

COMPREHENSIVE PLAN - 08



CITY OF BEREA

REVISED September 2008

PLANNING & DEVELOPMENT IN BEREA, KENTUCKY

The Berea community is changing over time. The changes that take place are either qualitative or quantitative in nature. The reference points for these changes are spatial (place) and chronological (time). Every change occurs at a given place at a given point in time. Planning is a process for guiding future actions; for dealing with future changes. The process leads to the creation of a general guidance document known as the Comprehensive Plan.

The Comprehensive Plan deals with issues of growth and development. Although the terms are often used synonymously, a distinction can be made. Growth may be viewed as the process of change that involves the amount, magnitude, or quantity of change that is taking place. Examples might include:

- the population grew by 2,000
- 500 new jobs were created
- 150 students were added to the school population.

Development may be defined as the process whereby something changes in terms of its qualities or characteristics; a site is graded, a street is constructed, etc.

THE PLAYERS AND THEIR ROLES

The successful establishment of a planning process and the development of a City's Comprehensive plan requires the efforts of many individuals and groups. For Berea the following public and private individuals/groups should be involved in the process:

City Council - This body is responsible for the overall conduct of city business functioning at the legislative capacity. The role of this body, in the planning process, is to adopt a statement of goals and objectives from the Comprehensive Plan (and the other elements), to make final decisions on land use changes (amending the ordinance text or map), and to have direct input into the land division and development process through city staff members.

Planning Commission - the Planning Commission is currently comprised of nine citizens who are appointed by the Mayor with the concurrence of the City Council members. The Planning Commission's functions include:

- Preparation and adoption of the Comprehensive Plan,
- Making recommendations to the City Council on all proposed land use changes,
- Reviewing, approving or disapproving applications for the division and development of land.
- All other duties that may be assigned.

Board of Adjustment - the Board of Adjustment is comprised of five citizens appointed by the Mayor with the concurrence of the City Council. The board's role is more limited than that of the Planning Commission, and includes, acting on requests for:

- Conditional uses
- Variances,
- Non-conforming uses and structures, and
- Appeals to decisions made by the Codes Enforcement Board.

Staff - Department of Planning and Codes - is under the direction of the Codes Administrator who is the person in charge of requests that are made for building permits, land use changes, subdivision plats, Board of Adjustment actions, and a number of other tasks. The Department of Planning and Codes is staffed by additional personnel such as a secretary/receptionist, inspectors, etc

Attorney - the Planning Commission and Department of Planning and Codes have access to the City Attorney who is available to answer any questions that might arise as to legal issues. The assigned attorney is an essential member of the team who ensures that the various actions taken by others in the planning and development process are in keeping with the appropriate legal requirements.

Consultant(s) - consultants may be hired by the city to supplement the city's resources and are usually called upon to give directions and carry out the work of completing and revising a comprehensive plan, land use regulations, subdivision regulations, and special planning and development studies (land use, annexation, tourism, etc).

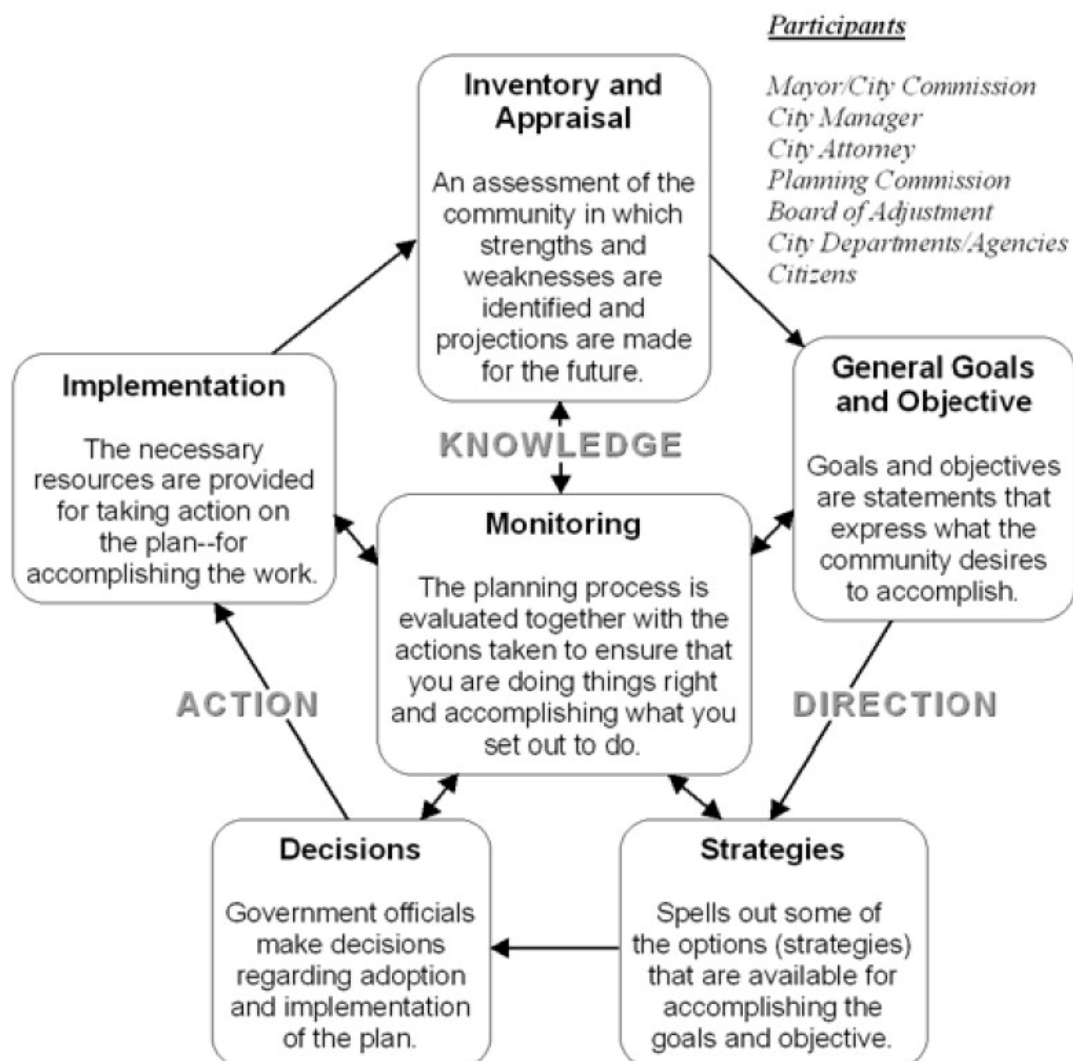
Citizens - the citizens of the city should be participants in the planning and development process, providing information on needs, assisting in the development of goals and objectives, raising issues related to land use changes, site development, etc. Citizens are the recipients of the positive and negative actions that flow out of the plan.

Successful community planning and development is dependent upon the teamwork of all the individuals and groups described above. The sharing of information both vertically and horizontally is essential to the process.

THE PLANNING PROCESS

Planning is a dynamic process that leads to the development of the document known as the comprehensive plan. The overriding goal of the plan is to assist decision-makers in their ability to make good decisions. The collection, analysis, and sharing of information is essential to formulation of community plans. The planning process can be viewed as a cyclical process of interrelated steps that guide the community in the setting of directions and the implementation of recommended actions arising out of those directions. It also includes the need to measure the successes and failures that occur as the community goes through the process. The process is not static, but on-going, and review should occur each year with the Comprehensive Plan being amended as needed (Figure 1).

FIGURE 1 THE PLANNING PROCESS



THE COMPREHENSIVE PLAN

A comprehensive plan is a plan that attempts to deal with all of the activities/functions of the entire area involved. Guidelines for completing a comprehensive plan are provided in KRS 100, and include research elements, plan elements, plan adoption, and plan implementation.

Research Elements

- Population Analysis (past and present distribution and characteristics) and Future Projections
- Economic Survey and Analysis
- Research and Analysis of Needs for Land and Building Use and the Impacts
- Additional Research Analysis and Projections as Needed

Plan Elements

- Statement of Goals and Objectives
- Land Use Plan Element
- Transportation Plan Element
- Communities and Facilities Plan Element
- Additional Elements as Needed

ADOPTION OF THE PLAN

Goals and Objectives - KRS 100.193 requires both the City Council and the Planning Commission to adopt the Statement of Goals and Objectives.

Other Plan Elements - KRS 100.197 requires the Planning Commission to adopt the other plan elements but does not mandate adoption by the City Council.

A copy of the adopted plan shall be sent to public officials in adjacent cities, counties, and planning units.

IMPLEMENTATION OF THE PLAN

Land Use Regulations - the first decision that needs to be made in the development process is how the land is going to be used. Land use regulations (zoning) spell out how the land and structures can be used, to include requirements covering yards, dimensional requirements, intensity of land use, parking, landscaping, signs, etc.

Subdivision Regulations - once it is clear how the land can be used, then it may be necessary to divide the land into tracts or lots, and to develop those parcels. The subdivision regulations provide guidelines and specifications for design and construction of infrastructure needed to support the proposed development.

Building Codes - building codes cover the specific requirements for constructing buildings and other related structures to insure that they are built in such a way as to insure that public health and safety needs are met.

Project Plans - both public and private plans provide detailed specifications for carrying out development projects (streets, water and sewer lines, parks and playgrounds, subdivisions, etc).

MAINTENANCE OF THE PLAN

Review and Revision - Once the plan has been adopted, it is necessary to keep it current. KRS 100.197 requires the Planning Commission to review and revise (amend) the Comprehensive Plan at least once every five years. If the statement of goals and objectives is to be revised, then both the Planning Commission and City Council shall adopt these amendments. It is desirable that the plan be viewed as a dynamic document that should be subject to continuing review and/or revision as needed, since a number of significant changes may take place within a five-year period.

The planning process is a vital part of any city's future, and should not be taken lightly.

The plan represents a significant expenditure of time and money. It should be a process (and document) that city officials intend to use, not something that is relegated to the bookshelf, to be dusted off and used only on an occasional basis when it is needed to back a particular decision. If the city does not have a sense of direction that is shared with its citizens, then it is not likely to be successful. If it doesn't pay close attention to the many land use and development decisions being made, then it will face an increasing number of problems in its future.

STRATEGIC PLANS VS COMPREHENSIVE PLANS

Often times comprehensive planning is confused with strategic planning. Most planners would agree that the primary differences between the two lies in their specificity and their time span. Comprehensive plans (sometimes called master plans or general plans) are in their essence more general in nature and longer term oriented than strategic plans. Strategic plans tend to stress fairly specific actions to be taken and are geared to the short term. The approach used in this plan is to incorporate strategies as part of the process, and to describe them in the section dealing with recommended actions.

PROJECT PLANS

Beyond strategic plans, there is a need for the development of project plans used in the construction of infrastructure and buildings, etc. These plans provide the necessary specifications and detailed instructions that enable a contractor to complete the project.

MESHING OF PLANS

The different levels of plans should be meshed together - indicating a high degree of coordination between the different levels of planning. The city may be working on a number of different plans at different levels at any given point in time. For example; while the Comprehensive Plan is being updated, a tourism plan is being implemented, and a project plan for a new city park is being developed. All three plans should be consistent with each other.

COMMUNITY ASSESSMENT

The Berea Comprehensive Plan of 1999 is being updated in keeping with the KRS requirements calling for a review/revision once every five years. The initial phase in this process is the assessment of the Berea community in terms of what has taken place since the previous plan was adopted, what the present state of affairs is, and what changes are projected over the next 15-20 years. The assessment phase draws information from the previous plan as needed to determine what has or has not been accomplished, and which plan recommendations remain viable in the new plan.

The City of Berea completed an Environmental Scan in February of 2005 which identified internal and external factors to be considered in the plan review. The results of that survey are included below:

INTERNAL FACTORS

Positive

- Location on I-75, heavily traveled major north-south highway
- Growth area, all three governmental entities in the county are growing
- Good, experienced, trained workers
- Sound infrastructure - utilities
- Educational opportunities- Berea College, Berea Independent School System, Madison County School System, E.K.U.
- Berea College; reputation, presence, and resources
- Arts and crafts – Berea's identity as the Folk Arts and Crafts Capital of Kentucky

- Strong industrial base relative to Berea's size (3,600+ jobs)
- Low property taxes
- Reasonable access to quality health care, including long-term care
- Facilities, equipment, streets, sidewalks
- Availability/access of internet technology
- Quality of services by city departments
- Excellent recreation facilities - parks, pool, skating rink
- Libraries - Berea College, Madison County
- Boys and Girls Club
- Golf course/club
- Mutual aid agreements with other groups
- Scenic and historic values
- Unique character of the community

Negative

- Over dependence on payroll tax
- Traffic congestion
- Safety issues - crosswalks
- Possible future need for more employees as result of annexation
- Need to make better use of available technologies - GIS, mapping, internet
- Lack of utilization of city's home page
- Need for more recreation/park facilities
- Lack of entertainment - social activities, bowling, theater, etc.
- Lack of retail businesses (in number and variety)
- Inadequate county/state services available in city
- Need for additional restaurants - more choices
- Industrial Park is almost fully developed
- Lack of diversified income/city economy
- Comprehensive Plan effort not particularly meaningful - very broad - needs to be updated more frequently
- Declining arts/crafts operations - fewer artisans working/demonstrating in shops
- Parking problems - inadequate parking in many areas
- Berea College parking on streets

EXTERNAL FACTORS

- Bluegrass Army Depot, possible investments/jobs from nerve gas disposal (if done)
- and purchasing of goods and services; also possible funding source for fire and police departments
- Artisan's Center; signage, training, foster arts and crafts in Berea, future growth and development
- Tourism/Berea Chamber of Commerce working together for programs/events
- Provide for craft demonstrations
- More college involvement in assisting city in growth and development
- Transportation (public) needs
- Bypass impacts - growth
- Industrial property along new bypass
- Greenspace/park possibilities

- Annexation/expansion of the city - expansion of tax base, expansion of franchise fee base and payroll tax base
- Overall park development/walkways/bike paths
- Proximity to larger cities and access to their goods and services
- Potential loss of jobs/revenue beyond city's control
- State budget deficit issues - impacts on police, Medicaid, schools and educational payroll
- Continued encroachment of Richmond
- City/County government - Richmond/Berea/County - Urban County Government

- Increasing costs of providing benefits for city employees
- Landfill operations
- Storm water mandate may be possible in future
- Loss of Berea's small town character through continued growth - possible
- Diminished quality of life
- Nerve gas stored at Bluegrass Army Depot
- Terrorism and U.S. military actions impacts such as reductions of qualified emergency personnel
- Homeland Security

BEREA DEMOGRAPHICS

The most important statistics related to Berea's planning for future growth and development are those describing the population. The purpose of the planning and development process is to meet the needs of the population; to improve upon the overall quality of life. Knowledge of the numbers of people, their distribution, characteristics/traits, and projections for the future is critical for assessing the need for future public and private facilities and services. The following section provides a brief analysis of the population, based largely on the 2000 U.S. Census of Population and Housing.

POPULATION NUMBERS

Berea's population in 1900 was less than 1,000. Between 1900 and 1910 the population almost doubled. Over the past 30 years growth has been relatively slow. Whereas the increase from 1960 to 1970 (ten years) was 2,654 (61.7%), between 1970 and 2000 (30 years) the population only increased by 2,895 (41.6%), as shown in Table 1(pg. 10). Between 2000 and 2006 the population grew from 9,851 to 13,606 a growth rate of 38.1% over a six (6) year period.

TABLE 1 POPULATION IN BERE, 1900-2000.

Year	Population	Change	
		Total	Percent
1900	762	-	-
1910	1,510	748	98.2
1920	1,640	130	8.6
1930	1,827	187	11.4
1940	2,176	349	19.1
1950	3,372	1,196	55.0
1960	4,302	930	27.6
1970	6,956	2,654	61.7
1980	8,226	1,270	18.3
1990	9,128	902	11.0
2000	9,851	723	7.9
2006	13,606	3,775	

FUTURE PROJECTIONS

The city's current population is estimated to be 11,300 based on recent annexations. Using this figure as a basis for future projections, Berea's population in 2030 should be approximately 16,325, an increase of 5,025 or 44.5% over the twenty-five year period (Table 2).

TABLE 2 POPULATION PROJECTIONS FOR BERE, 2010-2030

Year	Projected Population	Change	
		Total	Percent
2005 (Estimate)	11,300	--	--
2010	12,025	725	6.4
2020	14,410	2,385	19.8
2030	16,325	1,915	13.3

POPULATION DISTRIBUTION

Most of Berea's population is concentrated in the central part of the city, extending from U.S. 25 South, eastward along Chestnut Street (KY. 21), through the downtown area and northward along U.S. 25. A secondary concentration is located in the northeastern section of the city in the northeast quadrant of Glades Rd. and U.S. 25 (Figure 2). The average population density of Berea is approximately 709 people per square mile. Berea's portion of the total county population decreased slightly over the past thirty years, dropping from 16.3 percent of the total in 1970 to 13.9% in 2000 (Table 3). More residents have chosen to locate in the unincorporated portion of the county for a variety of reasons including the lower cost of land, housing, and taxes.

FIGURE 2 POPULATION DENSITIES IN BERE A, 2000

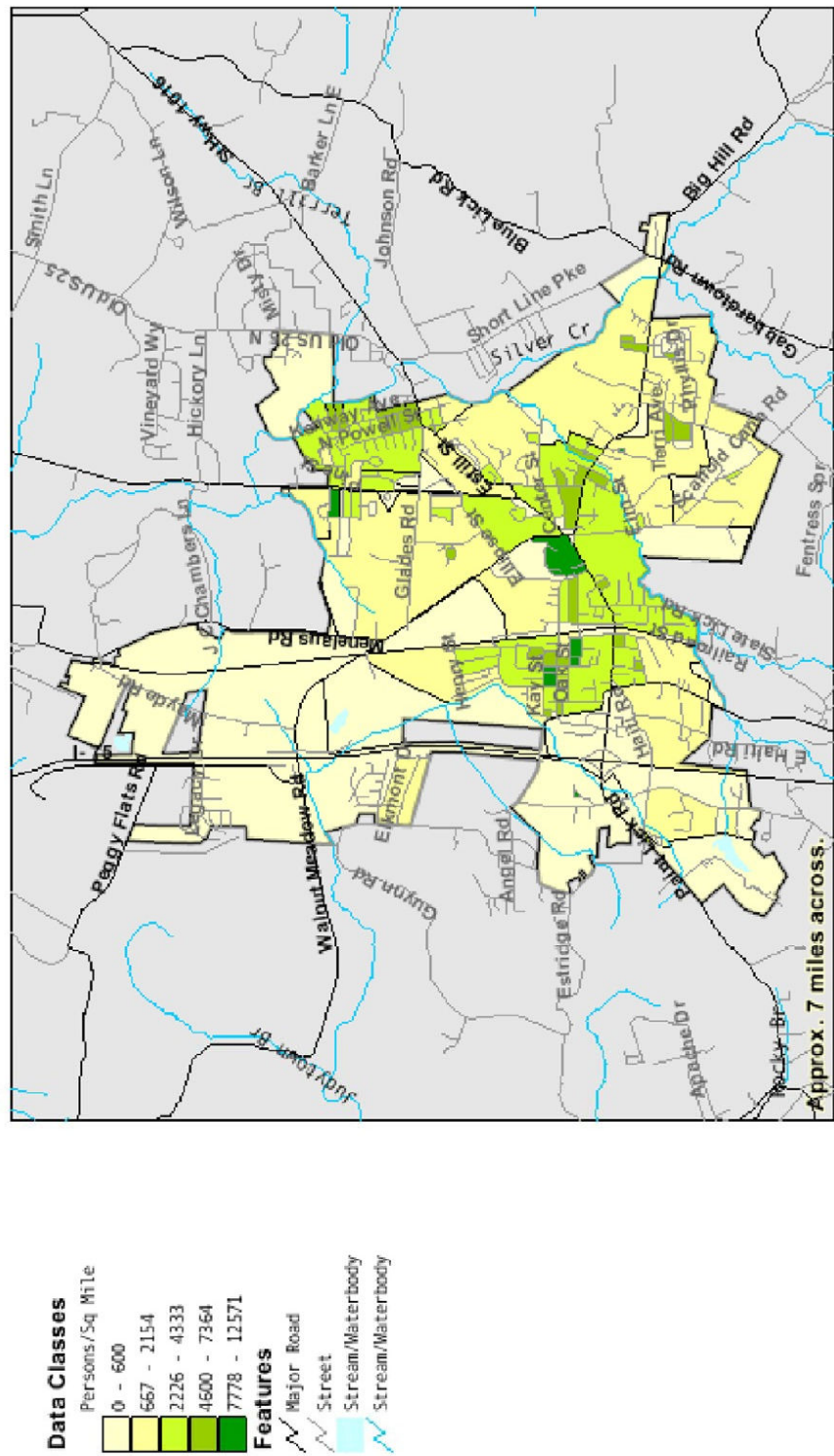


Figure 2 illustrates the fact that most of the city's population is concentrated in the older core area of the city and extending northward between US Highway 25 and KY 1016. There is a gap in distribution north of the city which relates to the location of the industrial park, and land that has not been developed.

TABLE 3 CHANGES IN THE DISTRIBUTION OF POPULATION								
IN MADISON COUNTY: 1960-2000								
	City of Richmond		City of Berea		Unincorporated		Madison County	
Year	Total	Total Percent	Total	Total Percent	Total	Total Percent	Total	Total Percent
1960	12,168	36.4	4,302	12.8	17,012	50.8	33,482	100.0
1970	16,681	39.0	6,956	16.3	19,093	44.7	42,730	100.0
1980	21,705	40.7	8,226	15.4	23,421	43.9	53,352	100.0
1990	21,155	36.8	9,128	15.9	27,225	47.3	57,508	100.0
2000	27,152	38.4	9,851	13.9	33,779	47.7	70,782	100.0
2006								

POPULATION COMPOSITION

The demographic composition of Berea includes such traits as age and sex, race/ethnic makeup, level of educational attainment, income levels, etc. Tables 4 and 5 indicate the changes that have taken place in these characteristics over the past decade.

TABLE 4. CHANGES IN AGE COMPOSITION, BERE: 1990-2000

Subject	1990	2000	Change	
			Number	Percent
Age of Residents				
Under 1 year	94	105	11	11.7%
1 and 2 years	225	317	92	40.9%
3 and 4 years	225	255	30	13.3%
5 years	124	111	-13	-10.5%
6 years	104	130	26	25.0%
7 to 9 years	324	343	19	5.9%
10 and 11 years	215	151	-64	-29.8%
12 and 13 years	241	229	-12	-5.0%
14 years	110	61	-49	-44.5%
15 years	122	64	-58	-47.5%
16 years	101	150	49	48.5%
17 years	99	94	-5	-5.1%
18 years	255	219	-36	-14.1%
19 years	380	420	40	10.5%
20 years	379	396	17	4.5%
21 years	345	284	-61	-17.7%
22 to 24 years	638	562	-76	-11.9%
25 to 29 years	666	714	48	7.2%
30 to 34 years	648	549	-99	-15.3%
35 to 39 years	625	660	35	5.6%
40 to 44 years	535	584	49	9.2%
45 to 49 years	426	554	128	30.0%
50 to 54 years	374	528	154	41.2%
55 to 59 years	353	390	37	10.5%
60 and 61 years	146	97	-49	-33.6%
62 to 64 years	204	290	86	42.2%
65 to 69 years	319	277	-42	-13.2%
70 to 74 years	287	426	139	48.4%
75 to 79 years	256	210	-46	-18.0%
80 to 84 years	147	214	67	45.6%
85 years and over	159	169	10	6.3%

Table 5 - SELECTED CHANGES IN BEREAS				
POPULATION COMPOSITION, 1990-2000				
			CHANGE	
SUBJECT	1990	2000	NUMBER	PERCENT
Poverty Status				
Families	330	352	19	5.70%
Individuals	1,365	1,450	85	6.20%
Housing Occupancy and Tenure				
Total housing units	3,481	4,040	559	16.10%
Owner occupied	1,948	2,081	133	6.80%
Renter Occupied	1,305	1,546	241	18.50%
Occupied housing units	3,253	3,627	374	11.50%
Vacant housing units	228	413	185	81.10%
Homeowner vacancy rate (%)	1.6	2.3	0.7	(X)
Rental vacancy rate (%)	8.8	14.0	5.2	(X)
Household by Type				
Total Households	3,253	3,627	374	11.50%
School Enrollment				
Population 3 years and over enrolled in school	3,001	3,035	34	1.10%
			CHANGE	
SUBJECT	1990	2000	NUMBER	PERCENT
Educational Attainment				
Persons 25 years and over	5,141	5,662	521	10.10%
High School graduate (includes equivalency)				
Some college, no degree	782	1,068	286	36.60%
Associate Degree	125	264	139	111.20%
Bachelor's Degree	852	805	-47	-5.50%
Graduate or Professional Degree	527	519	-8	-1.50%
Marital Status				
Population 15 years and over	7,464	7,851	387	5.20%
Now married, except separated	3,768	3,921	153	4.10%
Divorced	669	929	260	38.90%
Residence	1985	1995		
Same House	3,637	3,584	-53	-1.50%
Different House	4,794	5,154	360	7.50%
Race and Hispanic Origin				
White	8,682	9,106	424	4.90%
Black or African American	323	424	101	31.30%
American Indian and Alaska Native	18	36	18	100.00%

Hispanic Origin	36	98	62	172.20%
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There have been significant increases in the population below the age of five, and in the age categories from 35-59. Population declined in thirteen of the age categories, most notably in the 14 and 15 year olds.

