

COMPREHENSIVE PLAN

FOR

LaRue County, Kentucky



Prepared For

THE LAND OF LINCOLN PLANNING COMMISSION

Technical Assistance Provided by

Lincoln Trail Area Development District
Elizabethtown, Kentucky

2017

The preparation of this document was financed with Federal, State and Local funds under a Joint Funding Administration Program prepared under the auspices of the Southeastern Federal Regional Council.

The Lincoln Trail Area Development District does not discriminate on the basis of race, color, national origin, sex, age, religion or disability, and provides, upon request, reasonable accommodation including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in all services, programs and activities of the agency.

LAND OF LINCOLN PLANNING COMMISSION
Paul Lassanke, Chairman

TITLE: Land of Lincoln Comprehensive Plan

AUTHOR: Land of Lincoln Planning Commission
Lincoln Trail Area Development District

SUBJECT: Statement of Goals and Objectives, Population Analysis, Housing Analysis, Economic Analysis, Environmental Conditions, Community Facilities, Transportation Plan and Land Use Plan.

DATE: September, 2014

LOCAL PLANNING AGENCY: Land of Lincoln Planning Commission

SOURCE OF COPIES: Land of Lincoln Planning Commission

NUMBER OF PAGES: 56 pages, plus maps

ABSTRACT: The Land of Lincoln Base Studies, consisting of a land use analysis, population analysis, housing analysis, and economic analysis, is an essential element in preparation of the Comprehensive Plan as described in the Kentucky Revised Statutes, Section 100.187 and 100.191. It includes an inventory and analysis of local land uses, population characteristics and growth trends, housing characteristics and growth trends, economic information and trends, and the physical conditions of the Land of Lincoln area. In addition, it provides population projections that serve as the base information in determining the need for community facilities, public services, and various types of land use. It provides a comprehensive overview of the economic base of the community, indicating past economic trends and potentials for the future.

This study was the first step towards completion on the Comprehensive Plan Update. The Land of Lincoln Comprehensive Plan includes the

Transportation Plan, Housing Plan, Community Facilities Plan, and the Land Use Plan. The elements are based upon information provided by the Base Studies. The Statement of Goals and Objectives, as required by Kentucky Revised Statutes 100.187, has been adopted by the Planning Commission and provides the basis for many of the recommendations made in the Comprehensive Plan.

The Comprehensive Plan indicates the most appropriate locations for all types of land use which may be anticipated within the Land of Lincoln Planning Unit; the nature and extent of street and highway improvements which should occur during the planning period; and the nature and location of those community facilities and services which will be required to serve the population of the planning area for the next twenty years. It is a flexible guide to area development and should be reviewed periodically to insure that it represents current conditions and policies within the planning area.

Land of Lincoln Comprehensive Plan Table of Contents

Chapter 1. INTRODUCTION	Page
Purpose	1-1
Benefits	1-2
Planning Period and Planning Area	1-2
Authority	1-2
Legal Basis of the Comprehensive Plan	1-2
Contents of Comprehensive Plan	1-3
Research Requirements for Comprehensive Plans	1-4
Nature of the Base Studies	1-4
Statement of Goals and Objectives	1-5
Community Profile	1-5
Location	1-5
History	1-6
 Chapter 2. STATEMENT OF GOALS AND OBJECTIVES	
Introduction	2-1
Land Use	2-1
Goal	2-1
Objectives	2-1
Housing	2-2
Goal	2-2
Objectives	2-2
Community Facilities	2-2
Goal	2-2
Objective	2-3
Transportation	2-3
Goal	2-3
Objective	2-4
 Chapter 3. POPULATION ANALYSIS	
Introduction	3-1
Population Trends	3-1
Historic Population	3-1
County and Regional Trends	3-2
Population Characteristics	3-2
Age	3-2
Gender	3-2
Age-Gender Composition	3-3
Components of Population Change	3-4
Population Projections	3-5

Chapter 4. HOUSING ANALYSIS	
Introduction	4-1
Housing Trends	4-1
Occupied Housing Units	4-3
Types of Housing Units	4-3
Residency Trends	4-4
Age of Housing Units	
Chapter 5. ECONOMIC ANALYSIS	
Introduction	5-1
Employment Trends	5-1
Employment by Type	5-4
Civilian Work Force	5-4
Employment by Sector	5-4
Unemployment	5-5
Business Establishments	5-5
Major Manufacturing Firms	5-5
Per Capita Income	5-6
Median Household Income	5-6
Larue County Industrial Foundation	5-6
Chapter 6. ENVIRONMENTAL CONDITIONS	
Introduction	6-1
Climate	6-1
Topography	6-2
Groundwater	6-2
General Soil Types	6-3
Prime Agricultural Land/Soils	6-5
Surface Water Resources	6-6
Flooding	6-6
Flooding and Property	6-6
Chapter 7. COMMUNITY FACILITIES	
Introduction	7-1
Benefits	7-1
Education	7-1
Educational Facilities	7-2
School Facilities Plan	7-3
Public Library	7-3
Historic Resources	7-4
Churches	7-5
Recreational Facilities	7-5
Existing Recreational Facilities	7-5

Guidelines	7-7
Public Safety	7-8
Larue County 911 Center	7-8
Police Protection	7-9
Fire Protection	7-9
Public Water and Sewerage	7-9
Septic Tank Systems	7-10
Electricity and Natural Gas	7-10
Refuse	7-10
Chapter 8. TRANSPORTATION PLAN	
Introduction	8-1
Purpose	8-1
Scope and Benefits	8-1
Traffic Patterns	8-2
Existing Transportation System	8-2
Major Highways	8-2
Air Service	8-2
Traffic Volume Pattern Analysis	8-3
Trip Factors	8-3
Traffic Counts	8-3
Commuting Patterns	8-4
Land of Lincoln Road Classifications	8-4
Arterials	8-4
Major Collectors	8-4
Minor Collectors	8-5
Local Streets and Roads	8-5
Planning and Design Criteria	8-5
Design Capacities	8-6
Transportation Recommendations	8-6
Chapter 9. LAND USE PLAN	
Introduction	9-1
Purpose and Scope	9-1
Land of Lincoln Land Use Plan	9-2
Development Standards	9-2
Residential Development	9-2
Commercial Development	9-3
Industrial Development	9-4
Conclusion	9-4
Chapter 10. IMPLEMENTATION	
Introduction	10-1
Local Leadership	10-1
Subdivision Regulations	10-1
Zoning	10-2

The Zoning Process	10-2
Zoning Map Amendments	10-3
Capital Improvements Program	10-4

Appendix A

Citizen Input	A-1
Demographic Data	A-1
Growth and Development	A-2
Economic Development	A-3
City and County Facilities and Services	A-4

Appendix B

Maps in order of occurrence

Geomorphologic Map
Flood Plain Map
Waste Water Utilities Map
Water Utilities Map
Functional Classification Map
Traffic Station Counts Map
Functional Classification Map
Traffic Station Counts Map
LaRue County Road Projects Map
Future Land Use Map

Chapter One Introduction

A comprehensive plan serves as a framework for official community land use decision-making. On a basic level, it serves as a source of information for citizens, groups, and community leaders. It enables the Land of Lincoln units of local government to assess and fulfill their roles in fostering public health, safety and welfare while managing the use of public resources. The plan utilizes citizen input and an assessment of socioeconomic conditions and physical attributes to develop a forecast of future needs, such as development and/or improvements. Based on this assessment, goals are developed in specific areas, along with objectives for achieving them, and they are presented in chronological order within the comprehensive plan.

The Land of Lincoln Planning Commission adopts the plan and submits it to the local governments for approval. The Planning Commission is the official planning body for LaRue County. It presides over land subdivision and makes recommendations to local government regarding planning policy, development standards, subdivision regulations, and zoning. The Land of Lincoln Planning Commission initiated the Comprehensive Plan review, update and renewal.

Purpose

The Comprehensive Plan provides the data and basic elements necessary to meet the criteria established by Chapter 100 of the Kentucky Revised Statutes (KRS). It serves as a map for the development of all undeveloped areas within a specific jurisdiction. The implemented plan will provide local control over the type, timing and intensity of anticipated growth and ensure the compatibility of development with existing physical, institutional and socioeconomic conditions.

The City of Hodgenville and LaRue County have a unique atmosphere influenced by its rural location and distinction as the birthplace of the 16th President of the United States, Abraham Lincoln. These attributes give the region a unique and “small town” feel, that residents and visitors treasure. One purpose of this comprehensive plan is to help the community plan for the development of social and economic growth without compromising the culture and atmosphere of the area with congestion and encroachment. A good comprehensive plan helps community leaders balance growth and development with established norms and local mores.

Chapter 1 INTRODUCTION

Benefits

The most significant benefit of a good Comprehensive Plan is the ability to project the impact of future growth of land use, population, and the economy, on the region. The Planning Commission and Local Government Agencies can use these projections to plan and provide for public services and facilities and to maximize public and private investment. Private sector investors can use the information to gauge potential for private sector investment within the planning area.

Planning Period and Planning Area

This plan contains numerous twenty-year projections. Reasonable projections beyond twenty years are impossible and shorter projections fluctuate because of uncontrollable variables.

For the purpose of this study, all areas of LaRue County are included in the planning area. The area is impacted by the Lincoln Trail Area Development District Counties, of Hardin, Breckinridge, Grayson, Meade, LaRue, Marion, Nelson and Washington.

Authority

Planning Commissions are enabled to prepare base studies through KRS, Sections 100.187 and 100.191. These statutes specify the criteria that must be adhered to in the preparation and revision of this document.

Legal Basis of the Comprehensive Plan

The legal basis for the Land of Lincoln Comprehensive Plan is set forth by KRS 100.183, which states:

The planning commission of each unit shall prepare a comprehensive plan, which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. The elements of the plan maybe expressed in words, graphics, or other appropriate forms. They shall be interrelated and each element shall describe how it relates to each of the other elements.

Process

The planning process is an ongoing task that will enable LaRue County to preserve all of its positive attributes while taking advantage of its strengths and opportunities to plan for development, economic prosperity and improved quality of life for all residents.

Chapter 1 INTRODUCTION

The Commonwealth of Kentucky prescribes the planning process for local units of government within the framework of the Kentucky Revised Statutes (KRS), Chapter 100. This chapter provides guidance for organized planning at the local level. It stipulates the necessary research requirements, the key components of a plan, the functional requirements, and the legitimate tools authorized to implement the plan. Chapter 100 also determines the planning body that needs to be in place to facilitate the planning process. The process is as follows:

1. Determine community needs and develop meaningful goals and measurable objectives.
2. Analyze issues and available data.
3. General plan concepts while continuing to analyze issues and data.
4. Develop plan elements and recommendations.
5. Create an action plan and implement it.
6. Review the plan and evaluate progress
7. Start the process over.

Contents of the Comprehensive Plan

KRS 100.187 mandates the minimum content requirements for comprehensive plans. The minimum elements are as follows:

1. A statement of goals and objectives, which shall serve as a guide for the physical development and economic and social well being of the planning unit;
2. A land use element, which shall show proposals for the appropriate economic, desirable and feasible patterns for the general location, character, extent, and interrelationship of the manner in which the community should use its public and private land at specified times as far into the future as is reasonable to foresee. Such land uses may cover, without being limited to, public and private, residential, commercial, industrial, agricultural and recreational land uses;
3. A transportation plan element, which shall show proposals for the most desirable, appropriate, economic and feasible pattern for the general location, character and extent of channels, routes and terminals for transportation facilities for the circulation of persons and goods for specified times as far into the future as is reasonable to foresee. The channels, routes, and terminals may include, without being limited to all classes of highways or streets, railways, and waterways.
4. A community facilities plan element which shall show proposals for the most desirable, appropriate, economic and feasible pattern for the general location, character, and the extent of public and semipublic buildings, land, and facilities for specified times as far into the future as is reasonable to foresee. The facilities may include, without being limited to, parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire stations, police stations, jails or other public office or administration facilities; and

Chapter 1 INTRODUCTION

5. The comprehensive plan may include any additional elements such as, without being limited to, community renewal, housing, flood control, pollution, conservation, natural resources, regional impact, historic preservation, and other programs which, in the judgment of the planning commission will further serve the purposes of the comprehensive plan.

Research Requirements for the Comprehensive Plan

KRS 100.191 defines the research, analysis, and properties that a comprehensive plan must be based upon. The basic research requirements include, but are not limited to the following;

1. An analysis of the general distribution and characteristics of past and present population and a forecast of the extent and character of future population as far into the future as is reasonable to foresee.
2. An economic survey and analysis of the major existing public and private business activities, and forecast of future economic levels, including a forecast of anticipated necessary actions by the community to increase the quality of life of its current and future population through encouragement of economic development as far into the future as is reasonable to foresee.
3. Research and analysis as to the nature, extent, adequacy and the needs of the community for existing land and building use, and transportation and community facilities in terms of their general location, character and extent.
4. Additional background information for the elements of the comprehensive plan may include, but is not limited to, any other research, analysis, and properties, which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan.

Nature of Base Studies

The base study for this Comprehensive Plan is divided into three major sections. The first section contains an analysis of the planning area population and includes the distribution and characteristics of both the present and projected population. Population statistics are analyzed to develop relevant growth and development policies. The second section of this study contains a detailed description of the area economy. Economic analysis identifies economic trends and provides another basis for preparation of the Land of Lincoln Comprehensive Plan. The third section contains LaRue County's land use analysis, which shows the extent of major land use categories within the area, including agricultural, residential, commercial, industrial, public and semi-public.

The base study is used in conjunction with housing, transportation, community facilities and other studies, to prepare and adopt future development plans for LaRue County. The base study serves three primary purposes:

Chapter 1
INTRODUCTION

1. To recognize past and present trends in the overall economy and population of the area.
2. To provide a guide for determining the proper extent and location of future residential, commercial, industrial, educational and recreational land uses.
3. To provide an estimate of the area's future population to use as a determinate when making land use and facilities expansion decisions.

The base study will be valuable to the Land of Lincoln Planning Commission and all Hodgenville and LaRue County governmental agencies responsible for development of the area. The study will also be useful to local business and professional leaders.

Statement of Goals and Objectives

By statute, the Land of Lincoln Planning Commission and local units of government are required to adopt a statement of goals and objectives. KRS 100.193 states:

The planning commission of each planning unit shall prepare and adopt the statement of goals and objectives to act as a guide for the preparation of the remaining elements and the aids to implementing the plans. The statement shall be presented for consideration, amendment and adoption by the legislative bodies and fiscal courts in the planning unit. During its preparation and that of the other plan elements, it shall be the duty of the planning commission to consult with public officials and agencies, boards of health, school boards, public and private utility companies, civic, educational, professional and other organizations and with citizens.

Community Profile

Location

LaRue County is largely a rural county of approximately 14,064 residents. Located in central Kentucky, the Rolling Fork Creek and Salt Lick Creek mark the northern boundary between Nelson and LaRue Counties, and Marion and LaRue Counties. Hardin County is located adjacent to LaRue on the west, and Hart, Green and Taylor counties border LaRue on the south. The County is comprised of 263.4 square miles, much of which is unincorporated. Undulating and rolling hills, as well as steep ridges and bluffs dominate the county landscape and provide a beautiful backdrop to the open farmland and dense



Chapter 1 INTRODUCTION

forests. Creeks and streams form a fairly consistent pattern throughout the county creating many swales and valleys.

Hodgenville is the largest incorporated City in LaRue County and serves as the county seat. It is centrally located within the County and has a population of 3,232 residents who value the community's "small town" atmosphere. The rolling landscape continues in Hodgenville and provides a scenic and interesting backdrop to this historic City.

History

Large herds of buffalo, deer and elk were abundant in LaRue County prior to settlement. The land was densely forested and crisscrossed with streams and creeks. The fertile land, and abundance of wood and water attracted pioneers and early settlers to the area.

Historically, Native American Indians were present in the region. Many burial mounds are scattered throughout the County and attest to early Tribal influence. The first white settlers came to the region during the early 1780's. Phillip Phillips established the first permanent white settlement in 1781. Called Phillip's Fort, it was located 1.25 miles from what is currently Hodgenville. Another early settler was John P. LaRue, who settled with his new bride at Nolin Station 1783, located at the mouth of Beech Fork, a tributary of the Rolling Fork and Salt Rivers. John P. LaRue died in 1792, at his home on a branch of the Nolin River, northeast of Hodgenville.

Another early pioneer family that settled in LaRue County was that of Thomas Lincoln. Abraham Lincoln's father settled his family on the Sinking Springs Farm



where Abraham Lincoln was born on February 9, 1809. The site where our 16th president was born is now a National Historic Site. In 1811, the Lincoln Family moved to Knob Creek, a site that is now known as Lincoln's Boyhood Home. From there, the family continued to move westward, first locating in Indiana in 1816 when Abe was 7 years old, and then on to Illinois

where the family settled.

LaRue County was founded on March 4, 1843 by the state legislature, and was formed from a portion of Hardin County. The County was named by John LaRue

Chapter 1
INTRODUCTION

Helm, who was once Speaker of the House and the Governor of Kentucky, from 1850-1851 and again in 1867. The County was named in honor of his maternal grandfather, John P. LaRue.

The County Seat, of Hodgenville, was established on land belonging to Robert Hodgen, an Englishman who moved to Kentucky from Pennsylvania. In 1789, Hodgen constructed a mill on the Nolin River, a small portion of his 10,000-acre holding. Hodgen's Mill was located near Phillip's Fort. The town of Hodgenville was created in 1818 by the Hardin County Court and was incorporated on February 18, 1839. The City became the LaRue County Seat, when LaRue County was created.

During the Civil War, a skirmish broke out in Hodgenville on October 23, 1861. In 1862, the Confederate Army marched through LaRue County under the command of General Braxton Bragg, on its march north to Louisville. The County courthouse, built in 1844 was burned by Confederate guerillas on February 21, 1865, because it had been used as a barracks for Federal troops. In 1866, a second courthouse was constructed on the foundation of the first. In 1894, a third edifice was built to serve the county court.

Hodgenville's physical and economic growth was dramatically slowed by the Civil War. In 1888, the Illinois Central Railroad (now Illinois Central Gulf) built a spur from Hodgenville to Elizabethtown, which opened LaRue County to additional markets in the south and west.

The Lincoln Farm Association was formed at the turn of the century. This organization raised more than \$350,000 for the creation of the Abraham Lincoln Birthplace National Historic Site about three miles south of Hodgenville.

During the twentieth century, LaRue County and Hodgenville experienced modest growth as a small industrial base. Local industry consisted of the manufacturing of lumber products, clothing and concrete



which augmented the local economy. The expansion of industrial employment has continued today, however, the City and County remain largely agricultural communities with a strong economic base rooted in farming. Tobacco, wheat, corn, and vegetables along with cattle and hogs are raised and produced in LaRue County.

Chapter Two Statement of Goals and Objectives

Introduction

The Land of Lincoln statement of goals and objectives includes policy proposals for the overall development of the area. Regional goals consist of long-range, generalized proposals based on collective community decision making, that reflect broad social, economic or physical aspirations, that can be realized through the implementation of various, strategic actions. Objectives are more short-range, limited and specific tactics, endorsed by the community, which can be executed to accomplish a goal. The goals and objectives that follow summarize ideals and actions recommended by the Planning Commission, to effect change, address deficiencies and accommodate future growth, development and quality of life in LaRue County.

