is to identify existing shopping centers as well as designate areas that would be suitable for this type of large scale commercial development. A recent trend is for shopping developments to contain large stand alone stores known as big box retail stores rather than a number of stores under one roof. Historically big box retail stores have been unattractive large rectangular concrete buildings surrounded by a sea of pavement for parking. When old stores close, they tend to have low reuse value. Communities are now requiring such stores to have attractive designs, landscaping and parking enhancements that are compatible with the local community. Areas within this designation must have appropriate access to major transportation routes and utilities.

CENTRAL BUSINESS DISTRICT – this land use is located in the downtown area of London and has a mix of office, retail and service businesses as well as public and semi-public uses. The Central Business District (CBD) is the highest density commercial land use due to multi-storied buildings and lack of setbacks. Some residential uses are also typically found within the

central business district such as apartments located above first floor businesses. Parking on streets and in public lots is necessary to compensate for limited on site parking within the Central Business District.

INDUSTRIAL LAND USES - An industrial land use is that type of establishment, its attendant buildings and lot area which is primarily engaged in the mechanical or chemical transformation of organic or inorganic substances into new products whether the products are sold back into the manufacturing process or sold wholesale or retail. Uses primarily engaged in the warehousing, storage of commodities and recycling and other primary waste handling facilities are also included in the industrial classification. Uses which are of a less intense nature and those which are considered to have lower levels of noise, sound and other annoyances are considered light industrial uses. Large scale, intense uses and those which may be considered a nuisance are considered heavy industrial uses.

PARKS & RECREATION LAND USE – This land use category includes larger scale parks and recreational complexes. Park and recreation land uses may be public or private such as a private golf course. This category may also include open space uses and larger cemeteries. Small pocket parks, cemeteries and other recreational uses may also be located within other land use designations.

FLOODPLAIN/ENVIRONMENTALLY SENSITIVE - This land use category includes areas in which development should be prohibited due to environmental concerns. Within Laurel County the largest environmentally sensitive area is the Daniel Boone National Forest. It is shown as a separate use. The 100-year floodplain is also a concern. Development within the floodplain is a threat to both persons and property. It also has the affect of reducing drainage capacity which can increase flooding levels or force flood waters onto other lands. Some uses that would be appropriate in floodplains would be some agriculture uses such as grazing or crops. Open space type recreational uses such as hiking trails, hunting or boating facilities, wildlife management areas and managed forest areas may also be located within the floodplain. Some water related land uses such as docking facilities and marinas are also appropriate for floodplains as long as proper flood proof design is

London - Laurel County



used. Due to the scale and need for clarity of the future land use maps other environmentally sensitive uses such as wetlands, mine reserves, etc. are not shown. However, this information should be required to be included on site specific maps for map amendments and site plans.

AGRICULTURAL/OPEN SPACE LAND USES - All land which is used agriculturally (including residential structures on larger lots) or is undeveloped is included in this category. In some areas, these lands may not be well suited to urban-type development due to the lack of infrastructure, adequate roads or distance from urban services. Agriculturally related businesses such as large scale nurseries or lumber operations may be included in this land use category.

EXISTING LAND USE

Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. Existing land use maps for London and Laurel County were prepared based on a window survey, aerial photography and PVA information about the lot. The existing land uses shown may not be 100% accurate as activities on the land are not always visible. Sometimes the use simply could not be determined as a structure had no obvious identifying information. Sometimes there were multiply uses of a property and the most predominate was noted. Due to these reasons, the existing land use maps are often only produced as work maps. As they are helpful in determining existing land use and development patterns, they are included in this plan and are one of the basis from which recommendations for future land use were developed.

It should also be noted that existing land use does not always equate current zoning or, in the case of the county, future zoning. In many cases, a use may be in existence before zoning is approved. If the use is not in conformance with the approved zoning, it is known as a non-conforming use. For example, a commercial business in an area zoned only for residential use would be a non-conforming use. Non-conforming uses are “grandfathered in” meaning that they can continue as long as the use is not changed or

expanded. The specific requirements for non-conforming uses are detailed in the zoning ordinance.

CITY OF LONDON EXISTING LAND USE

London, the county's only incorporated city, acts as the county seat. It is located in the center of the county, at the crossroads of I-75, the Hal Rogers Parkway, US 25, and KY 80. The city began with the development of the older central business district along US 25 near the intersection with US 80. Commercial development initially extended away from this downtown area north and south along US 25 and east along US 80. Early residential development extended away from this downtown core area with most occurring to the west between US 25 and I-75. In the center of London, streets and lots are laid out in a traditional block manner. Figure 8-1 shows existing land use within the City of London.

RESIDENTIAL USE - Residential development originally occurred around the central business district of London. Older residential areas in this area typically have small lots that were not initially designed to accommodate parking of motor vehicles. Residential development has extended away from the CBD in all directions. The most concentrated areas of newer residential development are located to south of KY 192 between I-75 and US 25. Multi-family sites are located at scattered sites throughout the city. There is one large mobile home park within city limits located off of KY 1006 (Old Whitley Road).

COMMERCIAL USE - Commercial development began in London's central business district (CBD) which remains a vital part of the city. The CBD district consists of government buildings, banking institutions, businesses, legal offices, and specialty shops. Strip commercial development extended away from the CBD to include most of US 25 within city limits and E. 4th Street from US 25 east to the CSX railroad. Newer commercial development is concentrated along KY 80 north of the CBD and KY 192 south of the CBD. The commercial development along KY 80 near the I-75 interchange is mostly highway oriented commercial uses such as gas stations, restaurants and hotels. Development along KY 192 is more diverse and includes gas

London - Laurel County



stations, restaurants and large strip malls containing big box retailers, grocery stores and shops. This area is also typical strip highway commercial development with multiple access points along the highway with few frontage roads or other access management facilities.

PUBLIC/SEMI-PUBLIC/OFFICE - Public/semi-public land uses are scattered throughout the city. Some of the larger uses include Marymount Hospital, North Laurel High School, South Laurel High and Middle School, London Elementary School, the Bennett Center, the two Somerset Community College sites and the Laurel County Public Library. There are also a number churches within city limits. Several public/semi-public uses are also located within the central business district. The London-Corbin Airport is located at the southern end of the city.

PARKS & RECREATION LAND USE – There are only a few small sites within city limits dedicated to parks and recreational land use. Each school also has recreational facilities available.

INDUSTRIAL USE – The only concentrated area of industrial development in London is along the CSX railroad which runs north and south through the east side of the city. Other industrial sites are scattered throughout the city.

FLOODPLAIN/ENVIRONMENTALLY SENSITIVE – The floodplain of the Little Laurel River extends north and south along the eastern end of London and appears to have formed an informal boundary for development to the east. Development has occurred within the other 100 year floodplain areas within the city including Whitley Branch, Sampson Branch and a small portion of Mitchell Creek. This has caused storm water drainage problems within the city along these creeks.