Poverty status increased slightly, up 5.5% among families, and 6.2% among individuals.

Housing occupancy changes indicate that housing units occupied by renters increased much faster than owner-occupied units (18.5% to 6.8%). There was a substantial increase in the number of vacant housing units (up 81.1%) with most of this coming in the form of rental vacancies.

Educational attainment was up as reflected in the increase in the number of high school graduates (up 10.1%), those with some college (36.6%), and associate degrees (111.2%). The numbers of college graduates with bachelor's or graduate/professional degrees were down.

The number of married people increased slightly (4.1%) while the number of those divorced went up at a higher rate (38.9%).

The number of people living in the same house between 1985 and 1995 was up 7.5%.

The racial/ethnic composition of the population changed somewhat with gains in the number of African Americans, an increase of 101 (31%) and Hispanics, an increase of 62 (172.2%).

THE ECONOMY

The economy is the component of the community that serves as the generator to most of the other systems. Economic development is responsible for the creation of employment opportunities, generation of revenues, production of goods and services, and both directly and indirectly affects the quality of life in a community. There are several basic principles that are applicable in planning for economic development 1) the need to attract basic activities that bring new money into the community from outside, 2) the need for retention and expansion of existing businesses and industries, 3) diversification of the economy, 4) entrepreneurship, and 5) a focus on quality.

Berea's economy consists of two fundamental components; 1) the people, who act as producers and consumers, and 2) the material resources that are converted into a variety of products and services. These components are organized on the basis of function and include:

The Primary Sector - responsible for the extraction/acquisition of raw materials from the natural environment.

The Manufacturing Sector - Processes raw materials or other partially processed materials and prepares them for distribution

The Trade and Services Sector - Moves the processed items to points of consumption, and provides a diversity of services

The High Tech Sector - A sector recently recognized for the high level of skills/training required. It involves the research and design of high technology items and the processing of information.

The normal progression in a community's economic development is to move from emphasis on the primary sector to increasing emphasis on manufacturing, and then to trade and services.

There are many indicators or measures that are typically used to examine the status of the community's economy. Included in this list is employment status, wages, salaries, income levels, value added in manufacturing, savings, etc. A number of these measures will be examined in the following tables and discussion.

EMPLOYMENT

In 2000 there were 5,076 people (over 25 years of age) in the civilian labor force, with 4,804 (94.5%) of them employed (Table 6). The male-female composition of the labor force was evenly divided with about 50% in both categories. Most workers commuted to work by automobile, truck, or van (64.1%), but a significant number of people walked to work (1,028, 21.7%). The majority of people was in management, professional, and related occupations (32.5%), followed by sales and office occupations (25.6%).

Table 6 also shows the employment of people living (not necessarily working) in Berea by types of industries, and the breakdown by male and female. The leading employment industry in 2000 was education, health, and social services, with 35.4% of the total employed. Manufacturing accounted for 19.2% of the total, followed by retail trade with 11.3%. Women comprised the majority of employees in retail trade, educational, health, social services, and other services.

TABLE 6 BEREA EMPLOYMENT BY INDUSTRY, 2000				
INDUSTRY	BOTH SEXES		MALE	FEMALE
	TOTAL	%		
	4,804		2,398	2,406
Agriculture, forestry, fishing and hunting and mining	106	2.2	23	83
Agriculture, forestry, fishing and hunting	98		15	83

Mining	8		8	0
Construction	282	5.9	235	47
Manufacturing	3205	19.2	649	271
Wholesale trade	75	1.6	55	20
Retail trade	543	11.3	249	294
Transportation and warehousing, and utilities	89	1.9	65	24
Transportation and warehousing	51		34	17
Utilities	38		31	7
Information	54	1.1	5	49
Finance, insurance, real estate, and rental and leasing	169	3.5	51	118
Finance, and insurance	85		20	65
Real estate and rental and leasing	84		31	53
Professional, scientific, management, administrative, and waste management services	200	4.2	117	83
Professional, scientific, and technical services	138		88	50
Management of companies and enterprises	0		0	0
Administrative and support and waste management services	62		29	33
Educational, health and social services	1,699	35.4	614	1,085
Educational services	1,269		567	702
Health care and social assistance	430		47	383
Arts, entertainment, recreation, accommodation and food services	236	4.9	122	114
Arts, entertainment, and recreation	12		12	0
Accommodation and food services	224		110	114
Other services (except public administration)	283	5.9	138	145
Public Administration	148	3.1	75	73

MANUFACTURING

Figures from the Economic Development Cabinet and local contacts (2008) list a total of 17 manufacturers located in Berea, producing a variety of products. NACCO (980) and Tokico (900+) are the largest, with most of the manufacturers employing less than 150 workers (Table 7).

TABLE 7 MAJOR MANUFACTURERS IN BEREA			
FIRM	PRODUCTS	EMPLOYEE	YR. ESTAB
A&P Machine & Tools	Machine shop, custom tooling, general, CNC and production machining	7	1996
Novelis, Inc.	Ingots & recycled aluminum cans	111	1989
Berea College Crafts	Blankets, ceramics, etc.	25	1893
Berea Tool & Cutter Grinding	Tool and Die	11	1984
Berea Top Shop	Counter Tops	10	1978
Bluegrass Wire Harness	Fork life industry, electrical wiring harnesses	40	1985
Central Kentucky Mixed Concrete	Ready Mixed Concrete	22	1991
Light House	Candles	244	
Hayes Lemmerz International, Inc.	Commercial highway truck and trailer hubs and brake drums	135	1973
Kentucky Steel Center, Inc.	Steel service center; coil slitting and steel sheets	82	1996
KI USA Corp.	Machined, metal stamped and cationic painted auto parts and components, arc & resistance welding	350	1989
Marc Center	Sheltered workshop; custom assembling	21	NA
Matsushita Electric Motor Company	Small electric motors for vacuum cleaners, antilock brake systems and spas	30	1996
NACCO Materials Handling Group	Lift trucks	980	1973
PPG Industries, Inc.	Replacement Windshields	157	1989
Progressive Systems	Robotic automation systems & tooling	50	1995
Tokico (USA), Inc.	Automobile shock absorbers, struts, brake systems, & air compressors	900	1987
	Total Number of Employees	3205	

Table 8 shows a comparison of Berea and Richmond in the amount of manufacturing activity in each decade. Most of Berea's manufacturing growth came in the 1980s when eight new industries located. In Richmond, the 1990s was the most active period with six new industries.

TABLE 8 NEW MANUFACTURING LOCATIONS BY DECADES		
Years	Berea	Richmond
1950s/earlier	2	4
1960s	0	3
1970s	4	4
1980s	8	2
1990s	5	6
2000+	0	1
Totals	19	20

Table 9 indicates the amount of new industrial locations and expansions that have occurred in the past five years. There have been eight expansions of industries, with an estimate of 231-234 new jobs being created, and investments in excess of \$59 million. The city has acquired over 322 acres of land to add to the Industrial Park.

TABLE 9 NEW INDUSTRIAL LOCATIONS AND EXPANSIONS, 1999-2003			
BEREA	REPORTED		
	COMPANIES	JOBS	INVESTMENT
Manufacturing Location (KEN KAN)	1	8	\$0
Manufacturing Expansion	8	231-234	\$59,170,239
Supportive/Service Location	0	0	\$0
Supportive/Service Expansion	0	0	\$0
RICHMOND	REPORTED		
	COMPANIES	JOBS	INVESTMENT
Manufacturing Location	2	67-75	\$24,760,000
Manufacturing Expansion	14	345	\$40,724,185

TRADE AND SERVICES

Berea has a number of retail businesses located in College Square and the Old Town areas and along highways 25 (both on the north and south), and around Exits 76 and 77. Trade and services comprise the tertiary sector of the economy and account for 60% of the total employment of Berea's work force. While most of these businesses are small in size, they account for a sizeable portion of the city's economic base, and are a primary source of potential growth in the future.

TOURISM

Tourism is an important element of the economy in Madison County, accounting for \$122.3 million in expenditures in 1995, and increasing to \$136 million in 2003. The City of Berea plays a major role in the attraction of travelers and tourists with its reputation as the center of folk arts and crafts in Kentucky. The Berea Tourism office estimates that almost \$49 million (36%) of the \$136 million generated in the county by tourism comes from Berea.

Some 43,000 vehicles pass through Berea each day on Interstate 75 and provide a potential for even more tourism growth. The Kentucky Artisan Center at Berea, located just off of I-75 on Hwy 595 is an additional resource that will draw tourists into the city. Over 200 motor coaches with an average of 30 people per bus visit Berea each year. Berea ranks fourth in the state in the number of motor coach visits. The city has a 3% transient tax on hotels and motels, and a 3% restaurant tax.

In addition to the focus on arts and crafts, Berea offers a number of other special events and activities that draw crowds throughout the year (Table 10). Indian Fort Theater, Berea College, College Square, and Old Town serve as focal points for a number of festivals and musical performances throughout the year.

TABLE 10 BEREA TOURISM EVENTS, 2008

Date of Events	Tourism Events
May 9-11	Berea International Festival – Memorial Park
June 7	L&N Day – L&N Depot, Old Town Berea Working models, memorabilia, storytelling, and lots more.
June 21	Car Show – Old Town Berea
July 4	The 4th of July Festival – Community Park Fireworks and children’s activities
July 11-13	Berea Crafts Festival, 27th Anniversary – Indian Fort Theatre 120 artist’s from across the country
Aug 1-3	Quilt Extravaganza
Sept 19-21	Spoonbread Festival – Memorial Park
Oct	Celebration of Traditional Music – Phelps Stokes Chapel, Berea College
Oct 11-12	KY Guild of Artist and Craftsmen Fall Fair - Memorial Park
Nov	Home & Hearth Christmas Bazaar – Russell Acton Folk Center
Nov	Berea College Crafts Holiday Sale – Russell Acton Folk Center
Dec 6	Twenty-third Annual Twilight Christmas Parade
Dec	Christmas Country-Dance School – Seabury Center, Berea College

TRANSPORTATION AND COMMUNICATIONS

THE HIGHWAY NETWORK

Berea lies astride one of the major north-south highways in the U.S., Interstate 75. With its recent widening to six lanes, I-75 now carries more than 61,000 vehicles per day near the Fayette County line, and over 43,000 near the Rockcastle County line. Berea has two interchanges on I-75 at exits 76 and 77. In addition to I-75, U.S. 25 runs through the heart of Berea from north to south, and KY 595 and KY 21 comprise important parts of the network

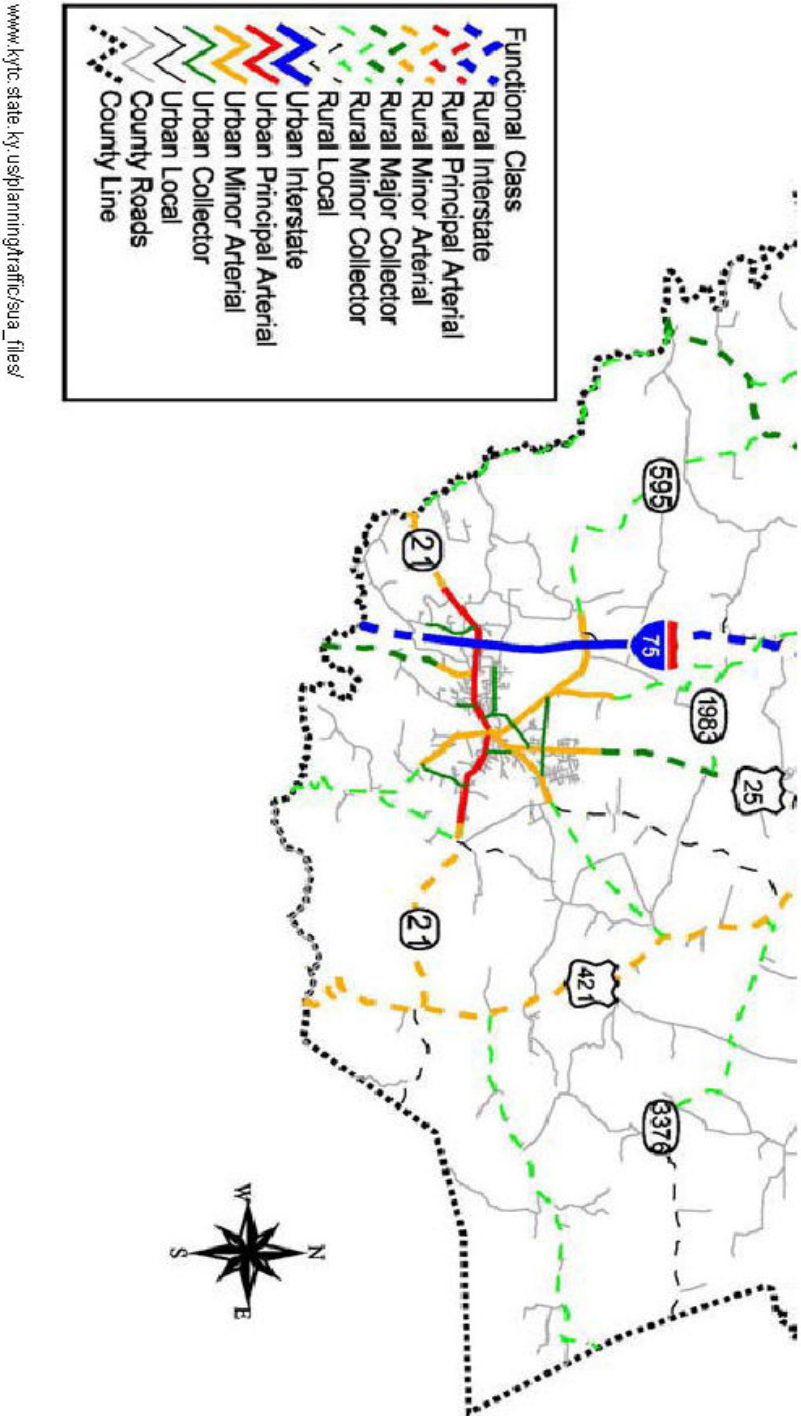
The 1991 Intermodal Surface Transportation Efficiency Act restructured the federal aid system into two systems: The National Highway System (NHS) and the Interstate System, which is a component of the NHS. The NHS focuses federal resources on routes that are especially important to interstate travel and the national defense, and to roads that connect to other modes of transportation or are essential for international or interstate travel. It is designed to maintain system connectivity within the state and with other states. The federally mandated components of the NHS are, 1) the Interstate system, 2) other urban and principal arterials, 3) Intermodal connectors, which provide access to a major river port, airport, public transportation facility, or other Intermodal transportation facility, 4) the Strategic Highway Network (STRAHNET) which is a network of highways important to U.S. strategic defense policy, and 5) major Strategic Highway Network connectors. In Madison County, I-75 (in its entirety), US 25 from US 421 to KY 876, US 421 from Rice Lane to US 25, and KY 876 from I-75 to US 25 are all on the NHS.

All highways and streets are grouped into classes or systems according to the character of the service they are intended to provide. This functional classification system includes the Interstate, Principal Arterials, Minor Arterials, Collectors, and Local Streets and Roads, all of which have both an urban and rural component. (Figure 3) shows the functional classification of highways in the Berea area.

The volume of traffic is expressed as average daily trips (ADTs). In Berea, the only highway that has ADTs in excess of 20,000 is Highway 25, both from Glades Road to KY 1016 and from KY 21 to KY 595. Obviously, the amount of traffic being carried is a major factor in determining the level of service the highway is providing. (Figure 4) shows the ADTs for Berea's highways and levels of service.

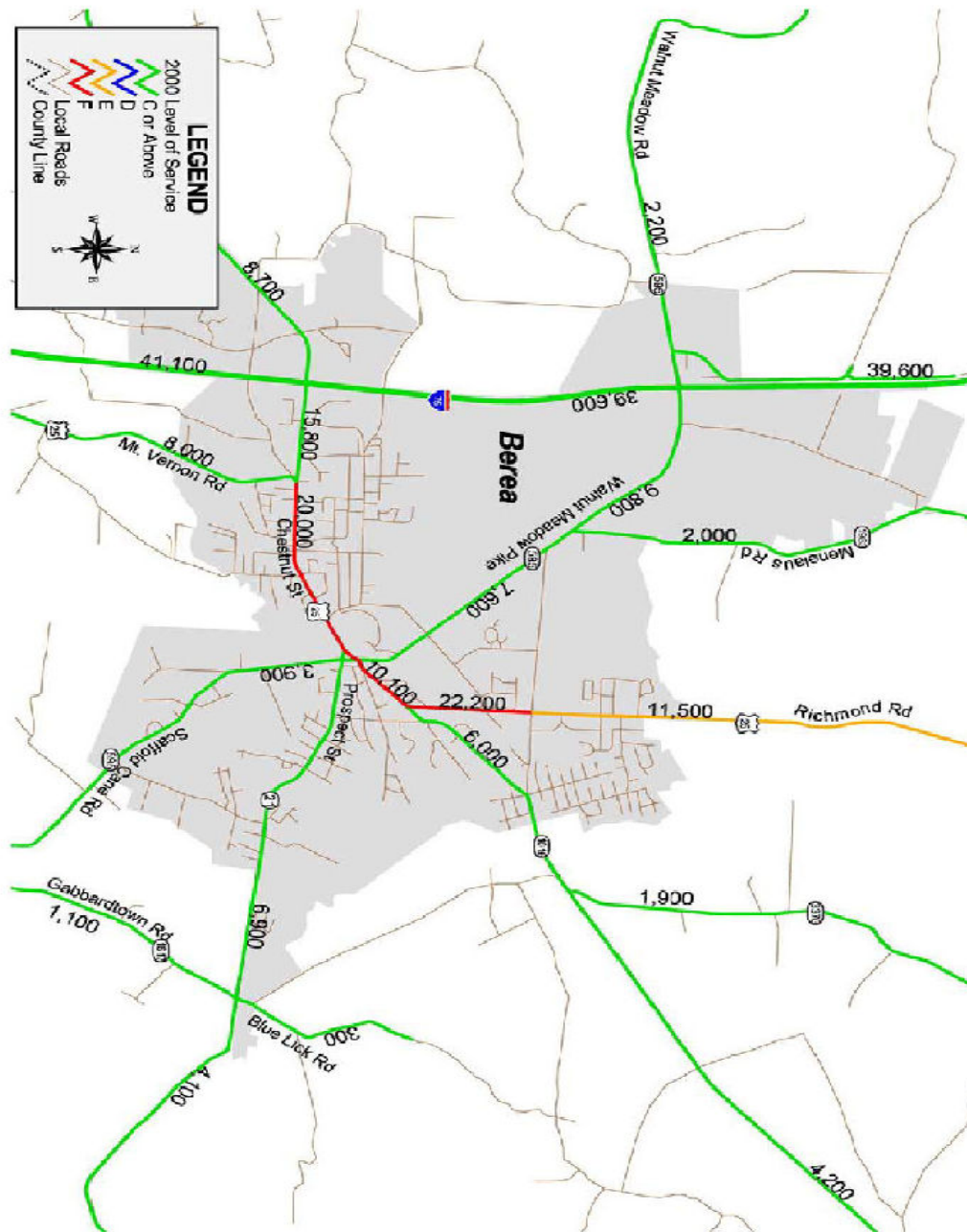
Level of service is a quantitative measure of traffic conditions. The state has established a rating system that describes six levels of service, A-F, with A being the highest level of service (traffic flows freely, high travel speeds, and no delays), and F being the lowest level of service (heavy congestion, low travel speeds, stop-and-go flows, and long delays). A facility is considered to have reached its capacity at Level E. For planning purposes it is generally desirable to maintain a minimum level of D in urban areas and C in rural areas. (Figure 4) shows that there are two highways in the Berea area with levels of service of D or worse; US 25 from US 421 to Glades Road, and US 25 from Mt. Vernon Road to Glades Road. The convergence of US 25, KY 21, KY 595, and KY 1016 creates an undesirable traffic problem in the downtown area.

FIGURE 3 THE FUNCTIONAL CLASSIFICATION OF HIGHWAYS IN THE
BEREA AREA



www.kytc.state.ky.us/planning/traffic/sua_files/

FIGURE 4 TRAFFIC FLOW AND LEVELS OF SERVICE IN THE BEREA AREA



**** Numbers Represent ADT-Average Daily Travel**

Safety is an important issue in highway planning, design, and construction. There are a number of roadway segments in Madison County that have a high number of accidents. The state has developed a Critical Crash Rate Factor (CCRF) to measure the level of accidents on highways. Where this factor is higher than 1.0, the roadway segment is considered to be a high crash location.

Three of these roadway segments are in the Berea area:

**US 25 from the Rockcastle County line to Liberty Avenue
KY 21 from KY 954 to Old KY 21 West
KY 595 from KY 1617 to Bratcher Lane**

In addition to dangerous roadway segments, there are a number of intersections that have high accident frequencies. The two intersections in the Berea area with the highest accident frequencies in 2000 are US 25 at KY 21 (49 accidents) and US 25 at KY 595 (25 accidents). (Figure 5) illustrates both the roadway segments and the intersections in the Berea area with the highest accident frequencies.