Land Use

Goal

The Planning Commission's goal is to designate and protect sufficient land to meet the anticipated needs of the Land of Lincoln, in each of several diverse uses. Designation of land for use in agriculture, residential development, commercial and industrial use should be planned in a manner that eliminates incompatible uses and promotes attractive, safe, healthy, effective and efficient development throughout the region.

Objectives

1. Use the Land of Lincoln Comprehensive Plan when creating, revising, or implementing land use controls.
2. Utilize existing and proposed utility systems and services when designating areas for growth, and promote planned utility expansion.
3. Direct growth to areas already designated for that intended purpose to discourage "strip" type commercial or residential development.
4. Conserve prime agricultural land (class I & II) and protect these areas from residential, commercial, industrial or other development.
5. Provide for sufficient agricultural land to protect the area's agricultural economic base and productivity potential.

Chapter 2

Statement of Goals and Objective

6. Protect prime agricultural land from urbanization to provide adequate resources for the future production of food and fiber.
7. Protect agricultural land from incompatible land use.
8. Conserve the unique agrarian character of LaRue County to better preserve its heritage, visual landscape, and scenic qualities in order to promote tourism and its related economic benefits.
9. Preserve zoned agricultural areas in LaRue County by requiring residential development to occur only in areas designated for residential use.
10. Require transitions and/or buffers such as screening between land uses of varied density or intensity.
11. Provide suitable and adequate land for industrial growth.
12. Preserve historic sites and structures in the Land of Lincoln.
13. Preserve existing neighborhoods and housing.
14. Discourage development in areas designated as flood prone, on hillsides with more than a 15% slope, or in other sensitive areas such as sinkholes, or where soil conditions are poor or unstable.
15. Require measures to reduce and contain runoff in areas under development.
16. Require measures to reduce water, air and land pollution.
17. Coordinate implementation of the Land Use, Housing, Transportation and Community Facilities plans.

Housing

Goal

Develop residential areas and housing, for both private ownership and rental use, which provide safe, decent and affordable housing for all residents of LaRue County.

Objectives

1. Improve and preserve the quality of new and existing housing by enforcing land use controls and applicable building codes.
2. Encourage residential development in areas with sufficient, existing infrastructure.
3. Encourage a wide range of housing options to meet the needs of present and future residents.
4. Require all residential areas to be fully compatible with the surrounding neighborhood and community.

Community Facilities

Goal

Provide adequate public services and infrastructure to ensure the health, safety and wellbeing of the LaRue County residents.

Chapter 2
Statement of Goals and Objective

Objectives

1. Ensure that all new public facilities development has adequate capacity for its customers.
2. Preserve adequate space for the development of future community facilities.
3. Allow for the integration of compatible community facilities into existing and proposed areas of development.
4. Evaluate the impact of proposed public facility development on existing community facilities.
5. Require that the provision of necessary community facilities be incorporated into each type of proposed development.
6. Encourage and promote development of active and passive recreational facilities into existing areas of development as well as all new development.
7. Provide sufficient emergency services to all areas of LaRue County by evaluating the impact of any new development on current services.



Transportation

Goal

Provide a safe and efficient transportation network throughout LaRue County.

Chapter 2
Statement of Goals and Objective

Objectives

1. Follow recommendations of the Kentucky Transportation Cabinet and the standards provided in the Land of Lincoln Subdivision Regulations when considering the construction of new streets and roads as well as the extension of existing streets and roads.
2. Ensure that appropriate parking facilities are provided for each type of proposed development within the planning region.
3. Evaluate the impact of all new proposed development on existing and proposed transportation systems to insure that all development can be accommodated by, and is compatible with the transportation system.
4. Provide for the safe movement of pedestrians and cyclists.
5. Require connectivity among all areas of development so that emergency and service vehicles can circulate the region efficiently on an effective system of streets and roads.

The local units of government in LaRue County must adopt the statement of goals and objectives. Goals and objectives should be evaluated when developing and amending the base studies and Comprehensive Plan, since the goals and objectives are the blueprint for all of the planning elements.

Chapter Three Population Analysis

Introduction

A fundamental element of a comprehensive plan is an analysis of the past, present and future population of the planning area. This analysis includes the general distribution and characteristics of the LaRue County population and a forecast of the extent and character of future populations. These statistics will be useful in determining the needs of the community based on projected numbers and characteristics of the future population.

This population analysis is adequate for the purpose of preparing the other elements in the comprehensive plan and provides substantial information concerning the population of the county. Additional detailed information is available from the Land of Lincoln Planning Commission, Lincoln Trail Area Development District and the Kentucky State Data Center.

Population Trends

Historic Populations

To understand future population projections, it is necessary to examine the recent historic trends for the area. Figure 1 below, shows the change in population in Hodgenville, LaRue County, and the Labor Market Area from 2003 through 2013. The Kentucky Cabinet for Economic Development defines labor market area as a region which significantly exists within a sixty minute drive range of the originating county's county seat. The population in Hodgenville and LaRue County has remained fairly constant throughout the decade, while the population of the Labor Market Area has increased exponentially.

Figure 1. Total Populations From 2003 Through 2013						
	2003	2009	2010	2011	2012	2013
Labor Market Area	220,670	1,095,370	1,123,394	1,129,865	1,135,300	1,143,952
LaRue County	13,473	13,663	14,206	14,219	14,087	14,064
Hodgenville	2,787	2,748	3,243	3,253	3,232	N/A
Source: U.S. Dept. of Commerce, Bureau of the Census						

Chapter 3
POPULATION ANALYSIS

County and Regional Trends

Since 1970, LaRue County has experienced slow, but steady growth. The Lincoln Trail Area Development District region has grown rapidly, while the State has experienced a 34.8% increase in population.

Figure 2. Population Trends for Lincoln Trail Counties, the Region, and Kentucky

Counties	1970	1980	1990	2000	2010	Percent Change 1970-2010
Breckinridge	14,866	16,851	16,290	18,648	20,059	34.9%
Grayson	16,638	20,906	21,111	24,053	25,746	54.7%
Hardin	78,489	88,435	89,444	94,174	105,543	34.5%
LaRue	10,718	11,899	11,742	13,373	14,193	32.4%
Marion	16,748	17,917	16,486	18,212	19,820	18.3%
Meade	18,669	22,951	24,296	26,349	28,602	53.2%
Nelson	23,512	27,645	29,775	37,477	43,437	84.7%
Washington	10,685	10,767	10,453	10,916	11,717	9.7%
Lincoln Trail ADD	181,284	208,882	219,101	243,202	269,117	48.5%
Kentucky	3,218,706	3,660,777	3,685,296	4,041,769	4,339,367	34.8%

Source: U.S. Department of Commerce, Bureau of Census: Kentucky State Data Center

Population Characteristics

Factors in Growth

Four factors affect population Changes. Natural factors, such as births and deaths, impact population. The balance between births and deaths is referred to as “natural increase.” People moving into and out of an area also affect change. People leaving an area, ‘emigrants’, will decrease the population, while people moving into an area, ‘immigrants’, will increase the population; the result is ‘net migration’. These four factors work independently of one another and produce changes in population. Increasingly, population is affected by migration as birth rates decline and the area gradually ages. Migration is difficult to forecast and is dependent on many factors. Its impact on growth projection and population characteristics is elusive.

Age and Gender

Age, gender and population trends play an important role in community planning. As the demographic makeup of an area changes, the demand for housing, utilities, economic development and city services shifts. LaRue County and Hodgenville must

Chapter 3
POPULATION ANALYSIS

consider many options available to them to meet the needs of a shift in population and demographics. The following tables give the Land of Lincoln region insight on changing population demographics.

Figure 3. Age and Gender Data for LaRue County, The Lincoln Trail Region and KY.

	2000			2010		
	Male	Female	Total	Male	Female	Total
LaRue County	6,520	6,856	13,373	7,038	7,155	14,193
Age 17 & Under	1,708	1,630	3,338	1,730	1,645	3,375
Age 18-64	3,978	4,041	8,019	4,385	4,219	8,604
Age 65 & Over	834	1,182	2,016	923	1,291	2,214
Lincoln Trail ADD	121,450	121,752	243,202	134,440	134,677	269,117
Age 19 & Under	37,640	34,953	72,593	38,864	36,512	75,376
Age 20-64	72,407	70,983	143,390	81,096	79,294	160,390
Age 65 & Over	11,403	15,816	27,219	14,480	18,871	33,351
Kentucky	1,975,368	2,066,401	4,041,769	2,134,952	2,204,415	4,339,367
Age 19 & Under	571,598	542,046	1,113,644	586,958	559,246	1,146,204
Age 20-64	1,199,789	1,223,543	2,423,332	1,300,198	1,314,738	2,614,936
Age 65 & Over	203,981	300,812	504,793	247,796	330,431	578,227
Source: U.S. Census Bureau, Kentucky State Data Center						

This data reveals that the Land of Lincoln region as well as the State and LTADD area is aging and becoming more evenly divided by gender. This shift, may result in a demand for different types of housing, government services and community amenities.

Chapter 3
POPULATION ANALYSIS

Figure 4. Gender as a % of Total Population for LaRue County, Lincoln Trail ADD, & Kentucky for 2000 and 2010

	2000		2010	
	Male	Female	Male	Female
LaRue Co.	48.75%	51.25%	49.59%	50.41%
LTADD	49.94%	50.06%	49.96%	50.00%
Kentucky	48.87%	51.13%	49.20%	50.80%

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

Figure 5. Age Categories as a % of Total Population for LaRue County, Lincoln Trail ADD, & Kentucky for 2000 and 2010

	2000		2010	
	Total Population	Age Category as a % of Total	Total Population	Age Category as a % of Total
LaRue County	13,373		14,193	
Age 17 and Under	3,338	24.96%	3,375	23.78%
Age 18 - 64	8,019	59.96%	8,604	60.62%
Age 65 and Over	2,016	15.08%	2,214	15.60%
Lincoln Trail ADD	243,202		269,117	
Age 19 and Under	72,593	29.85%	75,376	28.01%
Age 20 - 64	143,390	58.96%	160,390	59.60%
Age 65 and Over	27,219	11.19%	33,351	12.39%
Kentucky	4,041,769		4,339,367	
Age 19 and Under	1,113,644	27.55%	1,146,204	26.41%
Age 20 - 64	2,423,332	59.96%	2,614,936	60.26%
Age 65 and Over	504,793	12.49%	578,227	13.33%

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

Population Projections

The Kentucky State Data Center uses natural increase and net migration rate data to project growth rates and population change for counties and regional areas. Information concerning age, gender and specific demographic information is projected on historic data to determine base series, moderate and high growth tiers. Additional factors that influence growth are local, regional, state and national

Chapter 3
POPULATION ANALYSIS

economic trends, investments and events. Although projections are based on sound scientific methodology, outside factors can and do influence net migration patterns that often have a greater influence on actual population changes, in the short term. Figure 6 below, shows population projections for LaRue County, the Lincoln Trail ADD, and Kentucky to 2050; 2010 data comes from the actual 2010 census.

Figure 6. Population Projections for LaRue County, Lincoln Trail ADD and Kentucky									
	2010	2015	2020	2025	2030	2035	2040	2045	2050
LaRue County	14,193	14,596	14,961	15,265	15,512	15,696	15,826	15,918	15,999
Lincoln Trail ADD	269,117	282,481	295,040	306,439	316,231	324,309	330,905	336,547	341,812
Kentucky	4,339,367	4,509,429	4,672,754	4,820,390	4,951,178	5,063,331	5,162,292	5,254,876	5,349,720
Source: Kentucky State Data Center, University of Louisville									

Chapter Four Housing Analysis

Introduction

Housing is an important component of the social and physical environment of any community. The availability of adequate housing should be regarded as a concept of the overall planning program. Although a challenging goal, the provision of decent, safe and affordable housing for all citizens of LaRue County can be aided by the implementation of the comprehensive planning program.



The purpose of a housing element in the Comprehensive Plan is to analyze the current housing conditions in LaRue County and Hodgenville, and to suggest strategies for improving existing housing stock and provide suitable new housing to meet future needs. This element includes statistical summaries of past housing information as well as recommendations for the direction of future housing.

Housing Trends

Occupied Housing Units

Over the past forty years, LaRue County's total housing stock has increase by 124.27% as shown in Figure 1. During the same time period, the County's

Chapter 4
Housing Analysis

population has only increased by 32.42%. This indicates a shift in population in terms of household size, since the increase in total housing units far exceeds the increase in total population for the area.

Figure 1. Occupied Housing Trends for LaRue County, 1970 - 2010											
LaRue County	1970	%	1980	%	1990	%	2000	%	2010	%	% Change 1970 - 2010
Owner	2003	72.7	2733	76.1	2856	78.2	3506	77.7	4247	68.8	112.0
Renter	482	17.5	548	15.2	515	14.1	534	11.8	1368	22.2	183.8
Vacant	412	14.9	311	8.6	279	7.6	471	10.4	557	9.0	35.2
County Total	2752		3592		3650		4511		6172		124.27

Source: U.S. Bureau of the Census

Overall, the largest increase in LaRue County’s total number of housing units from 1970 to 2010 was in the number of renter occupied housing units, with a growth rate of 183.8%. The number of owner occupied housing units has also shown a significant increase over the past forty years, with an increase of 112%. The number of vacant housing units has also increased between 1970 and 2010, with an increase of 35.2%.

The “American Dream” may account for the increase in owner occupied housing units, most people still value having a home of their own.

During the forty-year time frame from 1970 to 2010, the City of Hodgenville has seen the number of housing units within the City grow 54.6%. Figure 2 below illustrates changes in the Hodgenville housing stock during this time period.

Figure 2. Occupied Housing Trends for Hodgenville, 1970 - 2010											
Hodgenville	1970	%	1980	%	1990	%	2000	%	2010	%	% Change 1970 - 2010
Owner	632	71.1	716	68.8	733	62.4	726	53.9	650	47.3	18.0
Renter	217	24.1	271	26.0	399	33.9	509	37.7	645	46.9	197.2
Vacant	40	4.5	54	5.2	42	3.6	114	8.4	79	5.75	97.5
City Total	889		1041		1174		1349		1374		54.6

Source: U.S. Bureau of the Census

As with the County, the largest increase in Hodgenville’s total number of housing units from 1970 to 2010 was in the number of renter occupied housing units, with a growth rate of 197.2%. Renter occupied housing units made up 46.9% of the total number of housing units in 2010. The next largest increase in housing units is in

Chapter 4
Housing Analysis

vacant properties which saw a 97.5% increase during the same 40-year time period. The number of owner occupied housing units has shown a modest 18% increase from 1970 to 2010.

Types of Housing Units

As occupied housing trends have shifted in LaRue County and the City of Hodgenville, the different types of housing units have also changed, as seen in Figure 3 below. The greatest increase in type of housing units is in multi-family structures, with an increase of 741.3%. Two-family structures increased by 261.1% while the increase in mobile home and other dwellings increased by 117.6 % during the same time period.

Figure 3. Types of Housing Units in LaRue County, 1980 - 2012									
LaRue County	1980	%	1990	%	2000	%	2012	%	% Change 1980 - 2012
Single Family	3082	85.8	2934	80.5	3575	79.6	4778	77.11	55.03
Two Family	18	0.5	35	0.9	11	0.2	65	1.05	261.1
Multi-Family	46	1.3	20	0.5	28	0.6	387	6.25	741.3
Mobile Home & Other	444	12.3	652	17.8	877	19.5	966	15.59	117.6
County Total	3590		3641		4491		6196		72.59
Source: U.S. Bureau of the Census & American Community Survey 2008 - 2012									

The most significant change in types of housing has been a movement away from privately owned, single-family dwellings to two-family and multi-family housing units. This indicates that people are more willing and/or able to rent rather than own their homes.

Chapter 4
Housing Analysis

Figure 3A. Types of Housing Units in Hodgenville, 1980 - 2012									
Hodgenville	1980	%	1990	%	2000	%	2012	%	% Change 1980 - 2012
Single Family	819	78.7	795	67.2	865	63.5	879	66.4	7.3
Two Family	82	7.9	78	6.6	103	7.6	44	3.3	-46.3
Multi-Family	84	8.0	228	19.3	292	21.3	358	30.2	326.2
Mobile Home & Other	56	5.4	82	6.9	103	7.6	43	3.2	-23.2
City Total	1041		1183		1363		1324		27.19
Source: U.S. Bureau of the Census & American Community Survey 2008 - 2012									

Between 1980 and 2012, there has been a dramatic shift in the types of housing units available in the City of Hodgenville. While single-family structures have remained fairly constant over the last thirty-two years, there has been a dramatic drop in the number of two-family structures, a decrease of 46.3%. The number of housing units identified as mobile homes or “other” has also dropped 23.2%. The largest increase in housing structure type in Hodgenville has been in multi-family buildings. The number of multi-family units has increased 326.2% during this time period. This data reflects the trend toward rental housing. The recent downturn in the economy may be the cause of this phenomenon, or it could just reflect a shift in housing preferences.

Over all, the City of Hodgenville has seen a modest increase in the total number of housing units available to residents in the City.

Age of Housing Units

The age of an area’s housing stock can serve as an indicator of the relative condition, and in some cases, viability of its housing. Data reflected in Figure 4 is based on the year that buildings were originally constructed. For mobile homes, the manufacturer’s model year is assumed to be the year built.

Chapter 4
Housing Analysis

Figure 4. Age of LaRue County Housing Stock Based on Year of Construction		
Total Housing Units		Percent
Built in 2010 or Later	25	0.4%
Built from 2000 to 2009	743	12.0%
Built from 1990 to 1999	1,363	22.0%
Built from 1980 to 1989	870	14.0%
Built from 1970 to 1979	1,113	18.0%
Built from 1960 to 1969	659	10.6%
Built from 1950 to 1959	550	8.9%
Built from 1940 to 1949	331	5.3%
Built in 1939 or Earlier	542	8.7%
Source: U.S. Bureau of the Census & American Community Survey 2008 - 2012		

In 2012, 66.4% of the housing units in LaRue County had been built since 1970, as illustrated in Figure 4. In general, this segment of the County's housing stock should be in relatively good condition with a significant portion of its useful life remaining.

Figure 5 below, shows the age range of housing stock in Hodgenville.

Figure 5. Age of Hogenville's Housing Stock Based on Year of Construction		
Total Housing Units		Percent
Built in 2010 or Later	0	0.0%
Built from 2000 to 2009	169	12.8%
Built from 1990 to 1999	159	12.0%
Built from 1980 to 1989	283	21.4%
Built from 1970 to 1979	127	9.6%
Built from 1960 to 1969	253	19.1%
Built from 1950 to 1959	119	9.0%
Built from 1940 to 1949	134	10.1%
Built from 1939 or Earlier	80	6.0%
Source: 2008 - 2012 American Community Survey		

In 2012, 55.8% of all housing units in Hodgenville had been built since 1970, with all remaining structures built in 1969 or earlier. Although age alone is not an indicator of the condition of a home, it often results in higher maintenance and repair costs.

Chapter Five Economic Analysis

Introduction

When pioneers first settled LaRue County, the local and regional economy was closely tied to agricultural activities. Since then, the LaRue County economy has become more diversified and includes industries, retail, commercial and service oriented businesses. As the economy has grown and expanded, so has LaRue County. During the last decade, a downturn in the national economy has affected business and industry locally. In 2004, the County had eight large industrial employers where 825 people worked. Today, the County still has eight major industries, but they employ 424 people. The County must scan the environment for new and diverse economic opportunities, invest in infrastructure that supports economic development, and actively recruit business to the area.