LAUREL COUNTY EXISTING LAND USE

The land use patterns in Laurel County have been structured by the proximity to the cities of London and Corbin and the transportation network. Development has been limited within the boundaries of the Daniel Boone National Forest in the west end of the county and Levi Jackson State Park. Conversely both Wood Creek and Laurel River Lake have attracted nearby

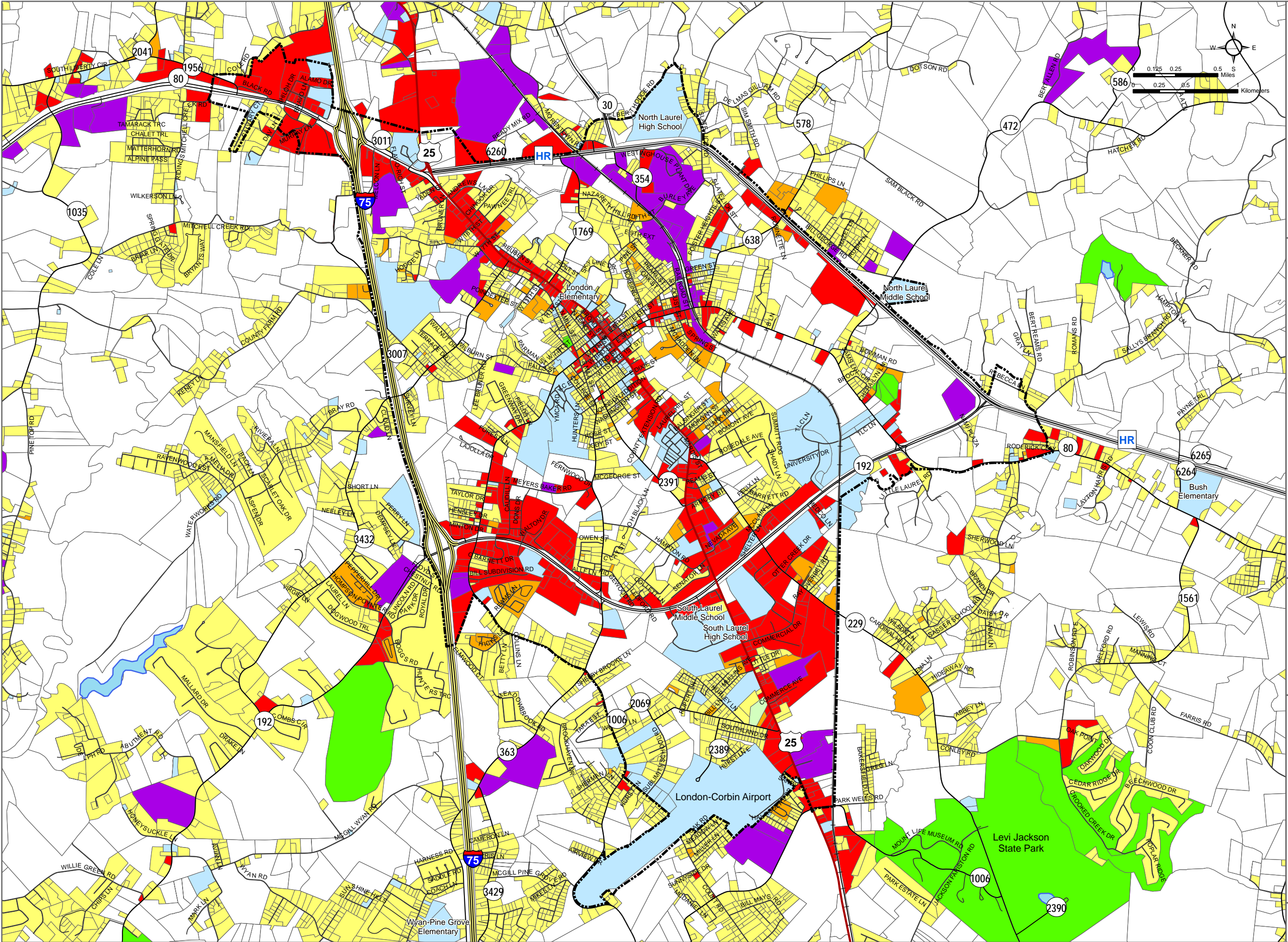


FIGURE 8-1

CITY OF LONDON

EXISTING

LAND USE

2007

Comprehensive Plan

City of London &

Laurel County, Kentucky

LEGEND

- Agricultural/Open Space
- Low Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Industrial
- Parks & Recreation
- National Forest
- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes

MAP INFORMATION

Data Sources:
Laurel County PVA
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
Kim Rybold

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development. The most intensive land development has occurred near the Cities of London and Corbin, along US 25, I-75 and KY 80, and near Wood Creek Lake and Laurel River Lake. There are a number of small rural communities including Bernstadt, East Bernstadt, Keavy, Hopewell, Lily & Bor-ing with more concentrated development. Figure 8-2 shows existing land use in Laurel County.

RESIDENTIAL USE – Due to the lack of zoning in the unincorporated areas of the county and subdivision regulations which allow residential development on half acre lots (21,780 square feet) when no public sewers are available, a significant amount of agricultural land in the county has been converted to single family residential use. Extensive residential development has occurred not only near London and Corbin but also between the two cities along the I-75/US 25 corridor. The land between I-75 and the Daniel Boone National Forest to the west has had extensive residential development including older piano key lots along rural roads and newer subdivision development. Some of the highest density housing surrounds Wood Creek Lake and the land outside of the National Forest near Laurel River Lake. This development pattern has continued to the east of US 25 also, although it is not yet quite as dense as the west side of the county. The type of development ranges from numerous modest mobile homes and stick built houses to larger estate homes. Due to the lack of zoning, there is no consistency in housing types in many areas. Large estate homes are often found adjacent to older dilapidated houses or mobile homes. This development pattern, while offering a desirable rural or estate lifestyle, poses service delivery, traffic safety, and environmental problems especially where septic tanks are utilized in large concentrations. High density residential use outside of the City of London is mostly limited to some mobile home parks and some multi-family units near Corbin and London where sewer service is available.

COMMERCIAL USE – The largest concentration of commercial development outside of the City of London is located in the North Corbin area especially along US 25E near I-75. Public sewer service is available in this area from Corbin Utilities. There has also been concentrated commercial development north of London along US 25 to KY 490, south of London along US 25 all the way to North Corbin and east of London along KY 80. Public sewer

London - Laurel County



service is now available to many of these commercial establishments from London Utilities and Wood Creek Water District. While not as concentrated, there are also numerous other commercial facilities scattered throughout the county presumably on septic systems. There are also numerous home based types of businesses located on the same lot as a residential use in the rural areas of the county. For existing land use purposes, the use which appeared to be the predominate use was shown. Most commercial operations in the county consist of small businesses such as convenience/grocery stores which serve the needs of a limited number of people. The majority of residents in rural Laurel County rely upon the London and Corbin commercial areas to provide retail services.

PUBLIC/SEMI-PUBLIC/OFFICE – Public uses scattered throughout the rural areas of the county include several elementary schools and volunteer fire departments. Other public and semi-public uses, especially churches and cemeteries, are located throughout the county.

INDUSTRIAL USE- Industrial development in Laurel County has been scattered in nature. The largest industrial area outside of the City of London is the London-Laurel County Industrial Park west of the city and south of KY 80. There is also a large industrial concentration along American Greeting Road in the North Corbin area. The largest stand alone manufacturing facility is Aisin Automotive located off of US 25 between London and Corbin. Other smaller industrial sites are scattered throughout the county. The Laurel Ridge Landfill near Lily and the London Utilities Landfarm are the largest solid waste facilities in the rural areas of the county. However, there are numerous other automotive and heavy equipment recycling facilities (commonly called junk yards) scattered throughout the county. Many of these smaller facilities are not properly managed or screened from public view in accordance with state regulations and present an environmental hazard.

