

Planning Matters

Summer 2014 Newsletter

Joint City-County Planning Commission of Nelson County

Nelson County Ranks 14th in Population Growth; 19 of Top 25 Growth Counties Have Countywide Zoning

According to the Kentucky State Data Center, Nelson County population grew 2.54 percent between 2010 and 2013. Nelson County's population was 43,437 persons in 2010 and increased to 44,540 persons in 2013. This growth ranked 14th in population growth in Kentucky.

Of the 25 fastest growing Kentucky counties, 16 have joint city-county planning units and countywide zoning, and 3 of the counties have city and county zoning implemented by independent planning units. 4 counties have independent planning units with city zoning only, and 2 counties have no planning units and no zoning.

So, Who Makes These Regulations, Anyway, and Can They Be Changed?

Planning and zoning are deliberate processes governed by legal principles, statutes, and codes. It is designed to implement and protect the community's vision but not be a barrier to development. Planning and zoning directs growth and development, shields against nuisances, guides how citizens live together for the better, protects property values, and promotes the public health, safety, and welfare.

Kentucky Revised Statutes Chapter 100 is the state enabling legislation that provides the legal authority for local planning and land use regulations. The Interlocal Agreement between Nelson County and the Cities of Bardstown, Bloomfield, Fairfield, and New Haven sets forth the details for establishing and administering the joint planning unit. Both the KRS Chapter 100 and Interlocal Agreement clearly establish separation of authority and checks and balances to safeguard the public trust and protect the public interest. The legislative bodies, Planning Commission, Boards of

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25 Fastest Growing Kentucky Counties & Zoning Status 2010 - 2013					
Rank	County	2010 Census	2013 Estimate	% Change 2010-2013	Zoning
1	Scott	47,173	49,947	5.88%	Countywide
2	Shelby	42,074	44,216	5.09%	Countywide
3	Boone	118,811	124,442	4.74%	Countywide
4	Fayette	295,803	308,428	4.27%	Countywide
5	Warren	113,792	118,370	4.02%	Countywide
6	Bullitt	74,319	76,854	3.41%	Countywide
7	Oldham	60,316	62,364	3.40%	Countywide
8	Spencer	17,061	17,637	3.38%	Countywide
9	Jessamine	48,586	50,173	3.27%	Countywide
10	Madison	82,916	85,590	3.22%	Cities & county
11	Bath	11,591	11,961	3.19%	Cities only
12	Montgomery	26,499	27,251	2.84%	Cities only
13	Simpson	17,327	17,793	2.69%	Countywide
14	Nelson	43,437	44,540	2.54%	Countywide
15	Hardin	105,543	108,191	2.51%	Cities & county
16	Kenton	159,720	163,145	2.14%	Countywide
17	Meade	28,602	29,210	2.13%	Cities & county
18	Jefferson	741,096	756,832	2.12%	Countywide
19	Hart	18,199	18,573	2.06%	None
20	Boyle	28,432	29,013	2.04%	Countywide
21	Barren	42,173	43,027	2.02%	Cities only
22	Anderson	21,421	21,811	1.82%	Countywide
23	Allen	19,956	20,311	1.78%	City only
24	Lyon	8,314	8,451	1.65%	None
25	Daviess	96,656	98,218	1.62%	Countywide

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So, Who Makes These Regulations, Anyway, and Can They Be Changed? *(continued from page 1)*

Adjustments (BOAs), Historical Review Board, Development Review Board, and staff, all have distinctly different roles and responsibilities. Each role is vital to ensuring efficient, effective, and fair processes and outcomes.

Legislative Bodies

The legislative bodies — Nelson County Fiscal Court, Bardstown and Bloomfield City Councils, and Fairfield and New Haven City Commissions — make appointments to the Planning Commission, Boards of Adjustment, Historical Review Board, and Development Review. The legislative bodies are the policymakers and decisionmakers and have the following responsibilities:

Legislative Body Responsibilities:

- Adopt and amend Comprehensive Plan goals and objectives;
- Adopt Zoning Regulations and take final action (approval/denial) on text amendments and zone changes;
- Adopt and amend Commercial Establishments Design Standards Ordinance and take final action (approval/denial) on building, site, landscaping, and lighting standards for new commercial structures; (Nelson County and Bardstown only);
- Adopt and amend Historic District regulations and take final action (approval/denial) on Certificates of Appropriateness (Bardstown only); and,
- Adopt and amend sign regulations and consider interpretation appeals.

