

CHAPTER 9 LAND USE

INTRODUCTION

The land use plan is used as a guide to promote, facilitate, and direct growth. It deals with the spatial relationship of land uses within the community and tries to provide for orderly growth and change by utilizing community resources, such as streets, highways, and water and sewer facilities, to the community's best advantage. The current and projected population, analyzed in earlier chapters, along with its characteristics and demographics provide the basis for changes that the land use plan must accommodate. Population is a major driving force which characterizes change in the land use of any community.

Another important factor is the past and present physical form. Physical form is best expressed by the way in which land is being used and the resulting patterns that develop. While existing patterns of development need not dictate the future use of land, they will exert a strong influence on the way land is used and, in turn, the manner in which future land uses affect the local economy.

To understand the land use pattern of Barren County, the land must be analyzed for use by location, quantity, and quality. Such an analysis provides an insight into functional and spatial relationships between various jurisdictional activities. A general evaluation of existing land use patterns and trends is discussed first. This discussion is based on existing land use maps prepared during the planning process. Next, future land use maps for the County and each city are presented along with policy recommendations to guide future land use decisions.

LAND USE CLASSIFICATION

Land use analysis provides information on the spatial organization and integration which develops between planning area activities. This analysis may then be used to make assumptions about future land use development and the control of this development. For that purpose Barren County's land uses have been classified according to the following system:

Agricultural and Open Space

All land which is used for agricultural purposes or is undeveloped is included in this category. This type includes lands with steep slopes (12% to 20% or more) that are not generally suited for urban development and are left undeveloped. This classification also includes undeveloped areas used for open space and large tract single family real property. Woodland, floodways, and wetlands are part of this category.

Commercial

All commercial land uses fall into this category but may be classified and described as follows:

Retail Commercial: Land uses consisting of commercial 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 consisting 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. Examples are barber and beauty shops, dry cleaning establishments, appliance repair shops, and commercial amusement services.

Office and Professional: Land uses consisting of those types of establishments, their attendant buildings, and lot areas which contain businesses primarily engaged in rendering financial, insurance, real estate, medical, and specialized professional services. Examples are banking establishments, real estate offices, law offices, doctor offices, and the like.

Commercial Historic: Land uses consisting of commercial establishments, their attendant buildings, and lot areas which are located in areas designated as historic by national and/or local guidelines or areas

located in close proximity to such historic properties.

Neighborhood Business: Land uses consisting of commercial establishments, their attendant buildings, and lot areas which are intended to provide opportunities for neighborhood scale commercial development that serves the daily needs of the immediate surrounding area.

Highway Service Business: Land uses consisting of commercial establishments, their attendant buildings, and lot areas which are intended to provide opportunities for intensive commercial use areas designed to meet the needs of a community or regional market area and typically oriented to customers who travel by motor vehicle.

Industrial

Land uses consisting of those types of establishments, their attendant buildings, and lot areas which are 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 land-filling, recycling and other primary waste handling facilities are also included in the industrial classification.

Public

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 recreation facilities;
- (3) semi-public land uses that serve the public but are not government-owned, including churches, hospitals, cemeteries, charitable and social service organizations, golf courses, and noncommercial public recreational facilities.

Residential

Residential land uses are grouped into six categories:

Rural Density Residential: Land uses, including land and improvements, comprised of low density single family residential dwellings within unincorporated areas or near farming activities.

Low Density Residential: Land uses, including land and improvements, comprised of low density single family residential dwellings and duplexes within planned subdivisions.

Multi-Family Residential: Land uses, including land and improvements, comprised of medium and high density duplex and apartment unit(s). Nursing homes and assisted living facilities are also included in this classification due to the residential nature of their operation.

Residential Historic: Land uses, including land and improvements, comprised of single family residential dwellings, duplexes, and multi-family unit developments located in areas designated as historic by national and/or local guidelines or areas located in close proximity to such historic properties.

Mobile / Manufactured Home Park: Mobile / manufactured home park land uses, including land and improvements, comprised of trailers, mobile homes, and manufactured homes located in a land lease (rental) development.

EXISTING AND HISTORICAL LAND USE CHARACTERISTICS

As communities change, land uses within that community are affected. Often the development of the area is determined by immediate needs or “highest and best use” of the land. Patterns emerge over time. Many patterns are sporadic and have no sense of continuity; others are well planned and followed for uniformity. Patterns may also emerge that create non-developable areas. Issues affecting this type of patterning are flood hazard areas,

wetlands, certified agricultural districts, wildlife refuges, etc.

Before developing a plan for future land development, it is necessary to understand existing land use patterns, trends, and relationships, as well as problem areas. This will be the basis from which recommendations for the future are developed. Overall settlement patterns within the County will be summarized, followed by a discussion of existing land use.

CITY OF GLASGOW

Glasgow is Barren County’s largest city and County Seat located approximately one mile north of the geographic center of the County. The city was established in 1799. Glasgow grew rapidly during the 1960s and 1970s, but slowed its growth in the first half of the 1980s and decreased in 1990, the city had a population of approximately 12,351 people. However in 2000, that figure had grown to 13,019 and in 2010 the city had grown to 14,028 persons. The 2020 projection for Glasgow from the Kentucky State Data Center is 15,014 people. Currently the city limits consists of approximately 17.0 square miles or 10,886 acres, 3.4% of the total Barren County land area. Future annexations and new development proposals will help determine the rate and nature of new growth.

Commercial development of the city began with its historic central business district (downtown) which still remains a vibrant part of the city. Both the Glasgow City Hall, located in the Luska J. Twyman Municipal Building, and the Barren County Government Center are located on the Glasgow Public Square. The Barren County Fiscal Court has recently renovated the previous U.S. Bank Building to house the Barren County Development Center which is home to the Barren County PVA, the Joint City-County Planning Commission, the Barren County Building Inspector’s Office, The Barren Information & Technology Services (B.I.T.S.) office as well as the Barren County Health Department. Just off the Public Square the Barren County Judicial Center is also currently under construction, which will open the door for new renovations to the existing Barren County Court House.

In recent years, major commercial development has occurred along and in the vicinity of the U.S. 31-E By-Pass (L Rogers Wells Boulevard), U.S. 68 – KY 80 (West Main Street), and KY 90 (Happy Valley Road), see Map 9.1: Glasgow Building Development

1996-2024. Large “big box” retailers such as Walmart, Rural King and Lowes have located along the U.S. 31-E By-Pass (L. Rogers Wells Boulevard) and at the intersection of KY 90 (Happy Valley Road) and Hwy. 68 Veterans Outer Loop. Retail development and national fast-food restaurants have developed along infill areas of the General Business and Highway Service Business Districts, see Map 9.2: Glasgow Existing Land Use.

Residential development has occurred in different areas throughout the history of Glasgow. Of course, the original housing was built near the downtown central business district. In recent years, major residential development has occurred southwest and north of the central business district in the vicinity of KY 1297 (Cleveland Avenue) west of the U.S. 31-E By-Pass, Autumn Ridge Road north of KY 2207 (South Fork Road), and north west of the Happy Valley Road (KY 90) and N.L. Rogers Wells Boulevard (US 31-E) intersection. In addition to single family development, it is important to note that Glasgow has the greatest concentration of apartments and duplexes in Barren County.