The purpose of an economic base study is to help communities develop policies and programs that can lead to steady economic growth over time. LaRue County understands the need to study economic trends and conditions in order to position the area for as much economic development success as possible. This economic development analysis provides information for the preparation of other elements of the Comprehensive Plan and provides insight into past, present, and future economic trends in LaRue County.

Employment Trends

Employment by Type/Sector

The labor market area is composed of counties that exist within a sixty-minute driving range of the originating county's county seat. Additionally, all contiguous counties will be classified as part of the labor market with the exception of non-Kentucky contiguous counties. The table below illustrates employment by major industry for LaRue County and the Labor Market Area. Counties found in the local labor market include: Jefferson, Bullitt, Nelson Marion, Taylor, Green, Barren, Hart, Grayson and Hardin.

Employment of LaRue County workers closely mirrors that of the Labor Market Area. The services industry employs the most workers in each area with manufacturing employing the next greatest number.

Chapter 5
Economic Analysis

Figure 1. Employment by Major Industry for LaRue County Workers and Labor Market Area, 2012

	LaRue County		Labor Market Area	
	Employment	Percent	Employment	Percent
All Industries	2,572	100.0%	554,900	100.0%
Agriculture, Forestry, Fishing and Hunting	29	1.1%	251	.05%
Mining	N/A	N/A	N/A	N/A
Construction	164	6.4%	20,915	3.8%
Manufacturing	490	19.1%	66,770	12.0%
Trade, Transportation, and Utilities	270	10.5%	121,416	21.9%
Information	0	0.0%	9,796	1.8%
Financial Activities	152	5.9%	38,619	7.0%
Services	749	29.1%	225,545	40.6%
Public Administration	114	4.4%	20,505	3.7%
Other	N/A	N/A	N/A	N/A

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

Figure 2 below, shows employment by industry for the workers in Hodgenville.

Figure 2. Employment by Major Industry for Hodgenville Workers, 2011

City of Hodgenville Workers	Employment	Percent
All Industries	1,017	100 %
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	66	6.5%
Manufacturing	13	1.3%
Wholesale Trade	5	0.5%
Retail Trade	126	12.4%
Transportation and Warehousing	7	0.7%
Information	15	1.5%

Chapter 5
Economic Analysis

Finance and Insurance	95	9.3%
Real Estate and Rental and Leasing	5	0.5%
Professional, Scientific and Technical Services	23	2.3%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management and Remediation	6	0.6%
Educational Services	0	0.0%
Health Care and Social Assistance	293	28.8%
Arts, Entertainment, and Recreation	21	2.1%
Accommodation and Food Services	193	19.0%
Other Services (excluding Public Administration)	35	3.4%
Public Administration	115	11.3%
Source: U.S. Census Bureau		

Those employed in Hodgenville work predominately in the Health Care and Social Services, Accommodation and Food Services and Retail Trade industries.

Employment in the Agricultural Field has declined in Hodgenville, LaRue County and the Labor Market Area. Employment in all three labor markets, continues to be strong for the services and retail industries.

Workforce

The total available labor in an area is a measure of the unemployed plus the potential labor supply. Unemployed people are defined as those persons who are not currently employed, but are actively seeking work. The potential labor supply is determined by the national labor force participation rate minus each county's labor force participation. The total available labor in LaRue County and the Labor Market Area is shown below.

Figure 3. Available Labor, 2012			
	Total	Unemployed	Future Labor: Becoming 18 Years of Age (2013-2016)
Labor Market Area	52,326	46,703	59,121
LaRue County	540	523	783
Source: U.S. Dept. of Labor, Bureau of Labor Statistics			

Civilian Work Force

All workers, aged 16 years and older, in a given area make up the civilian labor force, with the exception of those enlisted in the armed forces. According to the U.S. Department of Labor, Bureau of Labor Statistics, the civilian labor force in LaRue County consisted of 6,931 people in June of 2014. Of that number, 6,512 were employed and 419 were unemployed. The following chart compares labor force data for LaRue County with that of the Labor Market Area.

Figure 4. Civilian Labor Force for LaRue County and Labor Market Area				
	LaRue County		Labor Market Area	
	2013	June, 2014	2013	June 2014
Civilian Labor Force	6,935	6,931	555,885	560,807
Employed	6,424	6,512	511,231	520,933
Unemployed	511	419	44,654	39,874
Unemployment Rate (%)	7.4%	6.0%	8.0%	7.1%

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

Unemployment

Unemployment data for the years 2009 to 2013 is illustrated below. The data compares LaRue County statistics with those of the Labor Market Area, Kentucky and the United States.

Figure 5. Unemployment Rates, 2009 through 2013				
Year	LaRue County	Labor Market Area	Kentucky	United States
2009	11.9%	10.7%	10.5%	9.3%
2010	9.6%	10.7%	10.5%	9.6%
2011	8.6%	10.0%	9.5%	8.9%
2012	7.5%	8.5%	8.2%	8.1%
2013	7.4%	8.0%	8.3%	7.4%

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

The unemployment rate in LaRue County has been equal to or better than that of the other three labor market areas since 2010.

Business Establishments

Major Manufacturing Firms

Since a large portion of employment opportunities in the area is in the manufacturing sector, the largest manufacturing firms in LaRue County are listed below, in Figure 6.



Figure 6. Major Business and Industry in LaRue County

Hodgenville	Product(s)/Service(s)	Employs	Year Established
Cumberland Products, Inc.	Packaging and distribution of paint related materials for the automotive aftermarket	15	1991
Eagle Thermoplastics	Manufacture Lab Dishes	8	NA
Freddy's Custom Cabinets	Custom Cabinets	1	
Hodgenville Machine & Tool	Machine Shop	9	
Industrial Parts Services		5	
Konsei USA, Inc.	Automotive parts, factory automation systems, and air grippers	40	2005
Lincoln Tool, Inc.	Precision tool & die manufacturing. Build special machines to manufacturing specs. Build molds and repair machines and parts.	8	1994
Master Built Cabinets	Custom wooden kitchen, bath, and other room cabinets. Multi-unit housing cabinets, HUD Severe Use Cabinet line	12	1972

Chapter 5
Economic Analysis

	certified by the KCMA. Plastic laminate counter tops, solid surfaces		
Nationwide Uniform Corp.	Security, police and postal uniforms	330	1961
Ronnie's Custom Cabinets	Custom Cabinets	3	
Southeast DME	Medical Supplies	17	
Stillwell Cabinets	Cabinetry	3	
Track Shacks, Inc.		9	
Walters Cabinets, Inc.	Custom made wood cabinetry for kitchens, baths, entertainment centers, wet bars, laundry rooms, bookcases, etc.	15	1974
R.E. Williams Company		1	
Zak Ltd.	White Oak Barrels	24	1990
Magnolia			
LG&E Storage	Storage	15	
Upton			
Midwest Logistics Systems	Transportation	88	
Source: Kentucky Cabinet for Economic Development (8/12/2014)			

Per Capita Income

The Per Capita Income in LaRue County was \$37,030 in 2012. It was \$24,295 in 2002.

Median Household Income

In 2012, the Median Household Income in LaRue County was \$40,232; it was \$33,084 in 2002.

LaRue County Industrial Foundation

The LaRue County Industrial Foundation works hand in hand with the Office of Community and Economic Development to attract new business and industry to the County

Chapter Six Environmental Conditions

Introduction

The type and degree of development in a community is dependent on the physiographic features of the area. An area's terrain, soils, watercourses and other natural resources either prohibit or encourage varying types of development. LaRue County's existing and anticipated infrastructure, transportation networks, community facilities and physiographic features influence the shape of future development and redevelopment. Soils associated with certain geographic areas may be restrictive in terms of sewage disposal or the availability of water. Topography also affects growth and a community's steep hillsides and flood prone areas should not be developed in order to mitigate and avoid natural disasters.

This chapter examines specific environmental features and conditions in LaRue County and explains how these features and condition may limit or encourage growth and development.

Climate

The climate in LaRue County is marked by four distinct seasons that bring a refreshing variety of weather conditions and events. With an annual average temperature of 56.4 degrees Fahrenheit, no month averages below freezing in the winter, or above 90 degrees in the summer. Average temperatures range from 32 degrees in January to 79 degrees in July.

The region's annual growing season averages about two hundred days in length, with temperatures above 32 degrees, which provides for a fairly long harvest cycle. The relatively long growing season enables the region to produce an abundance of agricultural crops.

Precipitation is well distributed throughout the year in LaRue County, with an average annual precipitation of 48.11 inches. The average number of days per year with .1 inch or more of precipitation is 78.26 days. The average annual snowfall is 3.86 inches. The annual average number of days with 1 inch or more of snow is 3.06.

Prevailing winds are from the south/southwest providing the region with moderate temperatures. However, wind patterns vary and can come from all directions on any occasion throughout the year. The annual average wind speed is 17.15 miles-per-hour. During winter months, cold fronts with northerly winds occur and bring

Chapter 6 Environmental Conditions

occasional snow events. Calm conditions dominate the region during late summer and early fall.

Topography

LaRue County's topography accounts for the region's scenic attributes, however, the County is part of a much larger topographic region that affects a large portion of the State. LaRue County lies within the Mississippian Plateau that is commonly known as the Pennyrile region of Kentucky. The Rolling Fork River is part of the eastern boundary of the County and follows along the base of Muldraugh Hill. The most striking topographic feature in the County is the Muldraugh escarpment that rises 300 to 400 feet above the valley flats. Steep slopes are present, but sheer cliffs are rare. The Muldraugh Hill feature underlies the northeasterly portion of the County. It consists of a dominant ridge that stretches from the Ohio River in Meade County and traverses southeasterly through Meade, Hardin and LaRue Counties. It is characterized by its plateau-like shelf with dramatic ridge-like edge prevalent on its eastern boundary.

The lowest elevations in LaRue County are found along the Rolling Fork River. The valley flats are about 440 to 450 feet above sea level. The lowest point in the River is 421 feet where it leaves the County.

Most of LaRue County is a low, rolling plateau. Elevations in the northeast part of the County on Muldraugh Hill near Cecil Ridge, are highest at 1,202 feet. The plateau surface declines to the southwest to approximately 750 feet in the western part of the County. Sinkholes are a common feature of the terrain in the western part of LaRue County. Elsewhere in the County, normal stream drainage prevails.

Higher elevations in LaRue County are also found along the drainage divide that marks the boundary between LaRue and Green Counties and LaRue and Taylor Counties. Elevations in excess of 1000 feet are common in this area. Elevations along the LaRue-Taylor County line have been mapped at 1,080 feet.

Groundwater

Groundwater in LaRue County exists in both unconsolidated sediments and consolidated bedrock. Unconsolidated sediments, which include gravels, sands and silts can store and transfer water to underlying bedrock or receive water from bedrock. When sufficiently large enough and located at relatively high altitudes, as in upland or high terrace deposits, unconsolidated sediments can be a significant source of recharge to bedrock deposits. Similarly, unconsolidated sediments at lower altitudes, such as river valleys, are partially recharged by groundwater from surrounding bedrock and may form local aquifers. In summary, groundwater recharge occurs in one of three ways in the area; by overland flow into sinkholes in karst areas, by infiltration through the soil and unconsolidated deposits, and by loss of water in streams to the aquifer.

Chapter 6 Environmental Conditions

The movement of groundwater through the water table is affected by the type of parent material it flows through. Groundwater moves in response to water pressure gradients from points of recharge to points of discharge. Usually, recharge points are found in upland and karst areas, and discharge points are in stream valleys. The United States Geological Survey has mapped the configuration of LaRue County's water table within its primary aquifer. The local USGS office can be consulted for specific details of the water table and groundwater yields. With an understanding of recharge and discharge points, careful planning and design must be done when considering any proposed development of upland areas.



General Soil Types

A critical factor to consider when determining suitable development patterns and specific uses of land is the soil type present in the area. It is imperative to know if a soil type is capable of supporting a building, road, or other infrastructure. It is also critical to know if a soil type is capable of supporting septic systems. Placement of septic systems in soil not suitable for that use can lead to contamination of ground or surface water which can lead to outbreaks of disease or other public health hazards. A general description of soil types in LaRue County follows.

The Natural Resources Conservation Service assesses soil types and characteristics for counties and cities. For planning purposes, the soil types are grouped into categories called soil associations. A soil association, is an area that possesses a distinctive collection of soils and most often contains one or two major soil types as well as the presence of minor soil types. Soil is the product of the forces of weathering and physical development acting on the parent material that has been deposited or accumulated by geological episodes. Characteristics of soil are the by-products of five factors: 1. The physical and mineralogical composition of the parent materials; 2. The climate in which the soil has evolved; 3. The past and present plant and animal life in the soil; 4. The degree of slope or lay of the land; and 5. The amount of time the soil has been present.

There are seven basic soil associations that have been identified in LaRue County, however, four soil associations are dominate, and cover a greater percentage of the LaRue County area. The Crider-Vertrees-Nicholson association makes up about

Chapter 6 Environmental Conditions

35% of the County, while the Garmon-Caneyville-Lenberg association makes up about 19% of the County. The Sonora-Gatton-Riney association makes up another 18% of the County, and the Crider-Pembroke-Cumberland association makes up another 16% of the area.

The Crider-Vertrees-Nicholson association landscape consists of nearly level to rolling, hilly and steep soils on broad uplands that are largely crisscrossed by many small streams. Some parts of this association are karst topography with drainage ways that lead through sinks and depressions into underground streams. Karst valleys are common with depressions of ponded water. This soil association makes up about 35% of LaRue County. The association consists of approximately 40% Crider soils, 35% Vertrees soils, and 15% Nicholson soils. This association is used extensively for farming. Small woodlots and some large tracts of woodland are scattered throughout the area. Idle fields, in the process of reverting to hardwood trees, are common in some parts. Most farms are owner-operated with many of the owners working part-time at farming. Corn, tobacco, and small grains are the main crops grown. Legumes and tall grasses are grown extensively for hay and pasture land. Beef cattle and hog production, along with dairying, are important livestock enterprises.

While this association has good potential for intensive crop farming use, the steepness of slopes, and wet nature of the soil are major deterrents for urban development. Great care must be taken when selecting sites for sewage disposal systems.

The Garmon-Caneyville-Lenberg association landscape is characterized by very steep to moderately steep soils on narrow ridges and valley walls. This association is made up in part by the Muldraugh Escarpment. The association is comprised of approximately 36% Garmon soils, 15% Caneyville soils, and 7% Lenberg soils.

The potential for use in areas with this soil is severely limited due its topographic characteristics of steep sloes and moderate depth before reaching bedrock. This association has good potential for forestry, wildlife, and limited recreational uses. Some of the minor soils contained in this association are suited for farming if adequate measures are taken to control erosion. Foot slopes in this area are prone to slides.

The Sonora-Gatton-Riney association landscape is characterized by undulating to rolling and hilly soils in upland areas that are dissected by numerous small streams. This association is composed of about 49% Sonora soils, 13% Gatton soils, and 11% Riney soils. These areas are used mainly for farming. Small woodlots are common with several large tracts of woodlands present. Idle fields and gullied and severely eroded spots are also common within this association. Most of the farms are owner operated with many of the owners, part-time farmers. Corn, tobacco, small grains, hay and pastures are the chief crops. Production of beef cattle and hogs are the main livestock industries.

Chapter 6 Environmental Conditions

The soils in this association have the potential for extensive crop production. Slope steepness and low permeability of the dense Gatton soils are the limitations for use of these areas for urban and recreational development. However, the association has relatively good potential for residential and industrial use and development.

The Crider-Pembroke-Cumberland association consists of gently sloping to moderately steep soils on karst uplands. Surface runoff collects mainly in the small depressions and sinks which dot the landscape and drain into underground streams. This association is made up of 18% Pembroke soils and 17% Cumberland soils. Corn, tobacco and small grains are the important crops grown in this association. Clover and tall grasses are grown here as well and used for pasture and hay. Beef cattle and hogs are raised, constituting the livestock enterprises within this region. A few farms engage in dairying. There are many farm homes and small communities in this association. Hodgenville is located near the eastern boundary of this association. This association has good farming and urban development potential. The main limitation for use of the soils for crop production is erosion. Limitations for most urban development are slight to moderate.

Prime Agricultural Land/Soils

Prime soils suitable for agricultural activities are highly regarded by counties and the State. Clearly, when such soils are developed for residential, commercial or industrial purposes, their use for agricultural production is lost. Kentucky depends on its most productive soils for agricultural purposes, which has led to the soil classification system described below. This system helps identify and protect certain soils from inappropriate development activities.

A soil classification system identifies each soil type in terms of its suitability for agricultural production. Certain soils are considered Prime Agricultural and classified "I" and "II." Other, less suitable soils, are classified with higher numbers. The location of different soil types and their suitability for use in LaRue County, have been identified and mapped by the Natural Resources Conservation Service, also known as the Soil Conservation Service. Specific maps are available through the Hardin and LaRue County Soil Survey. This survey provides the site-specific detail necessary for identifying all local soil types based on their individual characteristics.

The soil survey is used, by the Land of Lincoln Planning Commission to evaluate the soils on a specific site, to identify and classify their suitability to support agricultural and urban land uses when development is proposed. Therefore, the survey can be used to identify prime agricultural soils within LaRue County and preserve these areas. A State map depicting soils of agricultural importance can also be obtained as part of a soil survey. The primary method of preserving prime agricultural land is to minimize residential, commercial and industrial development in those areas.

Surface Water Resources

LaRue County participates in the National Flood Insurance Program (NFIP) and local residents can obtain flood insurance. The County became eligible by adopting floodplain management regulations intended to reduce future flood losses. Typical homeowners insurance policies do not cover flood losses and, prior to the County's participation in NFIP, local residents could not insure their property against losses due to flooding. Flood insurance can be purchased through any insurance agent. Additional floodplain management regulations can be adopted as the need arises.

LaRue County residents can purchase flood insurance even if they do not own property in a designated flood area. However, residents who own property in an identified flood hazard area are required to purchase flood insurance as a condition to get a mortgage from any federally backed lender or loan program. Lenders are required to notify prospective buyers if the property they plan to purchase is located within a designated flood hazard area.

There are some portions of LaRue County that are officially designated as Flood Hazard Areas. When development is proposed anywhere in the County, especially within one mile of any creek, body of water, or low-lying area, the official Flood Insurance Rate Map (FIRM) must be consulted to determine if construction will be in a Flood Hazard Area. Development in a flood hazard area should be avoided if at all possible, to protect the functional integrity of the floodplain as well as the health, safety and financial security of County residents. As the official administrator of the Floodplain Maps, the County must regulate and prohibit development within the floodplains in LaRue County.

Chapter Seven Community Facilities

Introduction

To determine the need for future development of community facilities, it is necessary to evaluate the location, condition and quality of all existing community facilities. The purpose of the Community Facilities Plan is to recommend the most desirable, appropriate, economical and feasible location for public and private community facilities serving the residents of the planning area. This chapter will examine types and condition of all community facilities currently available in LaRue County and identify future needs based on regional population projections.

Benefits

Implementation of recommendations made in the Land of Lincoln Comprehensive Plan, will result in enhanced opportunities and services in LaRue County to include educational opportunities, sufficient open space, adequate fire and police protection, good public utilities and comprehensive health and welfare services that will insure the health, safety and quality of life of the entire community.

Recommendations contained in the Community Facilities Plan will eliminate duplication of effort, haphazard growth, and the construction of unnecessary facilities. Orderly growth and development throughout the planning area will be aided by the recommendations set forth in this plan. Conformance with the recommendations within the Comprehensive Plan will result in a more uniform and equitable planning process that will enhance the relationship between the community and its residents as well as other individuals who have an interest in LaRue County.