Planning Commission

Boards of Adjustments (BOAs) Historical Review Board (HRB) Development Review Board (DRB)

The Planning Commission, BOAs, HRB and DRB are not policymakers. They are appointed by the legislative bodies to serve as technical consultants to the legislative bodies. They use their training and expertise to implement the community's vision.

The Commission and boards are required to work within the state enabling legislation (KRS Chapter 100), adopted Comprehensive Plan, regulations, and design standards. They have no authority to change regulations based on public comment, and they cannot change what is or is not permitted. If the public does not agree with the regulations, then the legislative bodies are the place to get it changed. Similarly if the Commission and boards are concerned about the impacts of a certain regulation or feel that a regulation is ambiguous, unclear or problematic, then they can make recommendations for changes to the legislative bodies. However, even in the process of rewriting or developing new regulations, the legislative bodies are the policymakers.

Planning Commission Duties:

- Implement the Comprehensive Plan and administer and enforce Zoning and Subdivision Regulations, Design Standards Ordinance, and city sign regulations;
- Employ staff or contract with planners or persons to carry out and accomplish its assigned duties;
- Hear and make recommendation on Comprehensive Plan goals and objectives;
- Hear and adopt Comprehensive Plan land use, transportation, and community facilities plans;
- Hear and make recommendations on zoning regulations text amendments and zone changes;
- Hear and take final action (approve/deny) on variances and conditional use permits, if considered in conjunction with zone change; and,
- Adopt Subdivision Regulations and review and take final action (approve/deny) subdivision plats.

BOA Duties:

- Hear and take final action (approve/deny) on variances and conditional use permits; and,
- Hear and take final action (concur/reject) on administrative appeals.

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So, Who Makes These Regulations, Anyway, and Can They Be Changed? (continued from page 2)

HRB Duties:

- Adopt design guidelines;
- Review and make recommendations on historic overlay zoning districts; and,
- Review and make recommendations on Certificates of Appropriateness, variances, and conditional use permits for projects within the historic district.

DRB Duties:

- Review and make recommendations on building, site, landscape, and lighting plans for new commercial structures.

Staff

The Planning Commission staff is responsible for the day-to-day operations of the Planning Commission. The staff provides technical assistance to and prepares reports and studies for the Commission and boards. The Planning Commission staff does not have the power to vote or change regulations or policies. In fact, the staff has the least discretion of all participants. KRS 100.271 sets forth that the Staff must take a *literal* interpretation of the regulations and may not have the power to permit any use or any change of use which does not conform to the *literal terms* of the regulations.

Staff Duties:

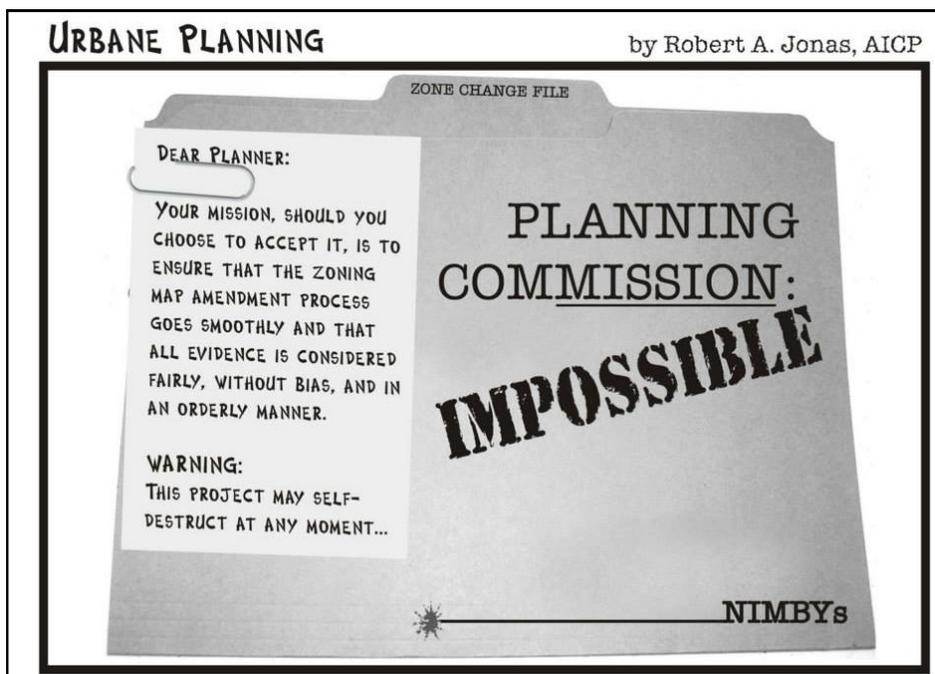
- Implements Comprehensive Plan and administers and enforces the zoning, subdivision, design standards, and city sign regulations day-to-day;
- Carries out and ensures compliance with decisions of the legislative bodies, Planning Commission, BOAs, DRB, and HRB;
- Reviews and issues zoning compliance, local floodplain, and city sign permits;
- Develops and presents or schedules required training for Planning Commission and BOA members;
- Serves as secretary and custodian of records for Planning Commission, BOAs, HRB, and DRB; and,
- Carries out day-to-day financial administration.