PARKS & RECREATIONAL USE – Larger park and recreational uses in the county include Levi Jackson State Park, Camp Wildcat Battlefield, several golf courses and two motocross facilities. These facilities are scattered throughout the county. While the Daniel Boone National Forest includes numerous recreational use areas, due to its size and environmentally sensi-

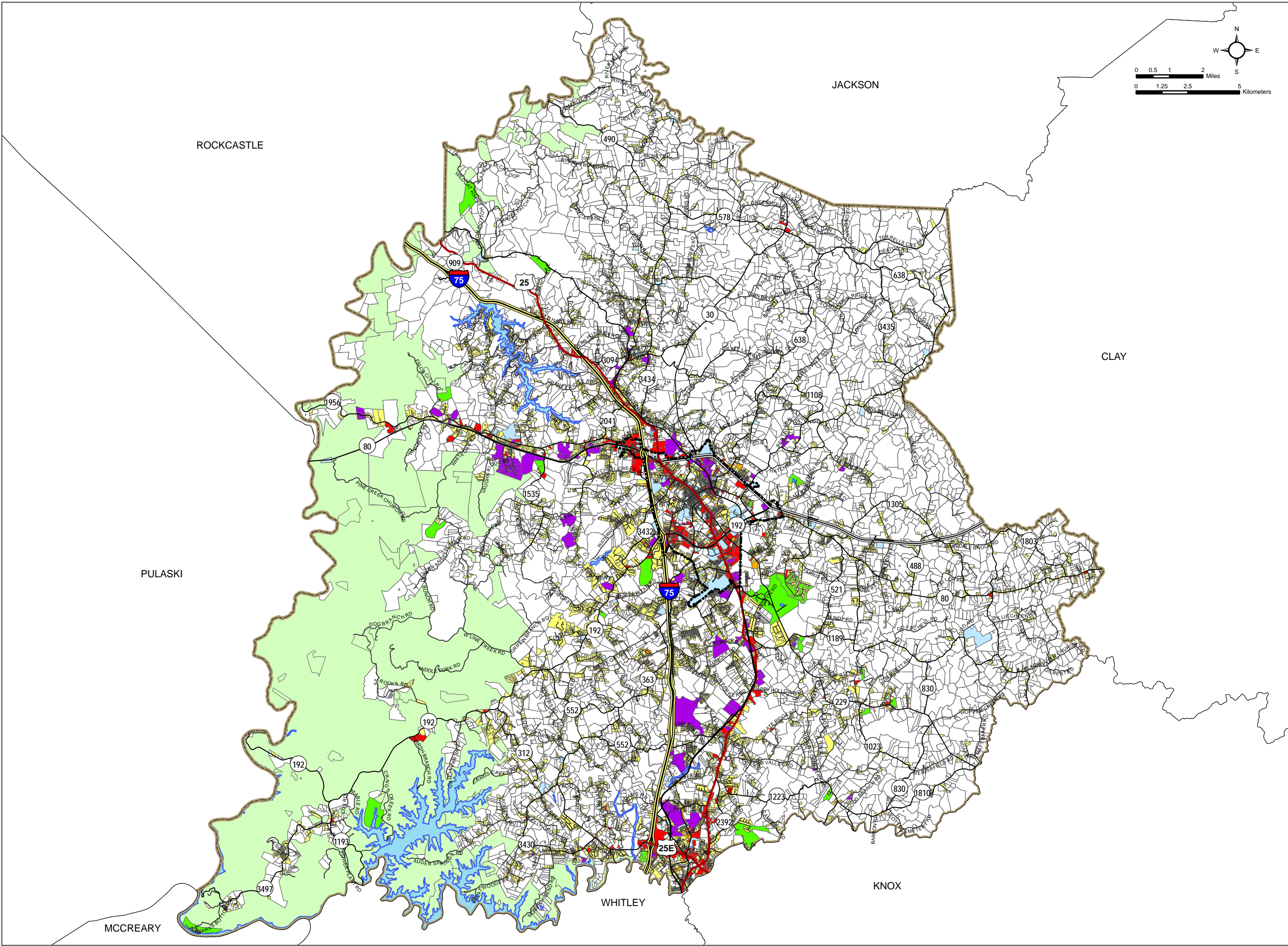

















FIGURE 8-2
LAUREL COUNTY
EXISTING
LAND USE

2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND

	Agricultural/Open Space
	Low Density Residential
	High Density Residential
	Public/Semi-Public
	Commercial
	Industrial
	Parks & Recreation
	National Forest
	Local Roads
	I - 75
	State Routes
	Hal Rogers Pkwy
	US Routes

MAP INFORMATION
Data Sources:
Laurel County PVA
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
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tive/mixed use nature, government owned land within its boundaries is shown as a separate land use.

FLOODPLAIN/ENVIRONMENTALLY SENSITIVE - The Daniel Boone National Forest consists of 1,106 acres located on the western half of the county. It is shown as a separate land use. Floodplains and coal mine areas impact land use in some rural areas of Laurel County. Floodplains are shown on the future land use maps. Coal mine areas are considered environmentally sensitive as any new development on previously mined land is taking place on disturbed land. Settlement, subsidence or erosion in these areas can adversely affect new structures and facilities. Also, new development should not take place on lands that will be mined in the future.

AGRICULTURAL USE/OPEN SPACE – Agricultural uses are mixed in with residential uses in many rural areas of the county. Agriculture is still the predominate use in the north end and east side of Laurel County. Typical agricultural operations include cattle, pasture, hay, tobacco, corn, nurseries, and lumber operations. Land that is undeveloped is included in this use including lots of more than five acres with a house on it.

FUTURE LAND USE

The Future Land Use Plan is intended as a guide for the physical development of the Laurel County. The plan includes proposals for the amount and location of land that will be needed as growth and development continues. Its purpose is to serve as a basis for creating an environment or pattern of development where the various uses of land compliment rather than conflict with each other. It is also intended to serve as a template for future zoning in the unincorporated areas of Laurel County.

The future land use plan includes both the future land use map and the associated text. As stated before, the map and text should be used together when making land use decisions. In some areas the map shows that little or no change from the existing land use pattern is anticipated. In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five to ten years due to unpredictable economic

London - Laurel County



trends and other factors such as the extension of wastewater services and road improvements. Rezoning of various areas consistent with future land use designations may therefore become appropriate at various times throughout or beyond the five to ten year planning period as conditions warrant. The future land use map for the unincorporated areas of the county are intended to be a template for zoning in the county. Without zoning, current haphazard development patterns will continue.

The second major element of the future land use plan is the land use policy recommendations included in the text. These policies supplement the maps by providing a framework for managing and directing the changes that will occur during the planning period. Application of policy guidelines will help determine when an area is ready for the changes anticipated on the land use map. At times, application of the policy guidelines may indicate the appropriateness of changes not anticipated on the land use map, thus necessitating an amendment to the zoning map prior to granting a development request.

In addition to determining the appropriate location and intensity of various land uses, the policy guidelines provide a framework for reviewing and ensuring the quality of new development. They also assist the planning commission in regulating the impacts of new development on surrounding uses, the environment and existing public service delivery systems. These policies will be implemented through the Zoning Ordinances and Subdivision Regulations, and review of subdivision and site plan development proposals.

BASIC ASSUMPTIONS

Basic assumptions about future social and economic conditions in the county and city underlie the formulation of goals, objectives and policies upon which this plan is based. These basic assumptions, some of which have been stated or implied in previous chapters are as follows:

1. Economic growth will continue in the county as a result of further infrastructure improvements and existing development pressures. Growth at the current rate is likely to continue due to the proximity to I-75 and the future I-66 corridor.

2. Future industrial development may eventually be limited by the lack of appropriate industrial sites within the county.
3. Population growth in Laurel County will occur in response to economic opportunities, location near transportation routes and cost-of-living factors. Some of this growth will result from a natural increase in population with most population shifts resulting from in-migration.
4. The major transportation mode in the county and cities will continue to be the private automobile. With increased traffic and congestion, the provision of a functional, efficient, multi-modal transportation system will become increasingly important.
5. Unless zoning is enacted in the county, the current haphazard location of development will result in increasing conflicts due to incompatible land uses and the lack of land for development.
6. Pressure for residential and commercial development will continue in conjunction with regional economic development, transportation and infrastructure improvements.

URBAN SERVICES BOUNDARY

The principle objective of the Land Use Plan for Laurel County is to encourage urban development into areas where urban services, especially public sewers, either presently exist or where such services can easily be extended without undue cost. Urban development includes, but is not limited to industrial, commercial, high density residential and concentrated single family uses. It generally does not include agricultural uses and their related housing. The urban services boundary for the area around the City of London is defined as the area within one half mile of existing sewer service. Urban development should only occur in this area if public water and wastewater service is available and there is capacity to treat the wastewater produced by the new development. New development, infill development and redevelopment should be encouraged within the existing city limits of London where these and other urban services are already available before allowing development in areas.

