Joint City-County Planning Commission of Nelson County

# Planning Matters

**Winter 2014 / 2013** **Winter 2014 / 2013 Annual Report**

## *Pedestrian-Bike Transportation and Greenways Meeting Draws Interest and Support*

Temperatures outside were frigid on the night of Monday, January 27, but the Fiscal Court was warm with a crowd of over 100 people interested in and showing support for pedestrian and bicycle transportation and greenways. Joe Buckman, Bardstown City Councilman, welcomed the group and explained the purposes of the meeting. Janet Johnston-Crowe, Planning Commission Director, and Larry Green, Assistant City Administrator, provided an overview of potential pedestrian, bike, and greenway projects and the need for the development

***continued on page 7***

## *The Ten Steps of Walkability*

Reprinted from *Walkable Cities* and with permission by Jeff Speck, Author

Jeff Speck is the author of *Walkable City*. He identifies ten steps to creating walkability and says that "the ten steps listed ahead are designed to take us from where we are to where we need to be."

***The Useful Walk***

***Step 1: Put cars in their place.***
The automobile is a servant that has become a master. For sixty years, it has been the dominant factor in the shaping of our cities. Relegating the car to its proper role is essential to reclaiming our cities for pedestrians, and doing so requires an understanding of how the car and its minions have unnecessarily distorted the way that design decisions are made in American communities.

***Step 2: Mix the Uses.***
For people to choose to walk, the walk must serve some purpose. In planning terms, that goal is achieved through mixed use or, more accurately, placing the proper balance of activities within walking distances of each other. While there are exceptions, most neighborhoods have an imbalance of uses that can be overcome only by increasing the housing supply.

***Step 3: Get the Parking Right.***
As Andres Duany puts it, "parking is destiny." It is the not-so-hidden force determining the life or death of many downtowns and cities. Parking requirements and pricing determine the disposition of more American urban land than any other factor, yet until recently there was not even any theory on how to use parking to a city's benefit. That theory now exists, and is just beginning to affect policy nationwide.

***Step 4: Let Transit Work.***
Walkable neighborhoods can thrive in the absence of transit, but walkable cities rely on it utterly. Communities that hope to become the latter must make transit-planning decisions based upon a number of factors that are routinely neglected. These include the often surprising public support for transit investment, the role of transit in the creation of real estate value, and the importance of design in the success or failure of transit systems.

***The Safe Walk***

***Step 5: Protect the Pedestrians.***
This is perhaps the most straightforward of the ten steps, but it is also has the most moving parts, including block size, lane width, turning motions, direction of flow, signalization, roadway geometry, and a number of other factors that all determine a car's speed and a pedestrian's likelihood of getting hit. Most streets in most American cities get at least half of these wrong.

***Step 6: Welcome Bikes.***
Walkable cities are also bikeable cities, because bicycles thrive in environments that support pedestrians and also because bikeability makes driving less necessary. More and more American cities are making big investments in bicycling, with impressive results.

***The Comfortable Walk***

***Step 7: Shape the Spaces.***
Perhaps the most counterintuitive discussion in planning, this may be the step that is most often gotten wrong. People enjoy open spaces and the great outdoors. But people also enjoy, and need, a sense of enclosure to feel comfortable as pedestrians. Public spaces are only as good as their edges, and too much gray or green – parking or parks – can cause a would-be walker to stay home.

***Step 8: Plant Trees***
Like transit, most cities know that trees are good, but few are willing to pay properly for them. This step attempts to communicate the full value of trees and justify the greater investment that they deserve in almost every American city.

***The Interesting Walk***

***Step 9: Make Friendly & Unique Faces.***
If evidence is to be believed, lively streetscapes have three main enemies: parking lots, drugstores, and star architects. All three seem to favor blank walls, repetition, and a disregard for the