The majority of Glasgow’s Industrial development is located west of the central business district. Barren Inc. has an industrial park located along Louie B. Nunn Parkway and the U.S. 31-E (Scottsville Road) intersection and along the intersection of KY 90 (Happy Valley Road) and the Hwy. 68 Veterans Outer Loop, west of the U.S. 68 – KY 80 (New Bowling Green Road) and South Cooper Road intersection (the newly constructed South Cooper Industrial Park) and also along the U.S. 68 – KY 80 (New Bowling Green Road), and Hwy. 68 Veterans Outer Loop intersection. Other major industrial development in the area is located along U.S. 68 – KY 80 (West Main Street) and Donnelly Drive, in the vicinity of the CSX Railway line. The southwest area of Glasgow along the Louie B. Nunn Parkway is the Glasgow Landfill that serves Barren and some surrounding counties for their solid waste disposal.

Public land uses in the City of Glasgow include the Luska J. Twyman Municipal Building, Barren County Courthouse, County Government Center, Plaza Theater, Fire Department Sub-stations, Barren County Development Center, Barren County Judicial Center, Glasgow Cemetery, Fort Williams, Moore Field, Glasgow Public Library, Western Kentucky University Glasgow Regional Center, Barren County High School, Barren County Middle School, Red Cross Elementary, Glasgow High School, Glasgow Middle School, and Highland Elementary. A new

elementary school called North Jackson Elementary has been recently built on N. Jackson Highway (31-E).

Recreation facilities are provided in Glasgow by five public parks maintained and operated by the Glasgow Recreation Department. These parks offer a variety of activities ranging from walking and jogging trails, nature trails, playground areas, picnic shelters, swimming, skateboarding, tennis courts, horse shoe throwing pits, sand play court, army, 9 hole disc golf course, remote control car track, basketball courts, volleyball courts, Babe Ruth baseball fields, little league baseball fields, softball fields, baseball fields, and recently reconstructed covered baseball stadium with bleachers, soccer complex and the County Recreation Department has recently renovated their sports complex along Donnelly Drive. The City contains one private golf course. The City has also recently demolished and is currently re-building the Glasgow city pool as well as the remainder of the existing American Legion Park.

City of Glasgow Zoning Ordinance

The City of Glasgow was the first legislative body within Barren County to adopt zoning regulations. The zoning regulations went into effect in 1949. A major comprehensive revision of the zoning ordinance was performed in 1967 and went into effect in 1968. Since that time minor revisions have been made to the current text. The PURPOSE section (§ 154.002) of the codes is stated below:

The zoning regulations and districts as herein set forth have been made in accordance with a Comprehensive Plan for the purposes of promoting the public health, safety, morals, and convenience, order, prosperity, and the general welfare of the community. They have been designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements. They have been made with reasonable consideration, among other things, as to the character of each district and its peculiar suitability for particular uses, and with a view of conserving the value of buildings and encourage the most appropriate use of land throughout the city.

The designations of districts are as follows: P (Public District); AG (Agricultural District); R-1 (Low

Density Residential District); R-2 (Medium Density Residential District); R-3 (Small Lot Medium Density Residential District); R-4 (Medium Density Multi-family Residential District); B-1 (Central Business District); B-2 (General Business District); B-3 (Highway Service Business District); OP (Office and Professional District); I-1 (Light Industrial District); MU (Mixed Use Overlay District) and, PUD (Planned Unit Development). See Map 9.3: Glasgow Zoning Ordinance for district locations at the effective writing of this update.

Historic Preservation

The City of Glasgow has taken an active interest in preserving the historic resources of the community. In September of 1999, City officials held a public forum to determine what the residents wished to see in their downtown. From those attending a list of issues was created and the City appointed a steering committee to begin work. From that effort the Renaissance Main Street Program was created.

Renaissance Main Street

The City of Glasgow was accepted into the Kentucky Main Street Program in January 2000. At the same time the local program was designated as a Renaissance Kentucky Silver City. In August 2003 the program achieved Gold City status. The Renaissance Main Street Program is based on a four-point approach developed by the National Main Street Center. The four components of the program are organization, promotion, design and economic restructuring. The goal of this program is to encourage revitalization and economic development within the context of historic preservation.

Listed below are goals and objectives identified by the Renaissance Main Street Committee:

- Reorganize Committee Structure: This task was initiated in a public hearing held September 2002 as part of the programs 2 year celebration of Renaissance Main Street planning;
- Implement a Major Revitalization Project for the Liberty Street School Campus: This project includes a historic conversion of the Liberty Street “Old High School Building” to affordable senior housing;
- Restoration of the Dickinson/Greer House: A sub-committee assisting with fundraising, design and usage recommendations, and management, has been created to help complete the project;

- Local Streetscape Improvements: This project includes development and construction of the Downtown Historic Pedestrian Corridor. The corridor project will include approximately 3 miles of pedestrian walkways, designed to link many of the significant features of the downtown area such as the Square, the Big Spring, the South Central Cultural Center, Liberty Street Campus, Glasgow Municipal Cemetery, and Fort Williams. Amenities will include designated parking, landscaping, lighting, seating, and route signage. The Steering Committee has also made recommendations to the State Highway Department about downtown traffic improvement projects;
- Continue to develop downtown events: Examples of new events include the Global Fest in the Barrens held during late September and the Cruise-Into Fall held during early October. Both of these events have been extremely successful and planning is underway to continue to improve these events annually, and

Historic Preservation Commission

On January 28, 2002, a Historic Preservation Ordinance was adopted by the City of Glasgow and the Glasgow Historic Preservation Commission was established. On July 26, 2004, the City officially established the Glasgow Public Square Historic Overlay District and adopted Historic Preservation Design Guidelines for the new district. The design guidelines are based on the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitation Historic Buildings*. These standards were developed for all national preservation programs and for advising agencies on the preservation of properties listed or eligible for listing in the National Register of Historic Places.

The adoption of the local design guidelines fulfills the Historic Preservation Commissions desires to allow the district to visibly grow, change, and improve while preserving Glasgow's quality of life. The intent of the guidelines is to establish standard objective criteria on which to base design decisions for continued preservation and rehabilitation of historic resources as well as helping the Historic Preservation Commission to determine appropriateness and compatibility.

JOHNSON FARM PLANNED UNIT DEVELOPMENT

The City of Glasgow has recently purchased 160 acres west of S.L. Rogers Wells Boulevard (U.S. 31-E) and north of Cleveland Avenue (KY 1297) formerly known as the Johnson Farm. It's the City's intention to establish a Planned Unit Development zoning classification for the property which will encompass commercial area, public use areas, as well as both single family and multi-family development. Once the zoning areas are established it is the intention of the City to impose strict guidelines for development and adopt private restrictions, which will set a higher standard for development that any potential developers must agree to adhere to.

Glasgow Strategic Plan

The Glasgow City Council formed a Strategic Planning Committee in 2019, for the purpose of seeking input from citizens of Glasgow about the future of the city and determining where the council should be focusing its energy.

The result was the 2020 Glasgow Strategic Plan. The document focuses on community values, identity, outdoor areas, health and wellness, economic and workforce development, building wealth / entrepreneurship, downtown development and plan implementation.