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INTERSTATE 66

From a land use planning perspective, it is important to consider the proposed route for I-66 when making current land use decisions. The location of the preferred corridor for I-66 from Pulaski County to I-75 as determined by the Kentucky Transportation Cabinet is shown on the future land use map for Laurel County. Development within or near the proposed route should not occur as it may conflict with future construction of the interstate and result in future displacement of residences and businesses.

The potential corridor for I-66 from I-75 east to the Hal Rogers Parkway is shown for general long term planning purposes only. There is no schedule for a detailed study of this corridor at this time so the determination of any actual route alternatives for this segment is many years in the future and subject to public involvement, consultation, environmental evaluation, and engineering considerations. It is shown as a reminder that I-66 is proposed to eventually connect from I-75 to the Hal Rogers Parkway somewhere south of London.

LOCATION PRINCIPLES AND POLICIES

General principles relating to the location of urban land uses provide a reference for the planning commission in the development of a Land Use Plan and other tools to promote orderly and systematic growth within Laurel County. Principles for the major types of land uses are provided below as guidelines for the consideration of establishing zoning in the county. These policies and the land use map should be utilized together in consideration of the most appropriate zone for any particular parcel of land. The map should provide the planning commission with the preferred land use for a site, while the written development policies serve as guidelines by which to review the development plan to ensure conformance with the comprehensive plan and determine the appropriate zoning classification.

General principles for all new development:

1. All new development shall meet all applicable federal, state and local standards regulating the impact of development on land, air, water, historic resources or natural areas in the county.

2. Development should be contiguous to already built-up areas to minimize costs of public facilities such as water, sewer, police and fire services.
3. No lot shall be created by any subdivision of property that will result in a failure of any lot, existing structure or activity on land to conform to any applicable city or county regulations.
4. Where land conditions are in doubt, it shall be the responsibility of the developer to prove the feasibility of development upon the land in compliance with federal, state and local regulations and/or standards.
5. All development shall utilize and retain natural topography and vegetation in the development design and layout to the extent practicable.
6. No development should be allowed to be built in designated 100-year floodplain areas or other environmentally sensitive areas.
7. The protection of structures and sites that have historical value is encouraged during rehabilitation activities and infill development.
8. Areas of critical environmental importance, areas of high ecological sensitivity, and areas containing unique features shall be preserved in the development process.
9. Compatibility standards as specified in the following land use development policies should be considered when developing a zoning ordinance or map. These standards shall require more intensive uses locating next to less intense uses to provide buffering to protect the less intense use from the impacts of noise, glare, dust, vibration, odors, traffic or other vehicular use and visual appearance. Acceptable buffers may include any combination of fencing, deciduous and/or evergreen plantings, open space, earthen mounding, etc. as accepted and approved by the planning commission in the development plan process.
10. Onsite permanent or temporary storage of drainage waters should be provided in each development to compensate for the amount of drainage capacity lost to impermeable surfaces.
11. Approved storm water drainage systems separate from the wastewater collection system should be required of all developments.
12. New development near existing public sewers must be required to connect to public sewers. Large scale residential development on septic systems should be discouraged. However, if development on sep-

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tic systems is allowed, developers should be required to consult with the health environmentalists at the London Health Department prior to developing a subdivision plan to determine if there are any problem areas on the site which might require lots larger than ½ acre to accommodate properly functioning septic systems.

13. A site specific noise analysis shall be required when residential or other noise sensitive uses are proposed along interstate routes, parkways or the CSX railroad. Appropriate setbacks, berms, walls, landscape buffers or other mitigation measures shall be used to reduce the impact of noise to acceptable levels.
14. New development should not be permitted along the proposed route of I-66 west of London to limit adverse impacts from future construction of the interstate.

CITY OF LONDON & LAUREL COUNTY FUTURE LAND USE

Figure 8-3 depicts the Future Land Use Map for the City of London and the immediate surrounding area. As this area is already highly developed, appropriate infill development and redevelopment of other existing uses will be primary future land use issues for areas currently within city limits. A new frontage road proposed to run parallel to I-75 between the two London interchanges may open up some land for development near the proposed Kentucky Hills Heritage Center. Figure 8-4 is the Future Land Use Map for the unincorporated areas of Laurel County. On the future land use maps areas that should remain agricultural or undeveloped are shown in white. As development is not permitted on government lands within the Daniel Boone National Forest, these lands are shown as a separate land use.

CENTRAL BUSINESS DISTRICT DEVELOPMENT POLICIES

The central business district of a city typically functions as the historic focal point of the community as well as serving a variety of functions including retailing, entertainment, administration and government. In addition to the general commercial development policies, development policies for the central business district in London should encourage:

This map must be used with the text of the 2007 London-Laurel County Comprehensive Plan.

FIGURE 8-3

CITY OF LONDON
FUTURE
LAND USE



2007
Comprehensive Plan
City of London &
Laurel County, Kentucky

LEGEND

- Agricultural/Open Space
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Central Business District
- Industrial
- Parks & Recreation
- National Forest
- Floodplain
- Previously Mined Land
- Local Roads
- I - 75
- State Routes
- Hal Rogers Pkwy
- US Routes

MAP INFORMATION

Data Sources:
Laurel County PVA
Kentucky Environmental and Public
Protection Cabinet
Vaughn & Melton Consulting Engineers
HMB Professional Engineers, Inc.
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)
Cartography by:
Kim Rybold



Kriss Lowry & Associates, Inc.
227 South Rays Fork Rd
Corinth, KY 41010-3027
(502) 857-2800

This map must be used with the text of the 2007 London-Laurel County Comprehensive Plan.