**FIGURE 5A&B BEREAL AREA ROADWAY SEGMENTS AND INTERSECTIONS WITH
THE HIGHEST ACCIDENT FREQUENCIES**

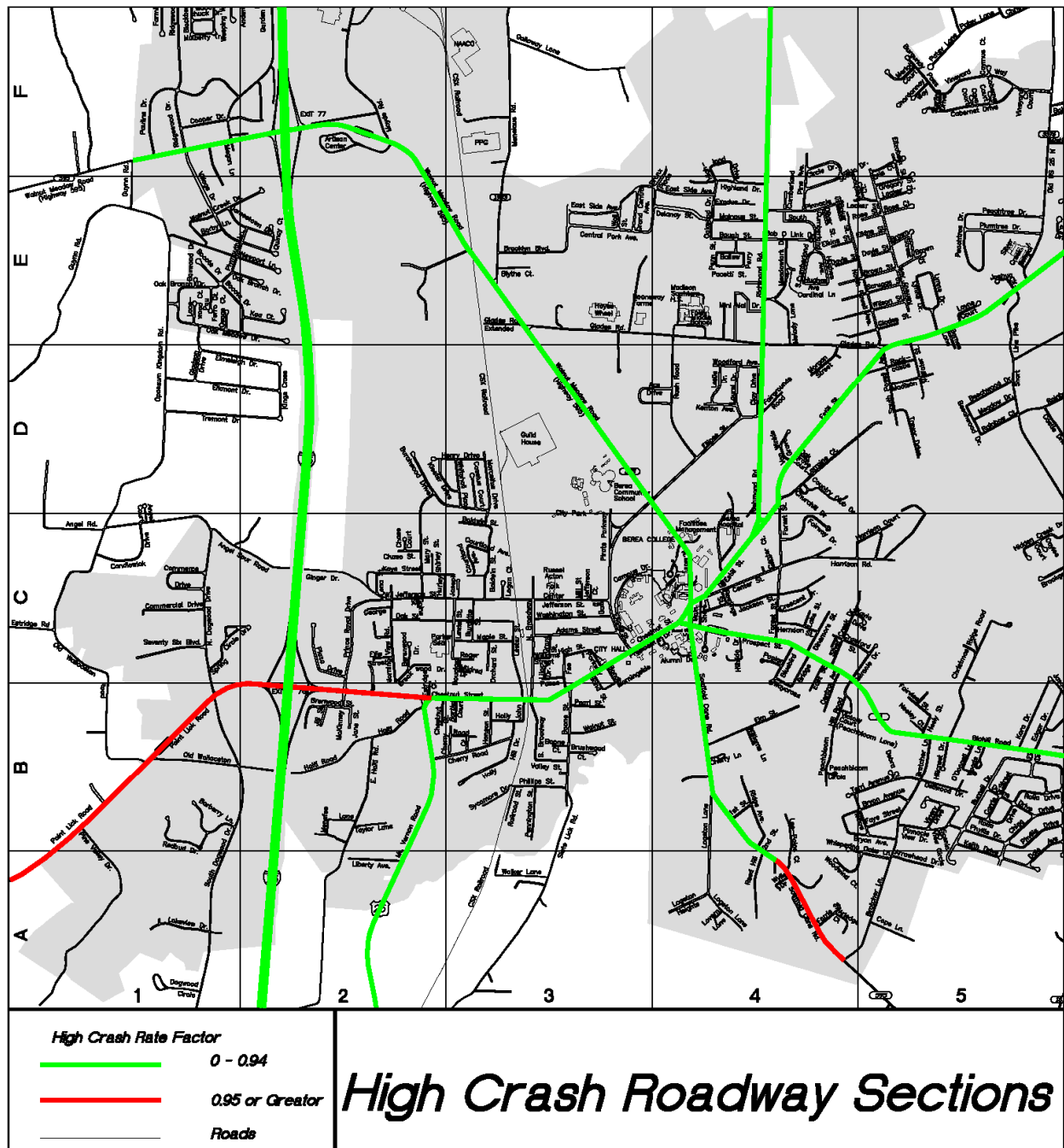


FIGURE 5A HIGH CRASH INTE RSECTIONS

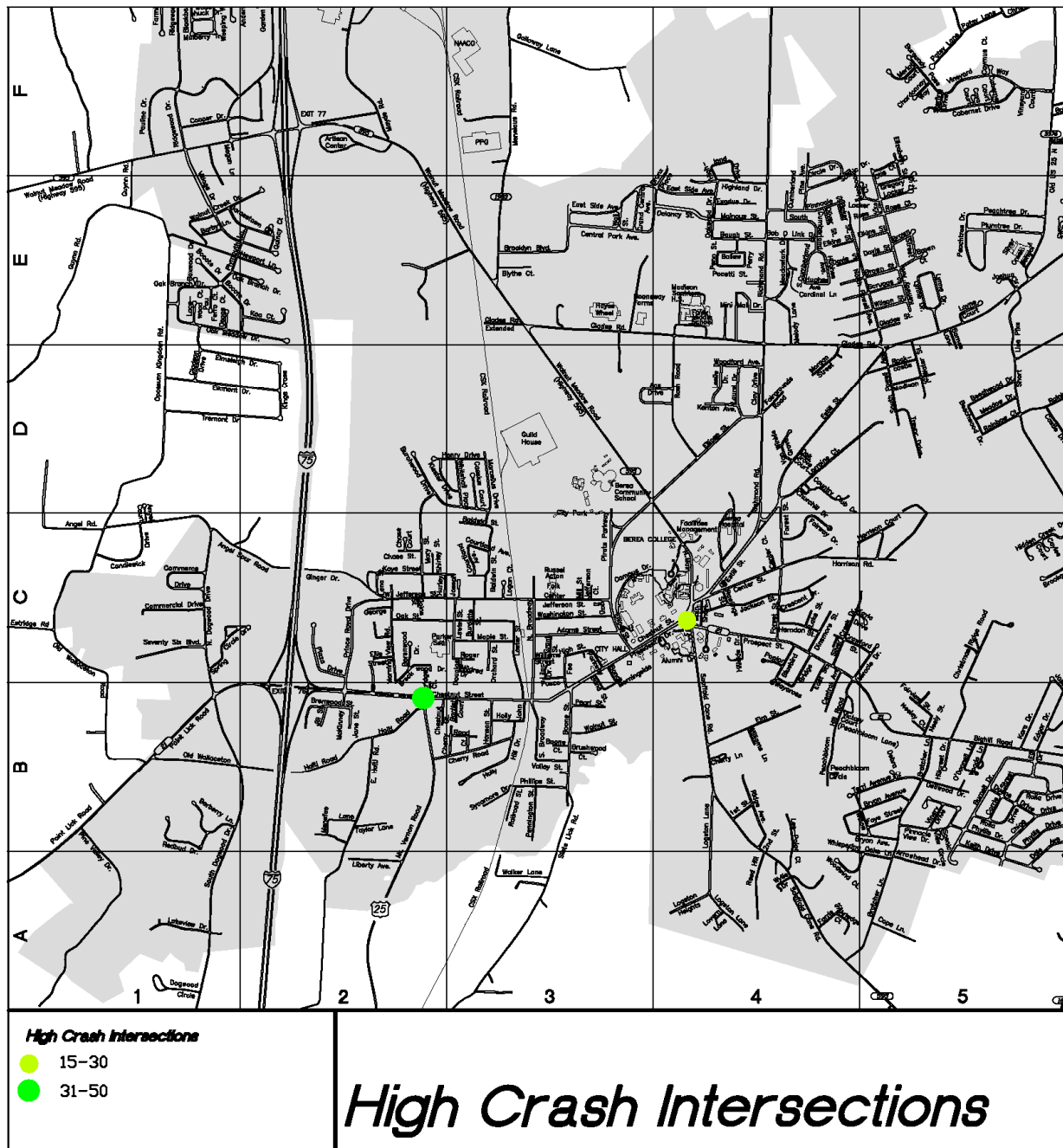


FIGURE 5B HIGH CRASH INTERSECTIONS

OTHER MODES OF TRANSPORTATION

Transit

Kentucky River Foothills operates Foothills Express, a demand-response transit agency serving Madison County (including Berea), with about 450 trips per day. The service is used by a variety of passengers with different demographics. A grant has been made available to Kentucky River Foothills to establish a fixed-route system.

Taxi

Berea is served by P Cab Company which operates four handicap accessible vans and eight taxis from 6 a.m. until 1 a.m. most of the week. In addition, Foothills Express operates over 20 vans and small buses on an around the clock basis, seven days a week. Two cab companies in Richmond also provide service to Richmond and other parts of Madison County including Berea.

Rail Transportation

Rail transportation is provided by CSX Railroad with lines running through Madison County from North to South. CSX serves both the cities of Berea and Richmond, including both industrial parks, and the Bluegrass Army Depot as well. A significant amount of freight moves through Madison County on a daily basis. There is no rail passenger service in the county.

Aviation

The Madison Airport is a general aviation airport located off of Ballard Road, about 2.5 miles northwest of Exit 77 on I-75, in Berea. The airport is operated by the Madison County Airport Board with representatives from the three governments. It has one runway 4,500 feet long by 150 feet wide, and offers the following aviation services:

- Charter Service
- Visual Approach Slope Indicator (VASI)
- Runway End Identifier Lighting (REIL)
- Medium Intensity Runway Lights (MIRL)
- VHF Omni directional Range/Distance Measuring Equipment (VOR/DME)
- Instrument Approach
- Jet A and 100 LL fuel

Commercial air service is provided at Bluegrass Airport in Lexington.

COMMUNICATIONS

Berea has all of the standard means of communication available including, television, radio, newspapers, cable, high speed internet, and telephone services.

HOUSING

The 2000 Census of Housing showed that Berea had a total of 4,040 housing units, an increase of 559 (16.1%) over the 1990 figure. Single-family dwellings accounted for 2,538 (62.8%) of the total units in 2000 as compared to 2,261 (65%) in 1990. The largest gains in multi-family housing units were in duplexes (153 additional units), and 5-9 unit structures (148 additional units). The breakdown in housing units is shown in Table 11.

TABLE 11 HOUSING UNITS IN STRUCTURE, BEREA, 1990 AND 2000

Units in Structure	1990	2000	CHANGE	
			TOTAL	PERCENT
Total housing units	3,481	4,040	559	16.1%
1-unit, detached	2,179	2,478	299	13.7%
1-unit, attached	82	60	-22	-26.8%
2 units	168	321	153	91.1%
3 or 4 units	279	274	-5	-1.8%
5 to 9 units	334	482	148	44.3%
10 to 19 units	75	78	3	4.0%
20 or more units	0	28	28	28.0%
mobile homes	337	319	-18	-5.3%

The median value of owner-occupied units increased from \$48,100 to \$80,000 in the ten year period, a gain of \$31,900 (66.3%), and the median value of renter-occupied units increased from \$241 in 1990 to \$425 in 2000, up \$184, 76.3% (Table 12).

TABLE 12 MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS

Mortgage Status and Selected Monthly Owner Costs	1990	2000	TOTAL	PERCENT
Value				
Specified owner-occupied units	1,583	1,741	158	10.0%
Median (annual dollars)	48,100	80,000	31,900	66.3%
Value				
Specified renter-occupied units	1,221	1,546	325	26.6%
Median (monthly dollars)	241	425	184	76.3%

Of the 1,414 household incomes computed, 545 (38.5%) were paying 30% or more of their income on rent (a figure considered to be a maximum of income to be paid on housing) in 1999, an increase of 100 households over the 1989 figure (Table 13).

TABLE 13 GROSS RENTS AS A PERCENTAGE OF HOUSEHOLD INCOME

Gross Rent as a Percentage of Household Income	1990	2000	TOTAL	PERCENT
Less than 20 percent	524	629	105	20.0%
20 to 24 percent	213	149	-64	-30.0%
25 to 29 percent	107	91	-16	-15.0%
30 to 34 percent	89	131	42	47.2%
35 percent or more	298	414	116	38.9%
Not computed	66	132	66	100.0%

Table 14 indicates changes in the value of specified owner-occupied housing units between 1989 and 1999. The largest absolute gain was in housing valued from \$60,000 to \$99,000. The number of houses valued at over \$150,000 increased from 20 in 1989 to 151 in 1999.

TABLE 14 VALUE FOR SPECIFIED OWNER-OCCUPIED HOUSING UNITS				
Value for Specified Owner-Occupied Housing Units	1990	2000	TOTAL	PERCENT
Less than \$15,000	31	0	-31	-100.0%
\$15,000 to \$19,999	47	11	-36	-76.6%
\$20000 to \$24,999	75	0	-75	-100.0%
\$25,000 to \$29,999	78	36	-42	-53.8%
\$30,000 to \$34,999	132	23	-109	-82.6%
\$35000 to \$39,999	163	22	-141	-86.5%
\$40,000 to \$49,999	317	73	-244	-77.0%
\$50,000 to \$59,999	209	228	19	9.1%
\$60,000 to \$99,999	414	862	448	108.2%
\$100,000 to \$124,999	70	145	75	107.1%
\$125,000 to 149,999	27	190	163	603.7%
\$150,000 to \$174,999	15	110	95	633.3%
\$175,000 to \$199,999	1	25	24	2400.0%
\$200,000 to \$249,999	4	10	6	150.0%
\$250,000 to \$299,999	0	6	6	0.0%
\$300000 to \$399,999	0	0	0	0.0%
\$400,000 to \$499,999	0	0	0	0.0%
\$500,000 or more	0	0	0	0.0%

Table 15 provides additional information on other characteristics of housing and occupants in 2000:

Over half of the householders moved into housing units between 1995 and March 2000. Most households had two or more vehicles available (51.4%). Natural gas was the heating fuel of choice in 51.4% of the units, followed by electricity 45.6%. Almost all households had complete plumbing and kitchen facilities, as well as telephone service. More than one-third of the units were built before 1970 (38.3%).

TABLE 15 SELECTED HOUSING STATISTICS FOR 2000

Subject	Number	<u>Percent</u>
Occupied Housing Units	3,627	100
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	994	27.4
1995 to 1998	1,097	30.2
1990 to 1994	447	12.3
1980 to 1989	524	14.4
1970 to 1979	268	7.4
1969 or earlier	297	8.2
VEHICLES AVAILABLE		
None	355	9.8
1	1,410	38.9
2	1,297	35.8
3 or more	565	15.6
HOUSE HEATING FUEL		
Utility gas	1,863	51.4
Bottled, tank, or LP gas	46	1.3
Electricity	1,653	45.6
Fuel oil, kerosene, etc.	15	0.4
Coal or coke	0	0
Wood	35	1
Solar energy	0	0
Other fuel	15	0.4
No fuel used	0	0

SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	13	0.4
Lacking complete kitchen facilities	0	0
No telephone service	124	3.4
OCCUPANTS PER ROOM		
Occupied housing units	3,627	100
1.00 or less	3,585	98.8
1.01 to 1.50	42	1.2
1.51 or more	0	0

YEAR STRUCTURE BUILT		
1999 to March 2000	309	7.6
1995 to 1998	421	10.4
1990 to 1994	275	6.8
1980 to 1989	495	12.3
1970 to 1979	981	24.3
1960 to 1969	418	10.3
1940 to 1959	673	16.7
1939 or earlier	468	11.6

Berea accounts for 13.7% of the total housing units in Madison County (and 13.9% of the county's population). The city has about 14.4% of the total single-family dwellings, 14.3% of the multi-family units, and only 8.7% of the mobile homes. Berea has 180 units of assisted housing; Glades Village I and II (76 units), Housing Authority of Berea (60 units), Roselawn Subdivision (8 units), and Silver Creek Apartments (36 units).

COMMUNITY FACILITIES AND SERVICES

The City of Berea is governed by a Mayor and City Council. The Mayor is elected at-large every four years, and the eight council members are all at-large representatives elected for two year terms. The City Administrator is responsible for the daily operation of the city. There are 116 full-time employees in city government. The city is organized into the following functional areas:

City Administration
City Clerk
Codes and Planning Department
Finance Department
Fire Department
Parks Department

Police Department
Municipal Utilities
Streets Department
Tourism Department
G.I.S./Survey Department
Economic Development Department

Police Department

The Berea Police Department is located on Chestnut Street in Berea Municipal Center. At the present time there are 32 employees (29 full-time sworn officers and 3 civilian employees in records).

The department has a total of 30 vehicles in its fleet, including 24 marked, five unmarked one four-wheel drive.

Fire Department

The Berea Fire Department operates out of two stations, Fire Station #1 on Chestnut Street, and Station #2 on Glades Road. The department has nineteen full-time firefighters. Equipment includes four pumper engines, two tanker trucks, one 95 foot aerial platform engine, a chief's vehicle (SUV), and two pick-up trucks (command apparatus).

Volunteer Fire and Rescue

Berea's Volunteer Fire and Rescue Squad are located in the Berea Fire and Rescue Station on Melody Lane. The squad has a total of 22 volunteer firefighters, 2 ambulances, and 1 brush truck.

Department of Codes and Planning

The Berea Department of Codes and Planning is located in City Hall, and has a staff of four. The department is divided into two divisions, the Planning Division, and the Building Division.

The Planning Division is responsible for reviewing plans for proposed development as well as the enforcement of zoning and health codes, and provides maps to the public.

The Building Division is responsible for the oversight of construction, alteration, moving, demolition, repair, maintenance, and use of any building or structure in the city. This division also issues permits, conducts inspections, enforces codes and regulations on trash, weeds, junk, and other health and safety issues.

Solid Waste

The City of Berea has contracted with Rumpke of Kentucky to provide for the collection and disposal of waste material and for recycling pick-up. Berea's solid waste is disposed of at the sanitary landfill in Mt. Sterling.

The Richmond Recycling Center offers recycling services for every household and business in Madison County. The center collects hazardous waste, tires, paper, white goods and metals.

At this time, the center does not collect computers and other electronic equipment. Berea collects yard waste, and offers door-to-door pickup of recyclable items.

Parks and Recreation

The City of Berea operates two parks, Community Park and Memorial Park, a swimming pool, the Russel Acton Folk Center, and the Intergenerational Center.

Community Park

The 38 acre Berea Athletic Complex opened on July 4, 1993. The park's features include; baseball/softball fields, soccer fields, walking trail, picnic shelter, playground, basketball court, horse shoe pits, and sand volleyball court. The complex supports a variety of individual and organized sports including leagues sponsored by the Berea Youth League, Madison County Youth Soccer, and Berea Youth Football.

Memorial Park

Memorial Park is Berea's oldest park, built in 1948 as a memorial to those who served in the military. It has been renovated to include a new sidewalk system and ample lighting. There is a shelter available for events and gatherings.

Berea Swimming Pool

The Berea Swimming Pool is adjacent to the athletic complex and features a 9,200 square foot, 365,000 gallon facility. The pool was opened in 1993 and includes a waterslide, raindrop, diving well, lap lanes, wading pool, bathhouse, and concession area. The pool is open seven days a week from the Memorial Day weekend through the third weekend in August.

Russel Acton Folk Center

The Folk Center was built in the mid-1980s by volunteers, with the help of generous donations. The facility was built to preserve the art of Folk Dancing in Appalachia. The City of Berea now owns the facility and it is available for rent. It features 3,500 square feet of open space, a kitchen, and bathroom facilities. The Folk Center can be used for craft shows, weddings, receptions, dances, reunions, etc.

Intergenerational Center

In the early 1990s, Berea celebrated its age diversity with the creation of the Intergenerational Center. The Center is divided into the Berea Senior Citizen Center and Berea Head Start and brings together senior citizens with youth so that they might learn from each other. Some of the features in the Center include several small rooms, offices, a kitchen for Head Start, and a large community room. The community room is home to many clubs and organizations.

Park and Recreation Needs

In 2002 The Madison County Parks and Recreation Master Plan was completed and included parks and recreational needs countywide, to include the needs of the City of Berea. Table 16 gives a summary of the parks and recreation needs by park types for Berea.

TABLE 16 PARK AND RECREATION NEEDS FOR BEREA

Park Type	Recommended Acres/ 1000 Population	Existing Developed Acres	2002 Recommended Acres	2002 Surplus/ Deficit
Mini-Park	0.5	1	4.93	-3.93
Neighborhood	2	0	19.70	-19.70
Community	8	30	78.8	-48.80
Special Use	N/A	N/A	N/A	N/A
Linear	N/A	N/A	N/A	N/A
Total	10.5	31	103.425	-72.42

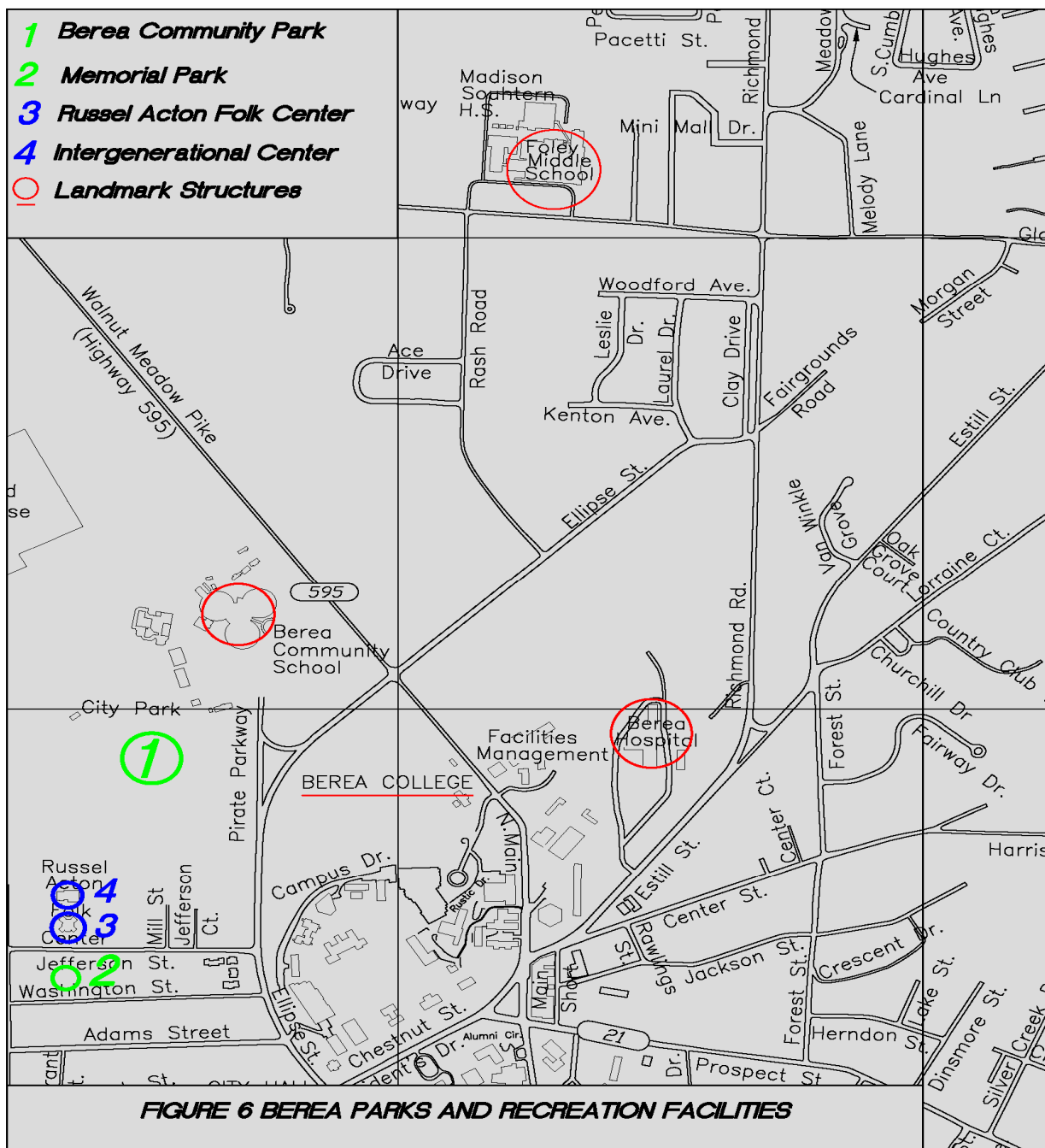
Population base was 2000 not included in acreage are golf courses and open space areas.

Projections were for 2010

The recommended acre per thousand population is consistent with previous National Recreation and Parks Association goals and those used by several counties in their planning efforts. The existing developed acres include only those portions of park that are developed for active or passive recreation. While the 2000 study found Berea to have a deficit in park and recreation space of some 72 acres, this deficit will be reduced by completion of a new park comprising some 30 acres. (Figure 6) shows the location of Berea's parks and recreational facilities.

In its present planning for parks and recreation space, the city is dealing with the questions of whether or not to require large subdivisions to provide recreation/open space, and thereby disperse its park system, or focus all or most of its recreation resources in one area.

Figure 6 Berea Parks and Recreation Facilities



(1) Berea Community Park
 (2) Memorial Park

(3) Russel Acton Folk Center
 (4) The Intergenerational Center

Utilities

The City of Berea provides a full range of utility services for its citizens. In January, 2005, the city acquired the water and electric system from Berea College. With the ability to provide water, electric, and sewer, the city has created the Berea Municipal Utilities Department. Table 17 gives a summary of utility providers in Madison County as well as the capacity and average flow figures for water and sewer.

TABLE 17 UTILITY PROVIDERS IN BEREA AND MADISON COUNTY

Electric:

Berea, Municipal Utilities
East Kentucky Power Cooperative
Blue Grass Energy Cooperative Corp.
Clark Energy Cooperative, Inc.
Inter-County Energy Cooperative Corporation
Jackson County Energy Cooperative
LG&E Energy Corp. - KU

Natural Gas:

Columbia Gas of Kentucky, Inc.
Delta Natural Gas Company

Water:

	<u>Capacity</u>	<u>Average Flow</u>	<u>Excess</u>
Berea Municipal Utilities	4,000,000	2,604,891	1,395,109
Garrard County Water Association	N/A	N/A	N/A
Madison County Utilities/Kingston-Terrill	N/A	N/A	N/A
Richmond Utilities	9,000,000	5,874,273	3,125,727

Sewer:

	<u>Capacity</u>	<u>Average Flow</u>	<u>Excess</u>
Berea Municipal Utilities*	4,300,000	2,780,000	1,520,000
Butler Water and Sewer	140,000	51,000	89,000
Richmond Utilities			

The Berea Sewage Treatment Plant has recently been upgraded to a capacity of 4.3 million gallons per day.