CITY OF CAVE CITY

Cave City is located in the northwestern part of Barren County, with Interstate 65 running through the western part of the city. In 2010 the population is 2,240 people and the U.S. Cense in 2020 estimated the population at 2,356 persons. Currently, the city limits consists of approximately 4.97 square miles or 3,184 acres. The land uses just off the Interstate 65 exit are commercial uses such as national motel chains, fast-food restaurants and gasoline service stations. These commercial uses serve the travelers on the interstate and also the tourists of Mammoth Cave National Park, since KY 70 (Mammoth Cave Road) is a gateway entrance into Mammoth Cave. The commercial uses to the west of Interstate 65 cater primarily to Mammoth Cave tourists with souvenirs and recreational functions. A newly developed Industrial Park south of the Happy Valley Street (KY 90) intersection and sandwiched between Mammoth Cave Road (KY 70) and CSX railroad contains approximately 400 acres and is expected to rapidly establish the area as an industrial hub with quick

access to Interstate 65 as well as access to the CSX railway. Outparcels adjacent to this industrial development are expected to house commercial establishments such as restaurants and hotels.

The other commercial uses in Cave City are located along KY 90 (Happy Valley Street), KY 70 (Mammoth Cave Street), and U.S. 31-W (North Dixie Highway). The area between U.S. 31-W (North Dixie Highway) and the CSX Railway line, along KY 70 (Mammoth Cave Street), is the central business district (downtown) area and includes a variety of service shops and antique stores. The Cave City Convention Center is located on KY 70 (Mammoth Cave Street) nearby the national motel chains. There is a new large scale industrial park located north of KY 90 (Happy Valley Street) and KY 70 (Mammoth Cave Street) intersection, along KY 70 (Mammoth Cave Street).

Cave City's housing stock consists mainly of older single family home neighborhoods. There are a growing number of multi-family apartments and mobile home parks located within the city. Public land uses in Cave City include the City Hall Building, Fire Department, Cave City Cemetery, Caverna Elementary, and Doyle Ballfield. See Map 9.4: Cave City Existing Land Use. Cave City has recently annexed approximately 35 acres on the southern border of the city which contain highway business uses as well as multi-family developments. This is in addition to the aforementioned 400 acre industrial / commercial development at the Interstate 65 interchange.

In April of 2009 Cave City adopted a Zoning Ordinance and Official Zoning Map, see Map 9.5. The PURPOSE section (§ Section 1.3) of the code is stated below:

The purpose of this Zoning Ordinance is to prescribe, regulate, restrict and limit for the purpose of promoting the public health, safety, morals, or general welfare, regulations of and restrictions upon the erection, construction, alteration, repair or use of buildings, structures or land, including regulations and restrictions of the height, number of stories, and size of buildings and other structures, the size of the yards, courts and other open spaces, the density of population, and the location and use of such buildings, structures and land for trade, industry, residence or other purposes; to facilitate orderly and harmonious development and to preserve the visual and/or historical character of the city and the intensity of land use. This Ordinance is also intended

to provide a method of administration and enforcement and penalties for the violation of its provisions.

The designations of districts are as follows: AG (Agricultural District); P (Public); B-1 (Central Business District); B-2 (General Business District); B-3 (Highway Service Business District); R-1 (Low Density Residential District); R-2 (Medium Density Residential District); R-3 (Small Lot Medium Density Residential District); R-4 (High Density Residential District); I-1 (Light Industrial District); I-2 (Heavy Industrial District).

CITY OF PARK CITY

Park City is located southwest of Cave City along U.S. 31-W (Louisville Road) and Interstate 65 in the northwestern part of Barren County. In 2010 the population was 537 people and the 2020 U.S. Census estimated it to be 614 persons. Currently the city limits consists of approximately 1.5 square miles or 939 acres. The primary land uses are agricultural and residential. Park City can also be seen as a gateway entrance to Mammoth Cave National Park, with recent proposed commercial development in the immediate area of the interstate interchange. Most of the commercial uses in the city are small shops and restaurants in the neighborhood business district (downtown). The industrial areas are located at the edge of the city on U.S. 31-W (Louisville Road) and just across the railroad along KY 255 (Park City Bon Ayr Road). These industrial sites consist of feed mills. The City has recently taken the initiative to develop public land on the western portion of the City at the intersection of Park City Bon Ayr Road (KY 255) and Old Dixie Highway for a possible, eventual, Planned Unit Development, but more immediate plans for commercial revitalization as well as a proposed amphitheater. An industrial park has been constructed in Edmonson County, approximately 800 feet west of the existing city limits. Public land uses in Park City include the City Hall Building, Fire Department, Bell's Tavern, Veterans Memorial, Evergreen Cemetery, and Park City Elementary. See Map 9.6: Park City Existing Land Use.

In 2005 Park City adopted a Zoning Ordinance and Official Zoning Map, see Map 9.7. The PURPOSE section (§ Section 1.3) of the code is stated below:

The purpose of this Zoning Ordinance is to prescribe, regulate, restrict and limit for the purpose of promoting the public health, safety, morals, or

general welfare, regulations of and restrictions upon the erection, construction, alteration, repair or use of buildings, structures or land, including regulations and restrictions of the height, number of stories, and size of buildings and other structures, the size of the yards, courts and other open spaces, the density of population, and the location and use of such buildings, structures and land for trade, industry, residence or other purposes; to facilitate orderly and harmonious development and to preserve the visual and/or historical character of the city and the intensity of land use. This Ordinance is also intended to provide a method of administration and enforcement and penalties for the violation of its provisions.

The designations of districts are as follows: AG (Agricultural District); P (Public); B-1 (General Business District); NB (Neighborhood Business District); R-1 (Low Density Residential District); R-2 (Two-Family Residential District); R-3 (Multi-Family Residential District); I-1 (Light Industrial District); I-2 (Heavy Industrial District).

UNINCORPORATED BARREN COUNTY

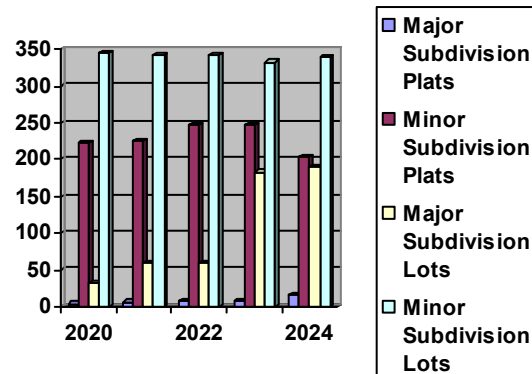
In addition to the three incorporated Cities, there are several unincorporated communities in the County that possess a strong historical, physical and social identity. The largest of these are Haywood, Temple Hill, Hiseville, Bon Ayr, and Austin. Barren County has been historically classified as a rural county. In 1980, much of the residential development was concentrated in the Cities and unincorporated communities, with scattered developments in other unincorporated areas. However, the growth patterns that have emerged in the past decade signal that parts of the County are developing at a much faster pace and a large portion of this development is occurring in the unincorporated areas.

Those qualities that the current residents are seeking to preserve are what attracted the majority of the population growth. Undoubtedly residents are drawn by the physical beauty of the gently rolling, rural countryside of Barren County. Urban residents were able to find a rural setting in the County that provided them with close proximity to urban amenities, without living in the urban environment. As indicated in Chapter 3, the population of Barren County as a whole has increased by 5.33% (2,312 people) in the past ten years. Approximately 38% (8,517 people) of the population increase is located in the unincorporated area of Barren County. As of the 2020 U.S Census the population estimate is 44,485 persons.