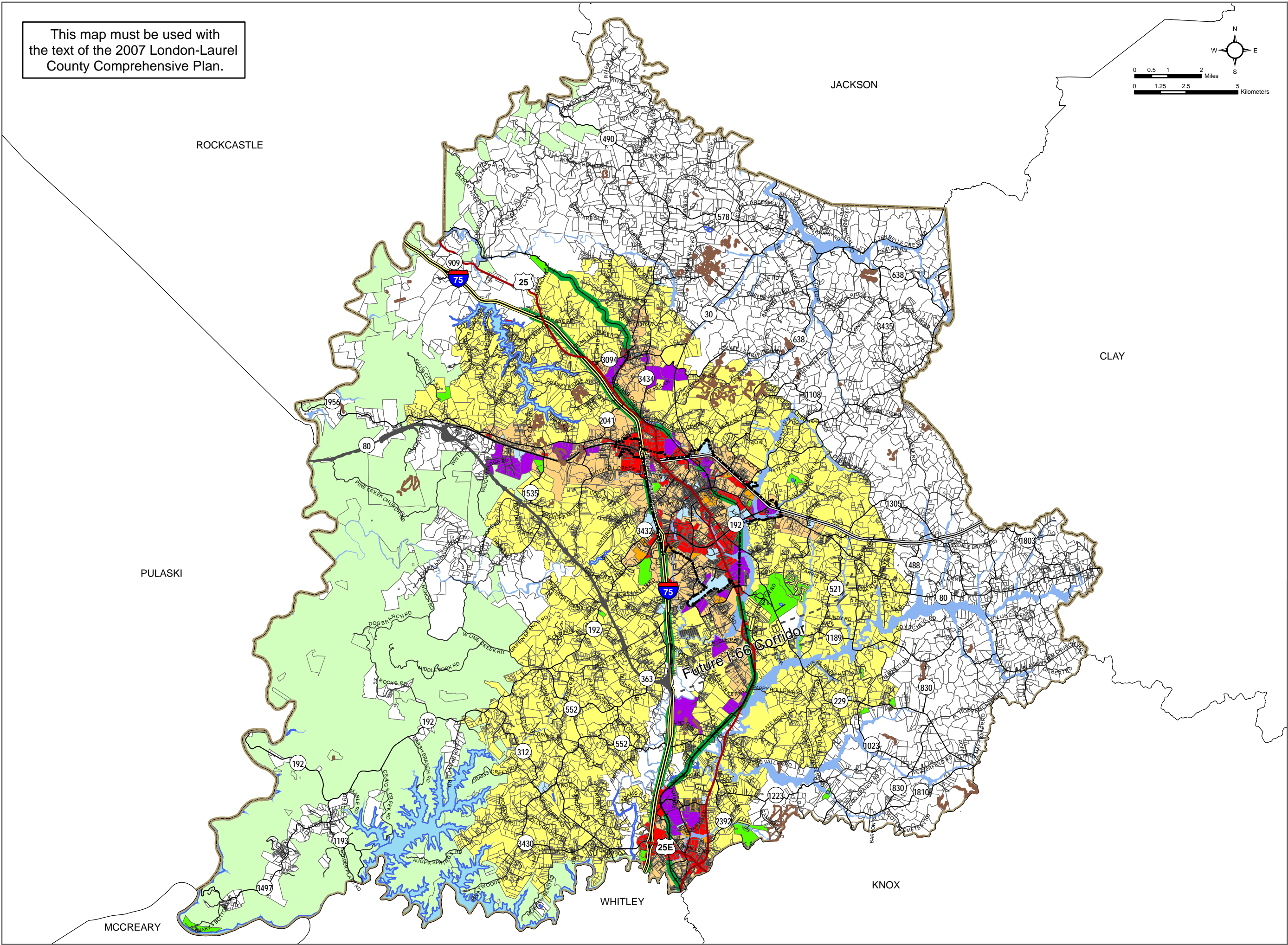


FIGURE 8-4

LAUREL COUNTY

FUTURE

LAND USE



2007

Comprehensive Plan

City of London &

Laurel County, Kentucky

LEGEND

- Agricultural/Open Space
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Public/Semi-Public
- Commercial
- Central Business District
- Industrial
- Parks & Recreation
- National Forest
- Floodplain
- Previously Mined Land
- Local Roads
- I - 75
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MAP INFORMATION

Data Sources:
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1. An efficient and compact place in which to move about and conduct business. The central business district functions more efficiently if shopping and other activities are oriented to the pedestrian. Convenient parking lots and sidewalks are a necessity. Therefore, any development or redevelopment of properties in this area shall provide adequate sidewalks and parking facilities. Parking facilities should be provided to the rear and side of lots in order to minimize the visual impact of these uses.
2. The central business district should be an attractive place in which to shop. The development of a safe, pedestrian friendly environment in the London central business district should be encouraged.
3. Infill development or redevelopment of an area within the central business district should be compatible with the historic context of the area and consistent with existing structures in scale, mass, design and streetscape. Any plans for development or redevelopment should focus on the preservation and revitalization of the area, keeping a similar mixture of land uses. In addition, improvements in the central business district should be consistent with the goals established for the city's Renaissance on Main program. Encroachment of commercial or industrial uses into established residential neighborhoods is discouraged.
4. The development of a variety of activities within the central business district shall be encouraged to enhance its appeal for human interaction.
5. The renovation of the upper stories of existing downtown buildings for residential and office uses should be encouraged.

INDUSTRIAL DEVELOPMENT POLICIES

As land suitable for industrial development is limited and industrial uses need to be buffered from residential uses, it is important to locate major industrial uses first when considering future land use for an area. Industrial development should be located in areas where adequate utilities are available. Fire protection and other emergency services should also be readily available. Industrial sites should be located close to major transportation facilities.

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All future manufacturing developments should be located in planned industrial parks. There are a limited amount of high quality existing industrial sites and facilities in Laurel County. About 60 acres are available at the London – Laurel County Industrial Park #4 on KY 80. Another 47 acres is available at the London-Laurel Air Park just south of the airport. Existing sites should be used first before additional land is developed for industrial use. In some cases this may require redevelopment of existing industrial facilities.

Some small industrial-type home occupations and agricultural accessory uses should be permitted in agricultural districts as conditional uses. These small industries should include services related to agricultural activities such as farm implement or truck repair, ham curing, limited warehousing, construction equipment storage. Home occupations in agricultural districts should be flexible but moderately restrictive. Solid waste facilities including landfills, land farms and some recycling operations are also more suitably located in rural or undeveloped areas. Industrial development on reclaimed mined lands should only be approved if engineering and geo-technical studies indicate that the site is suitable for such development and appropriate water, wastewater and other infrastructure can be provided.

The following are specific industrial development policies:

1. Existing industrial activities, which are presently located in areas that are not desirable for industrial development or expansion, should either be redeveloped or stabilized (not expanded).
2. Industries should be located in planned industrial parks or adjacent to an existing industry to form industrial clusters.
3. Land, which can be most advantageously used for industrial purposes, should be identified and reserved for industrial use and encouraged to be exclusively used for such purposes. These areas are shown as future industrial use areas on the future land use maps. Small pockets of light industrial uses may be desirable in areas where existing commercial activities have a similar impact on adjacent uses.
4. Industrial sites should have good access to highways and when required, rail and air facilities.

5. Industrial areas should be located in areas served by or capable of being served by water, public sewer, gas and electricity within the planning period. The availability and sufficient size must be a prerequisite for an industrial use.
6. Industrial developments shall provide adequate buffering between proposed uses and adjacent existing or zoned commercial and residential uses. These sites should also be separated from other areas by such buffers as major highways, railroad lines, parks, greenways or natural geological features. In addition, landscaping and beautification of all industrial sites shall be required.
7. Enough land should be provided for industrial operations, future expansions, off-street parking, loading and unloading.
8. All applications for new or expanded industrial development shall include an assessment of impacts on the environment, existing service systems and adjacent properties. This assessment shall include:
 - a. Impacts on land, air quality, surface and ground water, historic resources and natural areas.
 - b. Impacts on community service systems, including water, wastewater, traffic, schools, police, fire and recreation.
 - c. Impacts on adjacent land uses, including noise, traffic, glare, dust, odors, vibrations and visual appearance at the property line of the proposed use.

COMMERCIAL DEVELOPMENT POLICIES

Most commercial development should be limited to areas in or near London and the north Corbin area where adequate roads, utilities and emergency services are already available. For future zoning in the unincorporated areas of the county, only limited areas where urban services are available should be zoned for commercial use. For the remaining areas of the county, home based businesses that do not generate traffic should be allowed with appropriate restrictions such as no more than three or four persons employed. Other commercial uses and some small scale industrial uses outside of areas zoned for such uses could be allowed as conditional uses. This will allow public comment and a site analysis to determine if the proposed use is appropriate.

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The following development policies should be considered when determining the location of commercial development:

1. Existing commercial activities, which are presently located in areas that are not desirable for commercial development or expansion, should either be redeveloped or stabilized (not expanded).
2. Commercial areas should be accessible to major traffic arteries; however, new curb-cuts should be kept to a minimum by requiring commercial facilities to share frontage roads, service access areas or parking lots.
3. Concentrated clusters of stores, as opposed to linear developments, along major thoroughfares should be encouraged, as they are more convenient and tend to protect overall property values.
4. Buffering or screening shall be required when a commercial area is proposed next to existing residential areas. Trees, landscaping, benches and other site amenities should be incorporated into the design.
5. Office land uses which are not part of retail or service establishments have less of an impact on residential areas than other commercial uses. Professional office developments can be used as a transition use or buffer between residential areas and commercial uses. They can also be used as a buffer between residential uses and noise generating uses such as parkways and railroads.
6. Commercial development should be designed to include sidewalks or other alternative routes for pedestrians, bicycles and disabled people.
7. Commercial signs should not be a visual nuisance or safety hazard to vehicular traffic.
8. Commercial design shall include adequate parking facilities with entrances and exits from major streets that minimize interference with traffic flow.
9. All commercial development proposals shall include an assessment of impacts on the environment, on existing service systems, traffic patterns and on adjacent properties.