The Community Facilities Plan is a valuable tool for providing structure and coordination to the efforts of local government entities. It serves as a guide to defining planning area needs and informs LaRue County residents of the status of the public services and facilities within the community.

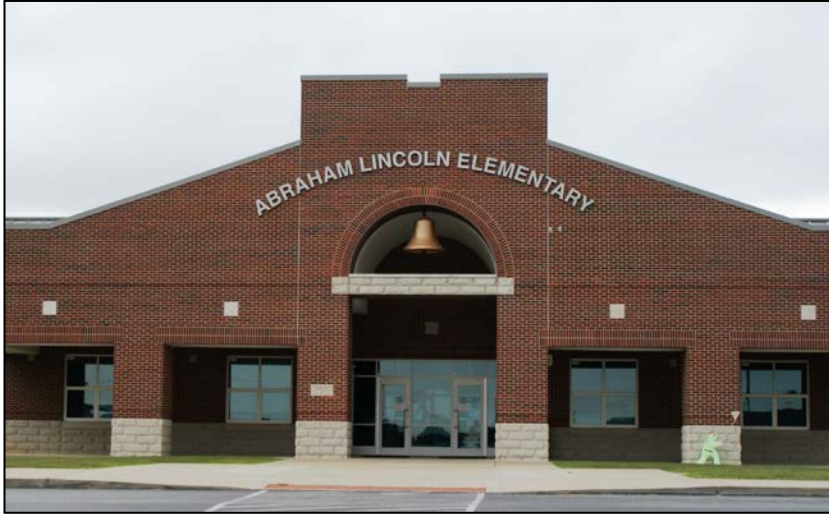
Education

Community educational facilities are a key component to future success. An inventory of schools is an important part of a community facilities plan. Schools offer social and educational building blocks for the young and a focal point for community activities and interests. If a community has a sound education system it

Chapter 7
Community Facilities

is better positioned to attract new business and residents and ensure the success of its children.

It is not the purpose of a comprehensive plan or a function of the Planning



Commission to advise school authorities of the need for physical or curriculum improvements; the School Board and administrative officials are in the best position to determine specific improvements. The job of the Planning Commission and

Comprehensive Plan is to ensure that adequate land is reserved for future educational facilities that may be needed.

Educational Facilities

The opportunity for a sound education is one of the most important goals a jurisdiction can provide to residents. For young and old alike, a good education to ensure employability and a good quality of life, paves the way for a better future. An excellent educational system also helps a community attract new business and residents, while providing future employers with a skilled and knowledgeable work force.

Figure 1. Schools in LaRue County			
School	Location	Enrollment	Pupil/Teacher Ratio
Abraham Lincoln Elementary School Grades P - 05	Hodgenville	521	14.89:1
Hodgenville Elementary School Grades P - 05	Hodgenville	547	13.68:1
LaRue County Middle School Grades 06 - 08	Hodgenville	529	15.56:1
LaRue County High School Grades 09 - 12	Hodgenville	758	18.95:1

Chapter 7
Community Facilities

The Life Connection Alternative School Grades 5 - 12	Sonora	30	10.0:1
Source: Kentucky Department of Education (published 7/22/2014)			

The LaRue County School System is composed of one high school, one middle school, two grade schools and one alternative school. The table above illustrates the schools in LaRue County and their approximate enrollments. Since 2003, LaRue County has closed two elementary schools in Magnolia and Buffalo, and eliminated its intermediate school. According to the Kentucky Department of Education, the average expenditure for each LaRue County public school student during the 2012 - 2013 school year was \$13,079.00.

School Facilities Plan

All Kentucky School Systems are required to anticipate local needs and complete district-wide School Facilities Plans every four years. Every school system’s scheduled improvements must be outlined in its School Facilities Plan. The LaRue County School System updated its Facilities Plan in 2013, and continues to evaluate its future needs. Additional information concerning LaRue County’s School Facilities Plan is available from the school district.

Public Library

A community public library can serve a population in several ways. It can be a source of passive recreation and can augment a community’s educational system. When a population has more leisure time and higher educational attainment goals, a good public library assumes an increasingly important role in community life. Great care and planning should be taken by a community to provide for the continued development of its public library and library programs. The public library can play an important role in the vitality and viability of a community.



The LaRue County Public Library is located on South Lincoln Boulevard in Hodgenville. The library has nine staff members and contains approximately 24,402 volumes of works. The library also has 12, internet accessible, computers

Chapter 7
Community Facilities

available to the public, free of charge. Library hours are as follows: Sunday – closed; Monday, Wednesday and Friday – 9 a.m. to 5 p.m.; Tuesday and Thursday – 9 a.m. to 7 p.m.; and Saturday – 9a.m. to 2 p.m. Library services are listed below.

LaRue County Public Library Services	
Books, magazines, audiobooks and DVD's	Genealogy Section
Internet access	Chilton Library Database
Copies and FAX service	Testing & Education Reference Center
Free Wireless Internet	Database
Free downloadable books	Kentucky Virtual Library Database
Children, teen & Adult Programs	Bookmobile Service
News Bank – America's News	Ancestry Library Edition
Meeting Room Available	

Historic Resources



Lincoln Museum in downtown Hodgenville chronicles Lincoln's life with many fascinating exhibits and artifacts.

LaRue County has a rich history with connections to important historic events. Abraham Lincoln was born just outside of Hodgenville and lived in LaRue County as a young boy. The Lincoln Birthplace and Boyhood Home, two National Historic Sites administered by the National Park Service, are located in the County. As Lincoln grew and began his career, his influence in the area was always present. The

History is a source of pride and strength for County residents and visitors. Historic assets must be recognized, protected and enhanced. A Cultural and Historic Resources Plan would identify, investigate and inventory historic assets and provide measures for their protection and enhancement.

The 31E National Scenic Byway runs through LaRue County. Historic markers are located at Little Mount Cemetery on Leafdale Road and along the 31E Scenic Corridor.

Chapter 7
Community Facilities



Churches

Historically, churches have not been offered assistance when planning for the location or expansion of facilities. Churches can serve a community in numerous, transitional ways and can offer the community unique architectural and cultural diversity. If asked, the Land of Lincoln Planning Commission would assist churches in selecting safe, convenient and suitable sites for their facilities.

Recreational Facilities

LaRue County acknowledges the need for parks and green space to afford residents the facilities necessary to enjoy passive and active recreational activities. Sufficient space for recreational and leisure activities greatly improves the quality of life in the County. The County currently has three diverse recreational areas. These facilities and their respective amenities are listed below.

Creekfront Park

Located at the entrance to downtown Hodgenville off of Highway 210, Creekfront Park has a mile long, paved walking trail, covered pavilion, restrooms and off street parking. It boasts Lincoln heritage with split rail fences and small log cabin.



Chapter 7 Community Facilities

LaRue County Environmental Education & Research Center

The LaRue County Environmental & Research Center is located three miles from downtown Hodgenville off of Highway 31E. It serves as an outdoor classroom and provides educational information on ecology, genetics, forestry, natural resource conservation and wildlife management.

It has a gravel trail that is six feet wide and 4400 feet long and has seating along the way. It accommodates walking, jogging and non-motorized biking. It allows the use of motorized vehicles for the physically challenged.



LaRue County Park

The LaRue County Park is located behind the LaRue County Middle School. The park has one softball field, four baseball fields, four tennis courts, one pavilion and one outdoor swimming pool. It has a community center that is available to rent, by the public.

LaRue County Fairgrounds

The LaRue County Fairgrounds are located on Greensburg Street in Hodgenville. The annual fair is Kentucky's oldest continuous running fair. Fair events include livestock shows, tractor pulls, mud sling, demolition derby, beauty contests, agricultural exhibits, a carnival and much more.

Chapter 7
Community Facilities

LaRue County Country Club

The LaRue County Country Club is a private recreational facility featuring an eighteen-hole golf course and clubhouse.

LaRue County Sportsman's Lake

The LaRue County Sportsman's Lake Club is a private facility located off of Highway 210, about three miles from Hodgenville. It contains a fishing lake, clubhouse, and campgrounds.



Abraham Lincoln Birthplace

The Abraham Lincoln Birthplace is located three miles south of Hodgenville. The site's main attraction is a granite memorial building containing a replica of the log cabin Abraham Lincoln was born in. The grounds include 116 acres of the original Thomas Lincoln Farm as well as a visitors' center that houses audiovisual programs and Lincoln history exhibits.

Guidelines

The following guidelines should be considered when locating and developing new recreational facilities:

- A. Park and recreational areas should utilize natural areas unsuitable for other development.
 - 1. Active recreational areas should be located on relatively flat land.



Chapter 7 Community Facilities

2. Passive recreational areas should utilize and protect existing natural features, such as streams, lakes, woodlands and slopes.
- B. Park and recreational areas should be located in areas with compatible and complementary land uses to minimize adverse impacts of noise, pollution and heavy traffic.
 - C. The natural areas of recreational sites should be preserved to enhance the aesthetic appeal. Crowded and excessive development should be minimized.
 - D. Park and recreational areas should be located within or near the edge of heavily populated areas to facilitate accessibility by the greatest number of users.
 - E. Park and recreational areas should utilize, include or incorporate existing community structures and open space, such as churches and schools, for indoor and outdoor recreational uses.
 - F. Walkways and bikeways should be developed within recreational areas to provide an internal pathways system. This internal system should be connected to sidewalks, national bike tours and trails, and other pedestrian or bike systems to provide safe and ready access to park and recreational facilities.

Public Safety

Public buildings are necessary to house the many services needed in a community. Public buildings house fire departments, police, a post office, offices of city and county officials as well as numerous other services and departments. These structures should be located in convenient locations and constructed and operated in the most efficient way possible to serve local citizens.

A good system of public safety allows the citizens of Hodgenville and LaRue County to work and live in an environment that is safe and harmonious. People value a feeling of security knowing their lives and property are protected. The governmental agencies in the County must make sure that public safety services keep pace with growth and population changes.

LaRue County 911 Center

The LaRue County 911 Center provides 24-hour emergency response services to all of the communities in LaRue County. The 911 Center employs full-time dispatchers, who answer all emergency calls. Depending on the location of the call and the emergency situation, emergency responders are dispatched to the scene from an appropriate agency. State police, sheriff's office, emergency medical personnel as well as fire and police respond to callers throughout the County. This comprehensive response service offers life-saving help to the entire community. Each emergency response agency coordinates its efforts with other agencies, and provides a high level of service countywide.

Chapter 7
Community Facilities

Police Protection

The LaRue County Sheriff’s Department provides 24-hour protection for the entire County. The Department is directly linked into the countywide 911 Emergency Dispatch System. The sheriff’s department consists of the Sheriff and four deputy officers. They patrol the entire County outside of the Hodgenville City limits and are available to assist in Hodgenville if needed.

The Hodgenville Police Department also provides 24-hour police protection within the City limits and is directly linked into the countywide 911 Emergency Dispatch System. The Police Department recently moved into a renovated facility at 45 West High Street in Hodgenville. Police assist in the County when needed.



Fire Protection

Eight fire departments provide fire protection in LaRue County. The Hodgenville/LaRue County Fire Department share the same station located in Hodgenville. They serve the City of Hodgenville and LaRue County. Another volunteer fire department is located in the Community of Magnolia and has several volunteer firefighters to serve the area. A department is also located in the Community of Buffalo and consists of all volunteer firefighters. Other fire protection agencies serving the area include: Upton, Rolling Fork, Sonora and New Hope.

Public Water and Sewerage

The LaRue County Water District distributes potable water to most County residents outside of the City of Hodgenville. The District does not have a raw water source or water treatment plant and buys approximately 25% of its water from Hodgenville, 40% from the Green River Valley Water Department, with the remainder coming from the cities of Bardstown and New Haven. The LaRue County Water district serves about 3,400 customers and sells approximately 165 million gallons of water a year.

The City of Hodgenville treats and sells potable water to about 1,800 customers. The City’s water treatment plant draws water from the North Fork of the Nolin

Chapter 7 Community Facilities

River and sells approximately 187 million gallons of water annually. The Hodgenville Water Treatment Plant is operating nearly at capacity, depending on how much water it sells to the County. However, its water source should be adequate to meet the City's needs well into the future.

The Hodgenville wastewater treatment plant serves about 1,500 customers within the City. It treats about 220 million gallons of water annually. Effluent is discharged into the North Fork of the Nolin River. The plant has undergone significant renovations within the last ten years and is adequate to meet the needs of the City.

Septic Tank Systems

A septic tank system is an on-site sewage treatment system consisting of two parts; the septic tank and the drain-field. The septic tank holds sewage and processes it by organic matter. The drain-field absorbs effluent that drains out of the septic tank. Usually, septic tank systems serve single-family households. Septic tank systems are prone to failure and have generally poor methods of treating effluent. Whenever possible and cost effective, it is better to provide sanitary sewer service to local homes. In the County where this is impossible, it is prudent for the County to control and regulate development in areas where soil conditions do not support the use of septic systems.

Electricity and Natural Gas

LaRue County receives electricity from East Kentucky Power Cooperative, Farmers RECC, Inter-County Energy Cooperative, Nolin RECC, Salt River Electric Cooperative Corporation and Kentucky Utilities.

Natural gas service in LaRue County is provided by the Louisville Gas and Electric Company. Natural gas is sourced from the Texas Gas Transmission Corporation.

Refuse

Hodgenville and LaRue County residents have access to private collection companies for the disposal of solid waste. Information about the frequency of collections and collection fees can be obtained from the offices at City Hall and the LaRue County Courthouse.

Recommendations/Conclusions

A Community's public facilities provide necessary services to its residents. The quality and quantity of services affects the public health, safety and welfare of the area. While a school system is another critical community facility, the LaRue County School System is required to plan for its facilities every four years, and this responsibility does not lie with local units of government.

Chapter 7 Community Facilities

Continued growth in LaRue County is dependent on the area's ability to accommodate growth safely. Consideration must be given to the ability of the region to provide new residents with public water, fire and police protection, and other services in an effective and cost conscious manner. To keep the costs of public services as a reasonable level, the Land of Lincoln should continue its policy of guiding growth to existing population centers and limiting growth in the outlying areas of the County where farming and other rural uses have historically been the extent of development.

Chapter Eight Transportation Plan

Introduction

The Transportation Plan element in the Comprehensive Plan includes all components of the transportation system within the planning area and addresses vehicular, rail, and air transportation. The Land of Lincoln transportation plan emphasizes vehicular transportation and major thoroughfare systems in the planning area, which permits traffic to circulate through the community and is generally the key to potential growth. A well-developed vehicular transportation system helps ensure the functional development of all land, and facilitates human activity throughout the planning area. As a community grows and changes, the transportation needs of the area change as well. Transportation construction projects are costly and often cause inconvenience. Therefore, it is crucial that communities develop a comprehensive transportation plan that minimizes duplication of effort and oversights.

Purpose

The purpose of the Transportation Plan element of the Comprehensive Plan is to analyze the present traffic system, project future demands on that system, and make recommendations that support good transportation plans for the future needs of the region.

Scope and Benefits

This Transportation Plan provides specific solutions to traffic problems. It also provides structure for the location of specific land uses, recommends routes to facilitate circulation among land uses, and ensures the safety and value of different land uses. The plan enhances the utilization of community facilities by improving accessibility and safety.

The scope of this plan is generally limited to major highways, arterial routes and collector streets within the planning area. Consideration of streets not included in these major categories will help determine their importance in the future. This plan does not include proposals for residential or minor streets not expected to increase in importance during the planning period.

Chapter 8
Transportation Plan

Traffic Patterns

Knowledge of commuting patterns and the characteristics of commuter travel is essential for planning highway improvements and developing transportation services. It is important to design programs that ease traffic congestion, conserve energy and reduce pollution. This analysis provides information for developing the most effective and efficient transportation plans.

Existing Transportation System

Major Highways

The transportation system in LaRue County centers almost exclusively on Highways and vehicular travel. The major highways serving LaRue County are the Lincoln Parkway, U.S. 31E south of Hodgenville, and Kentucky Highway 210 north of Hodgenville and through the center of the City. Both are rate “AAA” and can accommodate truck traffic with up to an 80,000 pound gross load. The Lincoln Parkway is a

segment of Kentucky Route 61. It is a four-lane road extending from U.S. 31E, south of Hodgenville, around the City’s west side to Elizabethtown, twelve miles northwest of Hodgenville. At that point a large network of east-west and north-



south highways converge. This network includes Interstate 65, the Bluegrass Parkway, and the Western Kentucky Parkway. All are multi-lane, controlled access highways. U.S. 31E north of Hodgenville, and KY61 and KY 210 are “AA” rated trucking highways with a 62,000 pound gross load limit.

Air Service

LaRue County does not have a general aviation or commercial airport. The nearest airport is Addington Field, 16 miles northwest of Hodgenville in Elizabethtown, Kentucky. Addington Field provides general aviation services as well as charter

Chapter 8
Transportation Plan

airfreight service that can be arranged for in advance. The field consists of a 6,001 foot, paved runway, with Unicom and windsock controls. The nearest commercial service is the Louisville International Airport, located in Louisville, Kentucky, 52 miles north of Hodgenville. Louisville International Airport accommodates hundreds of arrivals and departures daily, with service provided by most major airlines and United Parcel Service.

Traffic Volume/Pattern Analysis

Trip Factors

One of the most important factors influencing transportation planning is an analysis of traffic volumes and patterns as they relate to existing land uses. Area traffic volumes and patterns is dependent on the availability of public transportation, population, local employers, and commercial and public facilities. Area traffic volume occurs as the result of two forces working in conjunction with one another; trip generators and trip attractors. Figure 1 below illustrates this.

Figure 1. Trip Generators and Attractors

TRIP GENERATORS	TRIP ATTRACTORS
Population	Entertainment Centers
Employed Labor Force	Employers
School Enrollment	Schools
Residential Neighborhoods	Commercial Areas
Automobile Ownership	Recreational Facilities
Existence of Public Transportation	Civic and Public Facilities

Traffic Counts

Trip generators and trip attractors work together to establish the traffic patterns that affect the planning area on a daily basis. The traffic patterns and volumes that result can be monitored and examined to determine areas with problems and those that may require an upgrade. This information is also useful to identify anticipated traffic patterns that may be generated by any new or proposed development. Information regarding specific traffic counts can be obtained from the Kentucky Transportation Cabinet District 4 Highway Office in Elizabethtown.

Commuting Patterns

Location of employment with respect to an employee’s place of residence is an essential component of determining the patterns and volume of traffic within a region. Commuting between counties or to central centers of business and industry contributes to traffic flow and volume, especially during peak hours. Figure 2 below illustrates commuting patterns of the LaRue County labor force.

Figure 2. Commuting Patterns in LaRue County		
Residents of LaRue Co.	2010	Percent
Working and Residing in County	1,060	20.5%
Commuting out of County	4,106	79.5%
Total Residents	5,166	100.0%
Employees in LaRue Co.		
Working and Residing in County	1,060	47.8%
Commuting into County	1,157	52.2%
Total Employees	2,217	100.0%
Source: U.S. Department of Commerce, Bureau of the Census		

Of the 5, 166 LaRue County residents who work, 79.5% leave the County to go to work each day, while the number of workers who live outside of the County and work in LaRue makes up 52.2% of the 2,217 employees in LaRue County. This data illustrates how much traffic is flowing into and out of LaRue County to convey workers to and from their places of employment.