Education

The City of Berea is served by the Berea Community School, the Madison County School District, and Berea College. The Berea Community School has grades from pre-K through 12. Four of the schools in the Madison County system serve Berea; Kingston Elementary, Silver Creek Elementary, Shannon Johnson Elementary, Foley Middle, and Madison Southern High School.

Enrollment in these schools is listed below:

2007-2008 Enrollment

Berea Community School	1,129
Kingston Elementary School	540
Shannon Johnson Elementary School	508
Silver Creek Elementary School	642
Foley Middle School	784
Madison Southern High School	1025

Berea College is a small private liberal arts college that has consistently been rated as one of the best colleges in the United States. *U.S. News and World Report* named Berea College as the best Comprehensive College for a Bachelor's Degree in the South for 2005. This recognition was based on academic reputation, retention, faculty resources, student selectivity, financial resources, and alumni giving rate. Berea is a well-endowed private college which provides a no-tuition education to students with a financial need, and offers a range of bachelor programs and hosts a diversified student body. The present enrollment at Berea College is 1,582.

A number of students from the Berea area attend Eastern Kentucky University in Richmond, a comprehensive regional university that offers a wide variety of bachelor and graduate degree programs. Of special interest in the area of economic development are the Small Business Development Center and the Center for Economic Development, Entrepreneurship, and Technology, both of which provide programs and services to prospective and operating small businesses.

Berea residents have made significant gains in educational attainment since 1990. The number of high school graduates increased 10.1%, those with some college increased 36.6%, and those with associate degrees increased by 111.1%. Berea's schools have earned numerous academic as well as athletic awards in recent years.


Health and Medical Services

Saint Joseph at Berea (formerly Berea Hospital) is located in the downtown area of Berea and serves not only the City of Berea, but Madison County and the surrounding region. The 81 bed hospital is affiliated with Catholic Health Initiatives. It offers a range of services including a 24-hour emergency department, radiology and nuclear medicine, CT scans, ultrasound, mammography, a pharmacy, physical and occupational therapy, respiratory therapy, acute and intensive/coronary care, surgical services, and other related services.

Berea Health Ministry is a voluntary ministry located on U.S. 25 North, and provides medical assistance to low-income people in the surrounding area who cannot afford these services otherwise.

Berea is also served by Pattie A. Clay Hospital and the Madison County Health Department. The Madison County Emergency Service provides ambulance and emergency services to Berea.

HISTORIC PRESERVATION

In 1853, Cassius M. Clay gave Reverend John G. Fee a tract of land in the  Glade. Fee established a church and Berea College in 1855. Berea College became the only integrated college in the south for nearly forty years. The community of Berea initially grew around the college and served as a small trade center for the surrounding area. The City of Berea was incorporated in 1890. During the 1890s, Berea College developed an interest in the culture of Appalachia, and began to draw students to work in the arts and crafts industry established by the college. From these early beginnings, Berea has grown to be a diversified city serving the surrounding area of southern Madison County as well as adjacent Jackson and Rockcastle counties. Many of its structures date back to the 1800s and early 1900s.

Berea has some 79 individual sites that have been documented by the Kentucky Heritage Council. Three properties are listed on the National Register of Historic Places; Lincoln Hall on the Berea College campus, the Boone Tavern Hotel adjacent to the campus, and the Louisville and Nashville Railroad Passenger Depot on Broadway Street.

The core area of historic structures is situated between Exit 76 on the west, Cherry Road, Valley Street, and Brushy Fork on the south; Brushy Fork on the east, and the Estill Street - Lorraine Court intersection, Berea Hospital, Berea Community School, and Kaye Street on the north. Neighborhoods with historic significant and some degree of historic integrity include:

- **Old Town commercial and residential district**
- **Chestnut Street commercial district**
- **College Square**
- **Berea College campus**
- **Fee Street/High Street/Parkway residential district**
- **Boone/Pearl/Walnut Streets residential district**
- **East Berea District including Estill/Chestnut/Jackson/Prospect/Forest Streets Residential district**
- **West Chestnut Street residential district**

Two of these areas have been identified as Overlay Districts in the 2004 Development Ordinance; The Chestnut Street District, which is designed to protect the architectural integrity of structures in this historic area of the city fronting on Chestnut Street, and North Broadway Tourism District, which is designed to protect the unique qualities associated with

the area of  Old Town.

It is important that historic sites, structures, and events be preserved in the community for the benefit of all citizens, present and future. Without the preservation of these stable reference points, the community can lose its overall perspective in future development activities.

THE ENVIRONMENT

FUNDAMENTALS

The natural environment is the source of all raw materials that comprise the great diversity of cultural items that we have come to depend upon. It makes sense to pay more attention to the use of these natural resources and to take appropriate steps to ensure their sustainability for future use. All components of the natural environment play a part in our quality of life; the land, soils, geology, water, air, plant life, wildlife, and solar energy.

The City of Berea has a highly diversified natural environment that is generally suitable for development. It is critical that these natural resources be utilized in such a way as to be available for future generations without destroying their inherent qualities. There are several environmental concepts that should become an integral component of private and public policies and programs as they relate to use and development of natural resources:

1. The natural environment of Berea is an open system in which exchange take place with surrounding areas.
2. Some of the natural resources are either non-renewable or renewable at such a slow rate as to be virtually non-renewable.
3. All elements of the natural environment interact with the other elements requiring careful consideration of the consequences that result when one element is disturbed. The concerns of the natural environment should be balanced with the needs of economic development.
4. The natural environment is a very complex natural system that constantly is being simplified by our cultural activities. There is a corresponding relationship between the complexity and stability of a system.

LANDFORMS

Berea lies astride two of the county's physiographic (landform) regions; the Outer Bluegrass (in the north), and the Knobs (in the south):

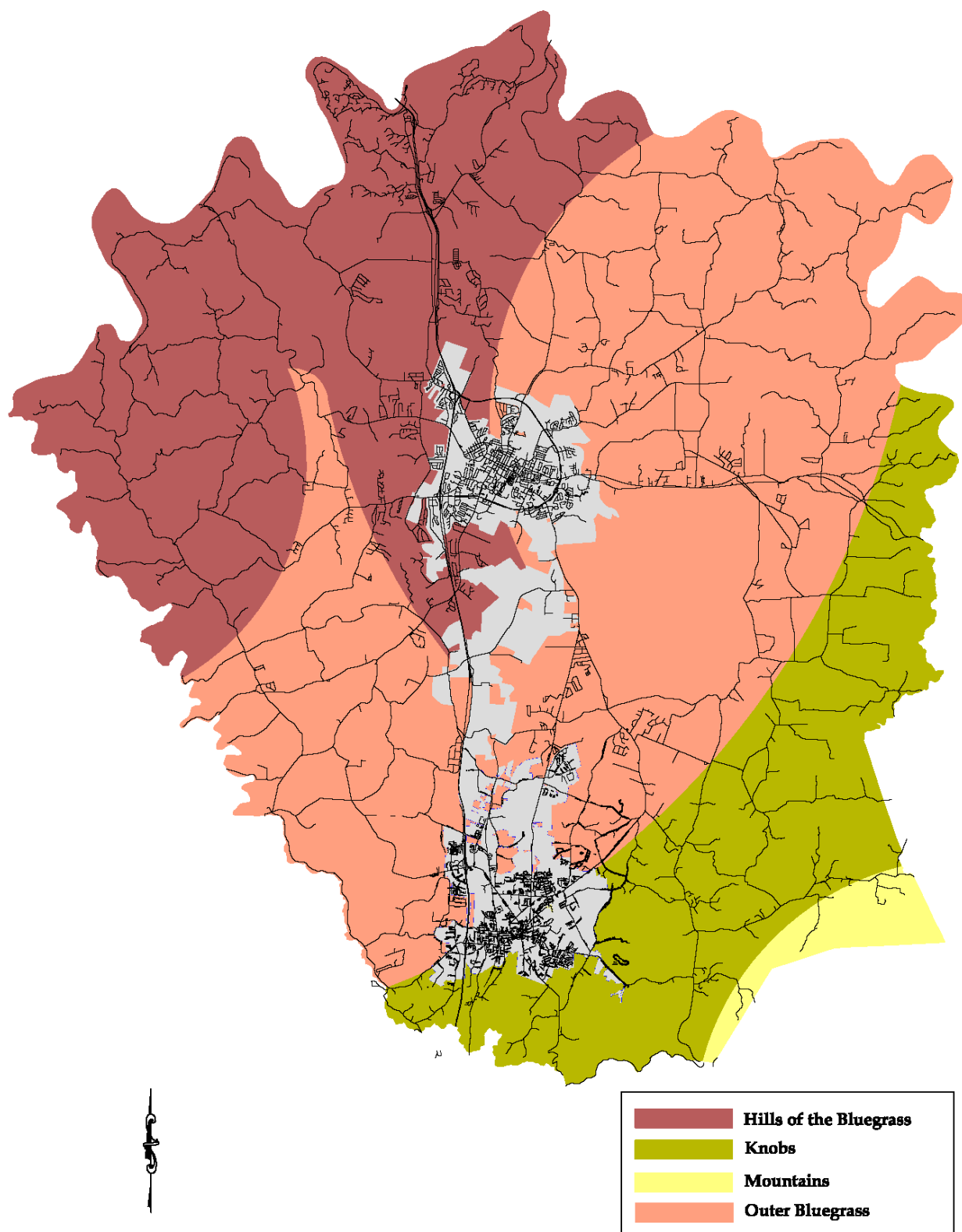
The Outer Bluegrass is the largest of the county's sub regions, and runs in an east-west direction across the central part of the county. This rolling karst plain is underlain by Ordovician limestone. Groundwater has acted upon this limestone resulting in underground drainage, sinkholes, and caves. It is in this landform region that Berea's northward

expansion is taking place.

The Knobs consist of a narrow band of conical black-shale hills which are erosional remnants of surrounding uplands, with wide valley floors and bottom-land areas in between. In the eastern part of this region narrow ridge tops are dissected by many steep drainage ways. The highest point in this area is Pinnacle Knob (1,597 feet in elevation) located near Berea. These knobs stand out very distinctly from the surrounding landscape and offer some scenic vistas. In the extreme southeast corner of the county, the transition to the mountains of Appalachian Kentucky takes place.

Figure 7 – on the following page - Depicts the landforms of Madison County.

FIGURE 7 LANDFORMS OF MADISON COUNTY



SOILS

Berea's environmental diversity is further illustrated by its location within four of the county's four soil associations; 1) Lowell-Faywood-Cynthiana-Rock Outcrop, 2) Colyer-Welkert-Captina, 3) Beasley-Brassfield-Otway, and 4) Lawrence-Mercer-Robertsville. A description of each of these soils associations is given below, and their distribution is shown in Figure 8. For the most part, soils are not a major impediment to development in the Berea area. Soil erosion can be a serious problem where adequate controls are not in place.

The Lowell-Faywood-Cynthiana-Rock Outcrop Association occupies about 1/3 of the county's total soils. This association is comprised of soils on wide ridge tops that are dissected by strongly sloping and steep drainage ways. Soils underlain by limestone and small sinkholes and depressions can be found in some places.

These soils extend in an irregular pattern from the Kentucky River at the north along I-75 to an area in the northern part of Berea.

The Beasley-Brassfield-Otway Association makes up about 18% of the county's soils. The largest area in this association is found in the northeastern part of the county and follows the Kentucky River/Estill County border. It is also found in three smaller areas in the southern part of the county near Berea. This association consists of long narrow ridge tops between steep, long, v-shaped valleys. Soils are underlain by marl. These soils are generally in low quality pasture and shrubby wooded cover.

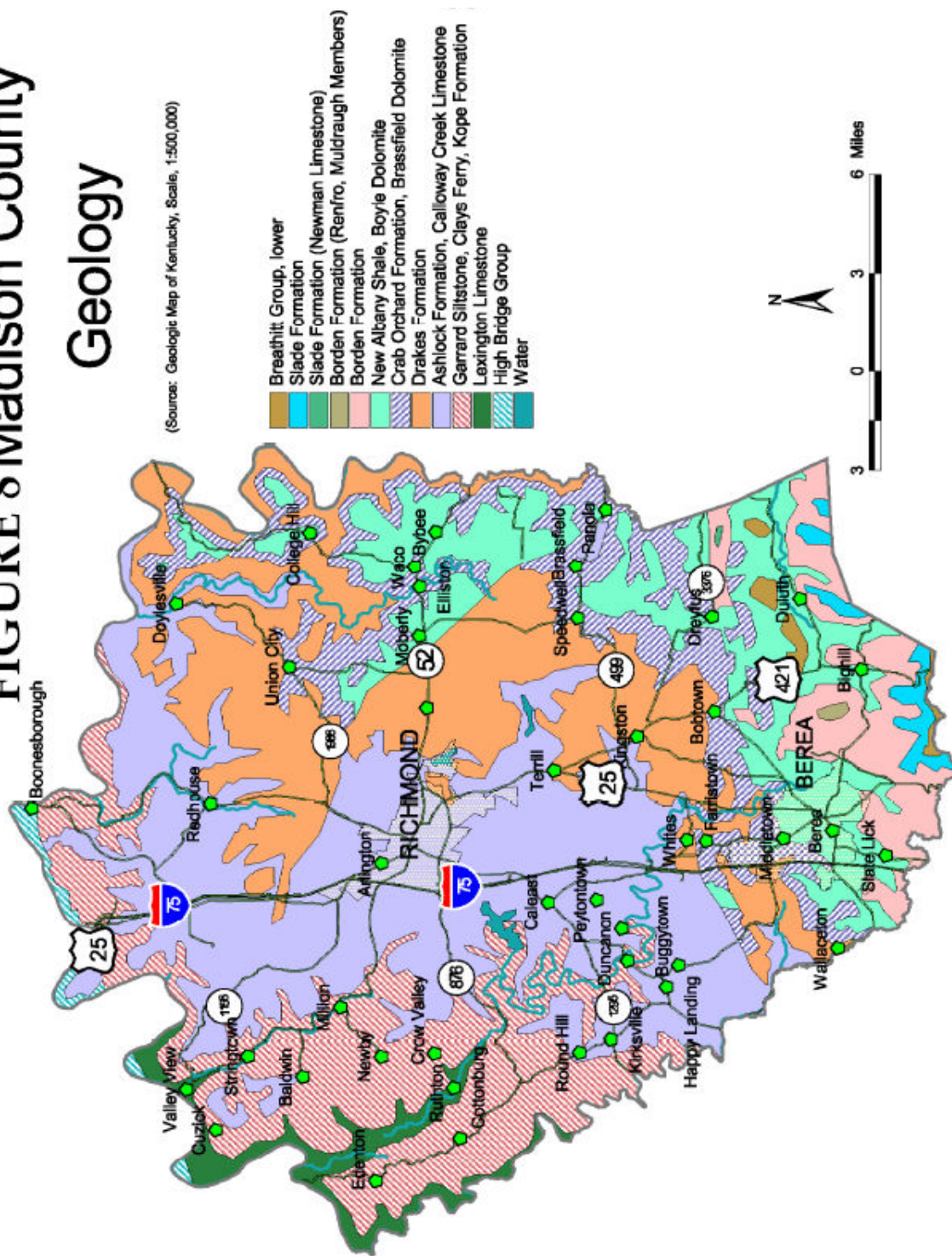
The Lawrence-Mercer-Robertsville Association comprises 10% of the soils in Madison County. These soils are found in a large area in the east central part of the county which includes Moberly, Waco, Bybee, and portions of the Bluegrass Army Depot. This association consists of poorly drained broad flats and moderately well drained wide ridge tops that are dissected by short drainage ways. Most of the soils in this association have a wetness limitation. Rural development has occurred in these soils despite severe limitations for on-site sewage due to slow permeability, seasonal high water tables, and depth to frangipani.

The Colyer-Welkert-Captina Association makes up about 14% of the county and is found in the Knobs and Mountain sub regions. Most of the soils in this association are fairly shallow and limited in their uses.

Soil management problems are addressed in the city's Development Ordinance which requires a developer to prepare a drainage/soil erosion control plan. This plan calls for controlling drainage and soil erosion both during and upon completion of a development project. Plans call for showing the location and specifications for silt fences, staked hay bales, detention/retention ponds, contours, location and size of culverts, and calculations of runoff estimates before and after development. In addition a local representative of the Natural Resources Conservation Service Office must certify that the plan is satisfactory.

FIGURE 8 Madison County

Geology



WATER RESOURCES

The major surface water feature in Madison County is the Kentucky River which flows from the southeast to the west, making up a large part of the county's eastern and northern boundaries. Within the county there are six tributary streams that comprise the major watersheds; 1) Silver Creek, 2) Otter Creek, 3) Muddy Creek, 4) Paint Lick Creek, 5) Tate's Creek, and 6) Red Lick (Figure 9).

The City of Berea lies largely within the Silver Creek watershed, and also extends into the Paint Lick watershed on the west. These watersheds drain into the Kentucky River in a northwesterly direction. As Berea expands further eastward it will begin to affect the Red Lick watershed. Currently the Sewer Commission and Water Company are looking for other sources of water for the City.

**FIGURE 9 Madison County Watersheds
LOCATED ON FOLLOWING PAGE**

This map illustrates the Rockcastle River watershed in central Kentucky, divided into several subbasins. The subbasins shown include Paint Lick Cr, Tate Creek, Otter Creek, Muddy Creek, Silver Creek, Drowning Creek, Red Lick Creek, and the Kentucky River. Major roads are marked with route numbers (e.g., 10, 103, 52, 71, 421, 89, 30, 20, 109, 100, 499). City centers are indicated by blue dots, including Richmond, Berea, Crab Orchard, Brodhead, Mount Vernon, and McKee. County boundaries are shown as pink lines, and the subbasin boundaries are marked with heavy green lines. A legend in the bottom right corner explains the symbols: thin green lines for watershed boundaries, heavy green lines for subbasin boundaries, pink lines for county boundaries, blue lines for waterways, black lines for highways, and blue dots for city centers. A north arrow is also present in the bottom right corner.

Berea receives its water supply from two small lakes and Owsley Fork Reservoir, located to the southeast of the city.

Table 18 identifies the major water impoundments in Madison County.

TABLE 18 MAJOR WATER IMPOUNDMENTS IN MADISON COUNTY

<u>Name</u>	<u>Function</u>	<u>Volume (Acre/feet)</u>	<u>Surface Area (Acres)</u>	<u>Drainage Area (Square Miles)</u>
Lake Wilgreen	R	3,571.9	168.8	13.96
Lake Vega (BGADD)	WS	1,557.1	132.4	3.74
Lake Reba	R	840.0	75.3	5.27
Berea Reservoir	WS	456.3	16.8	1.10
Kale Lake	WS	69	5.3	0.44
(upper silver creek)				
B Lake	WS	250	19.3	0.64
(lower silver creek)				
Owsley Reservoir	WS	2,007	151	7.04
Cowbell	WS	466	16.8	1.1

Functions: R = Recreation, WS= Water Supply

WEATHER AND CLIMATE

Weather is an expression of atmospheric conditions on a daily basis, while climate is the long term pattern of atmospheric conditions. Where weather describes the daily measures (temperature, precipitation, winds, pressure, etc.) climate gives us a picture of the average conditions over a long period of time. Berea is located in the Humid Subtropical Climatic Region which is generally described as a moderate climate with adequate moisture in all months of the year. Summers are not extremely hot and winters are not extremely cold. Table 19 summarizes the climate for Berea.

TABLE 19 CLIMATE CHARACTERISTICS OF BEREA

Temperature	
Normal (117-year record)	55.2 degrees
Average Annual, 2000	54.9 degrees
Record Highest. July 1988 (56-year record)	103 degrees
Record Lowest. January 1963 (56-year record)	-21 degrees
Normal Heating Degree Days (30-year record)	4,783
Normal Cooling Degree Days (30-year record)	1,140
Precipitation	
Normal (30-year record)	44.55 inches
Mean Annual Snowfall (30-year record)	17.5 inches
Total Precipitation, 2000	42.1 inches
Mean Number of Days Precipitation (0.01 inch or more) (30 year record)	129.1
Mean Number of Days Thunderstorms (30 year record)	43.5
Prevailing Winds	South
Relative Humidity (30 year record)	
1a.m.	77 percent
7a.m.	82 percent
1p.m.	60 percent
7p.m.	64 percent

LAND USE AND DEVELOPMENT

Everything that has been described in this document is expressed on the physical landscape. Land is a non-renewable resource that serves as the basic reference point for all human activities. Each site is a composite of all of the environmental attributes that exist at that point; geology, soils, vegetation, animal life, water, weather and climate, mineral resources, etc. Land can be described in terms of whether or not it is being used for human activity and by the way in which it is being developed. Berea's present cultural landscape is an accumulation of all the changes that have taken place over the period of its occupancy. The city's physical expression is largely a result of annexation, land use decisions, and subdivision development. These decisions must not only consider the quantity of activity that is to be accommodated, but also the quantity of those activities that take place.

USE OF THE LAND

In land use planning, it is desirable that land be used in such a way that it makes effective use of the resources on that site, without exceeding the land's capability for supporting that activity. In addition, the use of that parcel should not be detrimental to other land uses surrounding it. In determining how a particular parcel of land should be used, there are a number of criteria that come into play.

1. **Location:** Both the specific (absolute) location, and its relative Location (Where it is situated in relationship to other land parcels).
2. **Dimensions:** The size, shape, and boundaries of the land.
3. **Natural Aspects:** Its physical composition, including the soils, geology, vegetation, land forms, water resources, weather and climate.
4. **Alterations:** Changes made to the natural landscape (grading, filling, drainage, construction, etc.).
5. **Activity:** How the land is to be used (for residential, commercial, industrial, or other purposes)
6. **Intensity of Uses:** The amount of development/interaction per unit of land area idle/wasteland, high-rise residential vs. dispersed single- family residential, agricultural vs. industrial, etc.
7. **Land Tenure:** Ownership/usage of the land and the relationship Between the two (own vs. rent, public vs. private)
8. **Land Value:** How much is the land worth? How often and in what manner is it transferred? How much credit is based on the land? What are the taxes to be paid?
9. **Interrelationships on sites:** Examples – How does the price of the land affect its use(and vice versa)? What is the relationship between the intensity of use and the land value?
10. **Interrelationships Other Sites:** What kinds of interactions take place between this site and with other sites (both adjacent and distant)? Will the proposed use of this site be in agreement with surrounding land?

LAND USE CLASSIFICATION

Land use classification for a particular site should be based on the primary activity that will take place on the land. The land use classification system in Berea includes the following categories and sub-categories:

<u>Category</u>	<u>Sub-Categories</u>	<u>Districts</u>
Residential	Single Family	R-1, R-1A, R-1T
	Two-Family	R-2
	Multi-Family	R-3
	Mobile/Manufactured Home	M-P
Business	Minor Business	B-1
	Major Business	B-2
	Planned Shopping Center	B-3
	Interchange Business	B-4
	Professional	P-1
Manufacturing	Manufacturing	I-1
	Industrial Park	I-2

LAND USE

Table 20 shows the amount of land presently being used in each of the major categories for Berea in 2005. The predominant use of land in the city is for agriculture (not developed in urban uses) with almost 43%, followed by low density residential uses with 31.72%. Some land may be classified (zoned) for one use, but is presently being used for another purpose.