SHOPPING CENTER DEVELOPMENT POLICIES

In addition to the general commercial development policies, the following issues should be addressed in the development of shopping centers including those composed of big box retailers:

1. Development of shopping centers should be allowed when it can be proved that the need clearly exists. Redevelopment of existing shopping centers should occur (where there are vacancies) prior to developing new shopping centers.
2. There should be a smooth transition between the commercial area and adjacent land uses. This transition should reflect existing architectural and residential character.
3. Shopping centers should be developed according to appropriate shopping center standards in order to ensure attractive, stable, convenient places to shop and to permit maximum benefit and support of shopping centers from compatible uses and community facilities.
 - a. A properly designed internal traffic circulation and adequate parking shall be required. Large parking lots shall be adequately landscaped. Where possible, parking areas should be dispersed throughout the site and/or located to the rear and side of the development with minimal view to the motoring public.
 - b. Screened loading and unloading areas that cannot be viewed by the motoring public or adjacent residential areas.
 - c. Pedestrian circulation within the proposed development and between the commercial area and adjacent neighborhoods and other public facilities.
 - d. Buffering from less intense adjacent uses
 - e. Adequate setback from the street right-of-way.
 - f. Where adjacent to residential areas, lighting and loud speaker systems (where allowed) should be non-obtrusive.

PUBLIC/SEMI-PUBLIC DEVELOPMENT POLICIES

Public facilities such as schools, city and/or county administrative buildings, fire stations, etc. should be designed so as to compliment the areas

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in which they are located. They should be convenient to the population served while at the same time creating the least possible conflict with adjoining uses. Particular importance is attached, therefore, to adequate site size to accommodate future as well as existing needs. Buildings should be properly related to parking and service areas and the streets must have adequate capacity to handle the circulation requirements of the facility. Churches and other religious facilities vary greatly in size and impact on the surrounding area. It is therefore recommended that they be permitted as conditional uses in all agricultural and residential zones and permitted uses in commercial and public/semi-public zones.

Utility development policies are an important part of a land use plan. These policies can be used to control and guide development by encouraging development where utility services are available. Due to topographical conditions, sparse population, and/or remoteness of many areas of the county, it is often cost prohibitive and impractical to extend public utilities to those areas.

The following policies are recommended to guide future utility extensions:

1. Adequate utilities should be extended on a priority basis to all areas within the planning area that are urban in character (and within the service areas of the respective utility providers). Those sites within the city that are currently unserved shall be the first priority. The utilities extended into urban or urbanizing areas should meet health and safety standards, including fire-fighting capability.
2. All new developments whether they are residential, commercial, industrial, or recreational in character should have the proper utilities installed by the developer whether private or public.
3. The extension of utilities of proper capacity in designated growth areas should precede development or be installed at the time development occurs.
4. The use of underground utilities should be encouraged where feasible.
5. When utility construction equipment, materials or hardware are stored out of doors, the site shall be screened and landscaped in such a manner as not to detract from the surrounding area.

RESIDENTIAL DEVELOPMENT POLICIES

Three types of future single family residential land use are shown. These are low density residential, medium density residential and rural estate/agricultural. Given that extensive residential development on half acre lots has already occurred in large portions of the county, it is not likely that it will be possible to limit future residential development to areas served by public sewers. However, to allow time for the extension of public sewers to these developed areas before extending development to other areas and to preserve some areas of the county for agricultural uses, a five or ten acre minimum lot size is recommended for the rural estate/agricultural areas. The ½ acre lot size is the minimum recommended lot size for the low density residential land use. The medium density residential use would be permitted where public sewers are available and include single family homes on lots as small as 10,000 square feet, duplexes and small concentrations of townhouses (four units or less). High density residential development should be limited to areas served by public sewers and adequate public roads.

The following are general principles that apply to all residential development:

1. The increase or decrease of density can function as a transition between incompatible land uses.
2. Where public sewers are available, residential lots should be smaller in size. Residential development should be of a very low density and rural in character in areas where urban services (especially public sewers) cannot economically be provided and are not anticipated to be provided within the planning period.
3. Permitted residential densities shall be calculated on the basis of net developable land, excluding street rights-of-way, steeped sloped areas, other public land dedication and shall be compatible with adjacent land uses.
4. Residential areas shall generally be located away from incompatible land uses such as large commercial or industrial sites, or other uses characterized by high traffic volumes, odor, noise, dust or dirt, inappropriately intense lighting and any other nuisance created by these types of uses.

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5. Due to the impacts of noise and vibrations, new residential development should not occur immediately adjacent to heavily used railroads and interstate type highways including state parkways. The amount of setback or the need for noise barriers will depend on the amount of highway and train traffic and other factors such as the location of areas where trains are required to blow a whistle due to railroad crossings. Non-residential construction or appropriate landscaping can act as a buffer. A noise assessment should be required to determine specific requirements.
6. High density residential development should be located with access to adequate collector streets or higher level roads. It can be used to provide a buffer between commercial areas and lower density housing.
7. The specific residential zone for a particular site should depend on site specific conditions. The maximum permitted density for a particular zone shall be determined by referring to the Comprehensive Plan Future Land Use Map and by considering the following criteria:

Soils and Slope Assessment

- Acreage in different soil groups.
- Acreage in slopes if varying degrees
- Other physical limitations of the site (floodplain, wetlands, poor drainage etc.)

Characteristics of road network serving the development

- Distance from the nearest state or federal highway with available capacity to absorb projected increases in traffic due to proposed new development. Traffic analysis is suggested for higher density developments and should be provided by the developer upon request from the planning commission prior to the approval of the development proposal.
- Distance from a publicly maintained road of at least 18 feet in width with available capacity to absorb the projected increases in traffic due to the proposed development.

Characteristics of the access road

- Hard surfaced, state maintained road
- Hard surfaced, city/county maintained road
- Gravel surfaced, city/county maintained through road
- Gravel surfaced, city/county maintained dead-end road
- Public or private road not publicly maintained

Community Services/Public Facilities Assessment

- Percent of adjacent and surrounding area developed
- Distance to nearest development
- Compatibility with adjacent or surrounding development, in terms of type, intensity and nature or existing or planned land uses.
- Adequacy of area to carry additional storm water, available storm water facilities including on site storage of runoff.
- Access to central water supply with available capacity to serve the proposed development
- Access to central wastewater treatment facility with available capacity to serve the proposed development
- For sites on septic systems, the capacity of soils and siting requirements for septic systems based on a general evaluation by Health Department inspectors.
- Distance to a fire department and/or a fire hydrant.
- Distance to a public school facility with capacity to accommodate additional students at the projected date of project completion.
- Distance to nearest neighborhood shopping center

Design

- Residential units should not be located with access directly to arterial or major collector roads.

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- Adequate buffering and/or building setbacks shall be required where residential uses abut arterial or major collector roads or existing industrial or commercial uses.
- Each residential area or neighborhood should be served internally only by minor streets that discourage through traffic. These minor streets should channel local traffic into collector streets that serve to connect several neighborhoods with major thoroughfares.
- Residential developments should offer amenities in the form of greenspace/recreation areas, varied topography, attractive vegetation and good views, avoiding sites that are low, poorly drained or with slopes exceeding 12 percent.
- All residential development shall be required to provide adequate off-street parking, street lighting, sidewalks (or other alternative pedestrian routes).
- Infill housing development should be compatible (in size, design, construction materials, etc.) with existing homes and neighborhoods.
- Open Space/Recreational areas should be developed or dedicated as part of residential development.