***continued on Page 7***

### *In this issue . . .*

**Planning Commission Activity**
**2007—2013**

| Application Type | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|
| Administrative Appeals | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Cell Tower Reviews | 1 | 0 | 2 | 1 | 0 | 0 | 0 |
| Commercial Design Review | 7 | 14 | 8 | 7 | 9 | 13 | 11 |
| Conditional Use Permits | | | | | | | |
| New & Amended Permits | 36 | 20 | 26 | 30 | 19 | 24 | 18 |
| Annual Inspections | 60 | 96 | 116 | 142 | 172 | 191 | 215 |
| Historic District Certificates of Appropriateness | 57 | 51 | 61 | 61 | 45 | 75 | 70 |
| Parking Waivers | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| PUD Designations | 7 | 4 | 3 | 1 | 0 | 1 | 2 |
| PUD Amendments | 0 | 1 | 2 | 0 | 1 | 1 | 1 |
| Sign Permits (Cities only) | | | | | | | |
| Permanent Signs | 115 | 95 | 83 | 74 | 63 | 72 | 78 |
| Temporary Signs | 70 | 60 | 43 | 50 | 55 | 45 | 49 |
| Subdivision Review | | | | | | | |
| Advisory Plats | 9 | 14 | 4 | 1 | 13 | 14 | 13 |
| Agricultural Division Plats | 4 | 2 | 7 | 17 | 7 | 9 | 2 |
| Amended Plats | 39 | 64 | 26 | 42 | 66 | 52 | 79 |
| Minor Plats | 30 | 36 | 18 | 11 | 20 | 28 | 18 |
| Major—Preliminary Plats | 8 | 3 | 0 | 0 | 1 | 0 | 2 |
| Major—Final Plats | 9 | 32 | 3 | 2 | 4 | 1 | 7 |
| Variances | 26 | 23 | 9 | 9 | 9 | 14 | 40 |
| Zone Changes | 33 | 22 | 21 | 12 | 15 | 10 | 26 |
| Zone Changes—Conditions Amendment | 0 | 0 | 0 | 0 | 0 | 4 | 2 |
| Zone Changes with PUDs | 3 | 0 | 1 | 0 | 1 | 0 | 0 |
| Zoning Compliance Permits | 944 | 807 | 759 | 741 | 577 | 777 | 906 |

# 2013 Annual Report

**Zoning Compliance Permit Analysis**
**January - December 2013**

| | City | | County | | Total | |
|---|---|---|---|---|---|---|
| **Permit Type** | **#** | **$** | **#** | **$** | **#** | **$** |
| **Agricultural** | | | | | | |
| Agricultural Structures | 0 | $0 | 56 | $869,639 | 56 | $869,639 |
| Agricultural Structure Additions | 0 | $0 | 4 | $19,000 | 4 | $19,000 |
| Agricultural Structure Demolitions | 0 | $0 | 1 | $0 | 1 | $0 |
| ***Agricultural Subtotal*** | ***0*** | ***$0*** | ***61*** | ***$888,639*** | ***61*** | ***$888,639*** |
| **Residential** | | | | | | |
| Accessory Structure Additions | 0 | $0 | 12 | $49,600 | 12 | $49,600 |
| Acccessory Structure Demolitions | 0 | $0 | 2 | $7,500 | 2 | $7,500 |
| Accessory Structures | 88 | $286,376 | 239 | $2,042,095 | 327 | $2,328,471 |
| Double-Wide Manufactured Homes | 0 | $0 | 12 | $1,031,607 | 12 | $1,031,607 |
| Multi-Family Alterations | 0 | $0 | 2 | $58,000 | 2 | $58,000 |
| Multi-Family Demolitions | 1 | $0 | 1 | $0 | 2 | $0 |
| Single-Family Additions | 64 | $456,026 | 89 | $1,397,322 | 153 | $1,853,348 |
| Single-Family Alterations | 21 | $1,006,587 | 23 | $540,650 | 44 | $1,547,237 |
| Single-Family Demolitions | 0 | $0 | 1 | $0 | 1 | $0 |
| Single-Family Dwellings | 29 | $4,971,100 | 130 | $20,429,589 | 159 | $25,400,689 |
| Single-Wide Manufactured Homes | 0 | $0 | 19 | $316,000 | 19 | $316,000 |
| Single-Wide Manufactured Home - Park Replacements | 3 | $0 | 0 | $0 | 3 | $0 |
| Townhouses/Condominiums (7 units) | 5 | $580,000 | 0 | $0 | 5 | $580,000 |
| ***Residential Subtotal*** | ***211*** | ***$7,300,089*** | ***530*** | ***$25,872,363*** | ***741*** | ***$33,172,452*** |
| **Commercial** | | | | | | |
| Commercial Accessory Structures | 4 | $12,000 | 0 | $0 | 4 | $12,000 |
| Commercial Structure Additions | 7 | $205,000 | 1 | $395,000 | 8 | $600,000 |
| Commercial Structure Demolitions | 2 | $0 | 0 | $0 | 2 | $0 |
| Commercial Structures | 3 | $540,000 | 4 | $445,000 | 7 | $985,000 |
| Commercial Structure Alterations | 29 | $805,505 | 4 | $28,000 | 33 | $833,505 |
| Commercial Temporary Structures | 9 | $0 | 5 | $0 | 14 | $0 |
| ***Commercial Subtotal*** | ***54*** | ***$1,562,505*** | ***14*** | ***$868,000*** | ***68*** | ***$2,430,505*** |
| **Industrial** | | | | | | |
| Industrial Additions | 3 | $325,000 | 2 | $129,700 | 5 | $454,700 |
| Industrial Alterations | 3 | $1,631,000 | 5 | $1,040,000 | 8 | $2,671,000 |
| Industrial Structures | 3 | $2,398,000 | 4 | $9,821,288 | 7 | $12,219,288 |
| ***Industrial Subtotal*** | ***9*** | ***$4,354,000*** | ***11*** | ***$10,990,988*** | ***20*** | ***$15,344,988*** |
| **Public & Semi-Public** | | | | | | |
| Public Structures | 1 | $393,000 | 3 | $2,834,445 | 4 | $3,227,445 |
| Public Alterations | 3 | $71,800 | 1 | $75,000 | 4 | $146,800 |
| Telecommunication Accessory Structures | 0 | $0 | 8 | $81,000 | 8 | $81,000 |
| ***Public Subtotal*** | ***4*** | ***$464,800*** | ***12*** | ***$2,990,445*** | ***16*** | ***$3,455,245*** |
| **Total** | **278** | **$13,681,394** | **628** | **$41,610,435** | **906** | **$55,291,829** |

