

Planning Commission

Of Warren County

The Planning Commission is comprised of twelve members appointed by the governing bodies in Warren County. Four members are appointed by the Warren County Fiscal Court, four by the City of Bowling Green and one each by the incorporated cities of Oakland, Plum Springs, Smiths Grove and Woodburn.

This twelve member body has oversight of the Planning Commission office including the budget and employees. In addition to these duties, these twelve members also have the decision making responsibility on land use and policy decisions regarding the Comprehensive Plan and the Subdivision Regulations and makes recommendations to the governing bodies on zone changes and text amendments to the Zoning Ordinance. In addition to the Planning Commission, staff acts as a liaison to 7 other boards which, in total, are comprised of approximately ninety members who are mostly citizen appointed volunteers. We could not do our job without their service. To learn more about our boards, our serving members, and our staff, please visit our website at www.warrenpc.org.

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Much of Warren County's growth is happening in the southern part of the county - like the recently completed apartments on Red Rock Road and the current construction of Wright Implement off of Plano Road. These developments are situated at the Natcher Parkway interchange with Plano Road.



We're Growing.

Identifying Diversity and planning for 2020 and beyond

As discussed in a previous issue, urbanized areas (50,000 people or more) worldwide are growing. People are flocking to cities for greater opportunities be it work, school, play, food, or culture – growing generations are seeking places to live with more job options, more diversity, and more social and communal activity. Bowling Green is no exception. Though a comparatively small city – with a population of 65,234 (2016) and growing – Bowling Green has a foreign-born population of 13.9%. That's a rate higher than any in the state, with Louisville at 6.7% and Lexington/Fayette Co. at 8.8%, and even slightly higher than the nation as a whole. In fact, according to the Pew Hispanic Trend Project, Kentucky holds third place as the fastest growing state for immigrants with an 82% growth rate and a total of 143,000 immigrants.

The International Center of Kentucky (ICKY) began resettling refugees in Bowling Green in 1981, with the greatest influx of resettlements in the mid-1990s of Bosnian refugees – today, about 5,000 – 7,000 Bosnian-Americans call Bowling Green home. Additionally, since 2007, ICKY has resettled nearly 5,000 refugees representing 29 different countries. Perhaps one of the most notable ways to see this influx of cultures is through the school districts. International students within the Warren County School District speak nearly 59 languages and dialects, while 47 different languages are being spoken in the Bowling Green Independent School District. There are many complex and humbling stories associated with the high rate of foreign-born residents, and many more complex debates on whether or not our city will see the continuance of this number rise. Despite the arguments that may arise, what matters is that we have a city full of



The International Center of Kentucky (ICKY) assists with assimilating refugees and immigrants into the local community. The ICKY has worked to provide safety and a platform for integration for the international community, while also encouraging greater diversity within our community.

people – people to live, work, learn, create and recreate. As planners, it helps to know who we're planning for and how we can plan better for the people that make up our community. Though numbers and statistics cannot tell the whole story of a city, they help identify concrete dynamics of the population.

Every ten years, cities across the nation prepare for the upcoming Census. Here at the Planning Commission, staff is gearing up for the Local Update of Census Addresses Operation (LUCA), the address verification process used by the U.S. Census Bureau in anticipation of Census 2020. Upon receipt of a confidential address list toward the end of 2017, CCPC staff will have one hundred twenty (120) days to verify every address, including the census block, currently being used in the City of Bowling Green and Warren County. Once returned to the U. S. Census Bureau, the local address update will be reviewed by the Bureau to ensure that it corresponds with their database. If an address is not on record, it will be included in a return list of rejected addresses to the Planning Commission, which must then be visually verified and returned to the Bureau. This is an important process in preparing for the 2020 Census, which will take place on April 1, 2020.

Providing accurate data to the U.S. Census Bureau is critical in formulating up-to-date and reliable statistics that explore not only population characteristics, but also impact several factors for state and local governments. Among these are: the number of seats appointed to the U. S. House of Representatives, the redistricting of federal, state and local legislative districts and voting precincts, the amount of federal funding distributed to state and local governments, as well as grants that are available through the federal and state governments. Since the census only takes place every ten years, the impacts from an inaccurate population count could linger for a ten year period, until a new census count is performed. The Planning Commission is excited to undertake this project for the City of Bowling Green and Warren County.