Can the Regulations be Changed?

Yes. Each type of regulation has specific steps and processes for amendments.

Zoning Regulations Amendments

- Amendment Proposal. The Planning Commission and/or legislative body initiates proposed text amendments.
- Public Hearing and Recommendation. The Planning Commission holds a public hearing on the proposed amendments.



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So, Who Makes These Regulations, Anyway, and Can They Be Changed? (continued from page 3)

Zoning Regulations Amendments (continued)

- Final Action. Each legislative body must take final action (approve/deny) on the text amendments through two readings and publication of the ordinance.

Subdivision Regulations Amendments

- Amendment Proposal. The Planning Commission initiates proposed amendments.
- Public Hearing and Final Action. The Planning Commission holds a public hearing and takes final action on the proposed amendments.

Sign Regulations Amendments (Bardstown, Bloomfield, & New Haven)

- Amendment Proposal. Sign regulations are stand-alone ordinances adopted by each legislative body. The legislative body initiates proposed amendments.
- Public Hearing and Final Action. The legislative bodies hold a public hearing and take final action (approve/deny) on the amendments through two readings and publication of the ordinance.

Commercial Establishments Design Standards Ordinance Amendments (Nelson County & Bardstown)

- Amendment Proposal. The Design Standards Ordinance is a stand-alone ordinance adopted by Nelson County Fiscal Court and Bardstown City Council. The Development Review Board and/or legislative body initiates proposed text amendments.
- Public Hearing and Final Action. The legislative bodies hold public hearings and take final action (approve/deny) on the amendments through two readings and publication of the ordinance.

How often should the regulations be re-viewed and amended?

Often. KRS Chapter 100 requires the Comprehensive Plan to be reviewed, amended and/or re-adopted every 5 years but does not establish timeframes for reviewing and amending regulations. However, to ensure relevancy and consistency, plans and regulations should be reviewed and, if necessary, amended more often — ideally every year.

It is common for communities to develop regulations, but only make piecemeal amendments thereafter. While “band-

aiding” regulations is common, many of the problems with regulations are those that you would expect from, say, a 35-year old document. Outdated terms and definitions are still in the regulations, and outdated concepts are based on old technology, processes, and methods. Some regulations may have been found to be ambiguous, problematic, and/or unclear. New uses, processes, and concepts evolve over time and need to be included or addressed in the regulations.



Proven Safety Countermeasures: "Road Diet" (Roadway Reconfiguration) FHWA-SA-12-013 by Federal Highway Administration, U.S. Department of Transportation

The classic roadway reconfiguration, commonly referred to as a "road diet," involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles as well as pedestrians, such as:

- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians,
- Providing room for a pedestrian crossing island,
- Improving safety for bicyclists when bike lanes are added (such lanes also create a buffer space between pedestrians and vehicles),
- Providing the opportunity for on- street parking (also a buffer between pedestrians and vehicles),
- Reducing rear-end and side-swipe crashes, and,
- Improving speed limit compliance and decreasing crash severity when crashes do occur.