A tremendous amount of development is occurring within Barren County. An overall indication of the areas of development can be gathered from Map 9.8: Barren County Building Development 1999 – 2024. This map provides an overall view of the building patterns developing and the areas to which development is migrating. The emerging trend is that the majority of new building development is a direct result of Minor Subdivision Development occurring along existing road frontages.

In the past five years Major Subdivision Development throughout Barren County has remained steady with a slight decline in lots while Minor Subdivision Development has continued at a steady pace, see Figure 9.1 – Subdivision Development 2020-2024. A Major Subdivision is defined by the Subdivision Regulations of Barren County as a division of land into six or more lots/tracts from the parent tract or any division involving major construction of site improvements. A Minor Subdivision is defined as a division of land into five lots/tracts or less from the parent tract and not involving major construction of site improvements.

Figure 9.1:
Subdivision Development 2020-2024



Source: Joint City-County Planning Commission, 2020-2024

The emerging trend is that Minor Subdivision Development will continue along existing road frontages, rather than Major Subdivision Development with new street and infrastructure construction, because of the availability of such road frontages and the inexpensive cost of this type of development. This type of rural density development ranges from mobile home, manufactured home, and stick-built dwellings on small lots to large acreage tracts. In addition, this development pattern, while offering a desirable rural or estate type lifestyle at

low densities, poses community facility service, traffic safety, and environmental problems at greater densities. For this reason, rural growth patterns and their consequences should be examined with care in Barren County.

In recent years, most of the County's low density residential development occurred in close proximity to the urban areas of Glasgow and Cave City, see Map 9.9: Barren County Existing Land Use. The majority of this residential development occurred along and in the vicinity of U.S. 31-E (Scottsville Road and North Jackson Highway), KY 90 (Burkesville Road and Happy Valley Road), U.S. 68 – KY 80 (Edmonton Road), and KY 740 (Coral Hill Road). Another area of residential development is in the vicinity of Barren River Lake. This development is in the form of single family residences on lots overlooking the lake, and more recently, in subdivisions in the Haywood, Rocky Hill, Finney, Lucas, and Austin areas. In recent years there has also been a great deal of development along Happy Valley Road (KY 90) between Glasgow and Cave City, with the Royal Troon development, a 200 plus lot single family subdivision which also accommodates numerous multi-family structures and a small commercial development. Most all development in the unincorporated areas of Barren County depends on septic systems for their sewerage needs. This raises significant concerns for older existing developments, created prior to the rules and regulations of the Planning Commission, because of insufficient lot sizes and usable lot areas.

Most of these new residents must presently travel to Glasgow or Cave City for major retail service and fast-food restaurants. However, new commercial uses are developing to meet the needs of this new market. Most of this new commercial development is occurring along and in the vicinity of U.S. 31-E (Scottsville Road), and KY 90 (Burkesville Road and Happy Valley Road). Barren County has limited industrial uses typically ranging from rock quarries to lumber mills.

Agricultural and open space are still the primary land use in the unincorporated areas of Barren County. Barren County ranks first in the state for cattle and calves, beef cows, and top ten in overall livestock production. In addition, the County ranks fourth in alfalfa hay production and first in other hay production. The number of farms in Barren County increased from 1,899 in 2017 to 1,621 in 2022 and the number of acres in farms also decreased from 253,834 acres to 230,539 acres. In that same period,

the amount of harvested cropland increased from 118,559 acres to 125,500 acres. Map 9.10 shows the designated Certified Agricultural Districts in Barren County.

Areas with soil characteristics recognized as prime farmland and farmland of statewide importance have been identified using the Soil Survey Geographic (SSURGO) database information for Barren County provided by the U.S.D.A. National Resources Conservation Service. Prime farmland is defined in the National Soils Handbook based on criteria of crop production potential, land availability, and climate. According to the Soil Survey, a large quantity of prime farmland and farmland of statewide importance are located throughout Barren County, see Map 9.11: Barren County Soil Farmland Characteristics.

In addition, the SSURGO database was used to identify sensitive areas for future development. These sensitive areas consists of poorly drained soil characteristics commonly consisting of wetlands and/or hydric soils, see Map 9.12: Barren County Soil Drainage Characteristics. The SSURGO database was also used to identify soil suitability classifications for septic systems, see Map 9.13. Map 9.14: Barren County General Soil Map shows the various soil type classifications for all of Barren County. Another area identified potentially for non-development are flood hazard zones. This information was established from FEMA Digital Q3 Flood Data and shows the existing Flood Insurance Rate Map (FIRM) thematic overlay of flood risk, see Map 7.2: Barren County Environmental Sensitive Areas.

Public land uses in Barren County include the volunteer fire department sub-stations, Eastern Elementary, Temple Hill Elementary, Austin-Tracy Elementary, Jo Ann Foster Park, and numerous cemeteries located throughout the County. A major recreational area of the County is Barren River Lake State Park where the lodge, golf, beach, boating, biking, hiking, horseback riding, camping and picnic shelters are available. The park is also home to the annual Highland Games. In addition, the U.S. Army Corps of Engineers operates various recreation areas around the lake (Barren River Dam, Beaver Creek, the Narrows, and the Peninsula recreation areas). Another major recreational area is Mammoth Cave National Park. The park offers tours of the cave, hiking, biking, canoeing, camping and picnic shelters. Three other cave attractions located in close proximity to the National Park are Diamond Caverns,

Onyx Cave, and Crystal Onyx Cave. There are currently three public golf courses in Barren County.

The total land area of Barren County is approximately 500 square miles or 320,083 acres. Barren County contains 308,499 land acres and 11,584 water acres. The topography of Barren County ranges from 1,068 feet above sea level, along Love Knob Road, to 470 feet above sea level, along the Barren River in the western part of the County, see Map 7.1: Barren County General Geology and Relief Map. Prewitt's Knob, at 1,055 feet above sea level, is commonly mistaken for the highest point in Barren County because of its unusual location and geology.

Subdivision Regulations of Barren County

Subdivision Regulations have been uniformly adopted by all the legislative bodies in Barren County. However, land that is divided for agricultural use, as defined by KRS Chapter 100, consisting of a minimum of five contiguous acres and not involving a new street (vehicular way), is exempt from the requirements of the Subdivision Regulations. Because the size of a tract alone does not determine whether or not the division of land is a subdivision, the Planning Commission has developed a uniform application process for the review of all plats proposed to be lodged for recording with the County Clerks Office.