TABLE 20 LAND USE IN BEREA 2005

	<u>Acreage</u>	<u>Percent</u>
AGRICULTURE	4157.74	42.71
LOW DENSITY RESIDENTIAL	3088.10	31.72
HIGH DENSITY RESIDENTIAL	187.99	1.93
COMMERCIAL	868.19	8.92
PUBLIC/SEMI-PUBLIC	867.72	8.91
INDUSTRIAL	531.07	5.46
MOBILE HOMES	<u>34.57</u>	<u>.35</u>
TOTALS:	9735.38	100.0

The 2005 calculations of land shows the City of Berea comprising a total of 9,735.38 acres (15.2 square miles). This is a significant increase over the 1998 estimate as a result of recent annexations of sizeable areas into the city. Table 21 indicates the amount of development that occurred from January 1, 1999 through December 31, 2007. A total of 1920 permits were issued by Codes and Planning, with about 50% of these being for single-family dwellings. The total value of permits issued during this period was \$190,585,797.00.

TABLE 21 PERMITS ISSUED IN BEREA FROM 1999 THROUGH 2007

Single Family Dwellings (SFD)	957
SFD Additions	258
SFD Repairs	51
SFD Garages	131
SFD Storage Buildings	142
SFD In-ground Swimming Pools	13
Duplex	85 buildings (170 units)
Multi-Family	93 buildings (450 units)
Multi-Family Repair	1
Demolitions	26
Commercial	75
Commercial Additions/Repairs	12
Industrial	9
Industrial Additions/Repairs	8
Churches	7
Churches Additions/Repairs	11
Institutional	11
Miscellaneous	46

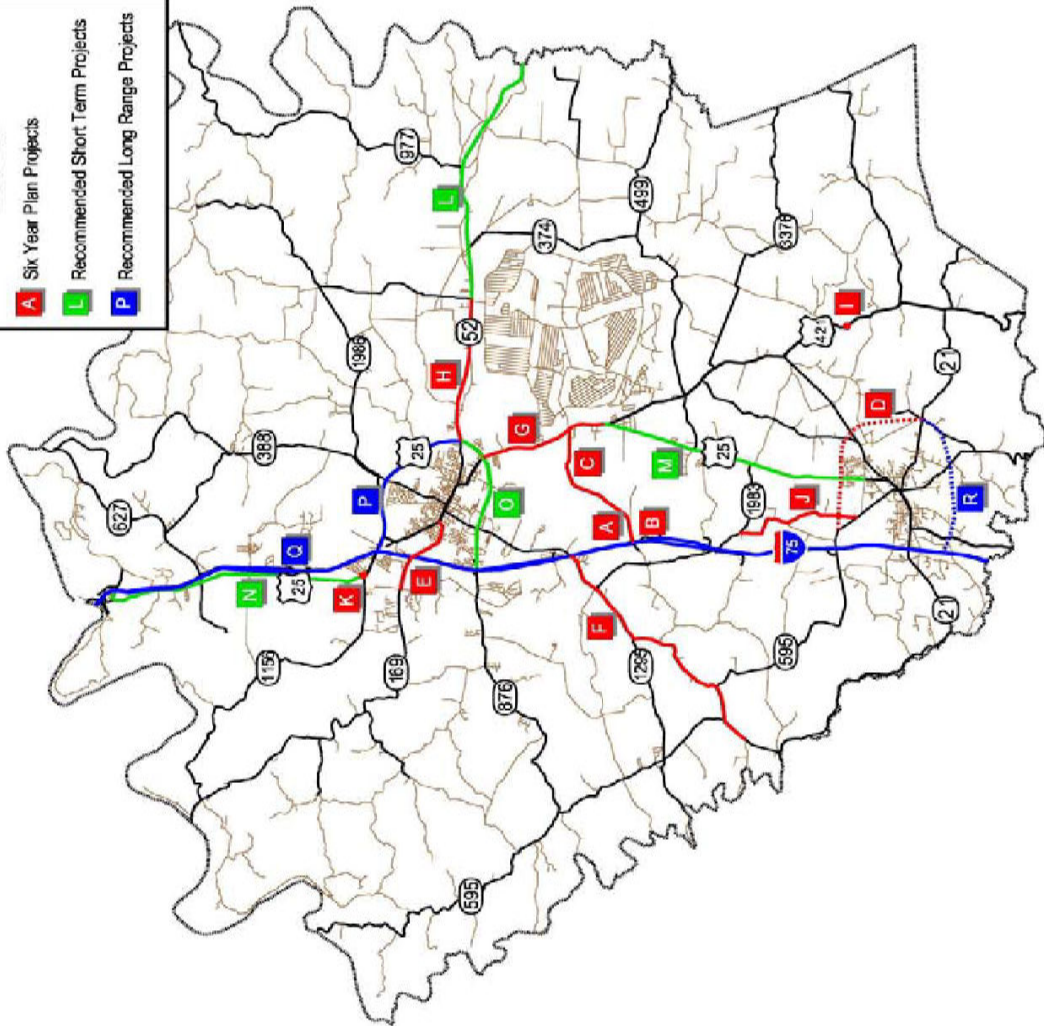
Not only has Berea been developing at a rapid pace, but the remainder of the county has as well. The corridor between Berea and Richmond has experienced a number of residential subdivisions and commercial areas being added in recent years. Figure 10 shows the pattern of development together with a number of activities that are planned to take place. This corridor is an area of concern in the management of future development since all three governmental jurisdictions merge in the area. The date for a neutralization plant has been pushed back to 2023.

FIGURE 10 - DEVELOPMENTS IN THE BEREA - RICHMOND CORRIDOR
LOCATED ON FOLLOWING PAGE

Madison County Recommended Plan Projects

LEGEND

- A Six Year Plan Projects
- L Recommended Short Term Projects
- P Recommended Long Range Projects



- A I-75 Rest Areas
- B I-75 and Duncannon Road Interchange
- C Duncannon Road
 - New I-75 interchange to US 25
- D Berea Northern Bypass
 - KY 585 to KY 21
- E KY 169 (Teles Creek Pike)
 - Goggin Lane to US 25X (Main Street)
- F KY 52 West (Lancaster Road)
 - Wallace Mill Road to I-75
- G US 25 (Berea Road)
 - KY 876 (EXU Bypass) to US 25 / US 421 split
- H KY 52 East (Irvine Road)
 - US 25 (Richmond Bypass) to KY 374 N (Charlie Norris Road)
- I US 421 Bridge Replacement
 - Branch at Joe Lick Fork
- J KY 1983 (Menelaus Road)
 - KY 585 to Mayde Road
- K US 25 at KY 1156
 - Add left turn lane to US 25
- L KY 52 (Irvine Road)
 - KY 374 N (Charlie Norris Road) to Estill County line
- M US 25 (Berea/Richmond Road)
 - US 421 to Gales Road
- N US 25 (Lexington Road)
 - Exit 87 (near Fayette County line) to KY 1156 (Locks Creek Road)
- O KY 876 (Richmond Bypass)
 - KY 52 East (Irvine Road) to I-75 South
- P US 25 (Martin Bypass)
 - I-75 North to KY 52 East (Irvine Road)
- Q Interstate 75
 - Fayette County line to Rockcastle County line
- R Berea Southern Bypass
 - KY 21 to US 25

GOALS AND OBJECTIVES:

A statement of Goals and Objectives is a required component of the Comprehensive Plan. The purpose of goals and objectives is to give general direction to planning for future development. Goals are statements about what the community wants to accomplish, and objectives are statements about how the goals might be accomplished.

The Goals and Objectives in the 2005 plan were reviewed to determine which are still valid. Each of the plan elements are addressed in the statement of goals and objectives and related to the issues arose in the Community Assessment.

OVERALL GOAL OF THE PLAN

To guide the future growth and development of the community by balancing environmental protection and preservation with the physical, social, and economic needs of the population for the long-term benefit of both.

ECONOMIC DEVELOPMENT

GOAL: Sustain and grow the local economy by supporting a diversity of employment opportunities that provide a range of goods and services and contribute to improvement of the quality of life in Berea.

OBJECTIVES:

1. Develop and implement a plan for the downtown areas that supports and enhances tourism by encouraging small businesses to include, professional offices, gift shops, arts and crafts, antiques, and similar activities) to locate there, and that improves upon the area's aesthetics through coordinated landscaping, street lights, signage, and walkways.
2. Support the continuation of the community's focus in arts and crafts through education/training in the required skills needed to maintain these activities, encouraging full utilization of the Artisan Center, and integrating the center into the arts and crafts industry of Berea.
3. Encourage small business development and entrepreneurship by establishing a small business incubator.
4. Continue to support education, training and re-training of a quality workforce, to include programs that promote drug-free and on-time employees.
5. Encourage the recruitment and retention of diversified businesses and industries that are non-polluting, worker-friendly, and located in

aesthetically pleasing areas.

6. Support public and private efforts to provide affordable, high quality, licensed day care facilities for children of locally employed workers.
7. Encourage stronger participation in the emerging communications-based economy through development of needed infrastructure and support services.
8. Encourage existing businesses and industries to work together for the betterment of the community.
9. Encourage the development of aesthetic entrances to the City of Berea in order to promote economic development.
10. Continue to support local farmers in their efforts to maintain a viable farm economy.
11. Coordinate city festivals, with a director to ensure the coordination, communication between citizens, visitors and festival organizers

TRANSPORTATION

GOAL: Develop and maintain an accessible, safe, and efficient diversified transportation system that effectively meets the needs of the community, and is integrated with the regional transportation network.

OBJECTIVES:

1. Support efforts to establish a public transit system that would serve the citizens of Berea.
2. Support the development of transportation options that encourage citizens to walk or bicycle whenever possible by providing safe sidewalks, bikeways, and street crossings, in existing areas as well as in new developments.
3. Encourage the development of park-and-ride facilities.
4. Provide adequate, well-lit, and landscaped parking facilities in the downtown areas and in all new commercial, industrial, and public developments.
5. Increase public awareness of the Madison County Airport, and continue to support proposed improvements.

6. Implement the recommendations for operations and systems improvements in Berea that are included in the 2000 Madison County Area wide Transportation Plan, as deemed appropriate.
7. Provide attractive signage that is easy to understand and facilitates the flow of traffic throughout the community.
8. Require all developers to provide adequate off-street parking, rights-of-way, and paved travel surfaces that meet city specifications.
9. Designate transportation corridors and enforce an Access Management Ordinance to provide for better traffic flow along the new Berea bypass and other major arterials in the city.
10. Complete a Comprehensive Traffic Study that models the period from 2005 to 2035, focuses on vehicular and pedestrian traffic flows and destinations, existing bottlenecks, and develops conceptual designs to remedy existing, and prevents anticipated problem areas.
11. Require interior street systems of all new and existing developments to connect with adjacent built or planned areas. Require new residential developments to interconnect with adjacent existing developments thereby promoting safe and easy transportation access and a sense of neighborhood interaction. The interior street system should also coordinate with and continue the evolving transportation system.

HOUSING

GOAL: Provide a diversity of safe, sanitary, affordable, and livable housing for all citizens of the Berea planning area.

OBJECTIVES:

1. Encourage quality of design in residential subdivisions and housing units that is compatible with the existing land use, transportation patterns, and the spatial arrangement of existing housing and neighborhoods, and includes a variety of architectural styles.
2. Provide for a mixture of housing densities where appropriate.
3. Encourage cluster housing with shared green space and community facilities.
4. Encourage the maintenance of rental property and fair housing.

5. Enforce building codes, property maintenance codes, and handicapped accessibility requirements fairly and consistently.
6. Promote a more livable residential and pedestrian-friendly community by including a variety of aesthetically pleasing facilities such as street lighting, sidewalks, bike paths, green space, and recreation areas.
7. Eliminate substandard housing through redevelopment projects with both public and private funding sources.
8. Encourage and support efforts to construct and maintain affordable housing for elderly, disabled, and disadvantaged persons in areas that have convenient access to commercial and recreational areas and other services. Included in this effort is the development of retirement community housing projects.
9. Develop compatibility standards for manufactured homes, and consider possible options for their appropriate location within the Berea planning area.
10. Locate mobile home parks/communities where there is adequate infrastructure in place and regulate their development so as to create a desirable living environment.
11. Encourage the development of neighborhood associations, and support neighborhoods in identifying and solving neighborhood problems.

COMMUNITY FACILITIES AND SERVICES

GOAL: Ensure that adequate, affordable community facilities and services are available and provided in an efficient manner to conserve human and natural resources while meeting the needs of Berea citizens.

OBJECTIVES:

1. Ensure that community facilities and services are available and accessible to all citizens in Berea.
2. Develop a comprehensive drainage and storm water system.
3. Encourage the conservation of water and energy resources to reduce the need for additional capacity.

4. Increase citizen awareness of the need for re-use, reduction, and recycling of materials, and establish a full service curb-side recycling program.
5. Complete a comprehensive plan for recreation, parks, and green space to meet the needs of all citizens in Berea.
6. Provide quality educational opportunities for all citizens from pre-school through senior citizens.
7. Encourage the creation of a diversity of cultural experiences and opportunities.
8. Require adequate infrastructure along with necessary easements and rights-of-way that will meet the needs of projected growth and development/redevelopment and is done in a safe, efficient, and environmentally sound manner.
9. Encourage efficient and proactive public safety/protective services including fire, police, ambulance, and animal control.
10. Encourage and support affordable local health facilities, nursing homes, and day care establishments.
11. Encourage the elimination of overhead utilities in existing areas and new developments, as feasible.
12. Require that all proposed cellular towers, antennas, and other wireless facilities be developed in a manner that retains the integrity of residential neighborhoods, and protects the overall character, property values, aesthetic, and quality of life of the community at large.
13. Future sources of raw water.

HISTORIC PRESERVATION

GOAL: Recognize and preserve the historic and cultural resources of the City of Berea and Madison County.

OBJECTIVES:

1. Encourage the identification, maintenance, and protection of all significant historic buildings, structures, fences, archeological resources, and other features through education, and, where appropriate, designation of local historic districts and places.

2. Support the efforts of local organizations to inform residents and visitors of the unique historic and cultural features of the community through promotional and interpretive activities.
3. Promote the City of Berea as an historic attraction through the revitalization and preservation of its historic features, and the celebration of Berea's history and the unique relationship between Berea College and the City.
4. Encourage the development of a Berea museum.
5. Preserve the character of older neighborhoods, monitor building additions or new construction that may conflict with the existing character, the use of Overlays will add in this endeavor.

THE ENVIRONMENT

GOAL: Maintain environmental protection and preservation for the physical, social, and economic well-being of the population for the long-term benefit of both.

OBJECTIVES:

1. Minimize pollution (air, water, soil, light, and noise) through the preservation of open spaces/green areas, adequate landscape buffers, and dedication of park areas, greenspace corridors, and walking/bike paths.
2. Encourage the planting of street trees and the preservation of existing quality trees in new developments.
3. As part of the site planning process, require all developers to identify and map environmentally sensitive areas such as floodplains, wetlands, steep topography, karst features, endangered wildlife species and habitat, and to take appropriate measures to ensure that the impact of development is minimized.
4. Encourage energy conservation and the use of non-polluting energy sources, and enforce the model energy code for new construction.
5. Reduce the problems of soil erosion and siltation by enforcing erosion control measures during construction.
6. Provide adequately sized and well-maintained collection and distribution facilities for the treatment and handling of water, sewage, and solid waste.

7. Encourage conservation of resources through the reduction, reuse, recycling, and composting of solid waste, and the reduction of litter.
8. Protect local biological diversity by discouraging the planting of exotic and invasive plant species.
9. Develop a Landscape Ordinance for the city, to include a planting guide.

LAND USE AND DEVELOPMENT

GOAL: Provide adequate land in appropriate locations for all planned land uses while minimizing the adverse of impacts of development and encourage quality design.

OBJECTIVES:

1. Provide a comprehensive land use and development review procedure that ensures inter-agency coordination and provides for adequate citizen participation.
2. Participate in a coordinated effort with Madison County and the City of Richmond, to plan for future growth and development in the Berea – Richmond corridor. Ensure that such a plan provides for a greenspace buffer that will separate Berea from encroaching development thereby maintaining the city's unique character.
3. Establish a planned urban services boundary to encourage that future development takes place in a compact manner that makes the most efficient use of space and infrastructure.
4. Identify, establish, and maintain interconnected open space corridors that enhance the natural environment, provide for wildlife habitat, and protect environmentally sensitive areas.
5. Encourage aesthetically pleasing development that eliminates adverse impacts to adjacent land uses and holds nuisances to a minimum level.
6. Encourage the preservation/conservation of prime agricultural land in the Berea planning area.
7. Implement the Comprehensive Plan by integrating its recommendations into all city decision-making processes, policies, and programs. In addition, commit to an annual review/revision of the Comprehensive Plan and its coordination with the annual internal strategic planning process thereby increasing the city's overall effectiveness in dealing with future growth and development.

8. Discourage or prohibit new development in areas that are not adequately served by infrastructure such as roads, sewers, water, fire and police protection, storm water drainage, and/or sidewalks/bikeways. If developers wish to develop land that is not currently served, they should bear the cost of additional infrastructure, or such development should be postponed until adequate services are extended at public expense to areas in question.
9. Encourage the creation and implementation of overlay districts in areas of the city that have distinct and desirable features that require preservation through controlled development.

STRATEGIES

Strategies are intended to provide specific recommendations for actions that will enable the local government to accomplish the Goals and Objectives for Economic Development, Transportation, Housing, Community Facilities and Services, Historic Preservation, The Environment, and Land Use and Development.

The City of Berea developed a Strategic Plan to guide the Mayor and City Council in making decisions about the future of Berea. That strategic Plan is separate from but definitely related to this chapter of the Comprehensive Plan, which includes and integrates many of the short-term goals adopted by the City Council and Mayor. The Council's strategic plan includes the following six strategies:

1. Provide high quality services (consistent and timely).
2. Provide for the demands of growth.
3. Maintain strong relationships - internally and externally.
4. Maintain sound financial management
5. Maintain and improve infrastructure
6. Require fair, ethical, consistent and responsible conduct by all city representatives.

The Strategic Plan includes some 52 proposed actions, along with the person(s) responsible for implementation, and the time frame (short-term, 1-3 years, and long-term, 4 or more years). Most of the actions are short-term. From the multiple assignments indicated, it is evident that a number of individuals are overloaded with job responsibilities. There is a need for additional personnel if the city expects to successfully carry out the proposed work. As applicable, these Strategies and Action Plans are being meshed with the Strategies section of the Comprehensive Plan. The plan is reviewed and updated on an annual basis.

ECONOMIC DEVELOPMENT

As stated previously, the economy is the generator of the other systems that make up the City of Berea. The local economy provides employment opportunities, income for local residents, a variety of goods and services, revenues for Public/Semi-Public and services, and funds for investment and additional growth and development.

Who are the primary players in the local economy?

Berea City Government	Tourism Department
Berea College	Berea Chamber of Commerce
Industries	Berea Industrial Authority
Merchants Association	Kentucky Guild of Artists and Craftsmen
Small Businesses	Financial Institutions
Eastern Kentucky University	Farm Groups
Non-Profit Organizations	

Key words in the goal statement are to sustain (hold on to the existing economic activities) and grow (attract and nurture new activities), diversity (of employment opportunities and goods and services), and improvement of the quality of life. Berea's economy is viable and growing. It is quite diversified, but greater diversity of employment and goods/services comes with continuing growth and development. Emphasis should be placed on quality of economic activities which in turn leads to a better quality of life.

RECOMMENDATIONS

Existing businesses and industries:

Put programs in place that will support local businesses and industries to include recognition and encouragement, and listening to and addressing their needs.

New businesses and industries:

Internally: The City of Berea in conjunction with the Center for Economic Development, Entrepreneurship and Technology at Eastern Kentucky University has recently established the Berea Entrepreneurship Assistance Center (BEAC).

The Center is designed to help new businesses get started, existing businesses expand, and small businesses become more efficient and develop marketing strategies. In addition to consulting services, the Center will offer courses on business development.

Externally: Promote and market the strengths of Berea as a desirable location for new economic activities. A detailed study should be conducted to identify key demographic characteristics, and to provide a current and complete inventory of all businesses and industries in the city. This study would in turn identify any niches that exist in the local economy and the threshold levels needed (the average number of people needed to support a particular business).

The community assessment indicated a need for more retail activities, especially more choices in restaurants.

Land for Development:

Ensure that adequate land with infrastructure in place is available for future industrial and commercial development and redevelopment. The present Industrial Authority is in the process of acquiring more land. The City of Berea has purchased over 400 acres of land, 322 of which will be used for a second industrial park, 10 acres was donated, and 40 acres was sold to Madison County Schools for a future campus, and the remainder will be maintained as a green space.

Personnel:

The City of Berea has hired an Economic Development Coordinator, on a full-time basis with the following responsibilities:

- Working with the Berea Industrial Authority in attracting new industries and in maintaining contact with existing industries
- Working with the Tourism Director in attracting more visitors and coordinating tourism programs with other economic activities
- Working with the Chamber of Commerce and realtors in attracting new small businesses and non-profit organizations
- Working with Berea College and Eastern Kentucky University in establishing a small business incubator and entrepreneurship program
- Working with the Merchants Association in developing a plan for revitalizing the area and attracting new client

Establish an Economic Development Task Force to oversee the program, comprised of representatives from the City Council, Manufacturing, the Retail Sector, Tourism, Professional Services, and Berea College.

Employment Centers:

There are six primary centers of employment in the City of Berea (Figure 11), each with a different development strategy:

<u>Center</u>	<u>Strategy</u>
College Square/ Berea College/ Chestnut Street	Develop a plan for revitalization of this area that would provide for retention of arts and crafts, a diversity of supporting shops, and non-profit organizations, and improved aesthetics. Berea College is presently revising its campus master plan which will

	address future development strategies. Chestnut Street has received a Renaissance Grant to redevelop the area.
I-75, Exit 76/US 21 West	Infill vacant properties, revitalization, and some commercial expansion.
Old Town	Follow-through with the plan for a special overlay district that would encourage the retention of arts and crafts and would improve upon aesthetics and accessibility.
US 25 North	Expand retail and service activities in this area, with emphasis on improving the aesthetics and traffic flow.
KY 595/Exit 77	Provide for expansion of commercial activities around Exit 77, with emphasis on businesses that serve the traveling public. Develop a plan to increase utilization of the Artisan Center, and follow Berea College's Gateway Plan.
Berea Industrial Park	The city has purchased additional land for the industrial park and is working on the expansion, and complete road improvements serving the park.

Support Arts and Crafts:

There is a need to provide additional training and support for individuals presently employed or interested in employment in the arts and crafts industry. The Kentucky Guild of Artists and Craftsmen should work with Berea College and the Berea Arts Council to provide workshops, seminars, demonstrations, and other educational opportunities that would enhance present skills as well as introduce new approaches.