Background

Midblock locations tend to experience higher travel speeds, contributing to increased injury and fatality rates.

More than 80 percent of pedestrians hit by vehicles traveling at 40 mph or faster will die, while less than 10 percent will die when hit at 20 mph or less.

When appropriately applied,



Road Before



Road After

road diets have generated benefits to users of all modes of transportation, including bicyclists, pedestrians, and motorists. The resulting benefits include reduced vehicle speeds, improved mobility and access, reduced collisions and injuries, and improved livability and quality of life. When modified from four travel lanes to two travel lanes with a two-way left-turn lane, roadways have experienced a 29 percent reduction in all roadway crashes. The benefits to pedestrians include reduced crossing distance and fewer midblock crossing locations, which account for more than 70 percent of pedestrian fatalities.

Guidance

Road diets can be low cost if planned in conjunction with reconstruction or simple overlay projects, since a road diet mostly consists of restriping. Roadways with Average Daily Traffic (ADT) of 20,000 or less may be good candidates for a road diet and should be evaluated for feasibility. It has been shown that roads with 15,000 ADT or less had very good results in the areas of safety, operations, and livability. Driveway density, transit routes, the number and design of intersections along the corridor, as well as operational characteristics are some considerations to be evaluated before deciding to implement a road diet.

It is a good practice for someone in an agency to know well in advance of when road reconstruction and overlay projects will be initiated so an evaluation can be conducted. It is important to analyze and understand the effects of the proposed change, obtain input from the community stakeholders, and ensure the appropriate elements are included in the project. Improvements to intersection turn lanes, signing, pavement markings, traffic control devices, transit stops, and pedestrian and bicyclist facilities may be needed to support this concept. It should be noted that the classic four-to-three-lane road diet is very compatible with single-lane roundabouts.

Well Done for a Safer Town. Well Done for the Road Diet.
by Todd Johnson, Planning Commission Chairman

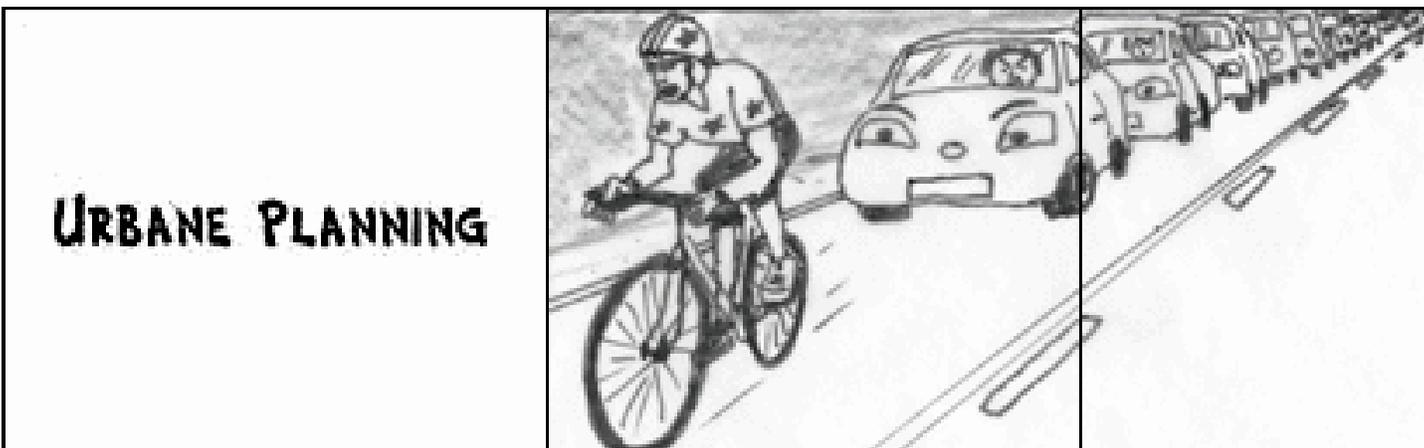
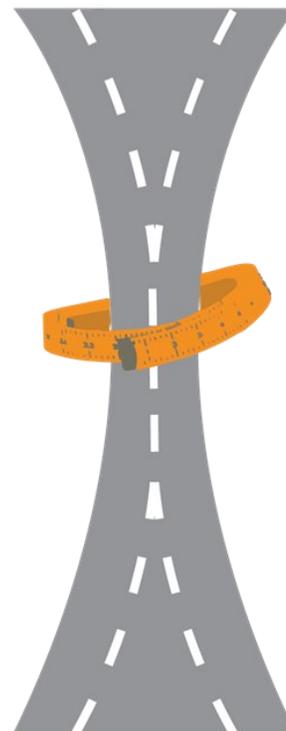
I applaud the Bardstown City Council and the Kentucky Transportation Cabinet for finally implementing the road diet on North Third Street. As a long term home owner on North Third and a frequent traveler through town, I am extremely pleased with the result of the road diet from Beall Street to the Cemetery. Until this past week, I've never felt safe traveling this corridor, neither by car, nor by foot, nor by bike. Too many accidents have occurred over the years caused by speeding, quick lane changes and people turning left into traffic. One of the few car accidents that I've been involved with occurred when someone attempted to turn left, into what was then the Convenient Store, only to do so right in the path of my southbound car. I also know of a car versus pedestrian fatality that occurred in the same area. As a child, I rode my bicycle from Barber Avenue to the Convenient Store along the sidewalks, never feeling quite safe.