The Subdivision Regulations went into effect in 1978. A major comprehensive revision of the regulations was performed in 1990, 2001, 2008 and another revision done in 2019. The PURPOSE section (§ 102.0) of the regulations is stated below:

To protect and provide for the public health, safety, and general welfare of Barren County; to guide the future growth and development of Barren County in accordance with the Comprehensive Plan; to provide for adequate light, air, and privacy, to secure safety from fire, flood, and other danger, and to prevent overcrowding of the land and undue congestion of population; to protect the character and the social and economic stability of all parts of Barren County while encouraging orderly and beneficial development; to protect and conserve the value of land throughout Barren County and the value of buildings and improvements upon the land, and to minimize the conflicts among the uses of land and buildings; to guide public and private policy and action in order to provide adequate and efficient transportation, water, sewerage, drainage, recreation,

and other public requirements and facilities; to provide the most beneficial relationship between the uses of land and buildings and the circulation of traffic throughout Barren County, having particular regard to the avoidance of congestion in the streets and highways and the pedestrian traffic movements appropriate to the various uses of land and buildings, and to provide for the proper location and width of streets and building lines; to establish reasonable standards of design and procedures for subdivisions and re-subdivisions, including the accurate surveying of land, preparing and recording of plats, and the equitable handling of all subdivision plats by providing uniform procedures and standards for observance by both the approving authority and subdividers; to insure that public facilities are available and will have sufficient capacity to serve the proposed subdivision; to minimize the pollution of air, streams, and ponds to assure the adequacy of drainage facilities; to safeguard the water table; to preserve the natural features, and to encourage the wise use and management of natural resources throughout Barren County in order to preserve the integrity, stability, and beauty of the County and the value of the land; and, to preserve the natural beauty and topography of Barren County and to insure appropriate development with regard to these natural features.

ASSESSMENT BREAKDOWNS

A good indication of overall economic standing is the number of commercially assessed properties. Barren County had a total of 1,489 commercially assessed properties in 2019. When broken out by jurisdiction, it is evident that Glasgow contains the majority (60%) of all commercial properties. For a commercial net taxable assessment by taxing jurisdiction, please see Table 9.1.

All told, assessment classifications are broken down into three categories: residential, farm, and commercial (which includes industrial). These classifications include property and improvements, as well as vacant and un-improved lands. Table 9.2 and 9.3 breakdown the net taxable assessments by taxing jurisdiction of the residential and farm categories.

Table 9.1:
Commercial Assessment

Jurisdiction	Average Net Assessment	Median Net Assessment	No. of Properties
Glasgow	\$498,888	\$164,250	900
Cave City	\$318,451	\$120,000	245
Park City	\$185,571	\$60,900	34
County only	\$224,230	\$89,750	360
Total	\$306,785		1,539

Source: Barren County Property Valuation Administration, December 2024

Table 9.2:
Residential Assessment

Jurisdiction	Average Net Assessment	Median Net Assessment	No. of Properties
Glasgow	\$114,639	\$92,900	5,480
Cave City	\$78,297	\$63,000	801
Park City	\$70,120	\$55,500	299
County only	\$106,407	\$83,000	11,257
Total	\$92,365		17,837

Source: Barren County Property Valuation Administration, December 2024

Table 9.3:
Farm Assessment

Jurisdiction	Average Net Assessment	Median Net Assessment	No. of Properties
Glasgow	\$325,304	\$240,000	75
Cave City	\$366,243	\$230,400	47
Park City	\$195,013	\$218,400	23
County only	\$346,126	\$229,950	4,614
Total	\$308,172		4,759

Source: Barren County Property Valuation Administration, December 2024

FUTURE LAND USE

The Future Land Use Plan is intended as a guide for physical development throughout the County. The Land Use Plan is not intended to be a precise blueprint for future development. The policies and recommendations established herein are meant to be general in nature, affecting the location and impact of

each land use type. Its purpose is to serve as a basis for creating an environment or pattern of development where various land uses complement rather than conflict with each other. In some areas the future land use maps show that little or no change is anticipated from the existing land use patterns. In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five to twenty years due to unpredictable economic and other factors. For this reason, the future land use maps must be accompanied by policy recommendations.

These policies supplement the maps by providing a framework for managing and directing the changes that will occur during the planning period. Application of the policy guidelines will help determine when an area is ready for the changes anticipated on the future land use map. At times application of the policy guidelines may indicate the appropriateness of changes not anticipated on the future land use map. In addition to determining the appropriate location and intensity of various land used, the policy guidelines help provide structure for reviewing and ensuring the quality of new development and for regulating the impacts of new development on surrounding uses, the environment, and on existing public service facilities.

CITY OF GLASGOW

The city of Glasgow is the population center of Barren County and currently accounts for 33.75% of the County's population. Based upon population projections within the next twenty years it is estimated that over 3,000 people, approximately 1,000 households, will occur in Barren County. It can be expected that the majority of County growth will occur near the Cities boundaries based upon historical trends and the tendency of growth to occur near services and jobs. With new growth and development occurring at the edges of the city, an increased pressure will be generated to provide those areas with urban services. There will also be increased requests for annexation of those areas.

The city is experiencing substantial residential growth due to the wide accessibility of water and sewage system facilities. In addition, the city has sizeable areas currently utilized as open space/agricultural that would support new infill development. The current trend of residential building development should continue as the need for low to moderate income housing and market-rate housing increases. It is anticipated that there will be

a need for additional medium and high density zoned property. Currently the R-3 (Small Lot Medium Density Residential District) zoning comprises approximately 0.09% of the city's land area and the R-4 (Medium Density Multi-family Residential District) zoning comprises 0.3%.

In general, residential infill development should be encouraged in the large open space areas, adjacent to existing residential neighborhoods and where water and sewage system facilities are accessible. New subdivisions should be developed with connecting roads providing alternative routes for residential traffic and decreasing the impact on major roadways. In addition, because of the city's topography, existing wooded areas should be retained to provide an appropriate transition buffer between different residential density developments and to minimize the visual and environmental impacts of adjacent commercial and industrial developments.

Commercial development should be encouraged near arterial and collector roads. These consumer service and traffic-oriented developments should be required to meet highway access management standards, developed by the city. The coordination of curb cuts and parking lot connections in the already developed areas must occur in order to maintain a reasonable ease of travel along existing roadways. Undeveloped tracts of commercial land should connect to and coordinate with any adjoining commercial, office professional, or industrial development in existence. Where no development has yet occurred, provisions for access management must be made for future development. This includes the use of frontage roads as well as parking lot connections and shared curb cuts.

Regionally-oriented commercial development should be confined to the U.S. 31-E Bypass (L Rogers Wells Boulevard) and to the vicinity of the Veterans Outer Loop Bypass. Large "big box" retailers are currently locating along these roadways and the trend is expected to remain much the same. The visual appearance of these commercial areas, and all commercial areas in general, should be enhanced through the design of buildings, landscaping, signs, and arrangement of buildings. Attention to aesthetic impacts of proposed developments should be part of all phases of the review process.

The area in the vicinity of U.S. 31-E (North Race Street), Glenview Drive, and the U.S. 31-E Bypass (North Jackson Highway) has become a predominate location for a mixture of high density residential to

medical facilities and offices. Within the last ten years a new medical facility was constructed along U.S. 31-E (North Jackson Highway) and major subdivision approval has been granted for a proposed medical development next to the new facility. Expansion of the office and professional community is required to serve the needs of the medical community. This current trend should continue to develop in the U.S. 31-E (North Jackson Highway) vicinity along U.S. 31-E (North Race Street), Glenview Drive, and Homewood Boulevard up to Scottie Drive. However, as this new development occurs, adequate buffer measures should be utilized to lessen the impact on existing neighborhoods.