**New Construction Permit Comparison**
**2008—2013**

| Permit Type | 2008 | | 2009 | | 2010 | |
|---|---|---|---|---|---|---|
| | # Permits (Units) | Estimated Cost | # Permits (Units) | Estimated Cost | # Permits (Units) | Estimated Cost |
| Duplexes | 2 (4) | $340,000 | 0 (0) | $0 | 0 (0) | $0 |
| Multi-Family Structures | 4 (25) | $1,350,000 | 2 (31) | $665,000 | 0 (0) | $0 |
| Townhouses/Condos | 3 (9) | $480,000 | 2 (4) | $280,000 | 2 (4) | $340,000 |
| Single-Family Dwellings | 165 (165) | $21,407,066 | 144 (144) | $18,545,944 | 142 (142) | $17,461,050 |
| Commercial Structures | 18 | $4,476,900 | 8 | $2,363,000 | 8 | $1,274,600 |
| Industrial Structures | 3 | $705,000 | 5 | $342,000 | 3 | $2,210,000 |
| Public Structures | 1 | $75,000 | 6 | $20,024,700 | 3 | $33,800 |
| Total Permits | 807 | $45,962,327 | 759 | $62,081,496 | 741 | $44,026,938 |

| Permit Type | 2011 | | 2012 | | 2013 | |
|---|---|---|---|---|---|---|
| | # Permits (Units) | Estimated Cost | # Permits (Units) | Estimated Cost | # Permits (Units) | Estimated Cost |
| Duplexes | 0 (0) | $0 | 1 (2) | $135,000 | 0 (0) | $0 |
| Multi-Family Structures | 3 (27) | $710,000 | 0 (0) | $0 | 0 (0) | $0 |
| Townhouses/Condos | 3 (7) | $503,000 | 2 (8) | $410,000 | 5 (7) | $580,000 |
| Single-Family Dwellings | 114 (114) | $15,036,298 | 111 (111) | $18,203,889 | 159 (159) | $25,400,689 |
| Commercial Structures | 12 | $8,027,720 | 10 | $20,043,950 | 7 | $985,000 |
| Industrial Structures | 7 | $508,000 | 9 | $2,442,471 | 7 | $12,219,288 |
| Public Structures | 4 | $2,166,458 | 7 | $384,103 | 16 | $3,455,245 |
| Total Permits | 577 | $34,758,145 | 777 | $69,827,779 | 906 | $55,291,829 |