Balance. Conservation Subdivisions Provide a Different Approach to Development

The concept of conservation subdivisions is no new topic to the planning world. Though often not interlaced into long-range planning documents or zoning ordinances, it's a planning concept that sees beyond just maximizing acreage to build houses. Conservation subdivisions seek to preserve open space ratios with "conscious design to forge community-wide networks of open space." This type of development approach conserves existing natural and cultural resources, while allowing for residential development – only with a very intentional effort to design and construct dwelling units yielding to the natural environment. Essentially, it views the natural environment as priority for planning and preservation, and then uses creative approaches to fit dwelling units in varying clusters and densities into the natural environment.

One counterargument could be what's the purpose when we need places to build and people to house? Conventional subdivisions mark America's landscape through and through. Lot sizes vary, often consuming the landscape with manicured lawns, minimal tree cover, and adjoining to back lots. These subdivisions may have fewer dwelling units per acre, but oftentimes lack of attention is given to the surrounding environment. Preservation of tree canopy and green, open space fosters economic and equitable opportunities for its residents and visitors alike. The incorporation and encouragement of conservation subdivisions balances the value of the outdoors with the desire of living in a rural, yet developed setting. In accommodating to our growth, this



Both images are designed on an 85 acre site. The top image shows a conventional subdivision with 34 house lots of 80,000 square feet (just under two acres), taking up all but the unbuildable land.

The bottom image represents using the available 85-acre site as a conservation subdivision. This approach also has 34 house lots, but averaging 36,000 square feet (0.85 acres). Thus, preserving 48.5 acres, almost two-thirds of the site, as permanently protected open space.



IDENTIFIED BENEFITS OF CONSERVATION SUBDIVISIONS:

- Water Quality Preserved - Greatly reduce stormwater runoff due to large tracts of natural areas that absorb and filter water. Narrower, shorter streets reduce impervious areas while swales, instead of curb and gutters, absorb stormwater instead of polluting lakes, rivers and streams.
- Natural Areas and Wildlife Preserved - Preserve 50% - 70% or more of the buildable land, plus unbuildable wetlands, steep slopes and floodplains.
- Percentage of Land Preserved - In urban, sewerred, high density areas zoned at 2, 3 or 4 dwelling units per acre, preserving 40% open space, in addition to the unbuildable wetlands, floodplains, and steep slopes, is the norm. In rural, suburban edge areas at densities of 5 to 10 dwelling units per acre, easily 70% or more of the land can be preserved.
- Same Number of Homes - The same number of homes can be built as allowed in conventional "cookie-cutter" subdivisions.

Source: *Land Choices on Conservation Subdivisions*

is one small effort to encourage preservation of lands while planning for the future and still paving the way for growth.

The Planning Commission made provisions for conservation subdivisions into its 2030 Comprehensive Plan in 2012. However, the community has not yet had the fortune of a true conservation subdivision being constructed yet. Staff has been analyzing why this might be the case. In September of this year, changes were made to the comprehensive plan to increase the area where this type of subdivision is allowed in the county. Additionally, staff is looking at ways to increase the density bonuses allowed with this type of development through changes to the Zoning Ordinance in order to provide more incentive. Stay tuned as we try to increase the variety of housing types in the community as we grow.

Planning Commission by the Numbers



As part of the development process, the City-County Planning Commission oversees the application process, pre-application meetings, and a variety of other services. Each quarter, staff gathers information on the number and types of services provided within the three-month period. Last year as a whole, development numbers had surpassed the previous year's numbers; now, three-quarters of the way through the calendar year, development numbers have already surpassed last year's.

As the numbers in the table below can justify, we are growing at an unprecedented rate. And in order to fully execute the duties of the Planning Commission as a planning and zoning agency, we have recently hired a new staff person to oversee all zoning complaints, violations, inspections, and compliancy. As this has been a vacant position for several years now, with various staff filling in as much as possible, the development pressure and need to better serve the community on all levels resulted in bringing a much needed position back to the Planning Commission. In this role, Mr. Eric Druen will respond to zoning complaints, provide on-site inspections, issue notices of violation, study development plans to ensure construction is compliant, among a variety of other duties.