Land of Lincoln Road Classifications

Arterials

An arterial street or highway is designed to carry major traffic volumes through and within a planning area. Arterials carry the highest volumes of traffic, much of which is moderate to long in trip length. For arterials in a planning area, service to adjacent land should be subordinate to the purpose of moving large volumes of traffic. The designated arterials in LaRue County are Interstate 65, U.S. Highway 31E, and KY 61.

Major Collectors

A major collector is a street or highway that carries moderate traffic loads within the planning area. Collectors gather traffic from local streets and empty traffic onto arterials. Collectors are usually located on the outer perimeter of residential neighborhoods and provide access and mobility within residential, commercial and industrial areas. In LaRue County, a major collector is KY 84.

Minor Collector

A minor collector is a street that collects traffic from local streets and funnels it onto other minor collectors, major collectors or arterials. Minor collectors normally run through residential, commercial or industrial areas and gather traffic from local

Chapter 8 Transportation Plan

streets. The important functions of a minor collector are to provide access to land and move traffic. Examples of minor collectors in LaRue County include KY 210, KY 2217, and KY 2426.

Local Streets and Roads

Local streets are roads with the primary function of providing access to land and have a low volume of traffic. Local streets comprise the largest portion of total street mileage within the city, but carry only a fraction of total vehicular traffic. Local streets provide the lowest level of traffic mobility, and through-traffic movement is often discouraged by design.

Any State, County or City street or road not meeting the definitions provided above, are considered to be local streets or roads. The Planning Commission reserves the responsibility of updating classifications as new roads are constructed and existing roads are upgraded.

Planning and Design Criteria

The Land of Lincoln system of roadways should provide the blueprint for the logical and desirable development of the planning area and facilitate the safe and efficient movement of goods and people. The specific criteria the Planning Commission will use to determine the relationship between land use and major streets and roads in LaRue County and Hodgenville include the following:

1. A variety of street and roads should be provided, designed to serve specific needs and relationships between various land uses and traffic patterns within the planning area. These include arterials, major and minor collectors and local streets and roads.
2. Safe and convenient access should be provided to all developed or readily developable property in the Land of Lincoln planning area.
3. Roadways, carrying the capacity of arterial road systems, should be maintained by prohibiting, when necessary, the storage of vehicles on the roadway and limiting side street intersections to intervals of six hundred feet. The movement of traffic is the primary function of the arterial road system and vehicle storage and land access are incidental and subordinate uses of arterial roads.
4. Each road system and its terminal facilities such as parking and aisles, will be designed with sufficient capacity to accommodate anticipated traffic volumes based on the density of existing and planned land use.
5. Density of land use should be controlled to preclude traffic volume on any arterial or major collector from exceeding its designed capacity. Conversely, when it is deemed advisable to increase the density of development in a specific area, the capacity of adjacent arterials and collectors should also be increased to keep the anticipated increase in traffic volume compatible with road capacity.

Chapter 8
Transportation Plan

6. Arterial and collector streets should be planned to direct industrial and commercial traffic away from residential streets, elementary schools, neighborhood playgrounds and other facilities that generate pedestrian traffic, in order to protect foot traffic from through vehicular traffic.
7. Arterial and collector roads should be designed to provide easy access to all public and quasi-public facilities, particularly schools and parks.
8. Arterial and major collector roads and streets should be designed to separate incompatible land uses whenever possible.
9. To ensure public safety, pedestrian walkways and sidewalks should be provided within neighborhoods and along streets, especially those leading to and from schools and community parks.

Design Capacities

The Land of Lincoln Planning Commission has classified all of the major roads and highways in the planning region. The adequacy of the roadway system is determined by the capacity of each road in terms of vehicles per hour and average daily traffic. Figure 3, below shows generally accepted road capacities. While these standards are flexible, and can be affected by other factors, they should be considered during the design and approval stage of new streets.

Figure 3. Recommended Street Design Capacities		
Street/Road Type	Practical Capacity – Per Hour	Design Capacity – Average Daily Traffic
2 – Lane City Street, 2 - way	600 - 750	6500 - 8500
2 – Lane City Street, 1 - way	900 - 1100	10,000 – 12,000
3 – Lane City Street, 1 - way	1300 - 1800	12,000 – 14,000
4 – Lane City Street, 2 - way	1100 - 1600	12,000 - 18000

Source: International City Management Association, 1979

Transportation Recommendations

The primary goal of the transportation plan is to protect the arterial, major collector and minor collector roads and streets from becoming congested due to development of land in LaRue County. Currently, these classifications of roads are not always protected from curb-cuts and access points because of a general lack of awareness. This plan recommends that protection of these classifications of roads should be a first priority in order to ensure their continued success in serving the local residents. Protection of these roads will facilitate effective and efficient traffic flow and ease congestion in the Land of Lincoln.

Chapter 8 Transportation Plan

Protecting certain classifications of roads from numerous egress and ingress points will also improve transportation safety. Intersections identified as hazardous, should be corrected to improve safety. The entire transportation system in LaRue County will be safer as a result of these efforts.

Any residential subdivision consisting of ten or more homes should have more than one point of access onto a main street. More than one access point improves circulation, increases safety, and decreases congestion during peak periods. Unfortunately, many newly developed residential areas only have one point of ingress and egress onto a main street. This increases the risk of having that point blocked and precluding emergency response vehicles from entering or exiting the subdivision. More than one point of ingress and egress also facilitates circulation of traffic such as school busses, postal vehicles, service trucks and delivery trucks. These are public health, safety and welfare issues that the Planning Commission is charged with maintaining and improving. Consequently, at least two points of egress and ingress should be required when there is a development of more than a few homes planned.

Chapter Nine Land Use Plan

Introduction

The Land Use Plan is the most important element of the Comprehensive Plan. It provides a foundation for the physical development of the Land of Lincoln. The Plan is a blueprint for determining where residential development should occur as well as those areas reserved for commercial and industrial use. The Land Use Plan provides for an orderly pattern of compatible land uses instead of ineffective, inefficient land use often found in unplanned communities. It can eliminate or minimize the conflicts that occur when incompatible land uses are located within close proximity to one another without the benefit of a buffer or transition area, or when non-residential traffic is routed through residential neighborhoods.

The proper location and design of land uses within a community will help ensure the delivery of economical and efficient public facilities and services while reducing traffic congestion. It will also help protect and enhance property values and address the safety of all area residents. It should improve the quality of life for all citizens of the Land of Lincoln.

Land Use Plan Purpose and Scope

The purpose of a Land Use Plan and Analysis for LaRue County is to examine major land use trends, examine existing land use, and design a plan that best integrates the two and provides for the most appropriate and desirable uses of land within the planning area. This facilitates planning for land use changes that can be reasonably expected to happen in the next twenty years. The Land Use Plan is intended to establish a beneficial and harmonious relationship among all types of land uses to insure orderly development of the community.

A Land Use Plan should not only provide guidelines for expected or future land uses, but should also incorporate flexibility into community development. The Plan must accommodate change and minimize conflict when unexpected situations arise.

It is impossible to anticipate all of the physical and economic changes that may occur on a national, state or local level. Therefore, the Land Use Plan must be reviewed and updated on a regular basis as prescribed by KRS 100. The Land of Lincoln Planning Commission should initiate the review process and adopt land use

Chapter 9 Land Use Plan

and development policies that will ensure compliance with the Land Use Plan during the intervening period.

This plan places less emphasis on static map areas and more emphasis on policies, principles, and objectives developed and discussed during a series of meetings held by the Planning Commission's representatives and consultants. The policies, principles and objective that guide the development of the planning areas should be flexible enough to facilitate the changing needs of the community and accommodate the proposals of private enterprise.

Since planning is essentially a "people process," it will succeed or fail depending on the basis of relationships between various agencies and individuals and upon the support of locally elected officials. Recognizing this, the Land of Lincoln Planning Commission has developed this plan with consideration for the human elements involved and has worked with interested agencies, organizations and individuals within the planning area.

Land of Lincoln Land Use Plan

Development Standards

Each use of land within a community or planning area should be developed in accordance with certain principles, standards and/or location and development criteria. Adherence to these standards will insure that the public will have convenient access to all facilities, security and safety within the community and cost effective development. The Land of Lincoln Planning Commission recommends the following principles and standards for land development in LaRue County.

Residential Development

To protect against the formation of blighted areas, and to provide public services in a cost effective manner, new residential development should be located in areas appropriate for such development and in accordance with desirable standards for residential construction. When considering development of a new residential area, or zoning map amendments for residential districts, the following principles should be applied.

1. Residential areas should be located on land that is well drained, removed from flood prone areas, in close proximity to other developed areas, and has sub-surface soil conditions suitable for residential development.
2. Residential areas should be protected from the adverse effects of encroaching incompatible uses.
3. Residential areas should have a street system that discourages through and non-residential traffic, and provides convenient access to neighborhood facilities as well as adjoining thoroughfares.

Chapter 9 Land Use Plan

4. Only develop residential sites in locations served with adequate infrastructure, and police and fire protection.

In addition, a continuing program of residential improvement on both a community and neighborhood level should be developed and instituted. Consideration should be given to conservation, rehabilitation and beautification of existing and new homes and neighborhoods.

Commercial Development

The goal of the Land of Lincoln Planning Commission is to have commercial development located in areas where operating a business is economically feasible. The Planning Commission's goal is to facilitate commercial development that provides goods and services to area residents in a clean, safe, attractive and convenient area.

Consideration of new commercial development or zoning map amendments for commercial zoning should adhere to the following principles and standards.

1. Use sound planning principles to protect investments in current and future commercial concentrations.
2. Protect residential areas from the adverse effects that would result from the location of undesirable commercial activity in close proximity to neighborhoods.
3. Evaluate the maximum capacity of arterial streets and highways when locating, grouping and designing commercial use areas.
4. Improve the economic base and tax structure of the planning area by promoting healthy and stable commercial areas.
5. Encourage the use of liberal landscaping treatments for commercial areas adjacent to residential areas to ensure attractiveness and compatibility.
6. Ensure public safety by locating and designing commercial areas that have safe and convenient street access, provide adequate off-street parking, and are designed to separate vehicular traffic from pedestrian traffic.
7. Allow for adequate flexibility in the Comprehensive Plan to encourage new commercial development and recognize changing demands for this type of land use.
8. Ensure the health and welfare of residents by requiring screening and/or buffer zones in areas where commercial development is allowed in close proximity to residential areas.
9. Only develop commercial sites in locations served with adequate infrastructure, and police and fire protection.

These development guidelines encourage commercial development that is properly located, and designed and constructed to make the best possible use of the property involved.

Chapter 9 Land Use Plan

Industrial Development

The goal of the Planning Commission is to encourage a variety of industrial interests to development business sites in LaRue County. Careful planning must be executed to make sure that both large and small industries are located in close proximity to available transportation and necessary infrastructure and do not adversely affect adjacent land uses.

Consideration of new industrial development or a zoning map amendment to permit such development should adhere to the following principles and standards.

1. Protect industrial sites from encroachment from non-industrial uses.
2. Set guidelines for the mitigation of industrial nuisances.
3. Adopt development standards which will prevent environmental pollution.
4. Encourage industrial parks for specific industrial uses.
5. Provide development standards that are flexible enough to permit industrial entities to utilize new technology.
6. Ensure that industrial sites have roads and routes with the capacity to accommodate traffic and connect with major streets and highways.
7. Only develop industrial sites in locations served with adequate infrastructure, and police and fire protection.
8. Protect residents of the area by requiring adequate buffer zones and/or screening as a condition for a zoning change.

Conclusion

The Land of Lincoln Planning Area is facing many social and economic challenges that will test government, business and professional leaders, as well as the citizens of the region. The future of LaRue County will benefit greatly from having a Comprehensive Plan that encourages and guides responsible, effective and efficient planning and development.

The Comprehensive Plan does not address all of the issues that may arise during the next twenty years. The Land of Lincoln realizes that issues will arise on the national, state and local level that cannot be anticipated. However, the Comprehensive Plan will provide the guidance and flexibility to evaluate and address future planning and development needs and challenges.

Chapter Ten Implementation

Introduction

The recommendations contained within the Comprehensive Plan are based on research and data analysis. Implementation is achieved by dividing the County into zones, with specific uses of land and levels of development density identified for each zone. Implementation is also accomplished with the use of subdivision regulations and capital improvement programs. The Comprehensive plan should guide each planning decision in LaRue County, from recommendations in the subdivision regulations to zoning map amendments. It is also essential that all development guidelines or regulations be coordinated with the Comprehensive Plan, to ensure consistency and compatibility.

Local Leadership

The key to implementation of the planning policies contained in the Comprehensive Plan rests with the local, Land of Lincoln governmental agencies. Each local unit of government adopts the goals and objectives contained in the County's Comprehensive Plan, approves zoning map amendments, adopts subdivision regulations, and guides growth in the region. Consequently, it is important that all of the governmental agencies in the Land of Lincoln maintain a close working relationship with the Planning Commission, to implement the goals outlined in the Comprehensive plan.

Subdivision Regulations

Subdivision regulations provide a blueprint for ensuring that land development takes place in accordance with County goals and objectives. Subdivision regulations control and direct the division of one or more parcels of land from a larger parcel and establish the standards for its development. A well-designed subdivision has two very important functions within the overall development of a community. A subdivision is a plot of land divided into sections and/or lots, where development can take place. Subdivisions also serve as a tool for a community's orderly growth. Subdivisions can only fulfill their primary functions when there is an appropriate integration of streets, roads, homes, utilities, public facilities, and public services.

Zoning

A zoning ordinance is an implementation tool that designates and divides land into separate uses such as residential, commercial, industrial and agricultural, and establishes permitted uses, guidelines and regulations for each distinct division. A zoning ordinance may further subdivide a separate parcel and provide for various intensities of use. A zoning ordinance controls setbacks, building height, lot size, signage, as well as other components of development appropriate to each distinct district.

A zoning ordinance should provide for an appropriate number of zoning districts, including, but not limited to the following.

1. Agricultural districts reserved for farming activities and restricted, single-family residential use, as well as some related commercial and industrial use permitted as deemed appropriate.
2. Residential districts restricted to single-family, detached homes, multi-family structures, or with two or more dwellings per lot. A number of residential districts may be established to provide for different densities of dwellings per acre.
3. Commercial districts for varying intensities of activity, such as neighborhood businesses, highway businesses, and general business districts.
4. Industrial districts differentiated by a heavy or light designation.
5. Special use districts for location of mobile homes, planned unit development, historic preservation, or other uses.

Other sections of the ordinance include the official zoning map, general regulations, definitions, and administrative and enforcement guidelines.

The Zoning Process

The Kentucky Revised Statutes outline the procedure for reviewing zoning decisions. KRS 100.201 stresses the importance of basing zoning decisions on the recommendations contained in the Comprehensive Plan and states the following:

Except as provided in subsection (3) of KRS 100.137, when the planning commission and legislative bodies have adopted the statement of goals and objectives, and the planning commission has additionally adopted at least the land use element for the planning unit, the various legislative bodies and fiscal courts of the cities and counties, which are members of the unit, may enact interim zoning or other kinds of growth management regulations which shall have force and effect within their respective jurisdictions for a period not to exceed twelve (12) months, during which time the planning

Chapter 10 Implementation

commission shall complete the remaining elements of the comprehensive plan as prescribed by KRS 100.187. Interim regulations shall become void upon the enactment of permanent regulations as provided in subsection two (2) of this section, or after twelve (12) consecutive months from the date such interim regulations are enacted, whichever occurs first.

(2) When all elements of the comprehensive plan have been adopted in accordance with the provisions of this chapter, then the legislative bodies and fiscal courts within the planning unit may enact permanent land use regulations, including zoning and other kinds of growth management regulations to promote public health, safety, morals, and general welfare of the planning unit, to facilitate orderly and harmonious development and the visual or historical character of the unit, and to regulate the density of population and intensity of land use in order to prevent the overcrowding of land, blight, danger, and congestion in the circulation of people and commodities, and the loss of life, health, or property from fire, flood, or other dangers. Land use and zoning regulations may also be employed to protect airports, highways, and other transportation facilities, public facilities, schools, public grounds, historic districts, central business districts, prime agricultural land, and other natural resources; to regulate the use of sludge from water and wastewater treatment facilities, in projects to improve soil quality; and to protect other specific areas of the planning unit which need special protection by the planning unit.

Zoning Map Amendments

A zoning ordinance consists of two parts; the text and a map. While zoning map amendments are more common than text amendments, both can be amended when done in compliance with notification and public hearing requirements prescribed by Kentucky Revised Statutes.

Most Planning Commission business consists of reviewing zoning map amendments. KRS 100.212 sets forth the procedures for zoning map amendments. KRS 100.213 dictates the relationship between zoning map amendments and the Comprehensive Plan and mandates the following process.

Chapter 10 Implementation

1. Before any map amendment is granted, the planning commission or the legislative body or fiscal court must find that the map amendment is in agreement with the adopted comprehensive plan, or, in the absence of such a finding, that one (1) or more of the following apply and such finding shall be recorded in the minutes and records of the planning commission or the legislative body or fiscal court:
 - (a) That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate;
 - (b) That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.

Capital Improvements Program

The capital improvements program is a listing of priority projects for the construction of roads, bridges, schools, utilities, parks, and other public facilities, services and infrastructure contained in the comprehensive plan. The Land of Lincoln planning region should consider developing a capital improvements program, since the timing of constructing public projects is often a factor in the timing of development of land in the surrounding area. Scheduling public improvements is an important factor in fostering cost effective and orderly growth and development within a planning area.

Citizen Input

A community is defined as a group of people residing in one location and served by one government. It is imperative that community planning involves the input of community residents. Members of the Land of Lincoln Planning Commission and local leaders alike, recognize the importance of feedback from the public, and provided community surveys to all LaRue County citizens and property owners, in order to gather their input on current issues, and past and future planning.

Those who completed surveys were asked to respond to questions concerning many topics important to LaRue County. Residents and landowners were asked questions about their residential status, age, satisfaction with economic development in the County, local amenities and governmental services. Not every respondent chose to answer every question and several expressed “no opinion” on various topics.

The following information summarizes community response to the planning survey.

Summary of Citizen Survey Results

Demographic Data

Thirty-three surveys were returned, some of them expressing the views of two people and some with multiple answers to the same inquiry. As a result, more opinions may have been received than the number of surveys returned.

Thirty people identified themselves as **homeowners** and one was a **renter**. Eleven people said they **owned property other than their personal dwelling** and two said that they **owned businesses** in LaRue County. Seven respondents lived in the County and one did not live in LaRue County, but owned property there.

When queried about age, 14.29% of people responding said they were under forty, 45.71% were aged forty to sixty-five, and 40.00% were over sixty-five.

When asked if they are **generally satisfied with the location of their home relative to places that they frequent, such as place of employment, worship, or grocery, etc.**, 86.67% replied ‘yes’ and 13.33% said ‘no.’