The city contains a valuable asset in its historic Central Business District (downtown) area. With the newly renovated Barren County Development Center and the soon to be built Barren County Judicial Center, the downtown area should remain a vibrant component of the city. The Glasgow Renaissance Main Street program is currently developing a plan that includes a streetscape revitalization project for the downtown square and a pedestrian corridor walking trail that would highlight many historic attractions such as, the downtown square, Big Spring, Fort Williams, and the Glasgow Municipal Cemetery. In addition, the Glasgow Historic Preservation Commission has been created and efforts are underway for the development of historic preservation design guidelines for local designated Historic Districts. Map 9.16 shows the National Historic Districts within Glasgow. Efforts should be made to maintain the character of the historic residential areas and the downtown central business district.

A large part of the downtown area, along West Main Street, is zoned Light Industrial. Much of this industrial area dates back to the initial Zoning Ordinance that was established in 1949. The majority of this area currently consists of open space, retail uses, and commercial service establishments. A portion of this Industrial area should be rezoned for office and professional uses. This would compliment the Central Business District. The city has made significant roadway improvements in this area (West Water Street and Ford Drive). In addition, the remaining Industrial area should be utilized for commercial use.

Industrial uses, similar in nature to those in the vicinity of Industrial Drive, West Main Street, and Donnelley Drive, should continue to expand westward. This area has become a primary location

for manufacturing and distribution uses. Westward expansion should be tempered by important locational factors, such as appropriate access to the Veterans Outer Loop Bypass and connections to existing or planned industrial parks (Highland Glen Industrial Park and South Cooper Industrial Park). This area is currently serviced by CSX Railroad. The area south of Industrial Drive is currently zoned Light Industrial and consists of agricultural and open space land uses. As development expands into this area, adequate buffer measures should be utilized to lessen the impact on existing residential areas to the south and east.

With the abundance of public land uses available in Glasgow, development of a greenways master plan should be considered. Greenways are linear stretches of open space that include recreational, cultural, and natural areas such as parks, trails, and other “green” spaces. The development of a greenway system would help provide natural buffers that improve water quality, reduce the impacts of flooding, and provide wildlife habitat and corridors, as well as opportunities for comprehensive, multi-use trails for alternative transportation, recreation, fitness, and educational, cultural and economic development.

In summary, growth in Glasgow must be balanced among three major land users, commercial, industrial, and residential development. Growth in one land use must consider the location of existing and planned development of the other two. See Map 9.16: Glasgow Future Land Use.

CITY OF CAVE CITY

Cave City’s land use pattern has changed somewhat in the past few years. Commercial development, east of the interstate interchange, in the form of national motel chains and restaurants has made Cave City a commercial gateway into Mammoth Cave National Park. This form of commercial development should continue in the future with new development on the western side of the interchange. Cave City is very attractive to commuting traffic because of its easy access to Bowling Green, Glasgow, and Park City. The newly annexed properties, especially the 400 acre industrial development will transform the city, both in the physical and literal sense. In addition, the Warren County Industrial Park, located approximately 20 miles west in northern Warren County, will greatly influence future residential development and commuting patterns.

In general, residential infill development should be encouraged in the large open space areas, adjacent to existing residential neighborhoods and where water and sewage system facilities are accessible. Low density residential development will probably continue along KY 70 (Broadway Street) to the east and KY 90 (Happy Valley Road) to the southeast. In an effort to preserve the visual and historic character of the Central Business District (downtown), this Plan encourages the restoration, renovation and/or adaptive re-use of historically significant structures within Cave City. Commercial development along U.S. 31-W (Dixie Highway) should continue to include grocery, hardware, and merchandise stores directed to the residents of the surrounding area. There has been significant growth of commercial service establishments outside the city limits along KY 90 (Happy Valley Road). See Map 9.17: Cave City Future Land Use.

CITY OF PARK CITY

For the past two decades Park City has seen little change in its pattern of land use. The next two decades should see major changes in land use. A future trend will include commercial development locating around the interchange of Interstate 65. Other commercial developments, such as national motel chains, restaurants, and retail uses, should follow. This type of development would establish Park City as a commercial gateway into Mammoth Cave National Park.

Another future land use trend would include the replacement of most agricultural uses and open space, within the city limits, with residential development. Park City should prove attractive for residential development because of its easy access to Interstate 65, and also, its access to nearby Bowling Green, Cave City and Glasgow. In addition, the Warren County Transpark, located approximately 15 miles west in northern Warren County, will greatly influence future residential development and commuting patterns as well as the preliminary plans for a new industrial park located just west of the I-65 interchange in Cave City. See Map 9.18: Park City Future Land Use.

This Plan encourages the restoration, renovation and/or adaptive re-use of historically significant structures in Park City in an effort to preserve the visual and historic character of the community. Several years ago a 2010 Vision Committee was created. This committee consisted of elected officials and concerned citizens that wanted to plan for the

future and to protect the city's rural character. Efforts are also underway to create a pedestrian and bicycle network that links the central business district (downtown) to historic Bells Tavern and to the proposed Heritage Welcome Center. Future plans, in conjunction with Mammoth Cave National Park, have included a bicycle trail linking Park City with the Mammoth Cave bicycle trail at Chaumont as well as the proposed amphitheater and possible planned unit development.

UNINCORPORATED BARREN COUNTY

Map 9.19: Barren County Future Land Use, displays generalized future land use for Barren County. The existing incorporated Cities are presented with projected land use surrounding them. In addition to the Cities, areas of residential density with commercial and other land usage occur in various sections of the County. For the purpose of this Plan these are termed as "villages". These village communities primarily have concentrations of rural and low density residential with commercial and/or public or other usages situated to provide needed services for the rural population. They provide alternatives to inefficient linear development and meet the needs of families who desire to live a rural lifestyle. The identified villages in Barren County are: Austin, Beckton, Bon Ayr, Bristletown, Coral Hill, Dry Fork, Eighty Eight, Finney, Forty Four, Goodnight, Green Valley, Griderville, Haywood, Hiseville, Lecta, Lucas, Merry Oaks, Park, Railton, Red Cross, Rocky Hill, Roseville, Slick Rock, Temple Hill, and Tracy.

Predicting where development will occur is speculative, but with proper planning and foresight/forethought, our communities and citizens may not be as financially burdened as otherwise. Setting forth provisions for services and identifying lands for development while only allowing upgrades and/or extensions that will further the adopted plans should be accomplished. This ensures orderly development on sufficient infrastructure and with adequate services for the anticipated use.

The location of future development depends on the realization identified within this Plan. When the Outer Loop By-pass around Glasgow is completed, development will occur along and around it. Currently, the majority of residential development is occurring in a sporadic pattern all throughout Barren County. It is anticipated that this trend will continue into the foreseeable future.

Commercial development will occur in existing commercial areas, along major thoroughfares, at major interchanges, and as infill in the core of downtown areas. Industrial development will occur where services, such as water, sewer, rail, are available along major thoroughfares. With the likelihood of Louie B. Nunn Parkway becoming a designated portion of Interstate 66, the potential for all types of development increases. In addition, the Warren County Transpark, located in Warren County, approximately 10 miles from western Barren County, is employing approximately 2,500 people. It is also anticipated that on a regional level, as many as 15,000 new jobs could be created as a spin-off result of the Transpark during that timeframe. Nevertheless, the resulting new jobs will greatly influence future residential development and commuting patterns for all of Barren County. The proposed Kentucky Industrial Alliance venture in Cave City is already proving to be a regional draw for potential industrial developers in the area. The 400 acre development is sure to be of interest with its immediate access to Interstate 65 as well as being adjacent to the CSX railway.