The center turn lane, the buffer between vehicular traffic and the sidewalk (aka the bike path) and the single north/south lanes all contribute to slower speeds, easier left turns and improved anticipation of the actions of vehicles in front of you. How many times before did I travel North only to be quickly stopped with someone attempting to turn left into Arby's or Wendy's? Now, the center turn lane takes care of the turning vehicle and helps prevent the potential rear end wreck. I even felt safer this past weekend when cutting the grass strip between the sidewalk and the road in the front of my house on 3rd Street. I haven't had the opportunity to walk the route, but think that those that have this past week, have to have a better sense for their personal safety.

One of the main ingredients to any town's attractiveness is ease with which people can get around. The road diet improves the walkability of downtown, it improves the bikeability of downtown and it allows for a more enjoyable automotive trip through the main corridor into town.

For those naysayers who think that the single north/south lanes will add to congestion and delayed travel time, I argue that those problems already exist and are neither worsened, nor improved by the road diet. The congestion and delayed travel time will remain and continue to deteriorate until our county leaders gain a ground swell of support (locally and in Frankfort) for a western collector route between KY245 and Boston Road. Until that road is built, those wishing to get from Thomas Nelson High or the Hospital to New Haven or Boston will have to go through town. Thus 3rd Street and 5th Street will continue to clog when school lets out and on Friday afternoon when many people come to town.

I say, well done for a safer town and well done for the road diet.



Preservation Administrator Receives National Main Street Conference Scholarship

Hope Hawkins, City Preservation Administrator and Certified Local Government (CLG) Coordinator, received one of ten scholarships to attend the National Main Street Conference in Detroit from May 18-20, 2014. The scholarships were offered by the National Park Service to encourage better relationship between CLGs and Main Street Programs. Other scholarship recipients included: Ryan Rusnak, Davenport, Iowa; Sherrill Kraakmo, Deer Lodge, Montana; Bill Raymond, Biloxi, Mississippi; Kathleen Morgan, Petersburg, Virginia; Diana Kenny, Crystal Lake, Illinois; Amy Grefell, Evanston, Wyoming; Charles Lantham, Grenada, Mississippi; Molly Goldsmith, Mitchell, South Dakota; and, Kristine Bunnell, Arkansas.

Megan Brown, CLG National Coordinator, National Park Service, said, "The National Park Service is proud to grow the partnership between Main Street communities and CLG by providing registration scholarships to select CLGs to attend the National Main Streets Conference in Detroit, Michigan. Encouraging the crossover between CLG and Main Street programs across the county will assist the local preservation which creates the communities we want to live in." Vicki Birenberg, State CLG Program and Planning Coordinator, Kentucky Heritage Council, said, "The Kentucky Heritage Council is proud and honored that the Certified Local Government of Bardstown will be represented at the National Main Streets Conference in Detroit. Hope has been an incredible asset to the preservation program in Bardstown. Being selected as part of an elite group of professionals is but one example of her ability to bring Bardstown to the forefront of preservation-minded communities in the country. As the sole CLG representative chosen from Kentucky, she has just shined the spotlight on the economic value of Bardstown's historic and cultural resources as part of a greater economic development strategy. We are very excited for her, and look forward to assisting her in the implementation of the plans and ideas she will bring home to benefit Bardstown."