Citizen Input

LaRue County Growth and Development

County residents were asked to **evaluate several community issues concerning future growth and development in LaRue County, based on their importance to the survey recipient.** People taking the survey were asked to assign a point value to each issue with **5, being very important; 4, moderately important; 3, important; 2 minimally important; 1, unimportant; and 0 for “no opinion.”** A summary follows:

Working in the Community in which you live:

5 = 51.72% 4 = 6.90% 3 = 20.69% 2 = 3.45% 1 = 17.24% 0 = 0%

Encouraging Industrial Growth:

5 = 55.88% 4 = 17.65% 3 = 17.65% 2 = 2.94% 1 = 2.94% 0 = 2.94%

Availability of Affordable Housing:

5 = 50.00% 4 = 12.50% 3 = 21.19% 2 = 6.25% 1 = 9.38% 0 = 0%

Improved Roads and Highways:

5 = 68.75% 4 = 18.75% 3 = 9.38% 2 = 0% 1 = 3.13% 0 = 0%

Managing Community Growth:

5 = 46.88% 4 = 25.00% 3 = 18.75% 2 = 6.25% 1 = 3.13% 0 = 0%

Encouraging Planned Mixed-Use Development:

5 = 27.27% 4 = 27.27% 3 = 24.24% 2 = 15.15% 1 = 6.06% 0 = 0%

Preserving Agriculture:

5 = 64.71% 4 = 11.76% 3 = 8.82% 2 = 11.76% 1 = 2.94 0 = 0%

Preserving Forestland:

5 = 46.88% 4 = 28.13% 3 = 15.63% 2 = 9.38% 1 = 0% 0 = 0%

Protecting Water Quality and Sources:

5 = 72.73% 4 = 15.15% 3 = 6.06% 2 = 6.06% 1 = 0% 0 = 0%

Preserving Community’s Rural Character:

5 = 37.14% 4 = 28.57% 3 = 25.71% 2 = 5.71% 1 = 2.86% 0 = 0%

Preserving Historic Sites and Structures:

5 = 46.88% 4 = 25.0% 3 = 21.88% 2 = 6.25% 1 = 0% 0 = 0%

Preserving Natural Resources and Open Spaces:

5 = 46.88% 4 = 31.25% 3 = 15.63% 2 = 3.13% 1 = 3.13% 0 = 0%

Citizen Input

Protecting Scenic Views and Vistas:

5 = 48.39% 4 = 29.03% 3 = 9.68% 2 = 12.90% 1 = 0% 0 = 0%

Street Lights:

5 = 39.39% 4 = 15.15% 3 = 27.27% 2 = 9.09% 1 = 9.09% 0 = 0%

Sidewalks:

5 = 46.88% 4 = 15.63% 3 = 21.88% 2 = 9.38% 1 = 6.25% 0 = 0%

Bike and/or Walking Trails:

5 = 30.30% 4 = 24.24% 3 = 15.15% 2 = 21.21% 1 = 9.09% 0 = 0%

Parks and Recreational Facilities:

5 = 37.50% 4 = 31.25% 3 = 21.88% 2 = 6.25% 1 = 3.13% 0 = 0%

Appearance of City:

5 = 59.38% 4 = 18.75% 3 = 12.5% 2 = 6.25% 1 = 3.13% 0 = 0%

The top five issues, in order of importance to the residents of LaRue County are, **Protecting Water Quality and Sources, Improved Roads and Highways, Preserving Agriculture, Appearance of the City and Encouraging Industrial Growth.**

Top Five Issues Identified by LaRue County Survey Respondents	
#1	Protecting Water Quality and Sources
#2	Improved Roads and Highways
#3	Preserving Agriculture
#4	Appearance of City
#5	Encouraging Industrial Growth
Source: LaRue County Citizen Survey	

Economic Development

When asked what **type of commercial development** they would prefer to see, 13.04% indicated a preference for **small-scale development targeting only local residents**, while 56.52% wanted **moderate-scale commercial establishments targeting a balance of local and regional markets**. **Large-scale uses targeting regional markets** were preferred by 23.91% of survey respondents. Another 6.52% said they wanted to see **“Other”** types of development that included restaurants, a department store and nothing.

Citizen Input

People were asked if they thought the **County should try to attract more industry to expand its tax base and create jobs**. The majority of people, 82.35%, said yes, while 11.76% said no. 5.88% had no opinion.

The following **types of employment opportunities** were identified by LaRue County residents as those they would like to see created in the County, in order of preference:

- #1. Commercial/Retail/Wholesale
- #2. Manufacturing/Processing/Distribution
- #3. Farm and Agricultural Related
- #4. Technical
- #5. Construction
- #6. Other
- #7. None

Of those who indicated they preferred “other” employment opportunities, suggestions were made to have a gas station in Magnolia and to recruit businesses that require the knowledge and skills of senior citizens.

City and County Facilities and Services

The quantity and quality of services that a city and/or county provide is very important to local citizens. LaRue County asked people to rate **services and attributes of the area** using the following scale: **5 = very satisfied, 4 = satisfied, 3 = neutral, 2 = dissatisfied, 1 = very dissatisfied, 0 = no opinion**.

Residential Garbage Pickup:

5 = 27.27% 4 = 33.33% 3 = 24.24% 2 = 0% 1 = 6.06% 0 = 9.09%

Recycling Services:

5 = 18.75% 4 = 46.88% 3 = 18.75% 2 = 9.38% 1 = 6.25% 0 = 0%

Yard Waste Removal Service:

5 = 13.79% 4 = 17.24% 3 = 27.59% 2 = 17.24% 1 = 10.34% 0 = 13.79%

Quality of Water:

5 = 29.03% 4 = 32.26% 3 = 19.35% 2 = 16.13% 1 = 0% 0 = 3.23%

Sewer Service:

5 = 18.52% 4 = 29.63% 3 = 22.22% 2 = 11.11% 1 = 3.70% 0 = 14.81%

Storm Water Management:

5 = 14.81% 4 = 18.52% 3 = 33.33% 2 = 14.81% 1 = 7.41% 0 = 3.70%

School System:

5 = 19.35% 4 = 29.03% 3 = 38.71% 2 = 6.45% 1 = 6.45% 0 = 0%

Citizen Input

Entertainment:

5 = 0% 4 = 10.00% 3 = 20.0% 2 = 36.67% 1 = 33.33% 0 = 0%

Police Protection:

5 = 15.15% 4 = 33.33% 3 = 33.33% 2 = 15.15% 1 = 3.03% 0 = 0%

Fire Protection:

5 = 20.59% 4 = 35.29% 3 = 29.41% 2 = 5.88% 1 = 8.82% 0 = 0%

EMS (Emergency Medical Services):

5 = 28.13% 4 = 21.88% 3 = 34.38% 2 = 9.38% 1 = 3.13% 0 = 3.13%

Library and Cultural Facilities:

5 = 19.35% 4 = 22.58% 3 = 41.94% 2 = 9.68% 1 = 3.23% 0 = 3.23%

Medical Facilities:

5 = 9.38% 4 = 12.50% 3 = 18.75% 2 = 37.50% 1 = 21.88% 0 = 0%

Planning and Development:

5 = 10.00% 4 = 20.00% 3 = 30.00% 2 = 26.67% 1 = 13.33% 0 = 0%

Access to Public Buildings/Public Areas:

5 = 16.13% 4 = 35.48% 3 = 35.48% 2 = 12.90% 1 = 0% 0 = 0%

Removal of Unused Structures:

5 = 6.45% 4 = 12.90% 3 = 19.35% 2 = 25.81% 1 = 32.26% 0 = 3.23%

In general, most residents are satisfied, very satisfied or neutral about the quality of city and county services and facilities. Three areas where people indicated they were dissatisfied or very dissatisfied were **entertainment, medical facilities and removal of unused structures.**

Based upon their experiences, citizens were asked to rate LaRue County and the City of Hodgenville. The same rating system was used as in the previous section.

As a Place to Live:

5 = 37.14% 4 = 42.86% 3 = 8.57% 2 = 5.71% 1 = 5.71% 0 = 0%

As a Place to Raise a Family:

5 = 32.35% 4 = 41.18% 3 = 20.59% 2 = 0% 1 = 5.88% 0 = 0%

As a Place to Work:

5 = 15.15% 4 = 15.15% 3 = 12.12% 2 = 39.39% 1 = 18.18% 0 = 0%

As a Place to Retire:

5 = 21.21% 4 = 21.21% 3 = 39.39% 2 = 9.09% 1 = 9.09% 0 = 0%

Citizen Input

As a Place to Visit:

5 = 28.57% 4 = 11.43% 3 = 25.71% 2 = 25.71% 1 = 8.57% 0 = 0%

Most respondents believe that LaRue County and the City of Hodgenville are good places to live and raise a family. Less enthusiasm was shown for the area as a place to work or visit.

The following point system was established to **gauge the overall satisfaction of City and County residents with the efforts of the area in specific areas: 5 = excellent, 4 = good, 3 = average, 2 = below average, 1 = poor, and 0 = no opinion.**

Managing Appearance of New Development to Reflect Community Character:

5 = 23.53% 4 = 23.53% 3 = 32.35% 2 = 11.76% 1 = 5.88% 0 = 2.94%

Preserving the Area's Historic Resources:

5 = 26.47% 4 = 38.24% 3 = 17.65% 2 = 11.76% 1 = 2.94% 0 = 2.94%

Revitalizing Downtown Hodgenville:

5 = 17.14% 4 = 31.43% 3 = 25.71% 2 = 14.29% 1 = 11.43% 0 = 0%

Creating Green Space and Open Space:

5 = 12.90% 4 = 16.13% 3 = 45.16% 2 = 19.35% 1 = 3.23% 0 = 3.23%

Working with Citizens/Community Groups to Resolve Important Local Issues:

5 = 9.38% 4 = 9.38% 3 = 28.12% 2 = 34.38% 1 = 12.50% 0 = 6.25%

Overall Feeling of Safety in the City:

5 = 22.86% 4 = 31.43% 3 = 34.29% 2 = 2.86% 1 = 5.71% 0 = 2.86%

Overall Effectiveness of the City Communication with the Public:

5 = 0% 4 = 5.88% 3 = 35.29% 2 = 32.35% 1 = 23.53% 0 = 2.94%

Overall Enforcement of the City Codes and Ordinances:

5 = 3.13% 4 = 12.5% 3 = 31.25% 2 = 34.38% 1 = 15.63% 0 = 3.13%

Overall Quality of Customer Service You Receive From the City/County:

5 = 8.82% 4 = 20.59% 3 = 38.24% 2 = 11.76% 1 = 17.65% 0 = 2.94%

City/County Leaders' Awareness of community Problems and Issues:

5 = 3.13% 4 = 12.5% 3 = 34.38% 2 = 37.5% 1 = 9.38% 0 = 3.13%

Level of Public Involvement in Local Decision-Making:

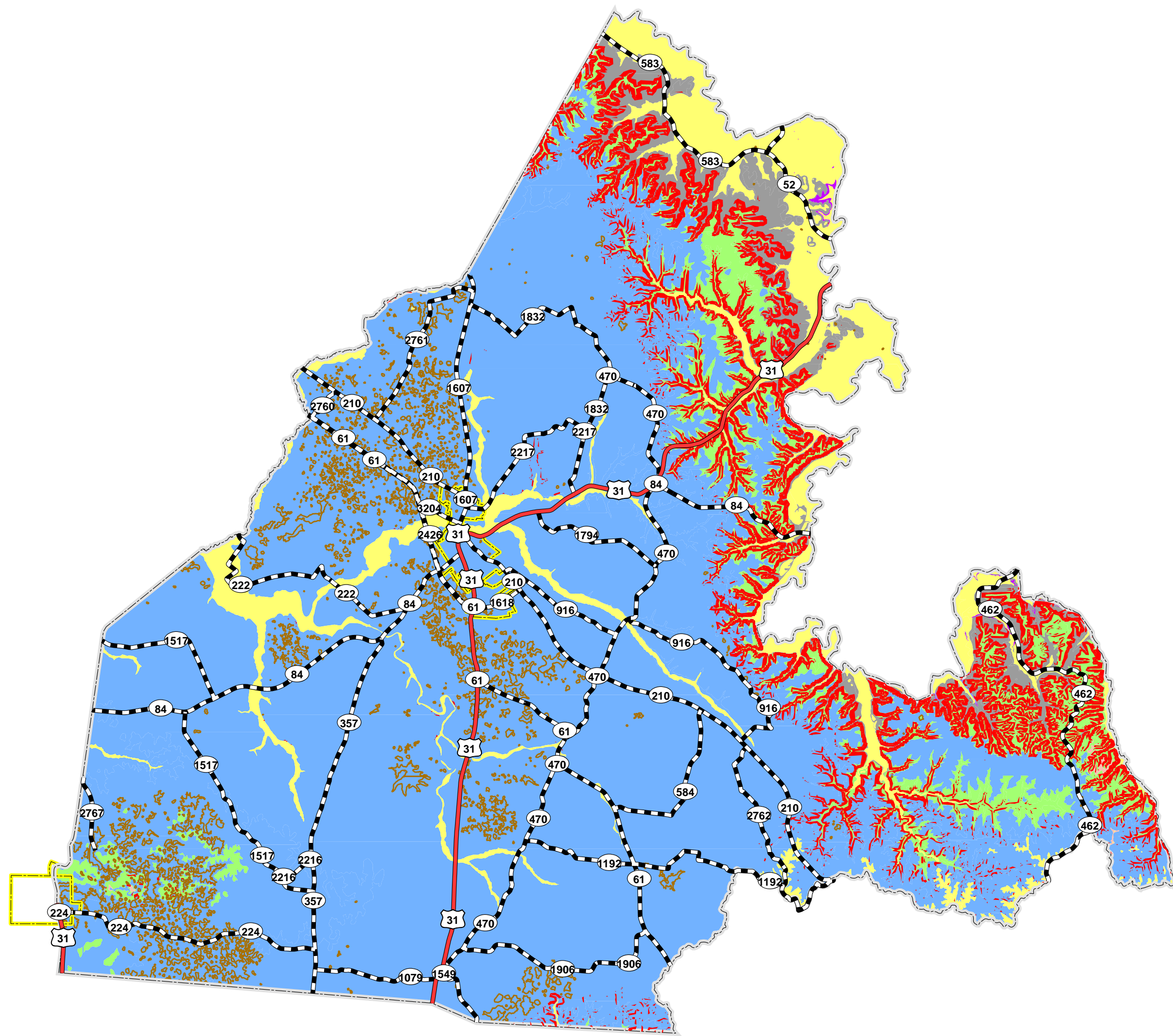
5 = 0% 4 = 3.13% 3 = 43.75% 2 = 34.38% 1 = 15.63% 0 = 3.13%

Citizen Input

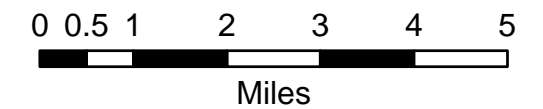
Several areas need to be addressed by the City of Hodgenville and LaRue County. Those areas are: **Working with Citizens/Community Groups to Resolve Important Local Issues**, the **Overall Effectiveness of the City Communication with the Public**, **Overall Enforcement of City Codes and Ordinances**, the **City and County Leaders' Awareness of Community Problems and Issues**, and the **Level of Public Involvement in Local Decision-Making**. Residents feel that these areas deserve more effort by the City and County.

Land of Lincoln
COMPREHENSIVE PLAN

**GEOMORPHOLOGIC
MAP**









- Areas of Slope greater than 5%
- Karst (sinkholes)
- Geologic Rock Unit**
- Clay, silt, sand, and gravel
- Dolomite
- Limestone, dolomite, and shale
- Limestone
- Sandstone and shale
- Shale, siltstone, and limestone
- State Route
- US Route
- Incorporated City**
- HODGENVILLE
- UPTON

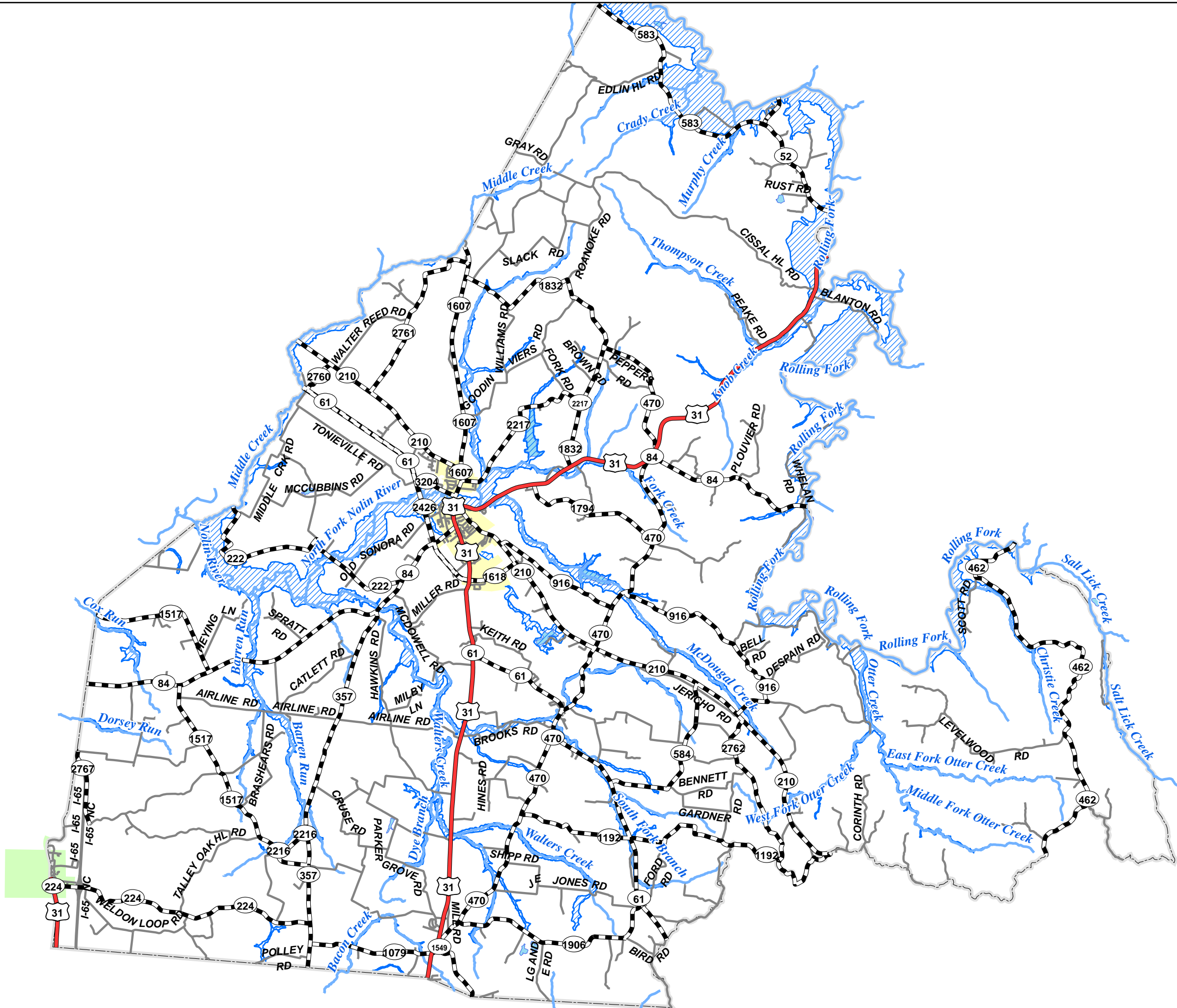


20150225

GEOMORPHOLOGIC MAP

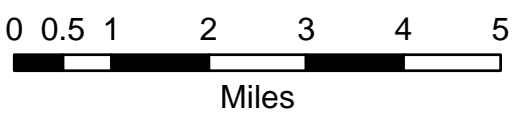
FLOOD PLAIN MAP

-  Local Roads
-  State Route
-  US Route
-  FEMA - 100 Year Zone
- Incorporated City**
-  HODGENVILLE
-  UPTON