AGRICULTURAL DEVELOPMENT POLICIES

Agriculture is an important sector of the economy in Laurel County. In order for the county to continue to benefit from an agricultural economy, land must be reserved for this use and be protected from encroachment of urban and indiscriminate residential uses. This is important especially for those areas that consist of prime farmland.

In recent years an increasing amount of land has been subdivided into lots for residential use in the unincorporated areas of the county. This type of residential development has two major disadvantages. First, it makes inefficient use of the land, creating subdivisions with larger lots to accommodate septic tanks which are more difficult for homeowners to maintain. In addition, groundwater contamination is likely to occur with the concentrated use of septic systems. Second, it threatens the viability of prime agricultural lands

as conflicts often arise when concentrated residential uses are established next to farms.

In order to preserve some land in the county for agricultural use, it is recommended that the minimum lot size in the areas shown as agricultural use be increased to five or ten acres. The advantages of this would be to reduce residential development in areas used for agricultural purposes and maintain larger lot sizes more suitable for agricultural use. It is generally accepted that a minimum of ten acres is needed for most agricultural enterprises to be economically viable. The disadvantages of this option are that it greatly increases development and housing costs.

An alternative would be Conservation or Cluster zoning for residential subdivisions in the agricultural area. In this scenario, a concentrated area of housing is permitted in exchange for set aside open areas. Instead of 20 houses scattered over 20 five -acre lots, 20 houses could be placed on ten acres with the remaining 90 acres dedicated for open space, agricultural or recreational use. This type of subdivision accommodates residential development while preserving open space. The disadvantages are that more complicated legal mechanisms must be used to insure that open areas are not developed and providing alternative wastewater disposal methods.

Another solution is to only permit residential development where public sewers are currently available. Any final regulations for development in these areas should be developed in direct consultation with members of the Laurel County Fiscal Court as they will ultimately have to approve any zoning ordinance.

The following criteria should be considered when development in agricultural areas is proposed:

1. Soils. Soils considered to be prime farmland by the U.S. Department of Agriculture are of major importance in providing food and fiber. They have properties favorable for economic production of high yields of crops with minimal inputs of economic resources. Farming these soils results in the least damage to the environment. Deterring

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urban development from areas with prime soils should be encouraged to be consistent with the goals related to agriculture.

2. **Previous Land Use.** A good method for determining which lands are no longer agriculturally viable is by looking at when the land was most recently farmed. Land currently being farmed or farmed within the last year may still be economically productive while land not farmed for the last five years may have lost its utility.
3. **Surrounding Land Use.** Reducing conflict between various land uses is a central concern. Farming requires use of heavy noisy machinery and produces dust that can be disturbing to non-farm rural residents. On the other hand, farmers may be disturbed by vandalism to crops and fences that may occur when large numbers of people live near their operations. Residential developments should be discouraged in areas with active farming where little previous residential development has occurred.
4. **Availability of Urban Services.** This indicator is concerned with the costs of providing additional public services to previously undeveloped areas. Development in areas located great distances from existing city services, police and fire protection is inefficient and can cause the cost of providing the services to increase.
5. **Type and Width of Road.** This is another indicator of public service costs. New development on narrow or unpaved roads will eventually require road improvements. An orderly plan for road improvements is the most desirable and cost efficient method of managing public road systems. Consequently, rural residential development should be located near or along already improved roads. However, lots for residential development should not front directly on collector or arterial roads.

SURFACE MINED LANDS

Previously mined areas are shown on the future land use maps for informational purposes only. This information was provided by the Kentucky Geological Survey. It was produced using available mine map information and may not be completely accurate or include all previously mined areas. It is provided to alert developers, land owners and the planning commission that

these areas should be looked at carefully if future development is planned. The most appropriate future land use for reclaimed mine lands is wildlife habitat, forest, open space and some types of agriculture such as pasture. In Eastern Kentucky, for example, elk have been successfully established on reclaimed mine lands to the point where limited hunting has been allowed and wildlife viewing has become a popular tourist attraction.

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CHAPTER NINE

INTRODUCTION

In developing this Comprehensive Plan, goals and objectives for land use were established. These goals and objectives are of little value, however, unless steps are taken to implement them. Planning is a continuous process, needing constant updating and refinement as conditions change. This plan is intended to cover a five- to ten-year period, while looking further ahead where possible. During the next five years the plan is intended to serve as a guide for public and private decisions. The comprehensive plan is required to be readopted every five years. A thorough evaluation should be conducted prior to re-adoption to determine if the plan or components of it need to be updated for the next planning period.

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 the City of London and Laurel County bear the primary responsibility for its implementation. 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 London City Council, Laurel County Fiscal Court and the London-Laurel County Planning Commission have the powers necessary to adopt policies that help fulfill the goals and objectives. These bodies should maintain a close relationship with the regional planning council (Cumberland Valley Area Development District) and the planning commissions of surrounding cities and counties so that the planning pro-

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cess is properly coordinated. Because of their statutory role in planning and development review, the planning commission and its staff possess 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. In addition, the public should be kept informed of community development plans to solicit input and support for the program.

In addition, other local agencies contribute to implementation of the comprehensive plan through the development and implementation of their own plans. For example, it is recommended that a comprehensive parks and recreation guide and master plan be developed for Laurel County with input from local recreation providers such as the City of London, Laurel County and local schools.

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. The quality of subdivisions and the standards that are built into them determine the overall form and character of a community. Once land has been divided into blocks and lots, streets built, and utilities installed, a development pattern is permanently established and unlikely to be changed. For generations to come, the entire community and the individuals who live in the subdivision will be influenced by the quality and character of the subdivision design. Therefore, subdivision regulations applied in advance of development provide a community with its only opportunity to ensure that its new neighborhoods are properly designed and that they enhance the quality of life for residents.

Subdivision regulations play a crucial role in establishing development standards for new development. Good standards help assure effective traffic patterns, adequate streets, adequate water pressure for domestic use and fire fighting capacity, adequate provision of wastewater treatment, storm water drainage, appropriate spacing between buildings and between streets

and buildings, adequate recreational facilities, and an aesthetically pleasing environment.

It is recommended that the subdivision regulations be reviewed and updated as necessary after final adoption of the comprehensive plan. Particular areas of concern are requirements for storm water retention facilities and requirements for developments to connect to the sanitary sewer system. In addition, it is important that the planning commission uniformly and regularly enforce these regulations. Without enforcement, the regulations have no merit and begin to lose meaning as precedents of non-conformance are established. In addition to regular enforcement, it is also recommended that subdivision and site improvements be inspected regularly in order to ensure that all improvements are being installed in accordance with the subdivision regulations and approved plans.

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. 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

The zoning ordinance is considered to be one of the principal tools for implementing the land use plan. Zoning generally divides the community into exclusive use districts - agricultural, residential, commercial, and industrial - specifying the particular uses that will be allowed in each district. Standards are then set for each district. For example, these standards regulate permitted uses, density of population and structures, lot sizes, percent coverage of lots by buildings, building setbacks and off-street parking. The theory behind separation of uses through zoning is the protection of property values by preventing incompatible uses from locating next to one another.

Alternate approaches to strict use separation are also available. Performance standards may be developed to regulate permissible impacts of

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Implementation

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. Some of the methods that could be required to control potentially negative impacts could include buffering along property boundaries, special sound proofing of structures and altering traffic patterns on site.

A combination of the above approaches is also possible. Such an approach could include a separation of uses into broad categories, such as residential, commercial, industrial, and agricultural. Within these broad categories, standards could be provided to determine the appropriate type or density of development based on site factors (for example, soils, slope, and drainage characteristics), compatibility with neighboring uses, and availability of needed services (for example, road capacity, availability of central water or sewer, and school capacity).