Tourism Development:

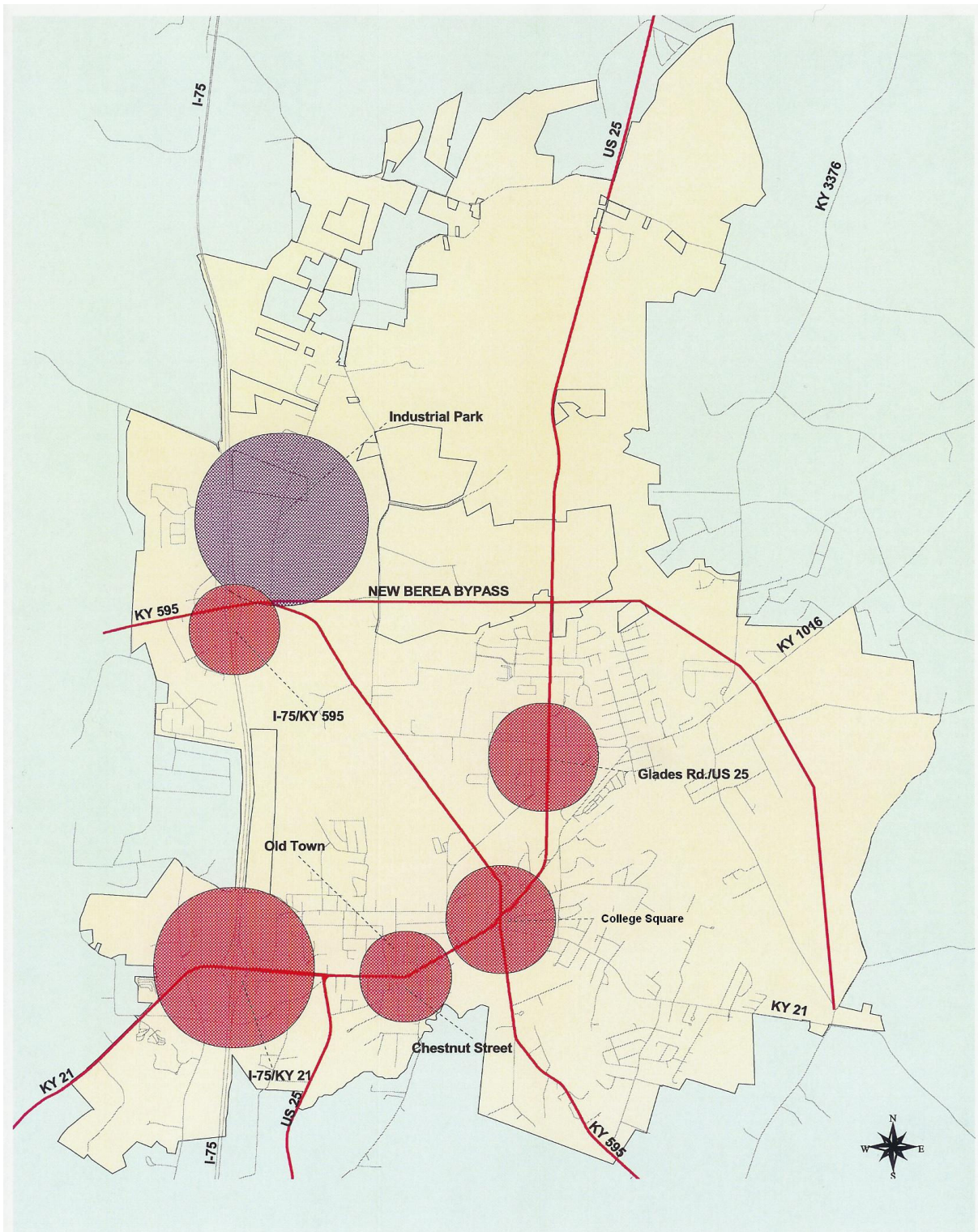
Support the expansion of tourism activities through the Artisan Center, promotion of arts and crafts, Berea College programs, and other established festivals.

The city should examine the feasibility of renovating the Tourism Office/Depot and holding an outdoor drama.

Workforce Training and Development:

Berea has a trained labor force that is meeting the needs of present employers. With anticipated growth in businesses and industries, there is a continuing need to provide a work force that has the necessary skills and training to fill jobs as they become available. Special attention should be given to the needs of high technology employers. This service can be provided by Berea College, Eastern Kentucky University, the University of Kentucky, Private Schools, and the Economic Development Cabinet.

FIGURE 11 - MAJOR EMPLOYMENT CENTERS IN BEREA
LOCATED ON FOLLOWING PAGE



Business Support Services:

Investigate the need for locating a day-care center in the vicinity of the industrial park, to meet the needs of employees with pre-school children. Also consider linking the proposed public transit system with all primary employment centers.

The Communications - Based Economy:

Provide needed infrastructure (high-speed connections, updated equipment, etc.) and support services throughout the Berea area. A number of communities are considering the establishment of high-speed wireless internet connections (Wi-fi) to assist in attracting more high-tech businesses.

Economic Cooperation:

Cooperate/coordinate with the City of Richmond and the Madison County Fiscal Court whenever possible in attracting business and industrial prospects. If a business or industry is not interested in locating in Berea, make an effort to have them locate somewhere else in Madison County. The benefits would spill over into Berea.

City Gateways/Aesthetics:

Improve entrances to the city by use of service roads where appropriate, landscaping, clarification of signs, and preservation of tree canopies and green spaces where already existing. Preserve the rural character of entrances to the city, using a non-development area between Berea and Richmond. Utilize overlay districts to direct changes in the gateways. The Chestnut Street Overlay District should be preserved as a residential gateway to the City. Economic investors are influenced by the attractiveness of a community. The Berea College Land Use Plan includes provisions for gateways at three locations. The US 25 north entrance should provide for a landscape buffer that would ensure the physical separation of Richmond and Berea. Each entry point into the city should be marked with a sign, well landscaped, well-maintained. An attractive community is perceived as a community in which people have pride in their property and surroundings. More Adopt-A-Street groups should be organized to assist in this effort.

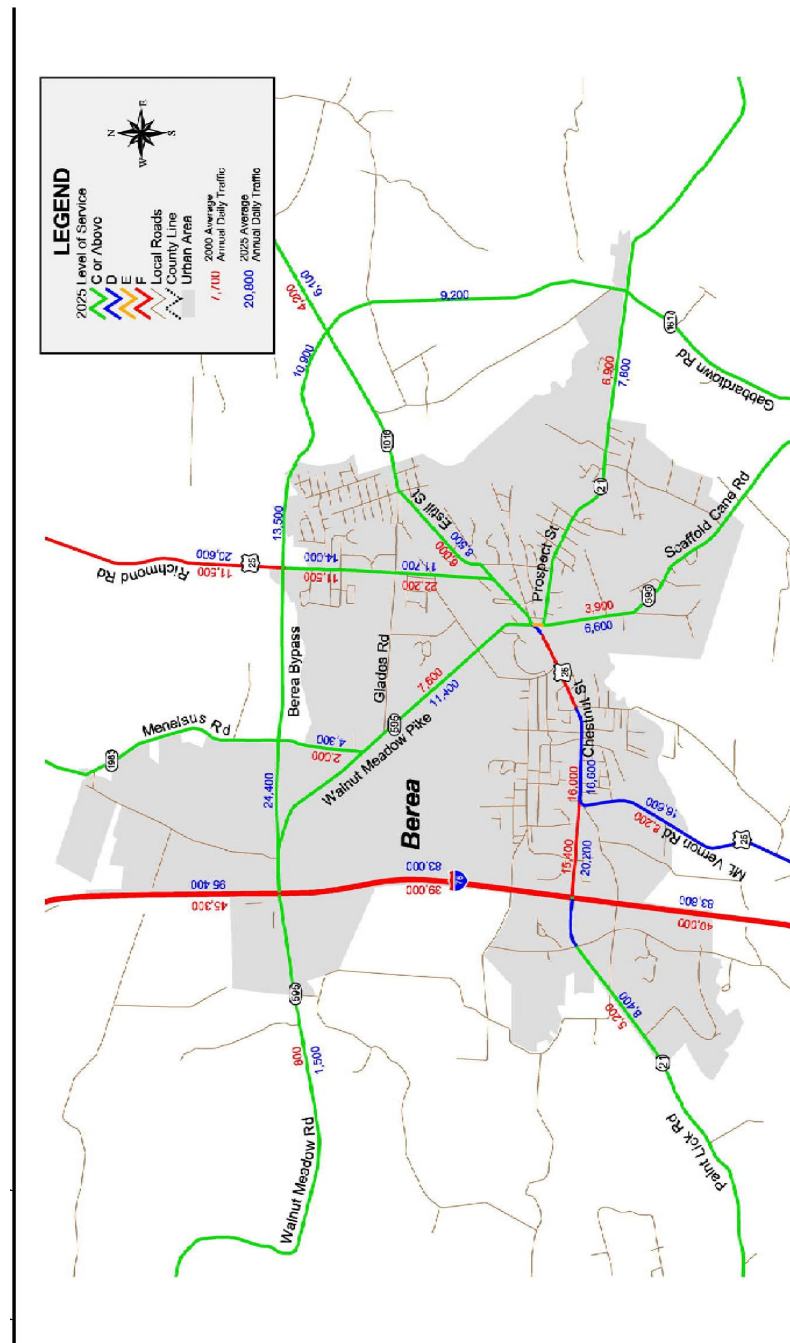
Agriculture:

A large amount of land within the city is in agricultural use. Farmers and farm and organizations should be supported in their efforts to continue use of land for farming, and through promotion and expansion of the local Farmer's Market. The presence of farmland in and around Berea, to include that owned by Berea College, contributes to the city's distinctive qualities.

II TRANSPORTATION

Nothing happens if people, goods, and information are not able to move efficiently throughout the Berea area. Problem areas have been identified in the community assessment. It is vital that the major highways and roads be properly managed in terms of access and future development, and that systems and operational improvements keep pace with growth and development. Otherwise, the level of service on these arterials will deteriorate based on 2025 ADT projections (Figure 12). Figure 12 is located on following page.

FIGURE 12 - SYSTEM DEFICIENCIES AND AVERAGE DAILY TRAFFIC, 2025

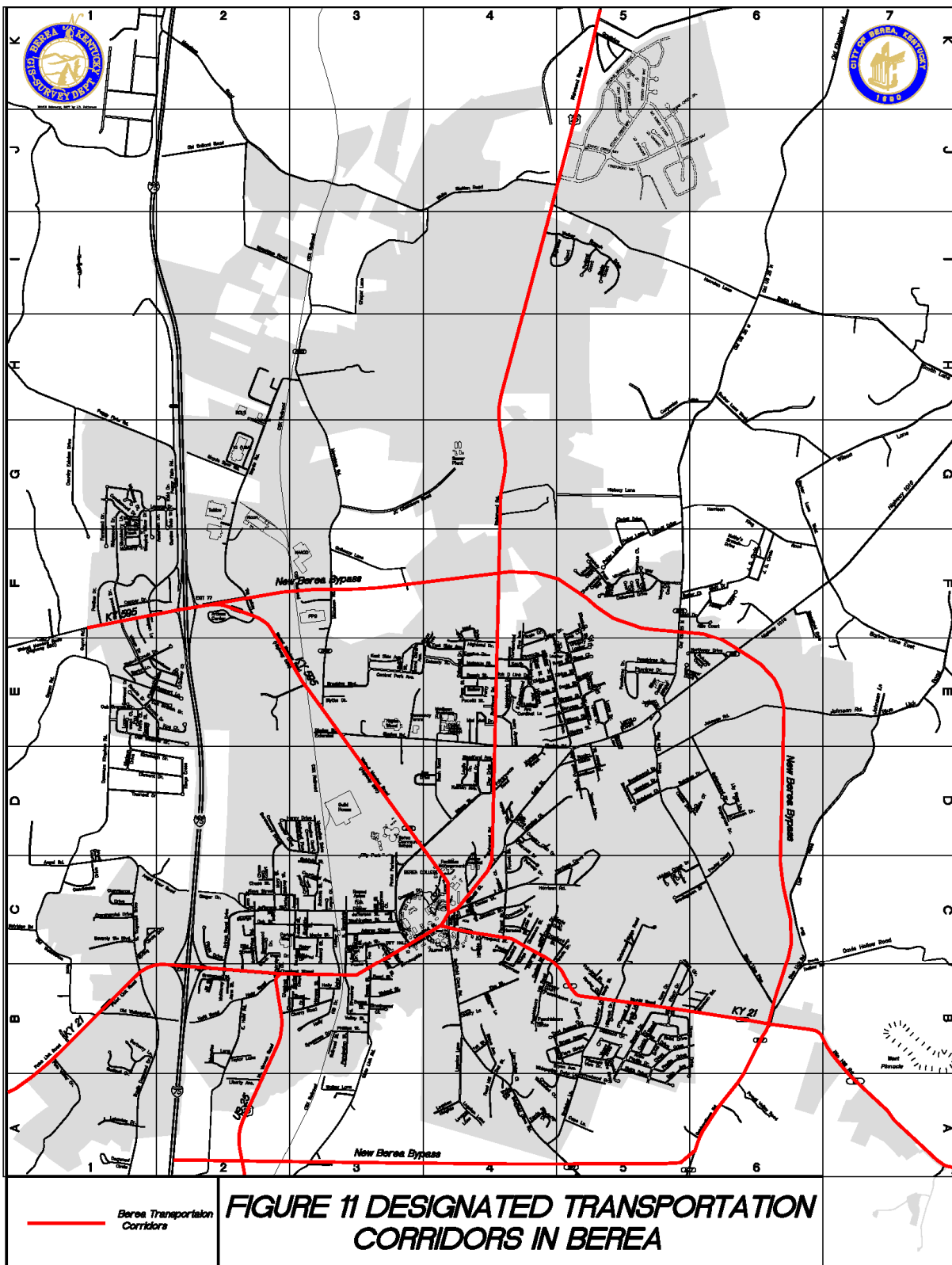


****Numbers represent ADT-Average Daily Travel**

RECOMMENDATIONS

Designation of Transportation Corridors

It is recommended that the city designate the following highways as Transportation Corridors (Figure 13) The Berea Development Ordinance provides for these corridors through Overlay Districts: 1) US Hwy 25, 2) KY Hwy. 21, 3) KY Hwy. 595, and 4) North Berea Bypass



These Transportation Corridors will parallel highways as shown in Figure 13, and are designed to guide future development by limiting the number of direct access points onto these highways, regulating the spacing of traffic signals, providing for parallel service roads and hike-bike paths, building setback lines, landscaping, and signs. Implementation of these corridors is in conjunction with the city's adopted access ordinance and the proposed Access Management Ordinance.

Access Management Ordinance adopted July, 2006:

Access Management Ordinance adopted in July 2006 was based on a Model provided by the Kentucky Transportation Cabinet. This Ordinance is available in the Planning and Zoning Office, or at the city's website.

Six Year Highway Plan:

The Six Year Highway Plan consists of two types of improvements; Operational Improvements and Systems Improvements:

A. Operational Improvements

The Operational Improvement Plan is a list of short-term improvement projects that will provide incremental capacity and safety benefits in a cost effective manner. The focus of these projects is to provide safer and more efficient utilization of the existing transportation system quickly and at a relatively low cost (Figure 14).

Chestnut Street (US 25) at Boone Street in Berea - Realign Intersection

The Boone Street and Fee Street approaches to US 25 are currently offset from one another. This intersection should be considered for realignment. It will be necessary to move the Boone Street approach to the west in order to accomplish this. The project will require moving utility lines and right-of-way acquisition. This project is nearing completion, traffic signals need to be installed and it will be complete.

KY21/US 25 Coordinated Traffic Signal System

It is recommended that a coordinated traffic signal system be created along KY 21 in Berea from Dogwood Drive to Mt. Vernon Road (US 25). The addition of communication between intersections and coordinated timing plans should improve traffic flow by having the signals work together. Traffic signal systems have been proven to reduce delays and travel times on arterial streets by an average of 15 percent and reduce crashes by 10 to 12 percent.

US 25 at KY 595

FIGURE 14 - BEREA OPERATIONAL IMPROVEMENT PROJECTS

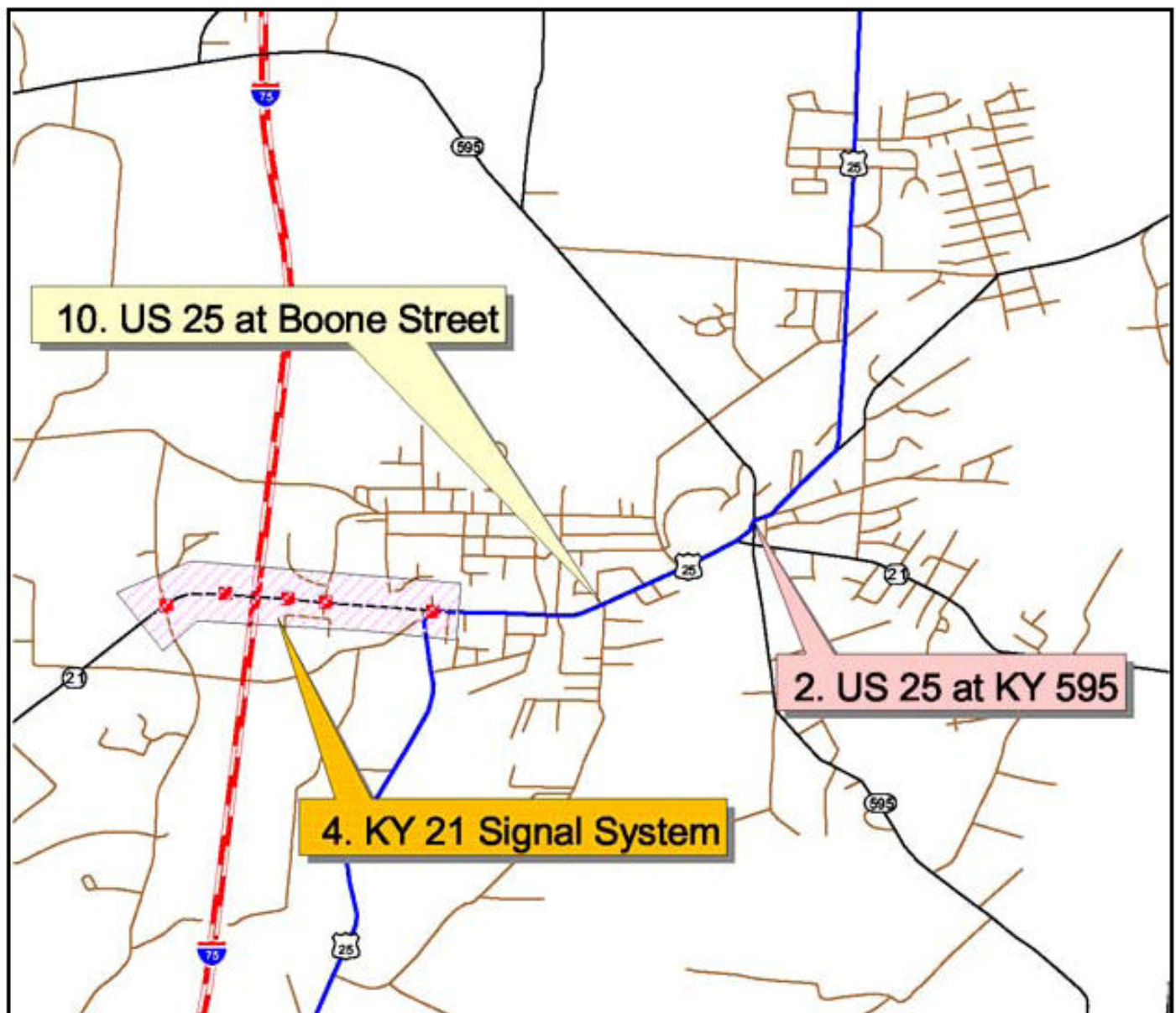


TABLE 22 BEREAL OPERATIONAL IMPROVEMENTS

PROJECT LOCATION	PROJECT DESCRIPTION	PRIORITY GROUP*	COST ESTIMATE
KY 21 (Dogwood Dr. To Mt. Vernon Rd.)	Install communications for traffic signals	1	\$30,000*
KY 1016 at Shortline Pike	Realign intersection	3	\$225,000**
US 25/Ky 21 at Boone Street	Realign intersection	3	\$625,000**

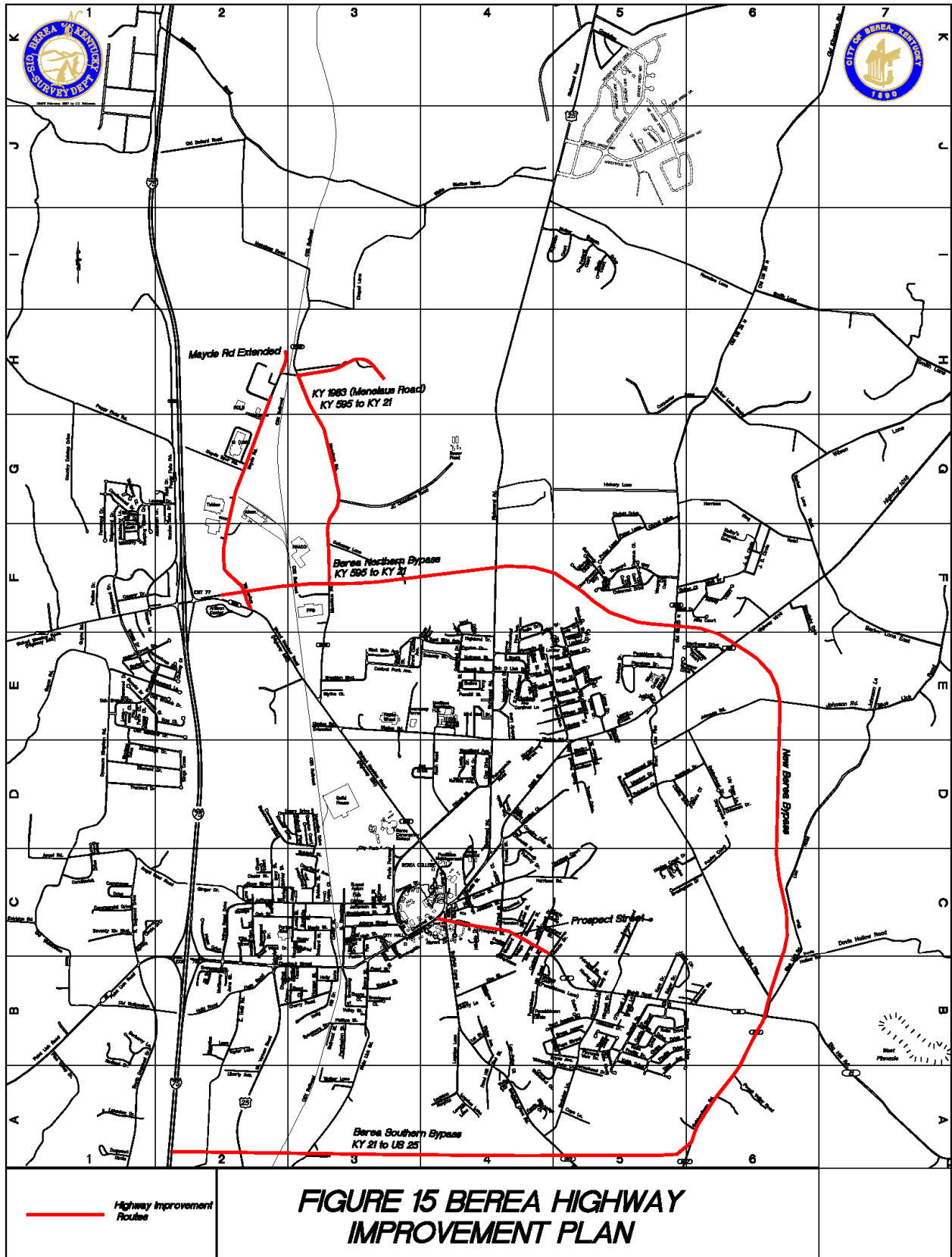
* Relative comparison of benefits, cost, and ease of implementation. Group I projects have the greatest benefits, least cost, and are more easily implemented.

* Estimate for radio communications to interconnect additional traffic signals. Does not include the cost of other major equipment upgrades (equipment cabinets, poles, signal heads, wiring, etc.) or creating coordinated timing plans.

** Includes right-of-way acquisition (where necessary), relocation of utilities, and construction costs.

B. Systems Improvements

Systems improvements are long-term major improvements in highways. There are two projects which are in the current six-year plan (Figure 15).



The Six -Year Highway Plan includes systems improvement projects that are to be constructed within the next six years. Project schedules and funding for the projects are updated biennially. It should be noted that only the first two years of the plan have committed funds. The remaining projects in the other four years are projects the Kentucky Transportation Cabinet is committed to implement, but they are not yet funded.

Berea Northern Bypass

This project makes provisions for the construction of a new four-lane bypass on the north side of Berea from Ky. 21 to KY 595 near Exit 77 of Interstate 75. Traffic volumes for 2025 are forecast to be 9,200 to 24,400 for this new roadway. This is a very broad range. The bypass is 5.28 miles in length and is estimated to cost \$26.8 million. This project is projected to ease traffic congestion on the Chestnut Street portion of US 25 and KY 595 by removing traffic destined to US 25 out of the downtown and college areas. The new road will also open new land for managed development on the northern and eastern sides of Berea. As discussed previously, adequate management of future planned development in this corridor is essential.

KY 1983 (Menelaus Road) Widening

This project involves widening KY 1983 (Menelaus Road) to three lanes from KY 595 to Mayde Road North of Berea. This project is five miles long, and is estimated to cost \$3.7 million. The need for this project arises from the surrounding industrial land uses and the condition of the existing road. KY 1983 is a very narrow road- way with lanes that are approximately 10 feet wide. As a primary access to Berea's industrial park, this road is in need of improvements to enhance safety and to support additional industrial growth.

