

4. Valley Creek Urban Area

- **Introduction:** This planning area, part of the Urban Area Planning Group, is located southeast of Elizabethtown with a northern boundary of the Bluegrass Parkway and a western boundary of Sportsman Lake Road. This area includes the Elizabethtown Country Club. Recent residential subdivisions include Fernwood and Thousand Oaks.
- **Existing Land Use:** This area is predominantly residential in character. There are areas of mixed use located along the arterials in the area radiating out from the city of Elizabethtown that is just west of this area.
- **Natural Features:** This area has both gradually rolling terrain and areas of steeper slopes. The area is one of transition from the relatively flat terrain closer to the City of Elizabethtown to the west, eastward towards a hillier region. There are flood hazards associated with the East Rhudes Creek, Sportsman Lake, Valley Creek, Valley Creek Reservoir No. 8 and the Wheeler Branch water features.
- **Transportation Features/Public Facilities:** This area is served by the Valley Creek Fire Department. No public schools are located in this portion of the County. The Valley Creek Urban area is served by an adequate roadway network. However, continued growth in the area may strain that network. The Regional Wastewater Facilities Plan proposes a series of regional pump stations to transport wastewater to the Elizabethtown system for treatment. This infrastructure will be constructed over the next twenty years of the plan as the need arises. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. Construction of regional infrastructure may be driven by development pressure.
- **Recommended Land Use and Development Criteria:**
 - The recommended land use pattern for the Valley Creek Urban Planning Area is the continued development of residential land uses. This area can provide for the continued residential growth to serve the increase in population of the County and Fort Knox.
 - Development in this area should be logical not “leapfrog” development in order to allow for logical infrastructure improvements.
 - Access, to individual residential lots, should be limited on collector roadways and strictly regulated along arterials in this area in order to preserve traffic flow.
 - In order to address concerns community wide relating to urban sprawl and farmland/open space preservation, a decrease in residential lots sizes is recommended.
 - This area may be the primary infill residential development area for the community.
 - As infrastructure allows, higher density development should be encouraged.

- Topographic features in particular areas of steep slopes should be considered during the development review process. Steep slope areas and other areas with natural limitations should be set aside from development and preserved.