	JAN. TO SEPT. OVERALL TOTAL	JAN. TO SEPT. TOTAL (BG)	JAN. TO SEPT. TOTAL (COUNTY)
Planning			
Single Family Lots Approved	400	24	376
Multi-Family Units Approved	1,622	1,219	403
Zone Changes Approved	42	19	23
Detailed Development Plans	29	23	6
Subdivision Approvals	158	60	98
Subdivision Construction			
Construction Plans Reviewed	24	8	16
Engineering Inspections	2,576	839	1,737
Code Enforcement			
Zoning Complaints	69	41	28
Site Inspections	173	97	76
Notices of Violation	12	6	6
Geographic Information Systems (GIS)			
Maps Created	331	191	140
Addresses Assigned	1,004	266	738
Parcels Drawn	3,845	1,940	1,905
Plan Review Services			
Building Permits Reviewed	1,637	808	829

Bowling Green-Warren County

M P O

Metropolitan Planning Organization

Metropolitan Planning Organizations (MPOs) exist in urbanized areas with populations greater than 50,000. MPOs hold the responsibility of implementing transportation planning, programming, and coordinating federal highway and transit investments. With the input of community stakeholders, MPOs gain knowledge on issues influencing the efficiency and effectiveness of the area's roadways, sidewalks, and transit systems, which allow the organization to implement transportation policies for Bowling Green and Warren County.

The MPO wrapped up work on the Governor's 2018 Recommended Highway Plan in July, leaving the MPO's recommendations via "boosted" projects in the hands of the Kentucky Transportation Cabinet. KYTC will continue work to finalize the Governor's Recommended Highway Plan this fall, with Kentucky legislators enacting the final 2018 Highway Plan in spring 2018. Due to state and federal budget limitations, the Plan will have fewer projects statewide, and locally, in an effort to take hold of actual available funds. The most recent iteration of the Highway Plan (2016), had over \$6 billion in unfunded transportation projects. The revised SHIFT project prioritization process sought to increase the reliability of transportation projects being funded, rather than continuing



New development on Fairview Avenue, just past Hayes Lane, recently broke ground. This development will pose a variety of residential units, with access onto Fairview Ave.

in "promising" projects through a backlog of funds.

With SHIFT work complete, the MPO is underway with several transportation studies. The most recent of these to kick-off is the Fairview Avenue Safety & Capacity/Level of Service (LOS) Study. This study will analyze the portion of roadway from Lehman Avenue to Hayes Lane, with focus given to the four-lane section from US 31W Bypass through Hayes Lane. The selected consultants, Strand Associates, Inc. will study the existing roadway conditions, analyze proposed roadway alternatives through the use of traffic simulation modeling, and will use public and stakeholder involvement to assist in formulating the final roadway improvement recommendations. Strand Associates will provide cost estimates and conceptual designs for the proposed projects. The study will additionally consider bicycle and pedestrian connections and aesthetic improvements as Cemetery Road/Fairview Avenue serve as a primary route into Bowling Green.



Construction crews work on the KY 234 (Cemetery Road) bridge over Drakes Creek.

Plano Road Study Brings a Crowd

The MPO has been conducting a transportation study on Plano Road (KY 622) through consultation with Neel-Schaffer, Inc. throughout much of this calendar year. The purpose of this study is to determine a coordinated plan of transportation improvements and land use policies that will address the impacts of residential and commercial growth in the Plano community. With the growth that has already occurred and the growth that is expected to continue, safety and mobility presented themselves as ever-emerging issues along the corridor. Two public meetings have been held for this study, both posing a platform for the public to provide concerns, complaints, and desires for the current and future conditions. On the whole, Plano residents have expressed their requests for preserving Plano as a minimally-developed rural community, with higher densities only present north of the Natcher interchange. Other comments addressed desire for more, and safer, bicycle and pedestrian facilities. While the study is still underway, final project recommendations and policy development will be addressed and refined by the consultants, with the study completed by March, 2018.