Unscheduled Projects:

Unscheduled Projects are those highway projects that are not included in the Six Year Plan, but are being considered for prioritization and possible inclusion in the next Six-Year Plan. The following projects are included in this list:

TABLE 23 UNSCHEDULED HIGHWAY PROJECTS, BEREA

<u>Route</u>	<u>Project Description</u>	<u>Estimated Cost (millions \$)</u>
US 25/	Realign intersection at Boone Street	0.6
KY 21	(under construction)	
US 25	In Berea (0.1 mile)	
	Major widening from KY 1016 to	7.8
	Highland Drive in Berea (1.2 miles)	

US 25	Major widening from Highland Drive to US 421	31.0
New	Ellipse Street to newly constructed Berea By Pass	
New	New Southern Berea Bypass from	24.0
	KY 21 to US 25 (3.3 miles)	
New	By Pass to 421	
KY 21	Prospect Street/Bighill Rd, reconstruction	9.4
	From US 25 to KT 1617 in Berea	
KY 21	Reconstruction from I-75 at Berea to KY 954	9.3
	near Garrard County line	

Other Projects:

The City of Berea recently received a \$2.2 million grant to upgrade Prospect Street (KY 21), including a pedestrian access over Brushy Fork Creek, new sidewalks, lighting and the beginning phase of a bicycle path to Indian Fort Theater.

There are a number of other projects including city streets in the city's strategies that are in need of action. Included in this list are local streets that are the responsibility of the city to improve. The city will continue to pave gravel streets as planned.

- **Relief of traffic congestion on Chestnut Street**
- **Rebuilding of Prospect Street**
- **Construction of a bike path from North Broadway to KY 595**
- **Rebuilding Short Line Pike and Hwy 1016 intersection**
- **Possible rerouting of US 25**
- **Improve traffic flow and pedestrian safety around Berea College**
- **Extending Glades Road to West Jefferson Street**
- **Rebuilding and improvement of Wal-Mart access from McKinney Drive, to include connection of Jane and Jill Streets.**
- **Widen Jefferson Street and add sidewalks**
- **Study possible Ellipse Street Loop**
- **Street Connectivity (Existing and New)**

Comprehensive Traffic Study

The federal government recently provided \$280,000 for a comprehensive traffic study that models the period from 2005 to 2035, focuses on vehicular and pedestrian traffic flows and destinations, existing bottlenecks, and develops conceptual designs to remedy existing, and prevents anticipated problem areas.

Public Transit

Foothills Community Partnership has received a 5309 Capital Program grant from the Federal Transit Administration for \$567,000 to purchase buses for the proposed public transit system in Berea. The program has begun with mixed results. Any other programs to provide

expanded service to Richmond and Madison County will depend upon Berea's success. The program began with the purchase of three vehicles for the service, and will be conducted in four separate phases.

Transportation Options

The city should continue its efforts to provide for other transportation alternatives to include sidewalks, bikeways/trails, and park-and-ride facilities. These options are becoming more viable with recent escalations in the price of fuel. There presently is a pedestrian walkway/bikeway along KY 595 from Mayde Road to Berea College. In addition, bike paths and greenspace, water courses, and conservation easements are proposed for Brushy Fork and Silver Creek (Figure 16). There are provisions in the Development Ordinance for requiring conservation/trail easements along blue-line streams. The expansion of Community Park includes walking paths that can be linked with the walkway/bikeway on KY 595, and the proposed improved sidewalks along Jefferson Street. As new parks and recreation areas are developed, they should be linked by future bike paths and hiking trails.

The City should apply for funds to implement these projects in the next round of TEA-21 funds. TEA-21 funds are administered by the Kentucky Transportation Cabinet and can be used for a variety of transportation related projects, including pedestrian and bicycle use facilities, scenic and environmental improvement projects, and historic preservation projects.

Parking

There are parking problems around College Square and in Old Town. Berea College has plans to improve parking around College Square as part of the campus Master Plan.

FIGURE 16 - PROPOSED TRAILS AND BIKEWAYS
On following page



The city has addressed some of the problems in Old Town and has included suggested solutions in the overlay district approved and adopted for the North Broadway District known as Old Town. Investigate the feasibility of constructing a parking structure in the College Square/Berea College area.

Airport Development

The Madison County Airport is located in close proximity to the City of Berea. It is a general aviation facility that is capable of handling small corporate jets. There are proposals for improvements to include the extension of the runway to 5,000 feet, additional hanger space, and potential leasing of space to interested parties.

The airport's facilities and its benefits to the community are not widely known. In addition, access to the airport is not well marked. The City should promote the airport as part of its information packages, and should work with the county and the Kentucky Transportation Cabinet to locate additional signs giving directions to the facility. A representative from Berea sits on the joint board along with representatives from Richmond and Madison County.

Provide Interconnecting Street Network

It is important that the street system is properly linked together so as to facilitate movement throughout the entire city. The recently revised Development Ordinance has provisions for improving upon street connectivity and facilitating traffic flow. Failure to provide adequate cross-city circulation results in overloading parts of the system and forcing streets intended to function as minor streets to function as collectors, and collectors to function as arterials. All existing dead-end streets/streets with potential for connections need to be identified and this information made available to the Planning Commission in their review of subdivision plats and development plans.

Transportation Signage

The program to improve transportation signs should be continued. It is important to have signs that are highly visible and clear in their message, and provide adequate guidance to all motorists, especially to visitors who are coming into the community for the first time.

II. HOUSING

Berea provides for a wide range of housing opportunities through both the private and public sectors. The Development Ordinance through its land use classification allows single-family residences, both detached and attached, duplexes, multi-family units, townhouses, condominiums, mobile homes, manufactured housing, modular housing, and public housing units.

RECOMMENDATIONS

Quality Development

The subdivision regulations section of the Development Ordinance is designed to ensure that residential subdivisions are laid out and properly constructed so that all necessary infrastructure is adequately sized and in place to serve the development before it is occupied. The construction of the housing units is inspected at several stages of development to ensure that the quality of the structure meets the standards of the building codes.

The city should continue to provide the necessary resources to the Codes and Planning Office so that quality development is maintained. The Planning Commission should review all proposed housing developments as they relate to the various components of the Comprehensive Plan.

The city should investigate the need to provide a development fee that would help to cover the costs of providing infrastructure improvements.

Mixed Housing Opportunities

A number of discussions have taken place concerning the desire to allow for mixed residential development, and mixtures of residential and other related uses.

The Berea Development Ordinance encourages mixed housing through its Planned Unit Development (PUD) requirements.

In addition to the PUD on Walnut Meadow (Creekside), there is presently a large-scale planned development proposed for a tract of land north on US 25. This proposal offers an opportunity for the city to pre-plan for a development that meets the needs of a diversified buyer/renter market, while providing green space and convenient-type goods and services.

Property Maintenance and Code Enforcement

The City should take the necessary steps to see that all property within the city limits is maintained in a satisfactory manner. This is especially applicable for rental units. Maintenance needs include not only the physical appearance of the property in question, but the condition of all structures. The enforcement of existing codes regarding trash containers, mowing, and condemned housing should be strengthened. The City of Berea has adopted the International Property Maintenance Code. Copies of the code may be reviewed on line or copies are available in the Planning and Zoning Office.

Elimination of Substandard Housing

Most of the structures in the city are classified as standard; very few have problems that would place them in the substandard category. The assessment also indicated that many

of the units are old and in constant need of maintenance and renovation. The Codes and Planning Office needs to monitor housing conditions on a regular basis and require all units to be brought up to code as needed, or condemned or destroyed according to law. Aging mobile homes throughout the city should be phased out as allowed under existing ordinances.

Support of Affordable Housing

As the cost of housing increases, many people are being priced out of home ownership. Part of this problem lies with the financial status of applicants whose debt obligations make them ineligible for a loan. Affordable housing is available for low-income people through public housing, and through semi-public, charitable organizations such as Habitat for Humanity, and the Christian Appalachian Project. The city should continue to support public and non-profit efforts to meet the needs of low-income people. Seek and encourage affordable housing for the elderly.

Manufactured Housing and Mobile Homes:

The Development Ordinance presently limits the location of mobile homes and manufactured homes to mobile home parks/communities, or land that is classified as Agricultural. The ordinance also lists the specific standards applicable to mobile/manufactured home parks/communities in the appendix. KRS 100.348 allows local governments to adopt compatibility standards for manufactured homes. These standards are designed to protect and preserve the monetary value of real property located within its jurisdiction. These standards can be applied to “qualified manufactured homes” that must meet stringent criteria.

Manufactured homes offer another option for homeowners who are not able to afford standard on-site built housing. The city should look into its provisions for location of manufactured homes in the Development Ordinance and the need for adoption of compatibility standards for qualified manufactured homes.

Neighborhood Development Associations:

The city should encourage the formation of Neighborhood Associations throughout the community. Neighborhoods are usually separated from each other by some other land use classification or a definite physical boundary. These neighborhoods should be identified on a planning map, and serve as the basis for organizing Neighborhood Associations. These associations could serve to bring people together in dealing with their security and safety issues, property maintenance, neighborhood beautification, and citizen participation in the city’s planning and development issues.

Retirement Communities:

Berea has an increasing number of senior citizens. The city should conduct a survey to determine the housing needs of this group, and support efforts to attract retirement

community interests to the city. Currently one such project is being designed in the Beaumont area “Villages of Beaumont Farms” with pod units designed as single floor homes. The neighborhood is designed for each unit with a garage to be sold and maintenance of the lawn and buildings is maintained by the developer. There will be approximately 68 of these units.

Ecovillage

Ecovillage is an ecologically-sustainable residential and learning complex that is designed to meet housing needs for Berea College student families. The focus is on education with residents learning about environmental responsibility through everyday experiences.

The village has 32 units of family housing, a state-of-the art child development daycare center, a commons house, a Sustainability and Environmental Studies (SENS) demonstration house, and site and landscaping features such as vegetable gardens, fruit trees, a greenhouse, and a wetland.

Performance goals for the Ecovillage include; reduction of energy use by 75%, generation of 10% of the electricity requirements on-site from renewable sources, reduction of per capita water use by 75%, treatment of sewage and wastewater on-site, and recycling, reusing or composting at least 50% of waste. To accomplish these and other goals, the Ecovillage incorporated a wide range of “green design” elements including passive solar heating, photovoltaic panels and wind-powered electrical generators. On-site treatment of waste has been accomplished using composting toilets and a “living machine” which converts sewage to water that is suitable for swimming. Roof-top capture of rainwater contributes to irrigation and production of fruits and vegetables in gardens and greenhouses.

The SENS House is the education and research focal point for sustainable living for the campus. A faculty member and six students have opportunities for experiential education in sustainable living and be responsible for performance monitoring and some maintenance for the village.

City officials should monitor the Ecovillage project to determine if there are practical applications that might be applied elsewhere in the city.

V. COMMUNITY FACILITIES AND SERVICES

A number of community facilities and services needs were identified in the community assessment, and are addressed in the following recommendations:

RECOMMENDATIONS

Planning and Development

Beginning in 2006, the city should hold an annual review and revision of the comprehensive plan and correlate its recommendations with the current city budget.

The City of Berea should participate in a cooperative planning and development effort with Richmond and Madison County. This could be accomplished by voluntary meetings of representatives of all three planning commissions to discuss existing situation, plan proposals, common issues, etc. Select 3 representatives of PCs, along with Planning & Codes, staff, and consultant to meet periodically and coordinate unit plans.

Continue to survey citizens to determine their needs and to assess their satisfaction with the city's services. This process could be facilitated through the establishment of neighborhood development associations described in the section on Housing.

Hold training sessions in planning and development topics for Planning Commission members, Board of Adjustment members, and staff in accordance with the requirements of KRS 147A.027. It is important that all appointed officers and staff members involved in the planning and development process be informed and updated on issues that are pertinent to their positions. A better informed Planning Commission will make better decisions in their reviews and recommendations to the City Council.

Utilities

As Berea continues to grow and develop, the city's Municipal Utilities Department will need to continuously evaluate its ability to meet the water, sewer, and electrical needs of its citizens. In light of the city's recent acquisition of Berea College's utilities, a period of adjustment will be needed to make the transition.

Actions to be implemented include:

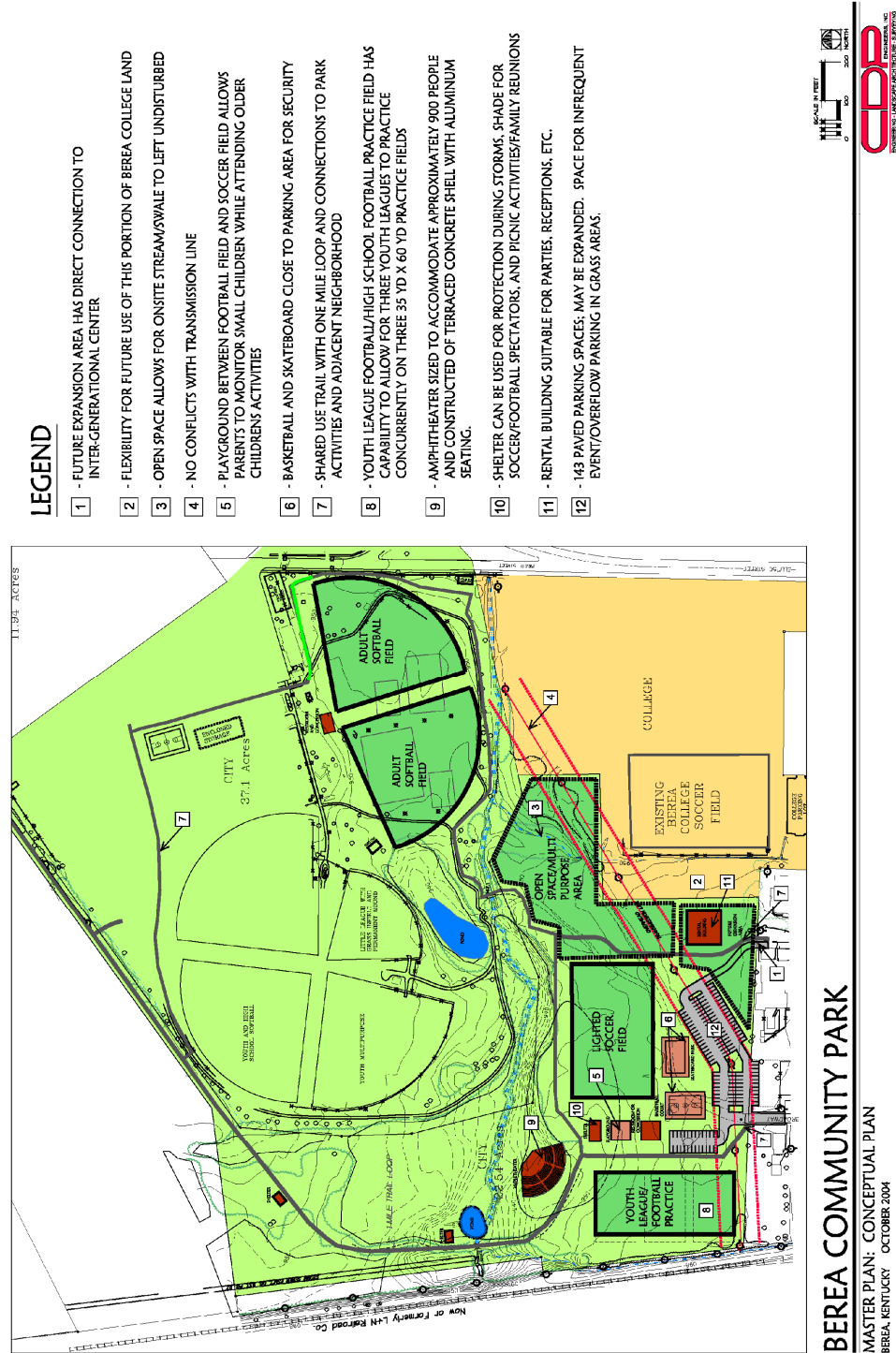
- **Assessing and implementing water treatment plant improvements to Improve water quality.**
- **Expanding the capacity of the water treatment plant as required by future growth.**
- **Evaluate long term water supply needs and consider options, including water consortiums.**
- **Evaluate and complete as feasible, expansions to unsewered area.**
- **Consider charging a development (user) fee to help cover the costs of providing new infrastructure.**

Recreation

One of Berea's strengths as indicated in the community assessment is its parks and recreation resources.

Complete the new park expansion adjacent to the existing Community Park. The proposed expansion includes a soccer field, youth league/football practice fields, an open-space/multi purpose area. New concessions building, skateboard pad, basketball court, shelters, paved walking paths, and a new storage building (Figure 17).

FIGURE 17 - BEREA COMMUNITY PARK EXPANSIONS



The City has completed the construction of the Chestnut Street Park (Figure 18).

Continue to expand parks and recreation facilities as needed, based on population growth. It is recommended that future residential developments of 100 acres or more require recreation space (Neighborhood Park) to be developed as part of the overall development plan, to be managed by a Residential Development Association or a Homeowner's Association. Recreation should be accessible to all city residents; whether within a reasonable walking distance, or accessible by public transit.

Incorporate the proposed walking/bike trails described previously in Other Transportation Options, within an overall plan for future recreation/open space, and link parks and open spaces together by means of these paths. These walking/bike trails should be developed according to recognized recreation standards.

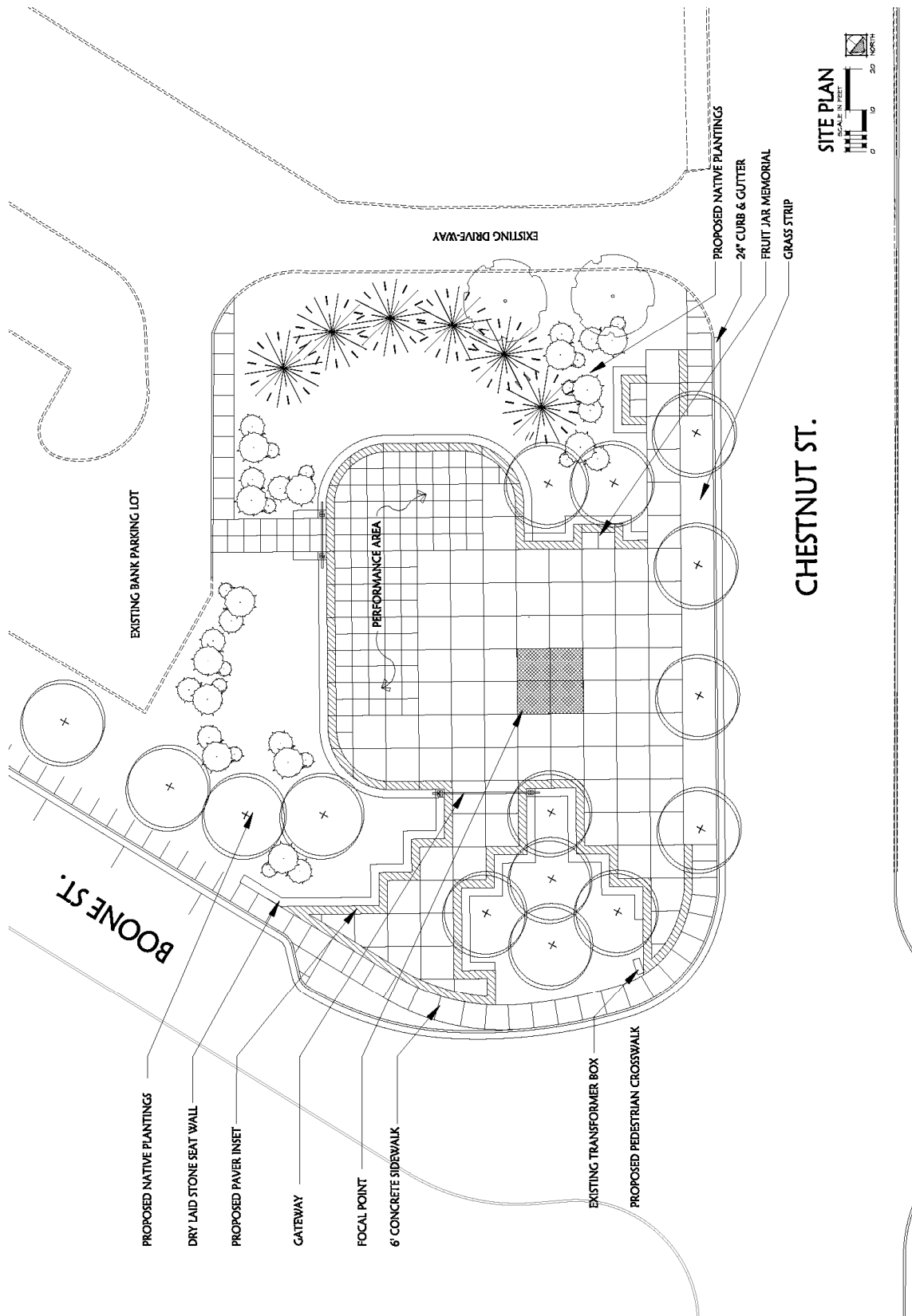


FIGURE 18 - CHESTNUT STREET PARK

Education

Continue to support local schools and Berea College in their efforts to be involved in planning for the city's future. Of special interest would be those programs that prepare students to be productive citizens, and prepare them for citizen participation/leadership in the local community. The education establishment should join forces with the Berea Chamber of Commerce and local government to establish a junior leadership program for high school seniors and college students.

City Government:

The city should strengthen its use of the web page, e-mail, and the public news channel to maximize the exchange of information with citizens. The web page should be expanded to include tourism activities, the Comprehensive Plan, the Development Ordinance, and other documents that would improve citizen awareness and knowledge of the community.

Conduct a study of Berea's present capacity for hosting special events and meetings.

Ensure that all Public/Semi-Public are properly maintained.

Protective Services

Evaluate the needs and costs of possible relocation of or an additional fire station, to include employee and equipment requirements.

Periodically review and expand protective services as required to meets the needs of future growth and development.

Emergency plans should be developed, evaluated, reviewed, and updated as needed, and the city's plan coordinated with that of Berea College. Local emergency plans should be coordinated with the plans of Madison County, especially as related to weapons disposal at the Bluegrass Army Depot.

Waste Management:

Determine the feasibility of establishing a full service curb-side recycling program in the city.

Increase public awareness of the need to reduce the amount of waste disposal, and the value of re-use and recycling of materials.

V. HISTORIC PRESERVATION

RECOMMENDATIONS

The Chestnut Street Overlay District is being implemented. The North Broadway Overlay District is completed and being implemented as of December 2006 (Figure 19 & Figure 20).