Conventional Single-Family Dwellings by Subdivision
2013

| Subdivision (Comp Plan Area) | # Units |
|---|---|
| Woodlawn Springs (Urban Outer Residential Neighborhood) | 19 |
| Corman's Crossing (Deatsville Village 3) | 14 |
| Maywood (Urban Outer Residential Neighborhood) | 6 |
| Hunters Ridge (Urban Outer Residential Neighborhood) | 6 |
| Castle Cove (Suburban 6—Woodlawn/Poplar Flat) | 5 |
| Beech Fork Estates (Urban Outer Residential Neighborhood) | 5 |
| Walnut Branch (Suburban 4—Cox's Creek) | 5 |
| Wellington (Urban Traditional Residential Neighborhood) | 4 |

**Conventional Single-Family Dwelling Data Analysis 2008—2013**

| Construction Cost | | | Size—Living Space | | |
|---|---|---|---|---|---|
| Range | 2008 | $2,100—$500,000 | Range | 2008 | 480-4,937 sf |
| | 2009 | $10,000—$685,000 | | 2009 | 700 — 6,999 sf |
| | 2010 | $500—$57,850 | | 2010 | 120 — 5,746 sf |
| | 2011 | $25,000—$480,000 | | 2011 | 832—3,715 sf |
| | 2012 | $2,100—$1,250,000 | | 2012 | 640—10,000 sf |
| | 2013 | $1,000-$450,000 | | 2013 | 256-5,789 sf |
| Mean | 2008 | $130,043 | Mean | 2008 | 1,750 sf |
| | 2009 | $128,791 | | 2009 | 1,683 sf |
| | 2010 | $122,965 | | 2010 | 1,705 sf |
| | 2011 | $133,652 | | 2011 | 1,676 sf |
| | 2012 | $149,970 | | 2012 | 1,600 sf |
| | 2013 | $140,144 | | 2013 | 1,773 |
| Median | 2008 | $105,000 | Median | 2008 | 1,500 sf |
| | 2009 | $96,000 | | 2009 | 1,440 sf |
| | 2010 | $100,000 | | 2010 | 1,455 sf |
| | 2011 | $112,500 | | 2011 | 1,556 sf |
| | 2012 | $126,500 | | 2012 | 1,600 sf |
| | 2013 | $130,000 | | 2013 | 1,568 |
| Mode | 2008 | $80,000 | Mode | 2008 | 1,250 sf |
| | 2009 | $80,000 | | 2009 | 1,350 sf |
| | 2010 | $80,000 | | 2010 | 1,350 sf |
| | 2011 | $80,000 | | 2011 | 1,288 sf |
| | 2012 | $120,000 | | 2012 | 1,350 sf |
| | 2013 | $100,000 | | 2013 | 1,280 sf |

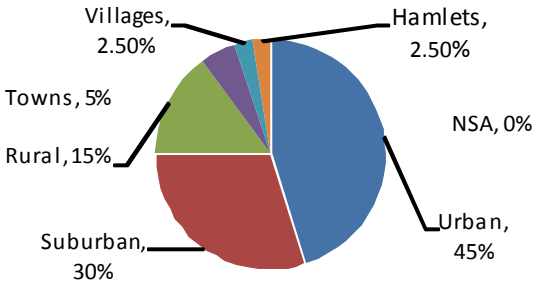
Mean = average value
Median = middle value in list of numbers
Mode = value that occurs most often in list of number