Agriculture and open space will continue to dominate the unincorporated area, and to some extent, a few of the Cities. With Barren County ranking first in the state for cow/calf production and an increasing cropland production, viable agriculture lands must be preserved not only for the economic vitality of Barren County, but also for that of the Commonwealth. Another reason to preserve the agriculture base is because of the many obstacles the County is faced with regarding future development. These obstacles include floodplain, wetlands, designated wildlife/nature refuges, designated agricultural districts and expanding incorporated areas.

Future Urban Expansion Areas

As with any means of preparing for the future, expansion areas of incorporated Cities shall be included for consideration. Of course, the most natural areas for expansion are those areas currently undeveloped where community services and utilities may be easily extended or areas currently developed where these services already exists. A spatial view of future expansion areas where urban services will be desired is shown on Map 9.20.

As would be expected residential land uses cost more to service than other uses. The cost to provide education facilities, offer parks and recreation

programs, extend and maintain roadway and utility facilities, ensure a safe environment through adequate public safety agencies, and provide other needed services exceeds the amount of tax revenue generated from residential usage. Costs are increased as the development becomes scattered and there is less density. Commercial and industrial use, which generate higher tax revenues, are generally located in densely populated areas with existing services and do not require the many services needed by residences. Farms, which may not generate high tax revenues, also do not require as intensive services as other uses.

From this discussion it is apparent that to provide needed services to residential development is costly to taxpayers and rate payers unless planned development is implemented that will help keep the cost of needed services manageable. It is also understandable that the attraction, retention and expansion of business and industry and the retention of an agricultural community are needed as the basis for a strong service delivery system in Barren County.

Rural Development Areas

Rural density development will occur throughout Barren County. Minimum lot sizes, lot widths, and building setbacks should be established for future rural density developments that reflect the overall pattern of development in the surrounding area. Surrounding land uses should be considered when approving new rural development. Reducing conflicts between various land uses is a central concern. Future rural density development will require public water supply and other facilities, highway access, and approved on-site waste disposal systems.

Village Communities

Throughout the rural areas of Barren County, there exist small communities that possess a strong historical, physical, and social identity. These communities are characterized by public recognition of their existence, limited urban services and facilities, low density of development, and desire of the residents to maintain the identity of their community. Each of these communities has diverse characteristics and land use patterns that should be enhanced, preserved, and nurtured.

Maintenance of the vitality and identity of the rural village communities should be the objective of continued planning. Future rural village plans should

be developed in coordination with local citizens for each community. The rural village plan should distinguish these villages in character and physical appearance from each other and recognize their individual needs. The village plans should also develop future land use needs that are appropriate to each community while encouraging appropriate future development and strengthening the public services and facilities available to each community.

FUTURE LAND USE POLICIES

Since growth has and will naturally occur throughout Barren County, standards need to be adopted to ensure proper development. Without adopted tools for short and long term planning, jurisdictions have no enforceable means of regulating the use of land. These policies and recommendations supplement the projected land use maps by providing a framework for managing and directing the changes that will occur during the planning period. As mentioned earlier, application of the policy guidelines will help determine when an area is ready for the changes anticipated on the future land use map.

At times application of the policy guidelines may indicate the appropriateness of changes not anticipated on the future land use map. In addition to determining the appropriate location and intensity of various land used, the policy guidelines help provide structure for reviewing and ensuring the quality of new development and for regulating the impacts of new development on surrounding uses, the environment, and on existing public service facilities.

GENERAL LAND USE POLICIES

- ❖ Land development decisions should include appropriate measures to preserve open spaces, woodlands, and prime agricultural land. “Leap-frog” development, development at high densities beyond the availability of urban services, and uncontrolled development directly fronting substandard roadways should be discouraged. Instead, the community should encourage and promote the utilization of land in areas served by adequate utilities and other infrastructure.
- ❖ Industrial locations offer the highest potential risk for negative impacts on the community. Therefore, industrial locations must be planned, concentrated in identified industrial districts, and

designed to offer both full urban service to the industrial uses and to mitigate potential adverse impacts on both existing and future surrounding development.

- ❖ The cost inherent to legislative bodies for the upgrading of present inadequate infrastructure, as a result of new development, should be given consideration with respect to future development requirements.

GUIDANCE FOR RURAL DEVELOPMENT

- ❖ Type and width of an existing roadway is a good indicator of future public service cost. New development on narrow, unpaved roads will eventually require road improvements. An orderly plan for county road improvements is the desirable and cost efficient method of managing public road systems. Consequently, rural development should be located near or along already improved roads. Although, future development should be discouraged from fronting directly on collector and arterial roadways.
- ❖ Density of rural residential development cannot be adequately measured in terms of the number of dwelling units per acre. Some areas already have more homes than can be reasonably supported by the roads and other infrastructure in the area. Future rural residential development should be evaluated to determine if it can reasonably be supported by existing community facilities without changing the character of the rural area.
- ❖ Many negative impacts of new growth in rural areas can be cited. Additional traffic on roads meant to serve farms, septic systems that contaminate surface and ground water, and the conflicts of a suburban residential lifestyle in farming areas, and vice versa. Future rural residential development should be evaluated to determine the impact of non-agricultural land uses on the existing farming activities.
- ❖ Soils considered to be prime farmland by the U.S. Department of Agriculture are of major importance. 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 urban development from areas with prime soils should be encouraged to be consistent with the goals related to

agriculture.

GUIDANCE FOR RESIDENTIAL DEVELOPMENT

- ❖ Ensure that all residential areas are developed with adequate sewage disposal, water supply and fire hydrant protection, and other utilities.
- ❖ Residential development plans shall provide for the continuity of the interior street system. Streets already in place or planned in neighboring areas, as well as those providing for the coordination of the local street system with the major transportation network, should be connected.
- ❖ High density residential development should have convenient access both to major streets and to shopping and public facilities.
- ❖ Provide for the clustering of dwelling units and mixtures of housing types and land uses within planned developments to utilize cost-efficient site layout and design techniques. Aim to create new, resident-friendly neighborhoods with a pedestrian orientation.

GUIDANCE FOR COMMERCIAL DEVELOPMENT

- ❖ Commercial uses, which are low traffic generators (neighborhood retail/convenience centers, convenience markets, laundries/dry cleaners, restaurants seating fewer than 50 patrons, single occupancy professional services, etc.), are appropriate only within direct access to at least a minor collector street and may be located adjacent to residential areas with buffers, landscaping and lighting controls.
- ❖ Moderate traffic generators (corporate offices, research and development centers, communication centers, free-standing wholesale goods suppliers, small planned shopping centers, etc.) are appropriate only within direct access to at least a major collector street and may be located adjacent to residential areas with buffers, landscaping and lighting controls.
- ❖ Commercial uses which are high traffic generators (professional office buildings, medical centers, hospitals, schools and colleges, banks, government offices, planned shopping centers, etc.) are appropriate only with direct access to a major collector or arterial street. Where appropriate, high density residential areas should be used to buffer low density residential areas from high traffic commercial generators.

Buffers, landscaping and lighting controls shall be used for all proposed high traffic commercial generators adjoining any residential area.