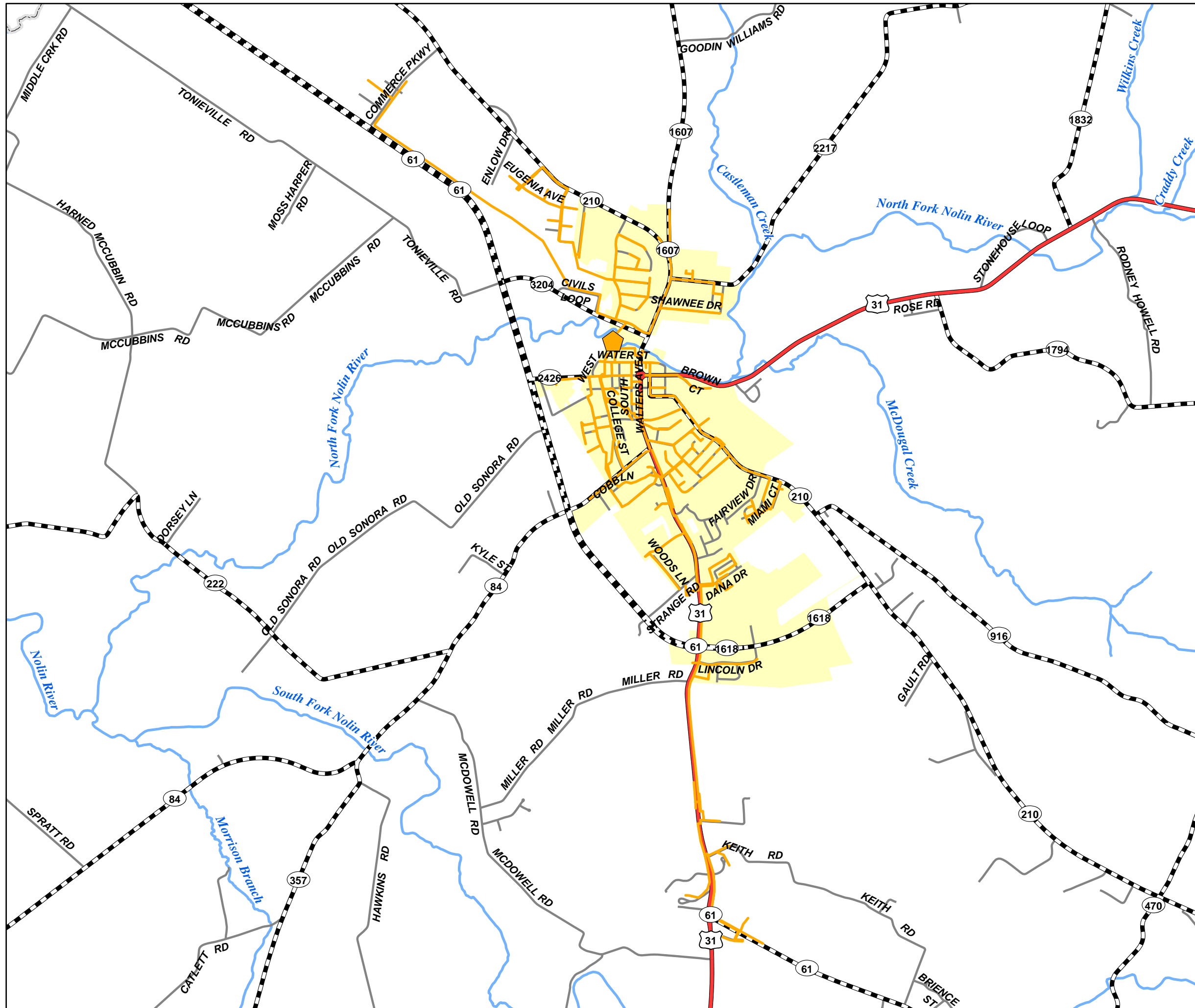
Flood Plain per FEMA DFIRM data as of Jan.16, 2009.

All flood plains shown are classified as "A": an area inundated by 1% annual chance flooding, for which no Base Flood Elevations (BFEs) have been determined.

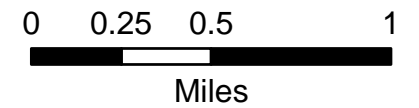


Land of Lincoln COMPREHENSIVE PLAN WASTEWATER UTILITIES MAP

-  Sewage Treatment Plant
-  Sewer Lines
-  Local Roads
-  State Route
-  US Route
- Incorporated City**
-  HODGENVILLE





Source: Kentucky Infrastructure Authority
Water Resources Information System









20150122




Land of Lincoln
COMPREHENSIVE PLAN

WATER UTILITIES MAP

-  Purchase Source
-  Water Tank

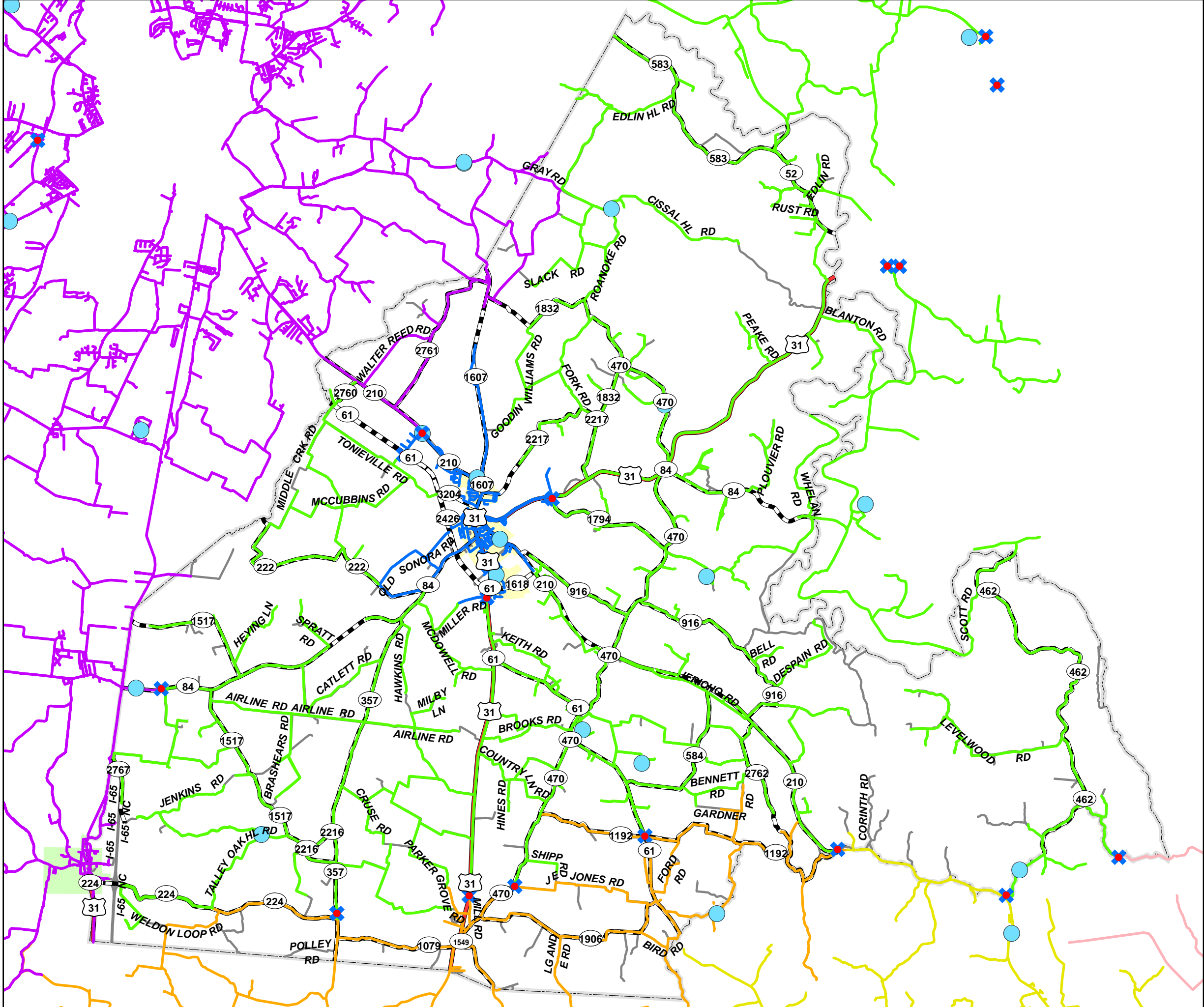
Utility System

-  CAMPBELLSVILLE MUNICIPAL WATER
-  GREEN RIVER VALLEY WATER DIST
-  GREEN-TAYLOR WATER DIST
-  HARDIN COUNTY WATER DIST #2
-  HODGENVILLE WATER WORKS
-  LARUE COUNTY WATER DIST #1

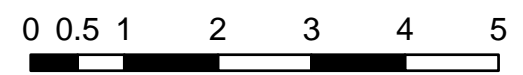
-  Local Roads
-  State Route
-  US Route

Incorporated City

-  HODGENVILLE
-  UPTON



Source: Kentucky Infrastructure Authority
Water Resources Information System



Miles

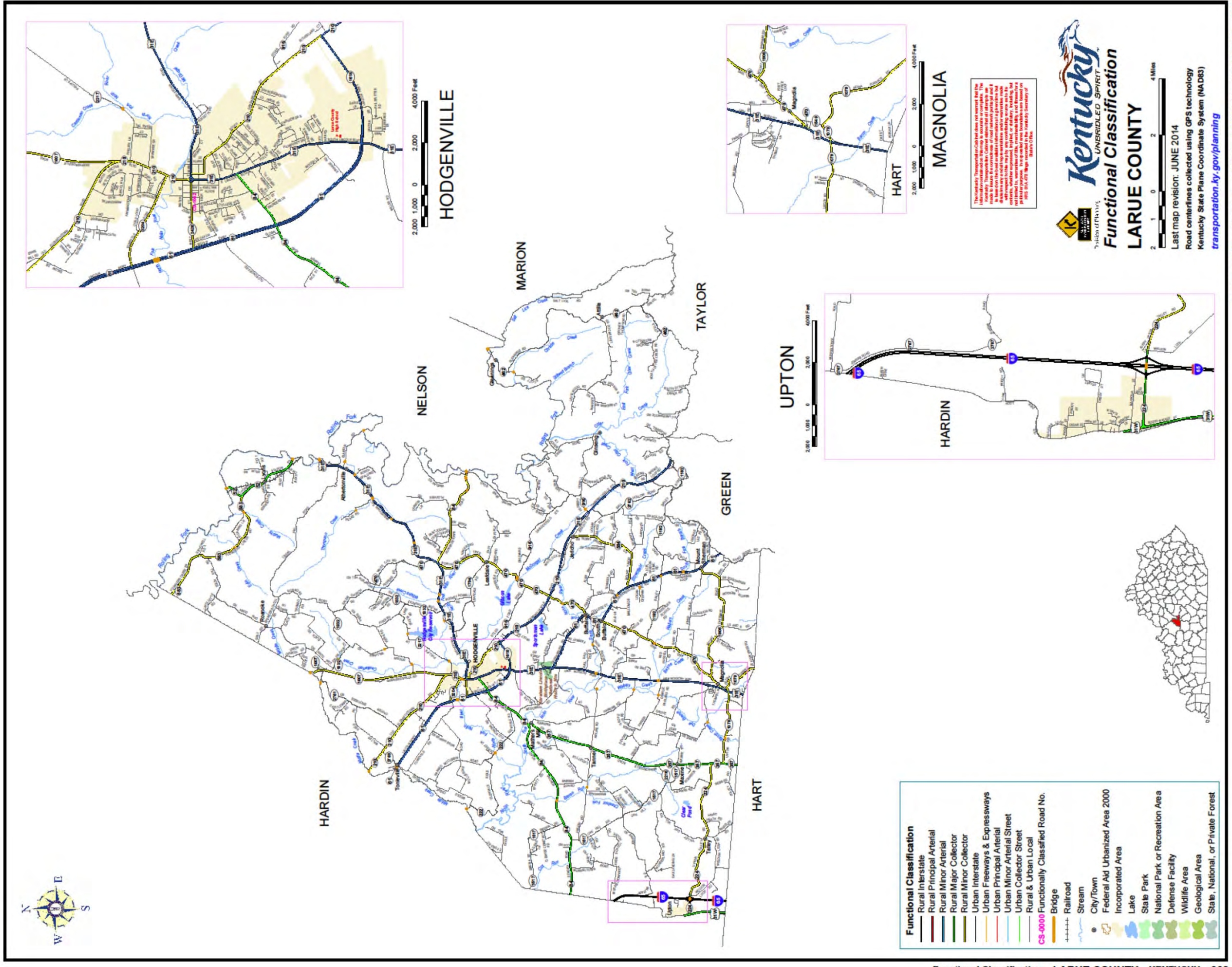


20150122

WATER UTILITIES MAP

LAND OF LINCOLN COMPREHENSIVE PLAN

FUNCTIONAL CLASSIFICATION MAP



2,000 1,000 0 2,000 4,000 Feet
HODGENVILLE

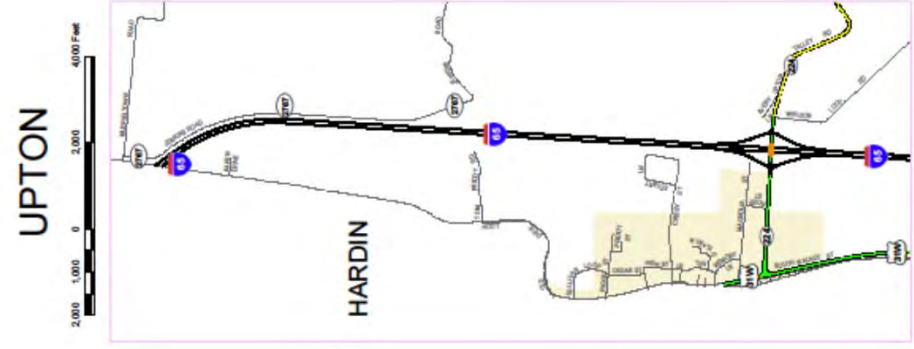


2,000 1,000 0 2,000 4,000 Feet
HART
MAGNOLIA

The Kentucky Transportation Cabinet does not warrant the accuracy or completeness of the information contained on this map. The information is provided for informational purposes only. It is not intended to be used as a basis for any legal or other action. The user assumes all liability for any use of the information. The user agrees to hold the Kentucky Transportation Cabinet harmless from any and all claims, damages, or expenses, including reasonable attorneys' fees, arising from any use of the information.

Functional Classification
LARUE COUNTY

Last map revision: JUNE 2014
Road centerlines collected using GPS technology
Kentucky State Plane Coordinate System (NAD83)
transportation.ky.gov/planning



2,000 1,000 0 2,000 4,000 Feet
UPTON

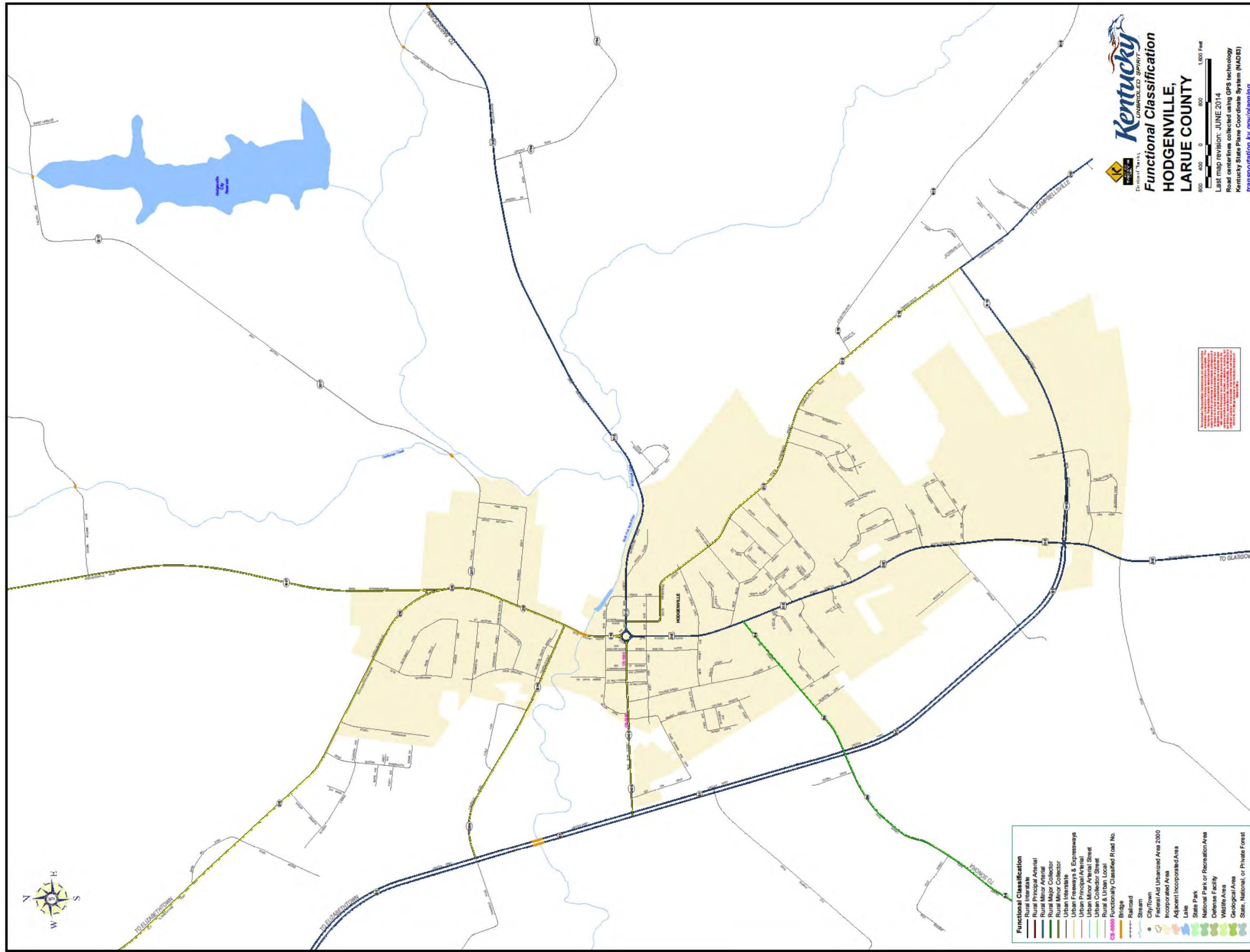


Functional Classification	
	Rural Interstate
	Rural Principal Arterial
	Rural Minor Arterial
	Rural Major Collector
	Rural Minor Collector
	Urban Interstate
	Urban Freeways & Expressways
	Urban Principal Arterial
	Urban Minor Arterial Street
	Urban Collector Street
	Rural & Urban Local
	Functionally Classified Road No.
	Bridge
	Railroad
	Stream
	City/Town
	Federal Aid Urbanized Area 2000
	Incorporated Area
	Lake
	State Park
	National Park or Recreation Area
	Defense Facility
	Wildlife Area
	Geological Area
	State, National, or Private Forest