Ben Peterson, CCPC Executive Director, briefs public meeting attendees on identified land use nodes in the Plano community. The nodes were derived from previous land use public meeting input.

I-65 Connector Marking Manufacturing Growth

There are many marks of growth for cities today. For Warren County, a lot of growth is seen through physical infrastructure and job production. Warren County employs nearly 56,000 people who reside both in and out of the jurisdictional boundaries. Jobs related to trade, transportation and utilities boast the highest number of employed workers, with manufacturing jobs, followed by employment in education and health services coming in second and third, respectively. Though manufacturing jobs across the nation are slowing down due to technological advancements, manufacturing employment in Kentucky is growing – the top two manufacturing categories being motor vehicles and parts; and food, beverage and tobacco products. A Forbes article addressing the growth of manufacturing jobs in the U.S. stated that “Manufacturing generates \$1.40 in economic activity for every dollar put in, according to the U.S. Bureau of Economic Analysis, far greater than the multiplier generated by business services, information, retail trade or finance.” Locally, Warren County has experienced the effects of this growth through its industrial parks in both the northern and southern portions of the county.



The new I-65 interchange and connector road, near Oakland. Photo courtesy of KYTC.

Like many other parts of the nation, transportation remains an underlying issue. How will the nation's goods be transported? Is there safe and reliable infrastructure to transport the goods? Who will fund roadway improvements and how efficient is the process? The answers to these questions, and more, are challenging to answer, in part because there seems to be more uncertainty than certainty within infrastructure funding and even the future of transportation. Technology and taxes, growth and change, they each impact the future improvements to our transportation system. For Warren County, roadway improvements often take time to come to fruition due to competitive, and limited, funding statewide. However, in light of growth within the Kentucky Transpark, the need for greater connectivity and accessibility grew. In July of this year, the Kentucky Transportation Cabinet opened Phase I of the Interstate 65 to US 31W Connector Project. The opening of this I-65 interchange is seen as an economic driver as it provides commercial vehicles a safer and more reliable route between the Transpark and I-65. As stated in a KYTC press release, "... the Transpark supports more than 2,600 jobs, which will have a \$5.9 billion economic impact on South Central Kentucky over the next 10 years. Since 2011, 300 acres and 1.1 million square feet of industrial space have been developed within the Kentucky Transpark." Both the Transpark and I-65 Connector projects reflect the pursuit of jobs and economic development in Warren County, highlighting a small piece of the success of our growth.

What's Happening in Warren County?

Kentucky Transportation Cabinet | The Kentucky Transportation Cabinet (KYTC) District 3 crews are beginning to wind down a very busy construction season as colder, winter weather will set in soon. The District oversaw two major resurfacing projects in Warren County over this past construction season: resurfacing on Interstate-65 and resurfacing nine miles of the Natcher Parkway. Both projects have wrapped up and are complete. Other projects included paving on US 231 (Scottsville Road) from Lovers Lane to Wilkinson Trace – also complete. In addition to these pavement projects, crews have worked diligently throughout this year on the construction of the new bridge project on KY 234 (Cemetery Road). With great progress on the construction, traffic has recently switched over to the new bridge. Crews are in the process of removing the old bridge and completing the turning lane onto Rogers Porter Road. Completion of the project is expected for November. Also expected to be complete by November, is the KY 446 rehabilitation project. The KY 446 bridge closure of US 31W (Louisville Road) has been removed and is now complete with new asphalt. Crews continue to work on the rest of KY 446 removing the old concrete surface and putting down new asphalt. The roundabout project at the intersection of KY 526 and KY 1320 opened the first weekend in October, after utilizing Warren County School District's fall break to close the intersection in order to finish the project.

