

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 . . .

Ped-Bike Transportation & Greenway Meeting 1, 7
2013 Annual Report 2-6

The Ten Steps of Walkability 1, 7
Commission/Board & Staff News . . 7

2013 Annual Report

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

Permit Type	City		County		Total	
	#	\$	#	\$	#	\$
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
Accessory 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

2013 Annual Report

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

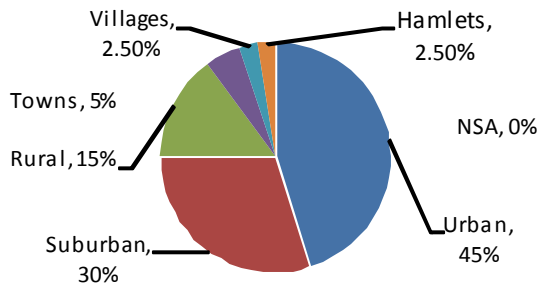
2013 Annual Report

Conventional Single-Family Dwelling Data Analysis 2008—2013					
Construction Cost			Size—Living Space		
<u>Range</u>	2008	\$2,100—\$500,000	<u>Range</u>	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
<u>Mean</u>	2008	\$130,043	<u>Mean</u>	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
<u>Median</u>	2008	\$105,000	<u>Median</u>	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
<u>Mode</u>	2008	\$80,000	<u>Mode</u>	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					

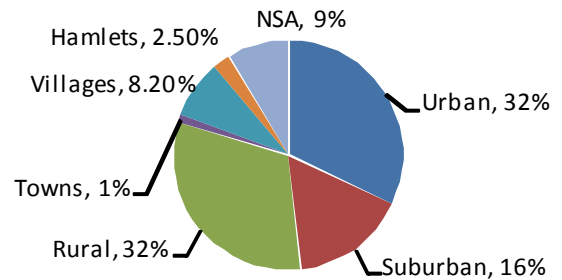
Conventional Single-Family Dwellings 1974-2013			
Year	# Units	Year	# Units
1974 R	109	1994	392
1975	152	1995	397
1976	149	1996	380
1977	126	1997	351
1978	176	1998	474
1979	209	1999	427
1980 R	115	2000	402
1981 R	98	2001 R	406
1982 R	98	2002 R	391
1983	129	2003 R	429
1984	100	2004	377
1985	111	2005	390
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
<i>R denotes U.S. recessions as determined by the National Bureau of Economic Research</i>			

2013 Annual Report

Comprehensive Plan Reorientation Policy Goals by Community Character Area



2013 Total Dwelling Units by Community Character Area

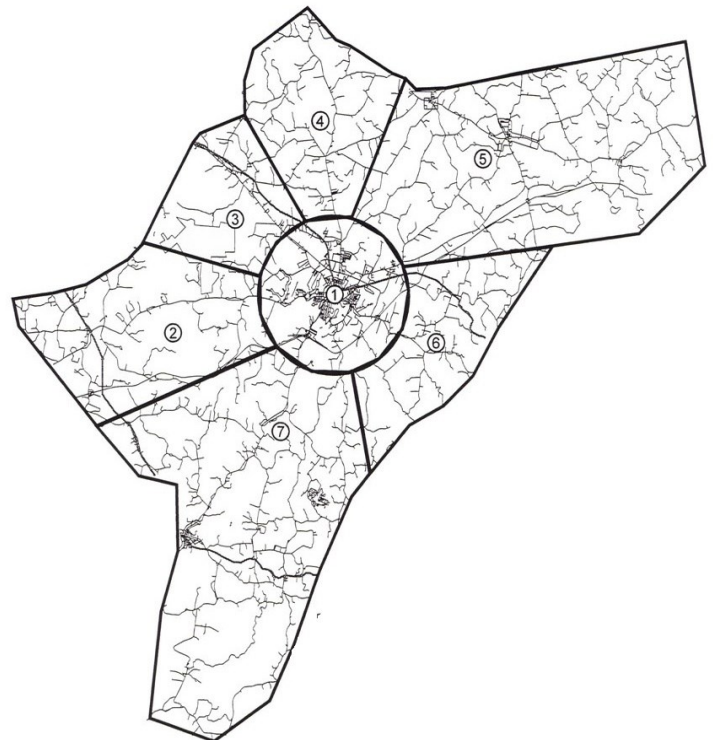


Total Dwelling Units by Comp Plan Area 2013

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



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denotes Magisterial District

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

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.

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.