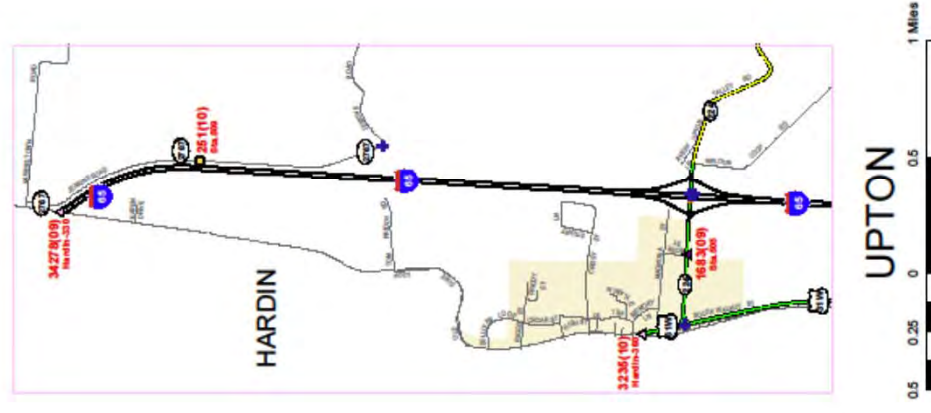
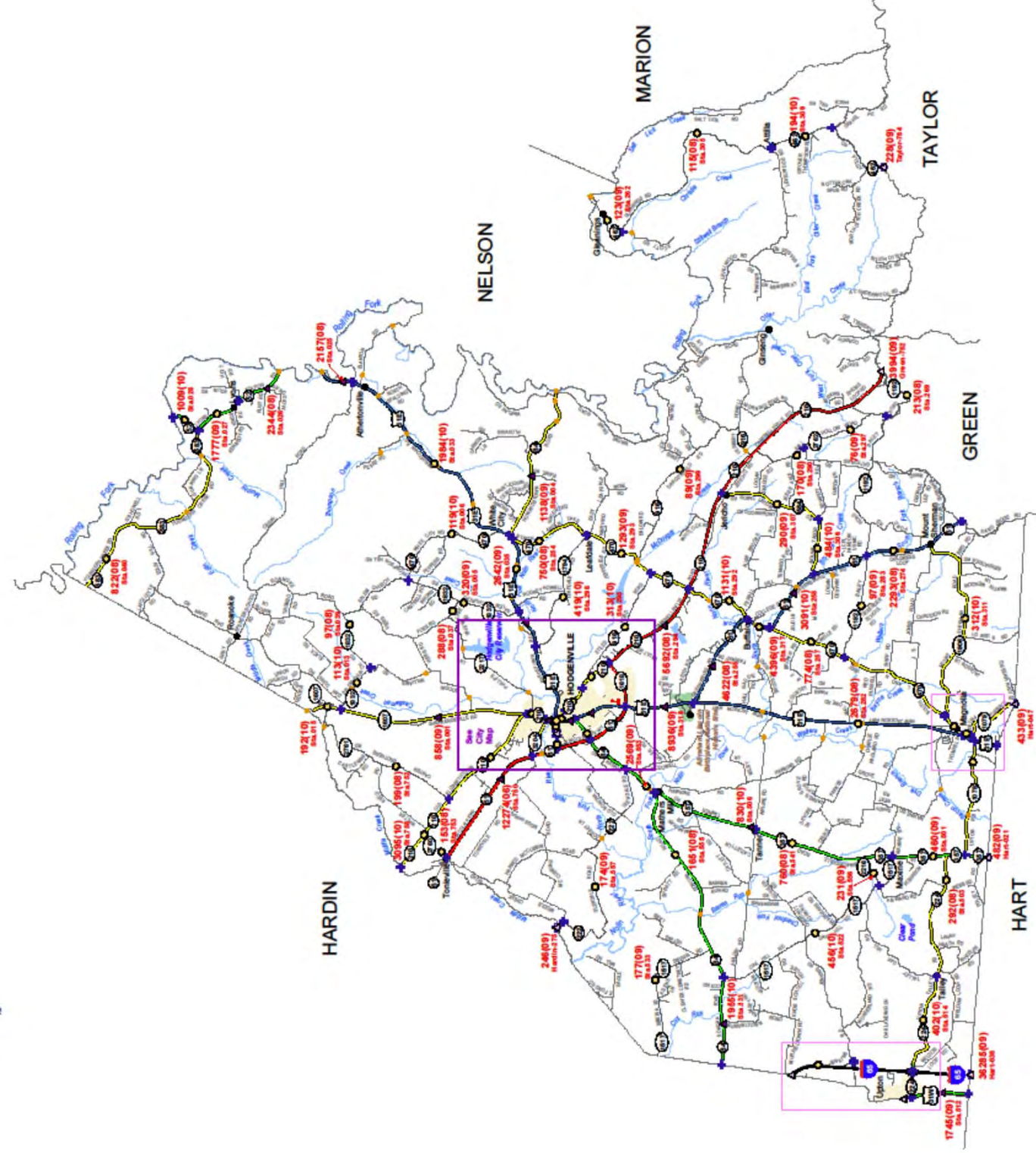
Source: KYTC, Division of Planning.

LAND OF LINCOLN COMPREHENSIVE PLAN

FUNCTIONAL CLASSIFICATION MAP



Source: KYTC, Division of Planning.



Count Stations	
■	ATR
○	Full Coverage
▲	Classification
△	Adjacent
+	Termini

Functional Classification	
—	Rural Interstate
—	Rural Principal Arterial
—	Rural Minor Arterial
—	Rural Major Collector
—	Rural Minor Collector
—	Urban Freeways & Expressways
—	Urban Principal Arterial
—	Urban Minor Arterial Street
—	Urban Collector Street
—	Rural & Urban Local
—	Functionally Classified Road No.
—	Bridge
—	Railroad
—	Stream
—	City/Town
—	Airport
—	Federal Aid Unimproved Area 2000
—	Incorporated Area
—	Lake
—	State Park
—	National Park or Recreation Area
—	Delaware Facility
—	Wildlife Area
—	Geological Area
—	State, National, or Private Forest



MAGNOLIA



The Kentucky Transportation Cabinet does not warrant that the information contained on this map is accurate or complete. The information is based on the most available information and is provided for informational purposes only. The information is not intended to be used for any purpose other than that for which it was provided. The information is not intended to be used for any purpose other than that for which it was provided. The information is not intended to be used for any purpose other than that for which it was provided.



Traffic Station Counts
LARUE COUNTY

Last map revision: FEBRUARY 2012 D.O.

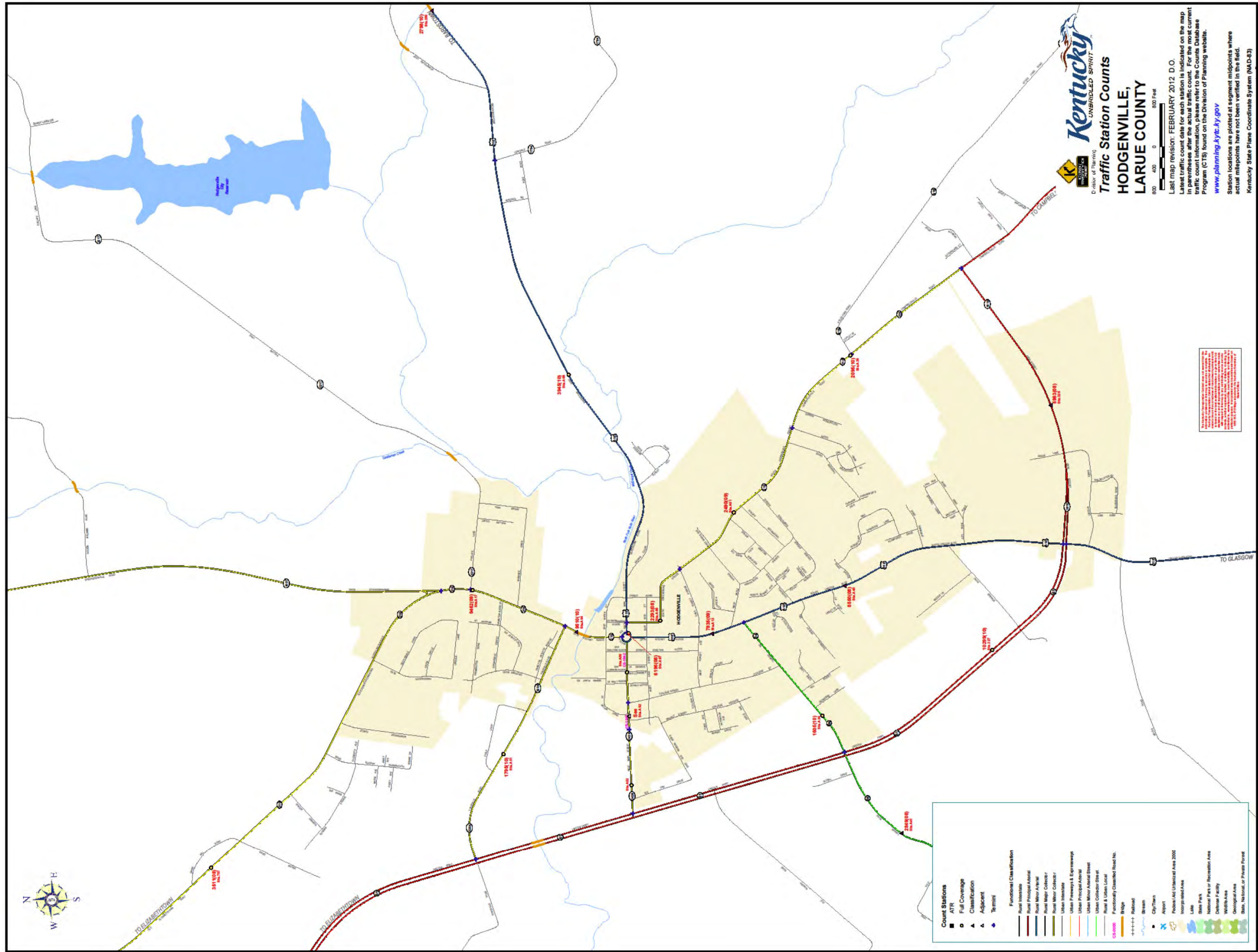
Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning website. www.planning.kytc.ky.gov

Station locations are plotted at segment midpoints where actual mileposts have not been verified in the field. Kentucky State Plane Coordinate System (NAD-83)

Source: KYTC, Division of Planning.

LAND OF LINCOLN
COMPREHENSIVE PLAN
TRAFFIC STATION
COUNTS MAP

LAND OF LINCOLN
 COMPREHENSIVE PLAN
 TRAFFIC STATION
 COUNTS MAP



Kentucky
 UNBRIDLED SPIRIT
 Division of Planning
Traffic Station Counts
HODGENVILLE, LARUE COUNTY
 800 400 0 800 Feet
 Last map revision: FEBRUARY 2012 D.O.
 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 website.
www.planning.ky.gov
 Station locations are plotted at segment midpoints where actual midpoints have not been verified in the field.
 Kentucky State Plane Coordinate System (NAD-83)

Count Stations

- ATR
- Full Coverage
- ▲ Classification
- ▲ Adjacent
- ▲ Termini

Functional Classification

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Rural & Urban Local
- Functionally Classified Road No.

Other Features

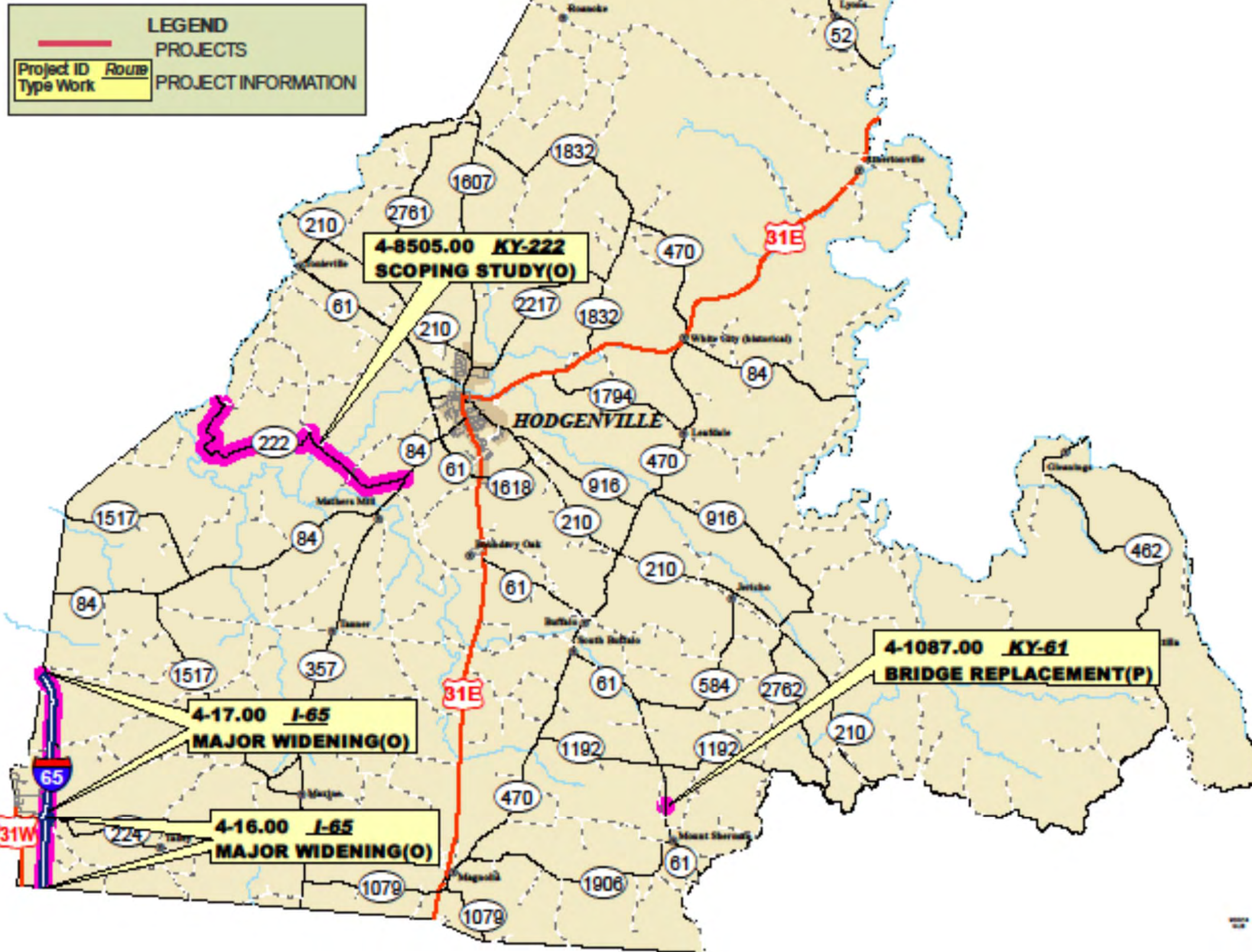
- Bridge
- Railroad
- Stream
- City/Town
- Airport
- Federal Aid Unimproved Area 2000
- Unimproved Area
- Lake
- State Park
- National Park or Recreation Area
- Delaware Park
- Wildlife Area
- Geological Area
- State, National, or Private Forest

Traffic Station Counts HODGENVILLE, LARUE COUNTY KENTUCKY 062

Source:
 KYTC, Division of Planning.

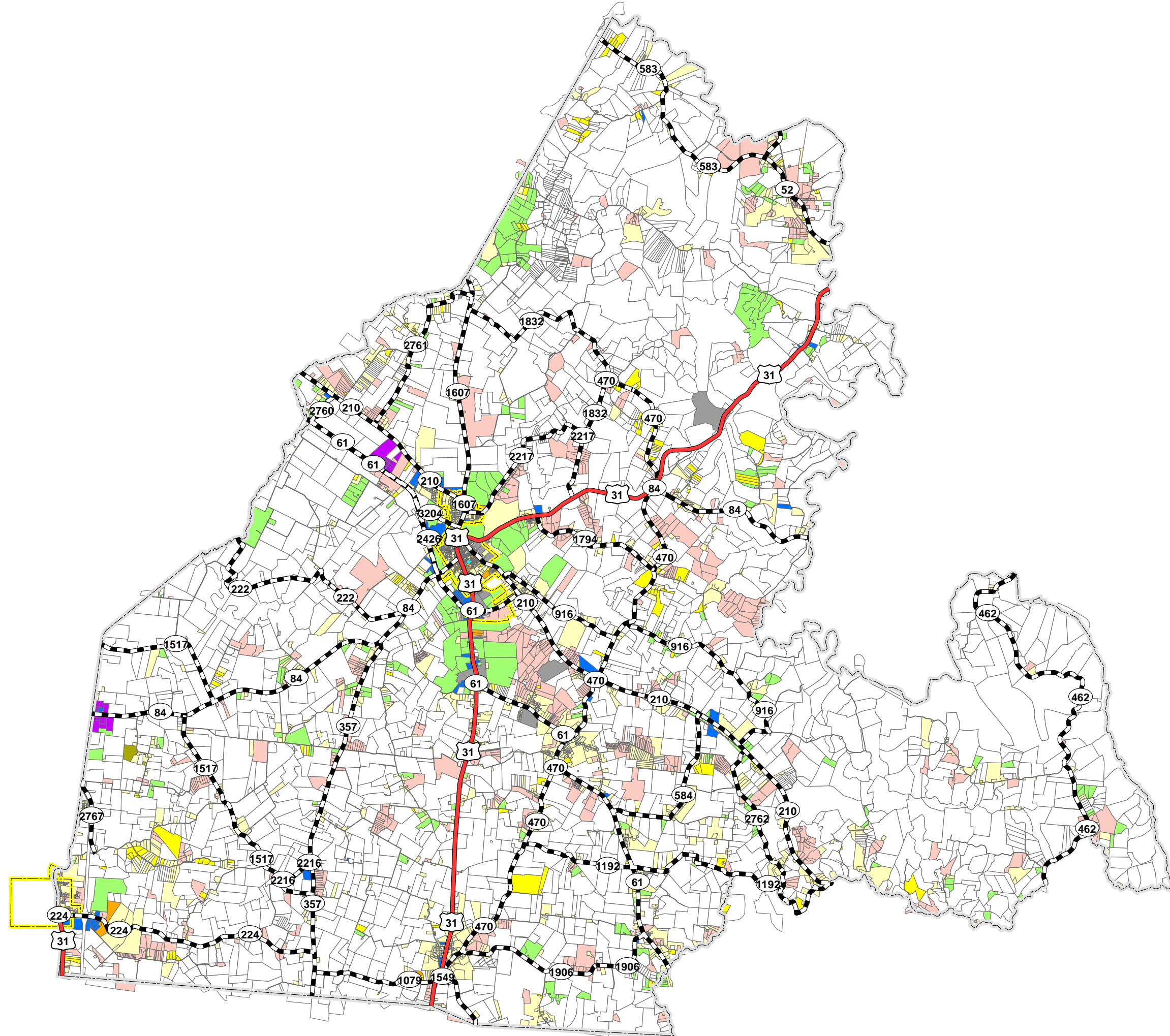
TRAFFIC STATION COUNTS MAP (HODGENVILLE)

*Larue County
2014 Highway
Plan Projects*

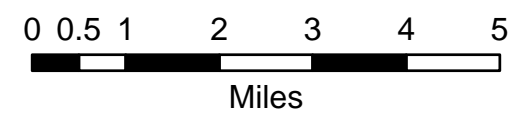


Source: KYTC, Division of Planning.

Land of Lincoln COMPREHENSIVE PLAN FUTURE LANDUSE MAP



-  State Route
-  US Route
- FUTURE LANDUSE**
-  Unknown
-  Agriculture
-  Commercial
-  Industrial
-  Mobile Home Park
-  Multi-Family Residential
-  Residential
-  Public
-  Unclassified
-  Vacant
- Incorporated City**
-  HODGENVILLE
-  UPTON



20150122

FUTURE LANDUSE MAP