The City of Bowling Green | The City of Bowling Green Public Works Department is in the midst of many projects. Perhaps the most familiar and notable, is the Smallhouse Road widening project. Phase I of this project is substantially complete, with the only remaining work being installation of roadway signage, thermoplastic lane striping, and other miscellaneous items – all of which are expected to be complete later this month. As for Phase II of the project, design is complete and the City is moving towards right-of-way acquisition. This portion picks up from the end of Phase I near Highland Way and continues just past Ridgecrest Way and will also be a 3-lane facility with an 8' multi-use



The completed Phase I Smallhouse Road widening project at the intersection with Campbell Lane.

path. Utility work along the corridor could begin as early as November, while construction is expected to begin in the Summer of 2018. An additional project to address traffic management was implemented at the intersection of Emmett Avenue and Creason Street. Construction of turn lanes were completed on both approaches to the intersection. The addition of these lanes will allow motorists the ability to bypass other traffic stopped due to a train blocking Emmett Avenue at the CSX crossing.

Each year, the City works on repaving many miles of its streets - this year's contract will address nearly 24 miles of city streets with the upgrade of 53 handicap ramps in need of ADA compliancy. Existing concrete intersections in the downtown area in need of repair will also be addressed. Additionally, as part of the City's Sidewalk Construction Program, sidewalks are scheduled for construction this fall along sections of Logan Way, Hogle Drive, and Warren Way. Additional sidewalks are currently in the design phase; with these including sections of Park St., Kenton St., Magnolia St., and North Lee Dr.; construction for these locations is expected for spring 2018. Once complete, these projects combined will add approximately 8,700 feet to the City's sidewalk network.

The Public Works Department is also working with the City's Parks & Recreation Department along with Neighborhood & Community Services to provide better connections in, around, and through Lampkin Park as well as the entirety of Census Tract 112 in the west end of Bowling Green. Together, these two projects will construct sidewalks and crosswalks in an effort to improve safe pedestrian travel in the West End. Lampkin Park Pathways Project will go out to bid sometime this month and seeks to install approximately 6,000 linear feet of new six foot asphalt walking paths. While this project focuses on Lampkin Park alone, the Census Tract 112 Sidewalks Project will offer sidewalk improvements throughout the West End. Some of these improvements will be along portions of: North Lee Dr., Crewdson Dr., North Sunrise Dr., Woodway St., Cove Dr., and Old Barren River Rd. This sidewalk project coincides with a Transportation Improvement Program (TAP) grant awarded to the City in conjunction with the Greenways Commission. Together, these agencies developed a project proposal for safe pedestrian and bicycle routes that would provide greenway connections between existing downtown greenways facilities, key destinations in the West End, and would ultimately improve problematic intersection crossings. Design work for the TAP project is forthcoming.

UPCOMING MEETINGS

	OCT	NOV	DEC
MPO TECHNICAL ADVISORY COMMITTEE <i>Meets 4th Mon. at 1 P.M.*</i>	23	27	-
MPO POLICY COMMITTEE <i>Meets 2nd Mon. of new quarter at 9 A.M.**</i>	9	SC†	SC†
GREENWAYS COMMISSION <i>Meets 2nd Mon. at 4 P.M.*</i>	9	[13]	11
HISTORIC PRESERVATION BOARD <i>Meets 4th Thurs. at 5 P.M.**</i>	26	-	28
UNIVERSITY DISTRICT REVIEW BOARD <i>Meets 2nd Wed. at 5 P.M.**</i>	11	8	13
BOARD OF ADJUSTMENTS <i>Meets 2nd Thurs. at 5 P.M.**</i>	12	9	14
DESIGN REVIEW BOARD <i>Meets 3rd Wed. at 5 P.M.**</i>	18	15	20
PLANNING COMMISSION <i>Meets 1st and 3rd Thurs. at 6 P.M.**</i>	19	2, 16	7, 21

Tell us what you think!

Do you have questions, comments or concerns regarding land use planning, development patterns, or our transportation system? Send us your input to help us plan for the future of our community.

City-County Planning Commission
1141 State Street
Bowling Green, Kentucky 42101
270-842-1953
www.warrenpc.org

All meetings overseen by the CCPC have a filing deadline; deadlines can be viewed on the CCPC website.
†Special-Called Policy Committee meetings will likely be held and are under the discretion of the MPO and participating parties.

*Meetings are held at the City-County Planning Commission, 1141 State Street, 2nd Floor Conference Room.