**Conventional Single-Family Dwellings 1974-2013**

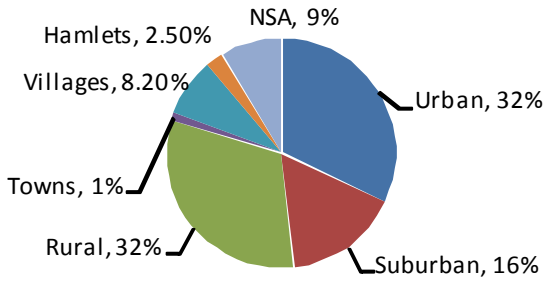
| Year | # Units | Year | # Units |
|---|---|---|---|
| 1974 R | 109 | 1994 | 392 |
| 1975 | 152 | 1995 | 397 |
| 1976 | 149 | 1996 | 380 |
| 1977 | 126 | 1997 | 351 |
| 1978 | 176 | 1998 | 474 |
| 1979 | 209 | 1999 | 427 |
| 1980 R | 115 | 2000 | 402 |
| 1981 R | 98 | 2001 R | 406 |
| 1982 R | 98 | 2002 R | 391 |
| 1983 | 129 | 2003 R | 429 |
| 1984 | 100 | 2004 | 377 |
| 1985 | 111 | 2005 | 390 |
| 1986 | 121 | 2006 | 252 |
| 1987 | 118 | 2007 R | 200 |
| 1988 | 128 | 2008 R | 165 |
| 1989 | 183 | 2009 R | 144 |
| 1990 R | 244 | 2010 | 142 |
| 1991 R | 252 | 2011 | 114 |
| 1992 | 378 | 2012 | 111 |
| 1993 | 334 | 2013 | 159 |

*R denotes U.S. recessions as determined by the National Bureau of Economic Research*

**Comprehensive Plan Reorientation Policy Goals by Community Character Area**




**2013 Total Dwelling Units by Community Character Area**

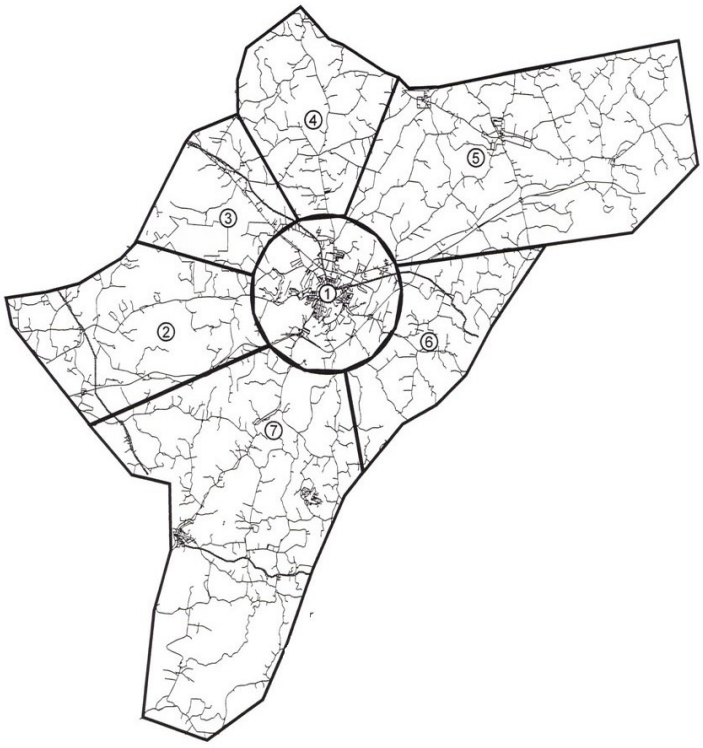



**Total Dwelling Units by Comp Plan Area 2013**

| Community Character Area | # Units | % |
|---|---|---|
| New Hope Hamlet (7) | 1 | 0.5 |
| Samuels Hamlet (3) | 4 | 2.0 |
| ***Hamlets*** | ***5*** | ***2.5*** |
| Boston NSA (2) | 7 | 3.6 |
| New Haven NSA (7) | 10 | 5.1 |
| ***Naturally Sensitive Area*** | ***17*** | ***8.6*** |
| Cox's Creek Rural (4) | 11 | 5.6 |
| Bloomfield Rural (5) | 24 | 8.6 |
| Woodlawn Rural (6) | 16 | 8.1 |
| New Haven Rural (7) | 11 | 5.6 |
| ***Rural Area*** | ***62*** | ***31.5*** |
| Boston Road Suburban (2) | 3 | 1.5 |
| KY 245 Suburban (3) | 2 | 1.0 |
| Cox's Creek Suburban (4) | 9 | 4.6 |
| Bloomfield Suburban (5) | 3 | 1.5 |
| Woodlawn Suburban (6) | 14 | 7.1 |
| New Haven Suburban (7) | 1 | 0.5 |
| ***Suburban Area*** | ***32*** | ***16.2*** |
| Bloomfield Town (5) | 1 | 0.5 |
| New Haven Town (7) | 1 | 0.5 |
| ***Towns*** | ***2*** | ***1.0*** |
| Urban Commercial Center (1) | 2 | 1.0 |
| Outer Urban Neighborhood (1) | 38 | 19.3 |
| Traditional Urban Neighborhood (1) | 23 | 11.7 |
| ***Urban Area*** | ***63*** | ***32.0*** |
| Deatsville Village (3) | 16 | 8.2 |
| ***Villages*** | ***16*** | ***8.2*** |