Certified Local Government (CLG) Program

The CLG program is a local-state-federal partnership, and it promotes historic preservation planning and protection of prehistoric and historic resources at the local level. The program is jointly administered by National Park Service and Kentucky Heritage Council. Kentucky has 23 CLG programs. Bardstown has been a CLG since 1986.

A CLG program is required to undertake the following:

- Adopt a local historic zoning regulations that meet KHC guidelines.
- Establish qualified preservation commission.
- Establish and maintain a system for the survey and inventory of historic properties.
- Provide for public participation in the local historic preservation program, including nominations to the National Register of Historic Places.

The benefits of becoming a CLG are:

- Eligibility for matching grants annually for approved projects. At least 10% of the state's annual federal Historic Preservation Fund [HPF] allotment must be allocated to the Certified Local Government fund. The City of Bardstown received \$18,000 in FY 2013 and will receive \$13,500 in FY 2014.
- Access to expert technical advice from the Kentucky State Historic Preservation Office as well as the National Park Service
- Formal role in the National Register nomination review process.

Main Street Program

The Main Street is a unique preservation-based economic development program offered by the National Trust for Historic Preservation and administered by the Kentucky Heritage Council. This national movement has spanned three decades and has taken root in more than 2,000 communities. The movement has spurred \$49 billion in reinvestment in traditional commercial districts, galvanized thousands of volunteers, and change the way governments, planners, and developers view preservation. The program uses a Four-Point Approach to enable communities to revitalize downtown and neighborhood business districts by leveraging local assets – from historic, cultural, and architectural resources to local enterprises and community pride. It is a comprehensive strategy that addresses the variety of issues and problems that challenge traditional commercial districts. Kentucky has 22 certified Main Street Programs and 23 affiliate programs. The Bardstown Main Street Program is currently an affiliate program and is administered by Samantha Brady.