- ❖ Highway commercial uses (gas service stations and garages, truck stops, drive-thru restaurants, auto and equipment rental and sales establishments, etc.) are best located on major collector and arterial streets and should be close to major highway intersections with traffic lights for maximum convenience, safety, and economy.
- ❖ The coordination of curb cuts and parking lot connections in already developed areas must occur in order to maintain a reasonable ease of travel along existing roadways. Undeveloped tracts of commercial land should connect to and coordinate with any adjoining commercial, office professional, or industrial development in existence. Where no development has yet occurred, provisions for access management must be made for future development. This includes the use of frontage roads as well as parking lot connections and shared curb cuts.
- ❖ New commercial development should follow sound design principles for buildings, parking, landscaping, signage, and setbacks. The objective is to be aesthetically pleasing and consistent with the image of the community and surrounding neighborhood.
- ❖ Promote in-fill development as an alternative to new development through development incentives.

GUIDANCE FOR INDUSTRIAL DEVELOPMENT

- ❖ Locate industries in existing or proposed industrial parks/subdivisions that provide proper utility service, access to transportation systems, and are protected from encroachment by incompatible land uses.
- ❖ Industrial development shall be located on or with direct access to arterial streets and should be in close proximity to cross-country transportation systems.
- ❖ Provisions should be made for proper separation from public/residential uses of industrial uses which have or make products which could be hazardous to human life and property (including production or use of explosives and flammable or corrosive chemicals, etc.).

POLICIES REGARDING THE ENVIRONMENT

- ❖ Consider and minimize any possible adverse impacts from development on the natural environment and on other activities in the community.
- ❖ Take appropriate steps to mitigate negative impacts on air and water quality.
- ❖ The community should identify, support, and promote urban design standards and develop both general and site specific design criteria for all types of development.
- ❖ Utilize natural streams as open space corridors and public access routes for future greenways.
- ❖ Require Best Management Practices (BMP's) for erosion and sedimentation control for all developments where grading, cutting, or filling occurs.

RECOMMENDATIONS

- ❖ Actively consider quality of life issues as primary in the creation of land use policies and decisions.
- ❖ Identify specific properties within and around city boundaries that are served by or are within a reasonable expansion area for water and sewer for future urban development.
- ❖ Identify specific properties around established high intensive agriculture uses that are not suitable for residential development.
- ❖ Identify environmentally sensitive areas that are not suitable for development and ensure that development avoid these areas.
- ❖ If practical, electric, phone and cable utilities should be placed underground in new developments proposed within historic districts.
- ❖ Discourage non-agriculture development in areas with prime potential for agriculture production.
- ❖ Coordinate County land use policies with adjacent city land use policies to avoid conflict upon future annexations.
- ❖ Identify roads and areas that serve as valuable scenic assets to the County and implement strategies to preserve features that contribute to the character.
- ❖ Promote in-fill development and higher-density core development to deter costly outward urban expansion.

- ❖ Identify primary growth areas and encourage infrastructure and utility expansion to these areas.
- ❖ Establish Neighborhood Planning programs within identified urban neighborhoods to assist in redevelopment, rehabilitation, and reinvestment opportunities.
- ❖ Provide housing for the elderly and special need citizens in close proximity to shopping, medical, and other community facilities.
- ❖ Consider the character of existing, surrounding developed areas when new developments are proposed by assessing lot sizes, types of structures, drainage patterns, open spaces, overall density, etc.
- ❖ Carefully select sites for all industrial development giving appropriate consideration to the topography, the carry capacity of the underlying soils, and prevailing wind directions so the possibility of adverse effects on the environment or surrounding uses will be minimized.
- ❖ Connect all commercial and industrial uses to a public sanitary sewer system when accessible.
- ❖ Require all commercial and industrial uses to connect to an adequate water supply and fire hydrant protection system.
- ❖ Guide industrial development outside of residential areas.
- ❖ Avoid changing natural stream channels, flood hazard areas, or natural flood-protection barriers.
- ❖ Develop a comprehensive strategy for funding the cost of the provision and updating of public facilities and services to serve growth areas.
- ❖ Create quality developments by recognizing:
 - An appropriate relationship to prominent design features existing in the immediate area such as trees, landforms, historic landmarks;
 - An appropriate relationship to existing structures;
 - The natural environment; and,
 - Pleasing transitions to surrounding development.
- ❖ Require all building lots to contain adequate road frontage, water facilities, and sewerage facilities.
- ❖ Create a greenways master plan for each city that would encourage future pedestrian and bicycle trail networks.
- ❖ Adopt regulations that encourage appropriate land uses in rural and agricultural areas to help maintain rural character and to allow for regulated and appropriate development.
- ❖ Identify key major highway interchange areas and implement strategies to ensure their development for commercial use.
- ❖ Coordinate with all utility providers and road/street departments to promote the balanced and intelligent construction, extension, and maintenance of utilities and infrastructure.
- ❖ Support the continued coordination and communication between the County, Cities, Planning Commission, and other decision-making bodies in relation to future land use planning, current planning, and development review.
- ❖ Provide standards throughout the County for minimum setbacks and buffer areas to minimize the impacts of new development on existing land uses.
- ❖ Require development to bear a reasonable share of the cost of improving inadequate off-site facilities made necessary by said development.
- ❖ Develop a capital improvement program which addresses needs and objectives, makes maximum use of existing facilities, and places priorities on needs which have the greatest benefit.
- ❖ The increase or decrease of residential development density should function as a transition between incompatible land uses.
- ❖ Residential areas shall generally be located away from incompatible land uses such as railroad tracks, waste disposal sites, and commercial or industrial locations characterized by high traffic volumes, odor, noise, dust or dirt, or any other nuisance created by these types of uses.
- ❖ Consider the Functional Classification of existing streets and highways as a part of the development review process.
- ❖ Develop allowable density and use standards for various zones based on a set of criteria:
 - Soils and slope assessment;
 - Physical limitations of the site;
 - Community services assessment;
 - Percent and type of adjacent and surrounding area developed;
 - Material and maintenance characteristics of

- access road;
 - Characteristics of road network serving developments;
 - Proximity to public facilities and services;
 - Design;
 - Adequate buffering and/or building setbacks from adjacent uses; and,
 - Other applicable criteria.
- ❖ Establish thresholds for the levels of service required within and outside of future urbanized service areas.
- ❖ No structure should be constructed within the 100 year floodplain.

FUTURE LAND USE STRATEGIES

Strategy 1: Develop and implement a county-wide zoning ordinance for the location, size, and type of developments that will be located throughout Barren County with respect to urbanized and rural areas, community facility services, projected population needs, and other applicable development criteria.

Strategy 2: Create Village Community Plans that will develop new designs for mixed-use areas and a broader range of housing options including affordable apartments, townhouses, duplexes, and manufactured housing while preserving the character of the rural communities. These Plans would develop new designs for the rural communities and will call for the expansion of public utilities and services: roadways, water, sewerage, electrical service, parks, and safety.

Strategy 3: Develop a Highway Corridor Plan for the Glasgow Outer Loop if annexed into the corporate boundary of the City of Glasgow and other major arterial and collector highway areas that will examine such issues as: access control, pedestrian and bicycle transportation enhancements, streetscape improvements, traffic management, evaluation of existing and future land uses, etc.