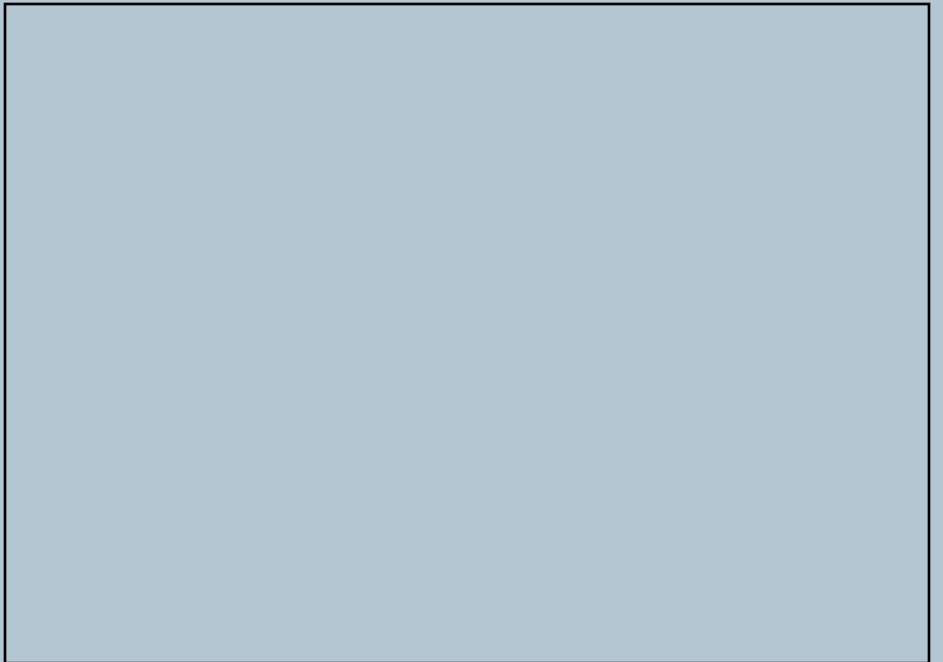
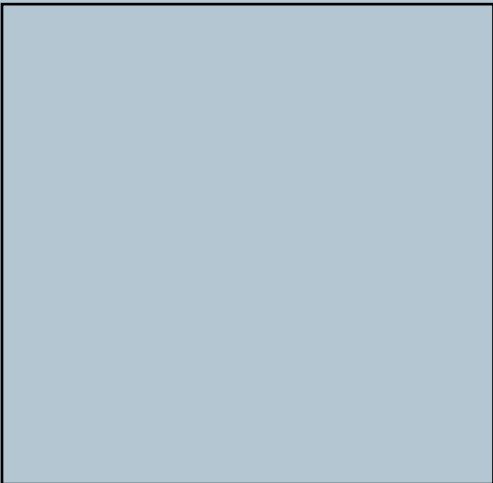
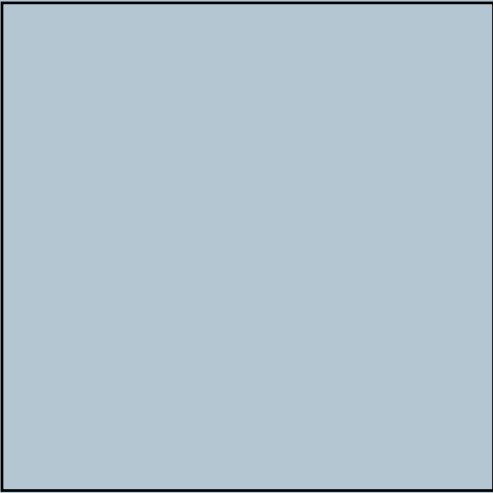
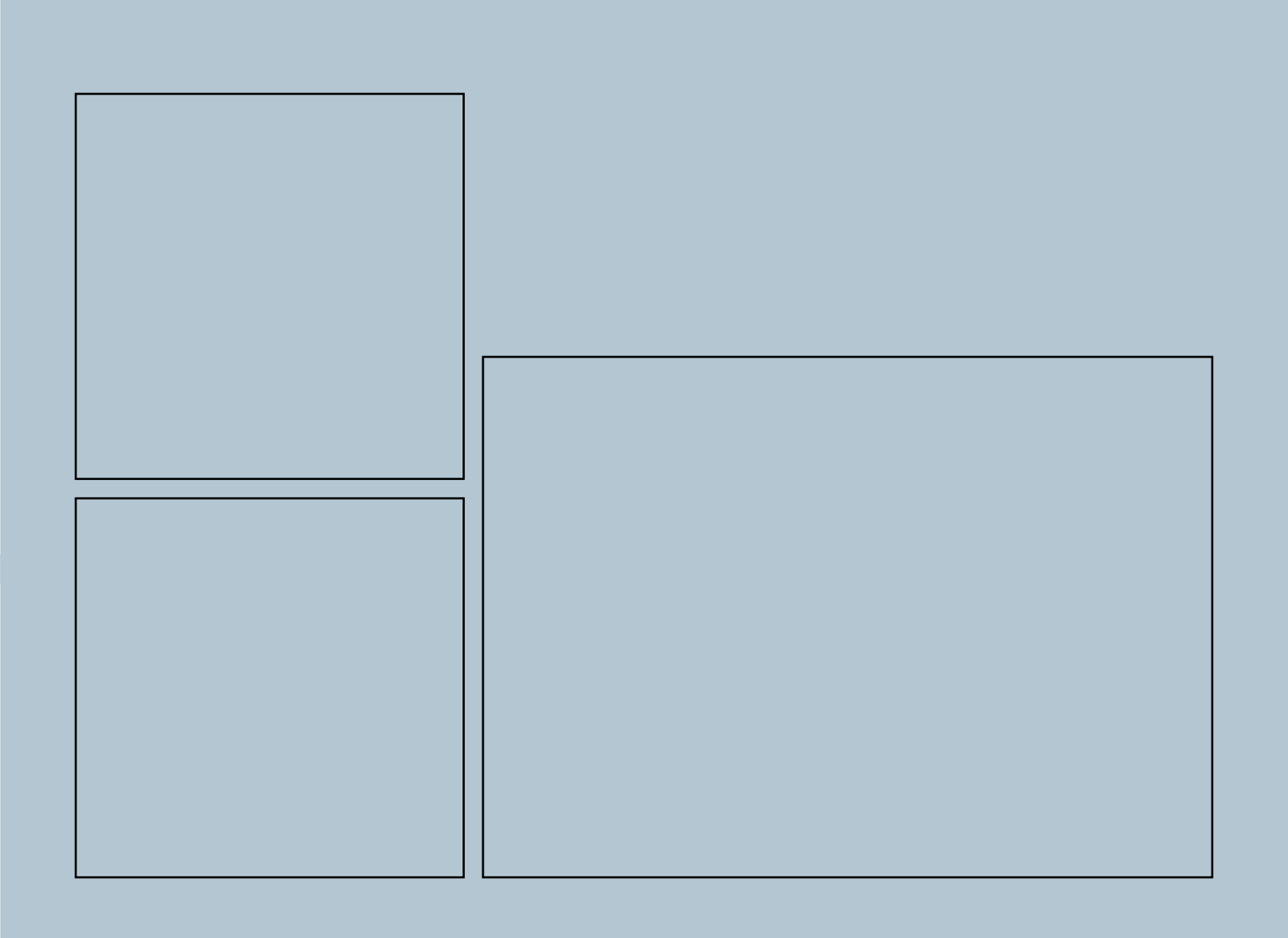
**Meetings are held at BG City Commission Chambers, 1001 College Street.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