Zoning Compliance Permit Report January—June 2014

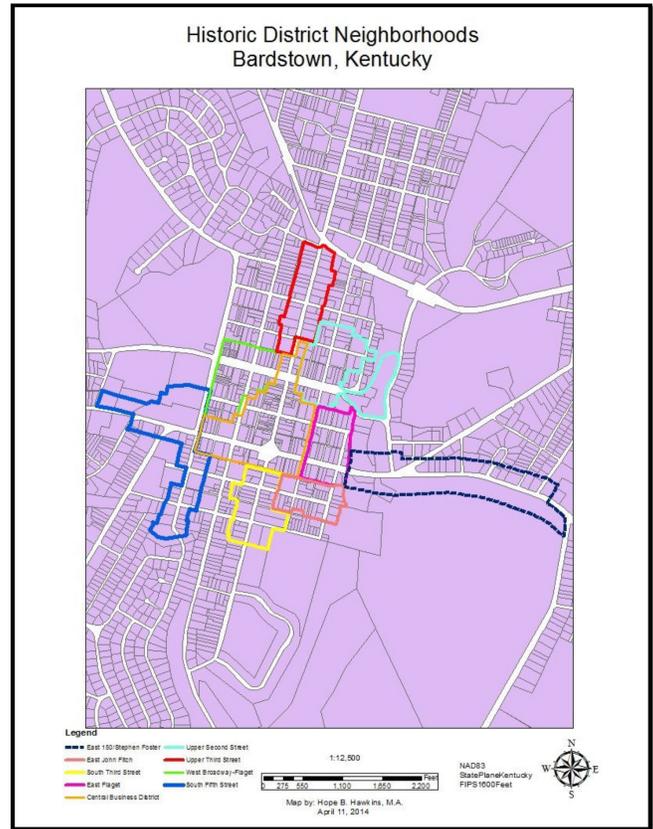
Permit Type	City		County		Total	
	#	\$	#	\$	#	\$
Agricultural						
Agricultural Structures	0	\$0	47	\$881,456	47	\$881,456
Agricultural Structure Additions	0	\$0	7	\$91,700	7	\$91,700
Agricultural Subtotal	0	\$0	54	\$973,156	54	\$973,156
Residential						
Accessory Additions	1	\$1,800	4	\$10,900	5	\$12,700
Accessory Alterations	0	\$0	1	\$4,000	1	\$4,000
Accessory Demolitions	1	\$0	2	\$0	3	\$0
Accessory Structures	37	\$103,948	110	\$1,053,152	147	\$1,157,100
Double-Wide Manufactured Homes	0	\$0	1	\$103,000	1	\$103,000
Multi-Family Alterations	1	\$220,000	0	\$0	1	\$220,000
Single-Family Additions	14	\$251,014	49	\$748,060	63	\$999,074
Single-Family Alterations	8	\$112,950	12	\$580,500	20	\$693,450
Single-Family Demolitions	0	\$0	2	\$0	2	\$0
Single-Family Dwellings	8	\$1,305,800	96	\$13,839,757	104	\$15,145,557
Single-Wide Manufactured Homes	0	\$0	7	\$117,800	7	\$117,800
Single-Wide Manufactured Home - Park Replacements	0	\$0	2	\$36,800	2	\$36,800
Townhouses/Condominiums (6 units)	3	\$519,225	0	\$0	3	\$519,225
Residential Subtotal	73	\$2,514,737	286	\$16,493,969	359	\$19,008,706
Commercial						
Commercial Accessory Structures	2	\$2,500	0	\$0	2	\$2,500
Commercial Additions	4	\$3,745,000	2	\$185,000	6	\$3,930,000
Commercial Structures	4	\$1,100,000	0	\$0	4	\$1,100,000
Commercial Alterations	11	\$597,700	5	\$244,000	16	\$841,700
Commercial Demolitions	1	\$0	0	\$0	1	\$0
Commercial Temporary Structures	8	\$0	2	\$0	10	\$0
Commercial Tenant Fit-Ups	1	\$0	0	\$0	1	\$0
Commercial Subtotal	31	\$5,445,200	9	\$429,000	40	\$5,874,200
Industrial						
Industrial Accessory Structures	0	\$0	1	\$51,826	1	\$51,826
Industrial Additions	2	\$91,500	1	\$115,185	3	\$206,685
Industrial Alterations	2	\$30,000	0	\$0	2	\$30,000
Industrial Structures	1	\$250,000	0	\$0	1	\$250,000
Industrial Subtotal	5	\$371,500	2	\$167,011	7	\$538,511
Public & Semi-Public						
Public Structures	2	\$76,000	0	\$0	2	\$76,000
Public Additions	1	\$4,475	0	\$0	1	\$4,475
Telecommunication Accessory Structures	1	\$12,000	0	\$0	1	\$12,000
Public Subtotal	4	\$92,475	0	\$0	4	\$92,475
Total	113	\$8,423,912	351	\$18,063,136	464	\$26,487,048

Historical Review Board Offers “Preservation and Pizza” Neighborhood Outreach Program

As part of the City of Bardstown’s FY 2013 Certified Local Government (CLG) grant, the Bardstown Historic Review Board implemented a neighborhood outreach initiative to enhance public awareness of historic preservation and address concerns of district residents and owners. One of the HRB’s primary goals this year was to become more involved with the community and improve public participation and support for historic preservation.

The HRB divided the historic district into 8 neighborhoods and offered “Preservation and Pizza” meetings in each neighborhood. The 8 meetings were held on Monday evenings between April 21 and June 16, 2014. Participants were served pizza and soft drinks. Hope Hawkins, Preservation Administrator, and Janet Johnston-Crowe, Planning Commission Director, provided a presentation on historic zoning and facilitated open discussion among the staff and participants. The HRB notified all 345 historic district property owners through regular mail and invited residents, officials, and general public through local media, emails, and newsletters. 60 residents and owners attended the meetings.

These meetings were funded in part with federal funds from the National Park Service and administered by the Kentucky Heritage Council.