Upon final adoption of the comprehensive plan, it is recommended that the City of London's zoning ordinance and zoning map be updated. The current city development regulation includes subdivision regulations in addition to zoning. The subdivision regulations should be removed from the ordinance as, in accordance with KRS 100, they are established by the planning commission and should not be city ordinance. The City of London Zoning Ordinance needs a comprehensive review as portions are outdated and modifications are needed to implement the comprehensive plan. Specific areas to consider are zoning designations for big box retailers which include design standards, landscaping requirements, regulations for public/semi-public uses and review for consistency with recent changes to KRS 100 such as compatibility standards for manufactured homes (KRS 100.348).

The City of London official zoning map located in the building inspector's office is outdated and inaccessible. Recent annexations and zone changes over the last ten years are not reflected on the map. Figure 9-1 is an unofficial zoning map of the City of London compiled as a planning tool for the comprehensive plan. It is not the city's official zoning map. The London Building Inspector should be contacted for official zoning information. It is recommended that a new zoning map be developed using Geographic

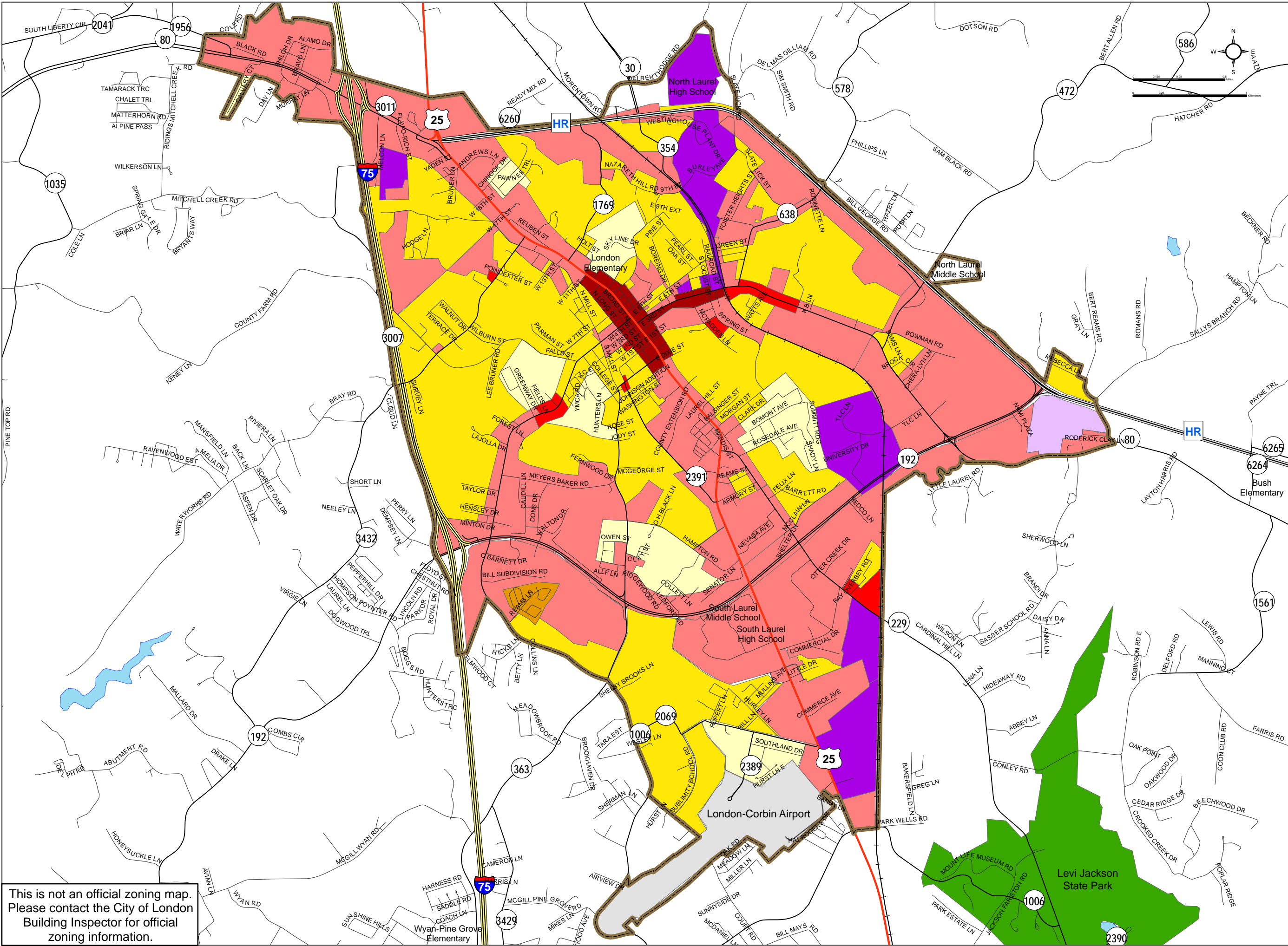


FIGURE 9-1

CITY OF LONDON

ZONING

2007

Comprehensive Plan

City of London &

Laurel County, Kentucky

LEGEND

R-1

R-2

MHP

C-1

C-2

C-3

I-1

I-2

Local Roads

I - 75

State Routes

Hal Rogers Pkwy

US Routes

MAP INFORMATION

Data Sources:
City of London
Kentucky Transportation Cabinet (KYTC)
US Census Tiger LINE data (ESRI Online)

Cartography by:
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This is not an official zoning map. Please contact the City of London Building Inspector for official zoning information.

Information Systems (GIS) so that zoning information can be established and maintained on each parcel of land.

It is recommended that zoning regulations be established for the unincorporated areas of Laurel County. Establishing zoning regulations in an area that has not had them in the past can be take time as it is necessary to educate both local officials and the general public about planning and zoning as part of the process. It is important to take time to develop regulations which are specific to the needs of the community. It is recommended that in addition to the planning commission, members of the public and the fiscal court be directly involved in the process of developing regulations for the county to insure support for the regulations which must be adopted by ordinance of the fiscal court.

SITE PLAN REVIEW

An important element of any zoning or development regulation 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. 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.

CODE ENFORCEMENT

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working in unsound, unhealthy, or otherwise dangerous structures or conditions. Building, plumbing, electrical and fire codes provide minimum standards for the construction

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of both new buildings and the alteration of existing structures. A property maintenance code requires existing dwellings to be maintained in a safe and sanitary manner. Structures that are considered unfit for human habitation may be condemned and removed. Other regulations, such as health department regulations, provide minimum standards for onsite septic installations. In order for these codes to be effective an inspection system must be maintained with qualified inspectors enforcing the regulations in the code. Inspectors may be local employees or may serve several communities in a region on a contractual basis.

For the City of London, it is recommended that improvements to the building inspection program be made. A database of permit and inspection information should be developed and maintained by the building inspector. Such a system would include the type of permit issued (single family, duplex, commercial etc.), the number and size of units, estimated construction costs, date permit was issued, inspection dates and date certificate of occupancy was issued. A permit tracking system does not have to be expensive or complex. A spreadsheet can be used to track building permit information.

It is recommended that a residential building inspection program be established for the unincorporated areas of Laurel County. A building inspection program insures that the structures being built in the county are in compliance with Kentucky Residential Code and that residents are getting homes which are safe, structurally sound and energy efficient. It is also recommended that a code enforcement ordinance and solid waste management ordinance be adopted and enforced by the county to address unsafe dilapidated structures, junk vehicles, littering and other conditions causing blighted conditions in the county.

ROAD MANAGEMENT PLAN

The implementation of many of the recommended highway improvements in Laurel County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, much responsibility rests on the local units of government. Local agencies must work among themselves

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. Local groups 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 Laurel 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 city. 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 city 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.

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.

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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 city. 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), TEA-21, Area Development Funds, Land and Water Conservation Funds, etc.

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