CCPC
City-County
Planning Commission
warrenpc.org | (270) 842-1953



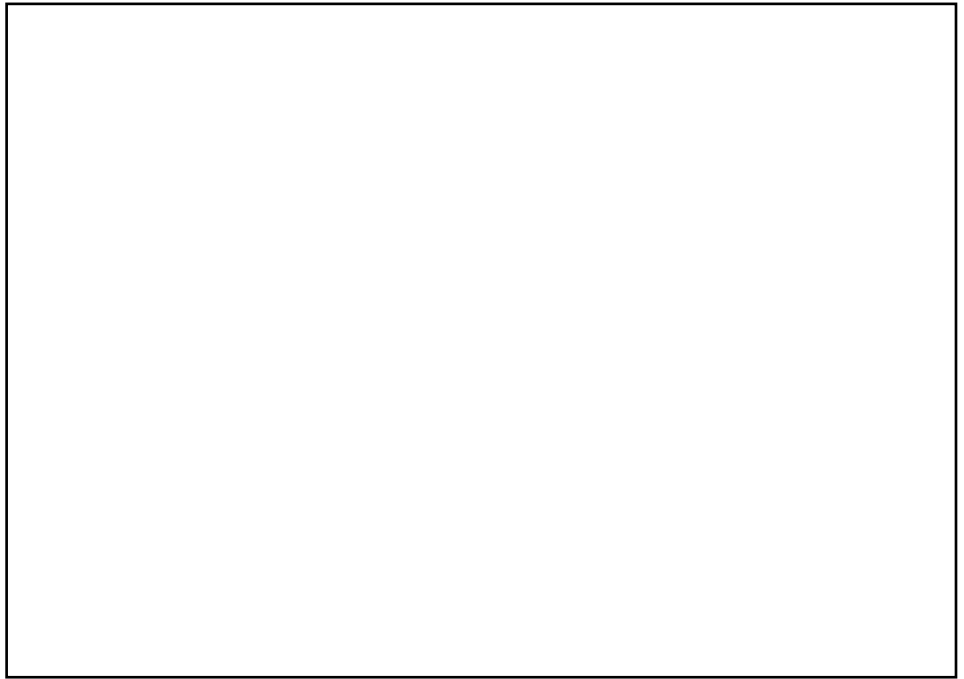




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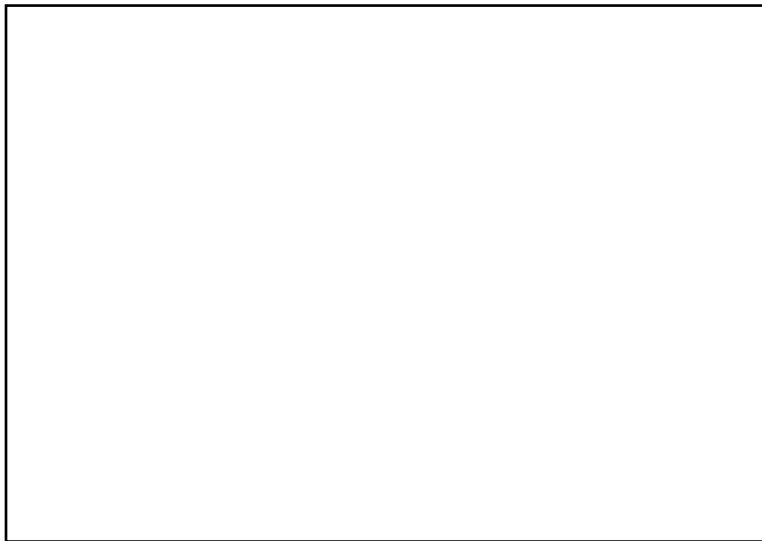


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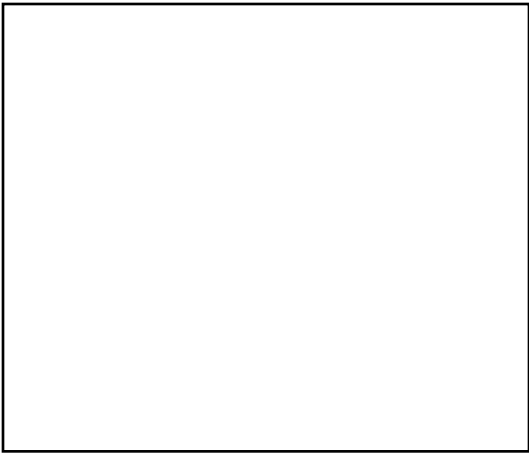
NEW APP REPORTS TRAIL LITTER

A new app allows users to “identify, collect, and geotag” litter by uploading photos to create accountability and responsibility for the source of the trash. All users and Adopt-A-Trail organizations are encouraged to use the app! For more information, please contact Angie Alexieff, Operation PRIDE Executive Director, at (270) 791-3617.



Caption

Title Subtitle



Title