**Total Dwelling Units by Geographic Area 2013**

| Area | # | % |
|---|---|---|
| Urban Area (1) | 63 | 32.0 |
| Boston Road Corridor (2) | 10 | 5.1 |
| KY 245 Corridor (3) | 22 | 11.1 |
| Louisville Road Corridor (4) | 20 | 10.2 |
| Bloomfield Road Corridor (5) | 28 | 14.2 |
| Woodlawn Road Corridor (6) | 30 | 15.2 |
| New Haven Road Corridor (7) | 24 | 12.2 |



# Joint City-County Planning Commission of Nelson County

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**Serving the Cities of Bardstown, Bloomfield, Fairfield, & New Haven & Nelson County**

## Planning Commission

Crystal Brady, City of Bardstown
Kenneth Brown, City of Bloomfield
Dennis Caldwell, Nelson County (#2)
Theresa Cammack, Nelson County (#3)
Charles Howard, Nelson County (#5)
Andy Hall, City of New Haven
Todd Johnson (Chair), City of Bardstown
Mary Ellen Marquess (Vice-Chair), City of Fairfield
Mark Mathis (Secretary/Treasurer), Bardstown
Carolyn Welch, Nelson County (#4)
Mike Zoeller, Nelson County (#1)

# denotes Magisterial District

## Planning Commission Staff

Janet Johnston, AICP, Director
Cindy Pile, Administrative Assistant
Tracy Grant, Receptionist/Clerk
Jack Waff, Enforcement Officer
Mike Coen, Legal Counsel
Alicia Brown, Court Reporter

# News

- ***Bill McCloskey*** resigned from the Bardstown Board of Adjustment in January 2014 due to his change in residency. Bill served on the Bardstown BOA since February 2010. This BOA position is vacant and pending appointment by the Bardstown Mayor with City Council approval.
- ***Carolyn Welch (Magisterial District #4) and Charles Howard (Magisterial District #5)*** were reappointed to the Planning Commission.
- ***John Cissell, Thomas Walker, and Ronald Griffith*** were all reappointed to the Nelson County Board of Adjustment.
- ***Nancy Gillis*** was appointed by the Bloomfield Mayor, with approval by the Bloomfield City Council, to the Bloomfield Board of Adjustment.
- ***Charles Lemons*** was reappointed by the New Haven Board of Adjustment.
- ***Mary Keene and Don Parrish*** were reappointed to the Bardstown Historic Review Board.
- The following Planning Commission staff celebrated employment anniversaries this past summer and fall — ***Cindy Pile***, Administrative Assistant — 16 years and ***Jack Waff***, Enforcement Officer — 9 years.

## *Walk-Bike & Greenways Meeting*
***(continued from page 1)***

of a master plan for such facilities. At the end of the meeting, participants were asked to complete walkability and bikeability surveys of their neighborhoods — when it was warmer — to identify potential walk-bike routes and to identify areas needing sidewalk, crosswalk, and accessibility improvements. (Note: Walkability and bikeability surveys are available at the Planning Commission).

Since the meeting, organizers have been collecting data and information on the preparation of a walk-bike network and greenway master plan and are planning a second meeting to be held within the next month to discuss ideas for developing plans and projects.

## *The Ten Steps of Walkability*
***(continued from page 1)***

pedestrian's need to be entertained. City design codes, focused on use, bulk, and parking, have only begun to concern themselves with creating active facades that invite walking.

***Step 10: Pick Your Winners.***
With the possible exception of Venice, even the most walkable cities are not universally walkable: there are only so many interesting street edges to go around. As a result, however well designed the streets, certain among them will remain principally automotive. This is as it should be, but cities must make a conscious choice about the size and location of their walkable cores, to avoid squandering walkability resources in areas that will never invite pedestrians.