New Construction Permit Analysis 2nd Quarter Comparison January — June 2008—2014

Permit Type	2008		2009		2010		2011	
	# Permits (Units)	Estimated Cost						
Multi-Family Structures	2 (18)	\$470,000	1 (7)	\$425,000	0 (0)	\$0	0 (0)	\$0
Townhouses/Condos	4 (17)	\$720,000	1 (2)	\$120,000	2 (4)	\$340,000	0 (0)	\$0
Single-Family Dwellings	132 (132)	\$17,361,410	107 (107)	\$14,412,344	128 (128)	\$16,195,050	94 (94)	\$12,668,848
Commercial Structures	17	\$4,118,900	7	\$1,090,000	8	\$1,274,600	6	\$1,750,000
Industrial Structures	1	\$65,000	3	\$270,000	3	\$2,210,000	17	\$1,090,600
Public Structures	1	\$75,000	4	\$21,700	3	\$1,725,800	4	\$2,166,458
Total Permits	660	\$36,496,407	598	\$31,414,340	621	\$36,606,750	469	\$24,624,726

Permit Type	2012		2013		2014	
	# Permits (Units)	Estimated Cost	# Permits (Units)	Estimated Cost	# Permits (Units)	Estimated Cost
Multi-Family Structures	0 (0)	\$0	0 (0)	\$0	0 (0)	\$0
Townhouses/Condos	2 (8)	\$410,000	1 (2)	\$130,000	3 (6)	\$519,225
Single-Family Dwellings	92 (92)	\$15,079,562	90 (90)	\$14,678,800	104 (104)	\$15,145,557
Commercial Structures	7	\$15,443,950	5	\$825,000	4	\$1,100,000
Industrial Structures	5	\$2,034,834	2	\$9,100,000	1	\$250,000
Public Structures	6	\$376,003	2	\$152,445	2	\$76,000
Total Permits	608	\$58,345,115	542	\$31,167,311	464	\$26,487,048

Joint City-County Planning Commission of Nelson County

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

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Dennis Caldwell, Nelson County (#2)
Theresa Cammack, Nelson County (#3)
Andy Hall, City of New Haven
Charles Howard (Vice-Chair), Nelson County (#5)
Todd Johnson (Chair), City of Bardstown
Mary Ellen Marquess, 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-Crowe, AICP, Director
Tracy Grant, Receptionist/Clerk
Hope Hawkins, Preservation Administrator
Cindy Pile, Administrative Assistant
Jack Waff, Enforcement Officer
Alicia Brown, Court Reporter.
Mike Coen, Legal Counsel

Board News

Planning Commission

- The 2014-2015 Officers are: Todd Johnson, Chairman; Charles Howard, Vice-Chairman; and, Mark Mathis, Secretary/Treasurer. The Planning Commission's Executive Committee includes the Officers and an at-large member, Mike Zoeller.
- *Carolyn Welch* was reappointed by the Judge/Executive and Fiscal Court for a 4-year term. Carolyn represents Magisterial District #4.
- *Charles Howard* was reappointed by the Judge/Executive and Fiscal Court. Charles represents Magisterial District #5.

Bardstown Board of Adjustment (BOA)

- *Alma Jean Burba* was appointed by the Mayor and Bardstown City Council for a 4-year term.

Bardstown Historical Review Board (HRB)

- The 2014-2015 Officers are: Don Parrish, Chairman; Pen Bogert, Vice-Chairman; and, Mary Keene, Secretary.
- *Pen Bogert* was appointed by the Mayor and Bardstown City Council to fill the unexpired term of Bruce Reynolds. Bruce resigned upon his appointment as the Bardstown City Attorney.

Bloomfield Board of Adjustment (BOA)

- The 2014-2015 Officers are: Kenny Brown, Chairman; J.B. Murphy, Vice-Chairman; and, Nancy Gillis, Secretary.
- *Nancy Gillis* was appointed by the Mayor and Bloomfield City Council for a 4-year term.

Fairfield Board of Adjustment (BOA)

- *Kelly Mehl* was appointed by the Mayor and Fairfield City Commission for a 4-year term.

Nelson County Board of Adjustment (BOA)

- The 2014-2015 Officers are: Ron Griffith, Chairman; John Cissell, Vice-Chairman; and, Allen Parker, Secretary/Treasurer.
- *Thomas Walker* and *Ron Griffith* were reappointed by the Judge/Executive and Fiscal Court for 4-year terms.