Figure 19 Chestnut Street Overlay District

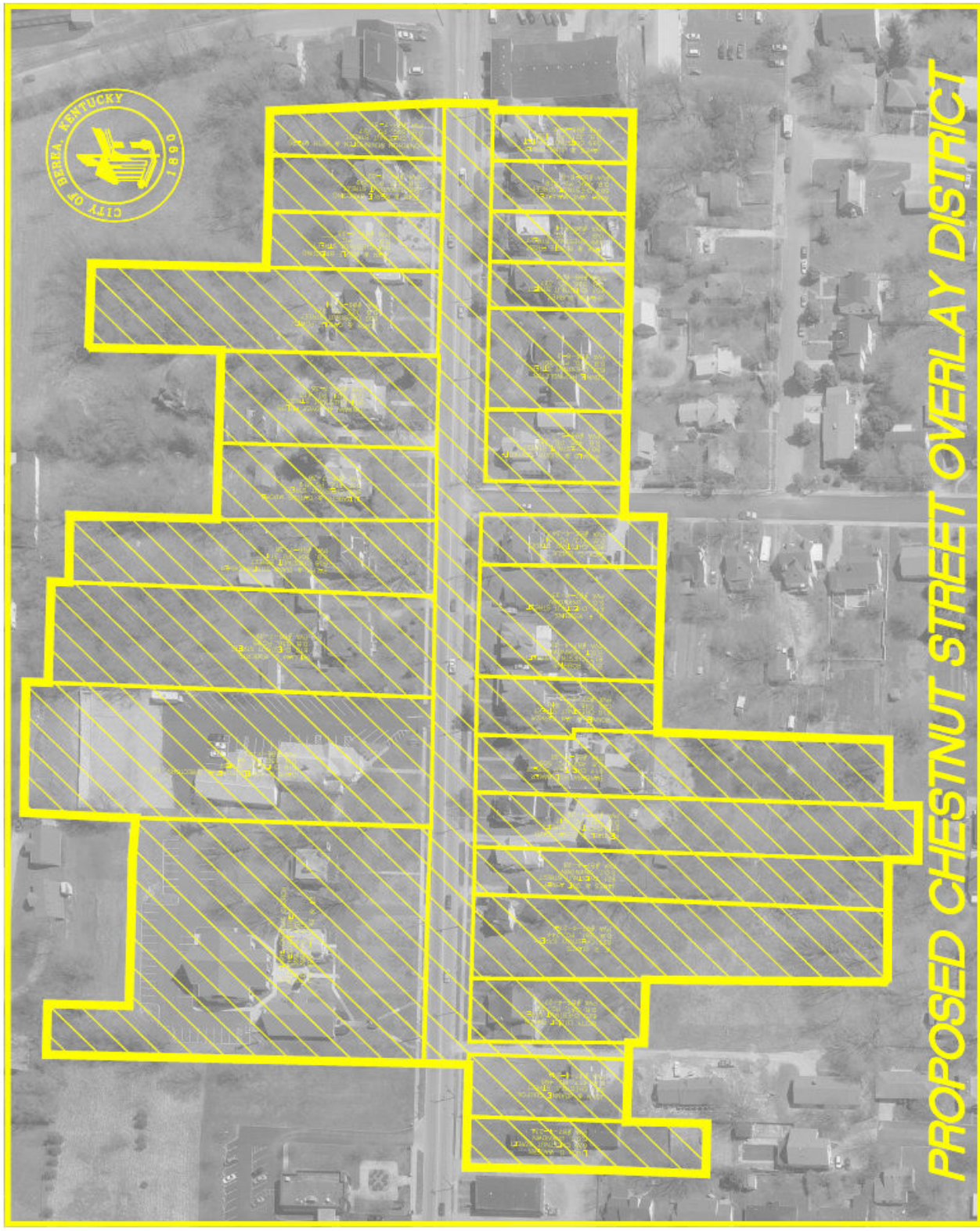
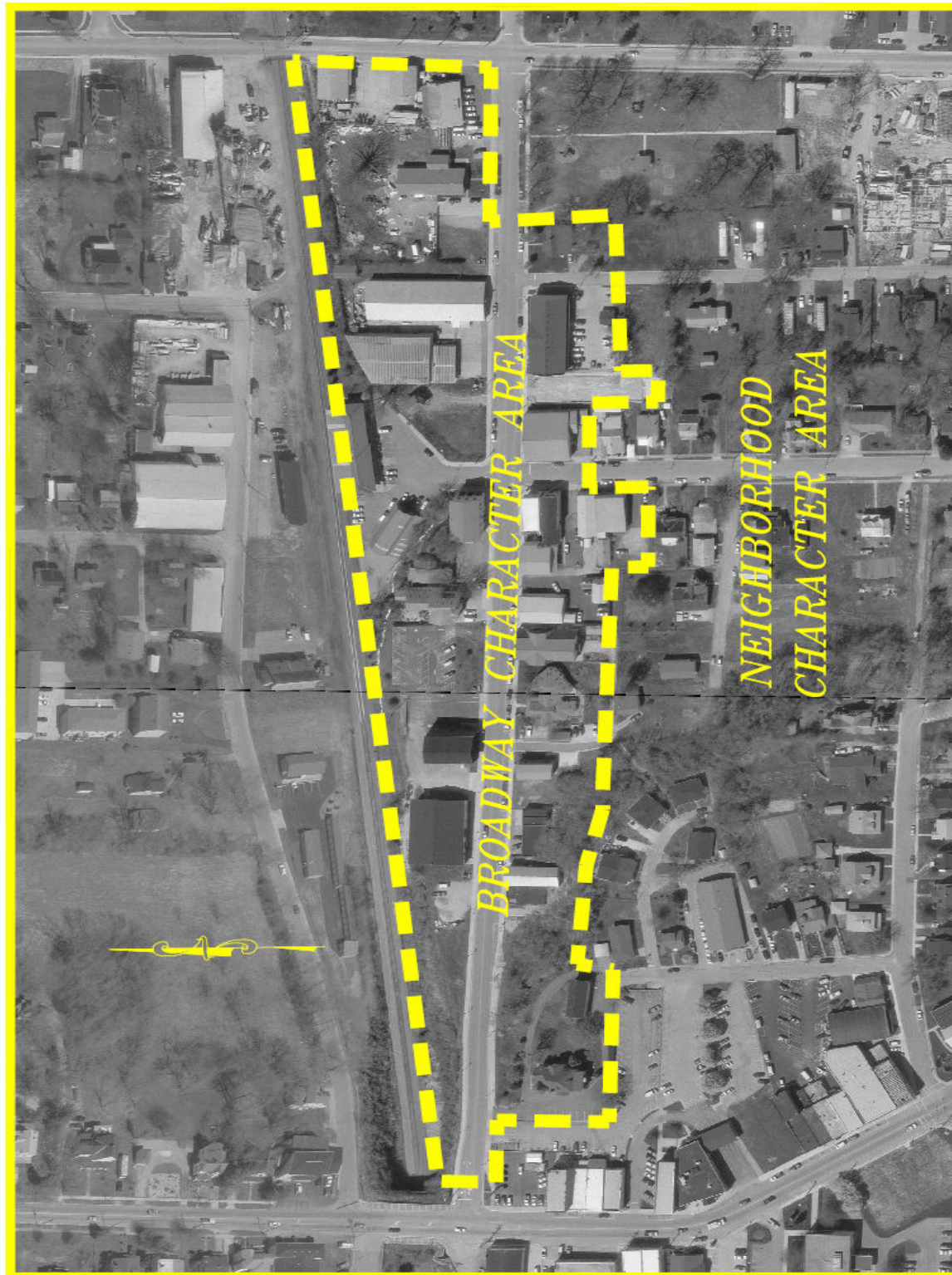


FIGURE 20 NORTH BROADWAY OVERLAY DISTRICT



Ensure that all applications for land use changes, subdivision plats, and development plans are adequately reviewed for impact on historic sites and structures in the city.

The mayor should appoint a Historic Preservation Coordinator for Berea, who will participate in the review of the city's development applications, to ensure that historic sites and structures are given full consideration in all land use changes, subdivision plats, and development plans. This individual will be a member of a Historic Preservation Council comprised of representatives from all three local governments.

The recently established Architectural Review Board should be utilized to address historic preservation in the Chestnut Street Overlay District, and other districts that might be developed in the future.

VI. THE ENVIRONMENT

RECOMMENDATIONS

Develop and implement a comprehensive landscape ordinance that promotes the design, installation, and maintenance of aesthetically-pleasing and ecologically-sound landscapes. Efforts should be made to discourage the use of non-native, invasive plant species.

Develop a city-wide storm-water management plan to reduce the present amount of surface run-off, reduce flooding potential, and adequately accommodate drainage in future development projects. Enforcement of the new storm-water management provisions in the city's Development Ordinance will help to mitigate the problems associated with surface water run-off.

Provide for adequate landscape buffers or undeveloped areas in the northern part of the city (in conjunction with Richmond and Madison County), that will separate Berea's physical development from that of the other two entities. This can be accomplished through the establishment of conservation easements along all streams in the area, in addition to requiring landscape buffers where governmental boundaries meet, and along major highways. These buffers should be wide enough and of sufficient density to provide a clear separation between the cities of Berea and Richmond.

As mentioned under housing, one of the projects that stress environmental education is the Ecovillage development. Positive results of this experimental program should be brought to the public's attention, along with other efforts to improve community environmental awareness.

Ensure that environmental protection is addressed in the review of all subdivision plats and development plans.

Strengthen the requirements for the grading of land in the Development Ordinance. Preserve existing trees, wetlands, and other environmentally sensitive areas to the greatest extent possible.

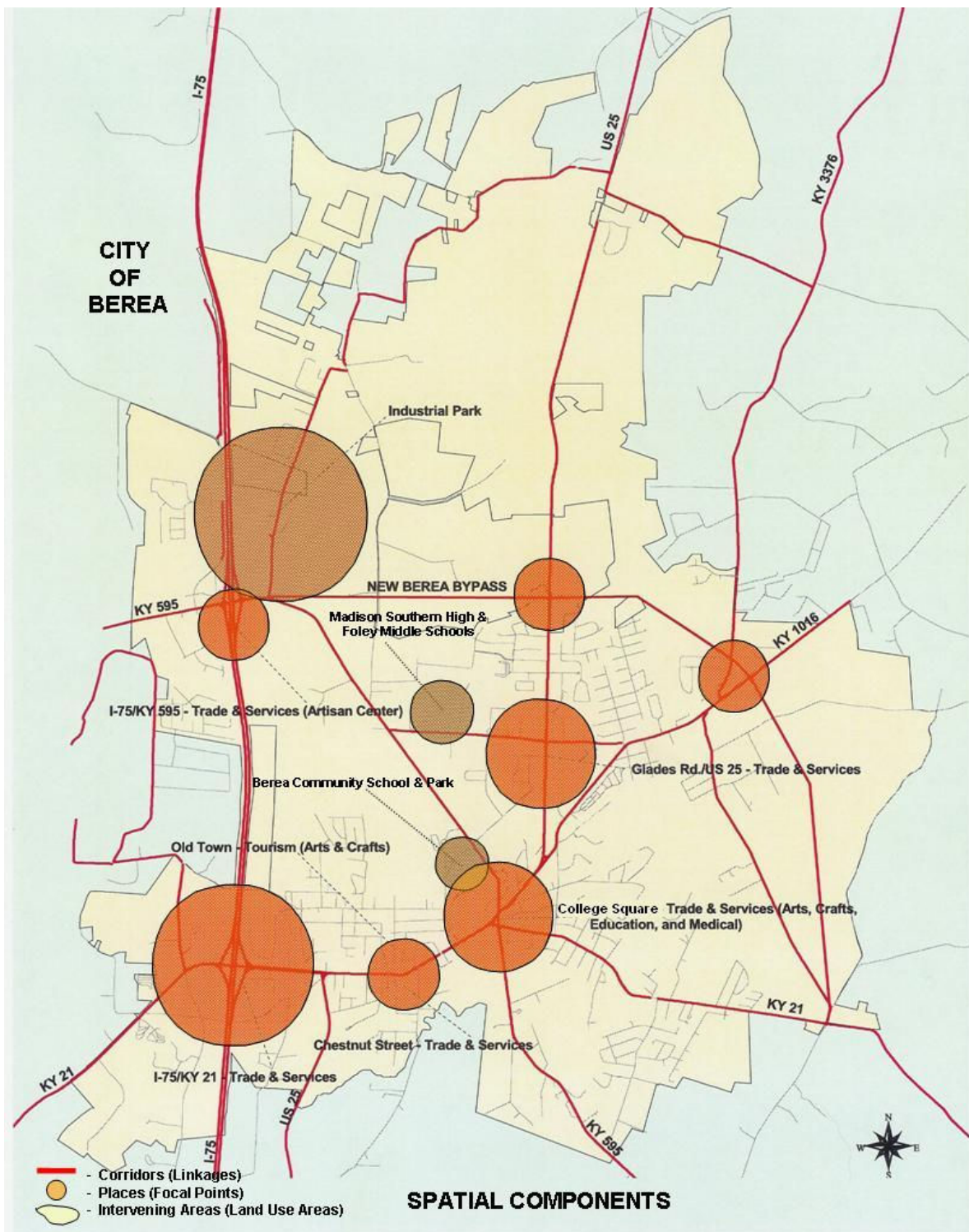
VII. LAND USE AND DEVELOPMENT

The Future Land Use Plan projects land uses in Berea and the immediate contiguous area over the twenty year planning period. The map of Future Land Use builds on the city's basic spatial components, well-established planning and development principles, present land use and zoning patterns, and future land use needs. Present land uses and zoning were briefly discussed in the Community Assessment (pages 43-44).

Spatial Components

Conceptually, the City of Berea consists of three basic spatial components; 1) Places, 2) Corridors, and 3) Areas. Each of these components has different planning and development requirements due to their varying functions. Places are focal points of concentrated activity (such as the industrial park, a shopping center, or a school complex) that attract large segments of the population along with vehicular traffic. Corridors are the linkages that channel the flow of vehicular traffic and utilities between places and areas, tie the places together, and serve to separate different land use areas. They include highways, utility lines, pedestrian walkways and bikeways, and landscape buffers (Figure 21).

FIGURE 21 - SPATIAL COMPONENTS



Areas are the extensive spaces between the corridors and places people live, comprising most of the land area in the city. These areas are likely to be predominantly in residential land uses or mixed uses. Oftentimes these areas will have a different land use along the edges (such as commercial uses along a corridor or at the intersection of corridors) from the land use or uses in the interior.

Planning Principles

The Land Use Plan is guided by well established planning principles to be used as reference points in making decisions regarding the future use and development of land in Berea. Each major category of land use (residential, commercial, industrial, public and semi-public, and agricultural) has requirements that differ from the other land uses. These principles should guide all land use decisions made by the Planning Commission and the City Council.

RECOMMENDATIONS

Residential Land Uses

The most extensive use of developed land in the City of Berea is for residences. Included in this category are single-family residences (both detached and attached), two-family residences and multi-family residences. Residential units may also be categorized as group quarters (dormitories, nursing homes) and mobile homes. It is desirable to allow for this diversity in order to meet the housing needs of different socio-economic groups in the city.

The residence or home constitutes one of the most important elements in the community. The home place represents the single most significant investments that most people will make in their lifetime. It is also the place where people are likely to spend most of their time. Accordingly, residential land use should be given a great deal of special consideration in the overall development of a given area. Uses that are detrimental to residential areas should be discouraged, or shielded from residential in such a way as to mitigate any detrimental effects.

Site Requirements - Land used for residential purposes should be level to gently sloping, with soils that are adequate to support the foundation, lawns, and landscaping. The site should be provided with appropriate services to include water, sewage disposal, electricity, gas, cable, telephone, solid waste disposal, and other services as deemed appropriate. Residences are usually located on minor streets that generate low levels of vehicular traffic.

The requirements for single-family residences and multi-family residences are quite different. The intensity of land use increases significantly as land goes from low-density single-family residences to higher-density multi-family residences. Higher density housing places more demands on parking, the need for useable green space, garbage collection, streets, etc.

Relative Location - Residential land should be developed in close proximity to other residential areas, and clustered into neighborhoods. These neighborhoods should in turn be in close proximity to convenience-type businesses, schools, and recreation areas. It is desirable that some of these supporting activities are found with reasonable walking distance for residents.

Commercial Land Uses

Commercial activities include a variety of businesses that occupy a small percentage of the land area in the city. Businesses employ a substantial part of the labor force, and provide consumers with a wide range of goods and services that are in demand. All commercial activities can be grouped into, 1) convenient activities that are dispersed throughout the community, usually involve frequent small-scale purchases, require a relatively small consumer base (threshold population), and can be acquired with very little travel time, and 2) shopping activities that found in a limited number of locations, involve larger-scale purchases, require a larger population base, and can be acquired with a longer travel time. When determining the location for a commercial activity, the function of the activity as described herein should be taken into consideration.

In Berea, commercial activities are classified as; 1) neighborhood commercial, 2) general commercial, 3) central business district, 4) planned shopping centers, 5) professional offices, and 6) Interstate Commercial. The city also has provisions for planned unit developments (PUDs) which allow for mixing of a limited amount of neighborhood businesses with residential areas.

In the past, the College Square and Chestnut Street served as the focal points of business in Berea, with a strong mixture of retail places and other activities. There has been a significant shift of commercial activities out to Exit 76 and 77 on the interstate.

Site Requirements - Land used for commercial purposes should be level to gently sloping, with soils that are adequate to support building foundations, parking lots, and other associated structures. The site should have adequate parking spaces to service its customers, and should be provided with adequate infrastructure to include water, electric, gas, telephone/ cable, waste disposal, and other services as deemed appropriate and feasible.

Relative Location - Commercial land should be located where highways intersect, or where highways intersect with collector streets. The clustering of commercial activities around high access points (major intersections) is the most desirable pattern. In addition, commercial activities may be located on highways adjacent to other commercial uses, but should not be allowed to develop into long continuous strips that interfere with the effective flow of traffic. There should be allowances made for individual dispersed commercial activities that are not dependent upon a large customer base. Finally, in light of changing technology (computers, cable, etc.) a number of small businesses are operating out of homes.

Industrial Land Uses

Industrial activities also take up a relatively small portion of the total land used in Berea. Most of the industrial (manufacturing) activities are confined to the Berea Industrial Park. In addition, there are a few older individual dispersed manufacturing sites. The trend in recent years has been to cluster manufacturers in large planned sites with adequate infrastructure, and reasonable access to more than one means of transportation (truck and air, or truck and rail).

Site Requirements - Most manufacturers desire to locate on a site that is relatively flat with ample room for future expansion. The plant likely will be constructed on one level and may take up several acres of land. Industrial sites require a much higher level of public services in terms of water supply, sewage disposal, electric, gas, and other utilities, than is true of other land uses. They may also require special accommodations to deal with hazardous materials. Soils should be capable of supporting the large structures and heavy equipment often associated with manufacturing.

Relative Location - The most desirable location for a manufacturer is in an industrial park with other similar activities. Clustering of manufacturers leads to advantages of agglomeration, where one industry's finished or semi-finished product may become the raw material for another on-site industry.

However, it is realized that manufacturers may find other locations more suitable. Manufacturing must have sufficient access to move raw materials (often large or bulky) and employees to the site, and to ship out finished products at a low cost. Access to local protective services (fire, police, and emergency personnel) may be an important consideration. Location on or near a major highway or interstate interchange is an advantage in many cases.

Public and Semi-Public Land Uses

Public and semi-public land uses cover a broad spectrum of activities. The primary characteristic is either control by the public sector, or uses that by their nature take on the character of a public use. These activities may include federal, state, or local governmental uses, as well as non-profit and charitable organizations. They may take up large tracts of land such as school systems, or small sites such as City Hall.

Site Requirements - It is difficult to make general statements about site requirements because of the great variety of activities included under this heading. An individual use may require practically no infrastructure (small cemetery), and may be situated on land that is not highly suitable for other uses (a hiking trail).

Relative Location - The same is true of relative location. Some public or semi-public uses may not require a high degree of access (small play-ground), while others would need to be located on or near a major highway (tourist attraction).

Agricultural/Open Land Use - Some of the land within the city limits of Berea is classified as agricultural/open land. It is either in crops or pasture, old field, or forest. This land use pattern is visible in both the northern part of the city where rapid annexation has taken place in the past 10-15 years, and in the south where Berea College has land that is being preserved as green space. With many of the farm economy indicators on the decline, and the attraction of rapidly escalating land values, many farmers are hard pressed to stay in the business, and decide to sell their land to developers, largely for residential subdivisions.

One of the advantages of being in the city with an agricultural classification is the payment of taxes on the agricultural value of the land. Some farmers are able to continue farming although their activities are not always compatible with nearby residential areas. Many viable farms have become isolated or virtually surrounded by urban-type uses. Agricultural land uses should be encouraged around the fringes of the city where farming remains viable in keeping with the goals of preserving green space.

Existing Land Use - The existing land use patterns serve as a framework for future development. Once land is committed to a particular use, it is not likely to change in usage for a long period of time. Figure 21 illustrates the present land use distribution.

As described above, the different types of land uses have varying location and site requirements, result in different intensities of land use, and create a diversified cultural landscape. One of the key concerns in land use planning is to ensure that these various land uses are in harmony with each other to the greatest degree possible. The general rule is to provide rather gentle transitions from a low-intensity land use to one of higher intensity. Where this is not feasible, the differences in land use can be mitigated by the use of landscape buffers. In some cases, natural features or transportation corridors provide a sufficient buffer. Good design in subdivision and development plans can minimize the detrimental effects of differing land uses.

Zoning of the Land - Land that is presently in one use can be changed through the process of amending the Official Zoning Map. The primary consideration to be addressed in this process is whether or not the requested change is in keeping with the Comprehensive Plan. Once a piece of land is zoned to a particular use, the likelihood is that it will be used for that purpose. However, some land that is in one classification may actually be currently in another use. (Figure 22 shows the current zoning of land in Berea.)

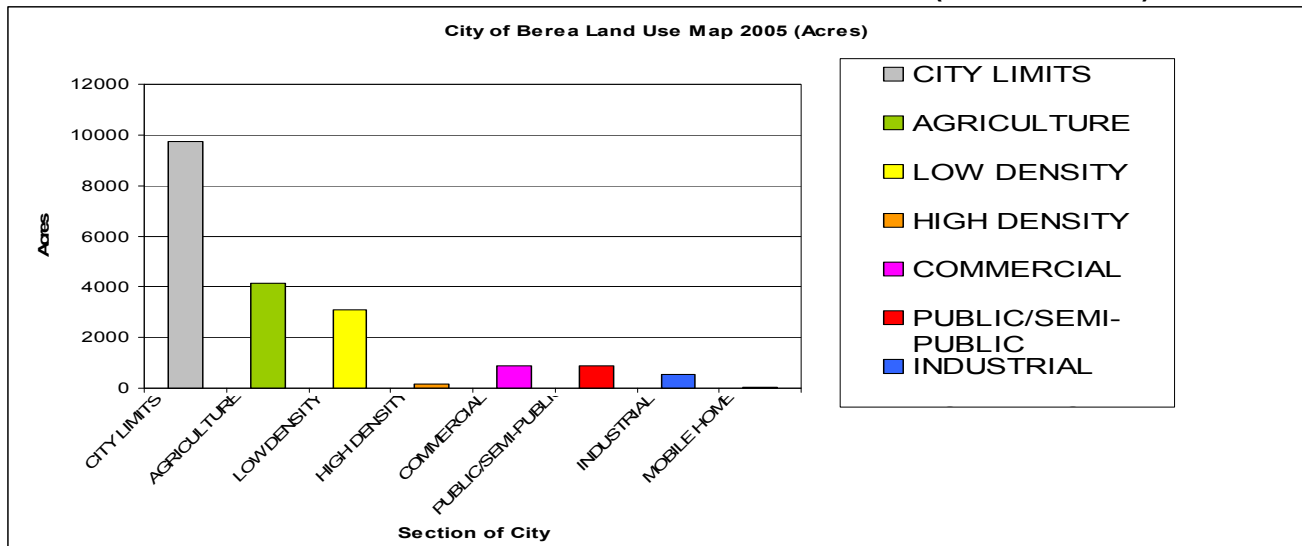
Land Use Needs

Berea has undergone a major expansion in land area through recent annexations, both to the north and east. The city presently comprises 9,735.38 acres of land (15.2 square miles). The largest area of land use classification is agriculture, with 4,157.74 acres followed by low density residential with 3,088.1 acres (Table 24). Table 25 contains a graphical version of the City of Berea Land Use by acreage.

TABLE 24 CITY OF BERA EXISTING LAND USE (IN ACRES)

	EXISTING LAND USE MAP - 2005							
	CITY LIMITS	AGRICUL-TURE	LOW DENSITY	HIGH DENSITY	COMMER-CIAL	PUBLIC/ SEMI-PUBLIC	INDUS-TRIAL	MOBILE HOME
TOTAL	9746.88	4157.44	3088.1	187.99	868.19	867.72	531.07	34.57
PERCENT		42.6%	31.6%	1.9%	8.9%	8.9%	5.4%	.35%
IN ACREAGE BY ZONE OF CITY								

TABLE 25 CITY OF BERA EXISTING LAND USE MAP (IN ACREAGE)



Assuming a population increase of some 5,025 people over the next twenty-five years, the city could expect an estimated 2,000 additional acres to be developed. The 2005 figure for developed land in Berea shows that 55.4% is in low-density residential, 3.4% in high density residential, 15.6% in commercial, 15.5% in Public/Semi-Public, 9.5% in industrial, and .5% in mobile homes.

Projecting future land use needs by individual categories is difficult due to the fact that there are unforeseen changes that may come into play, and due to Berea serving not only the population within its corporate area, but also population in immediate and outlying areas (workers, shoppers, etc. who commute into the city).

THE FUTURE LAND USE PLAN

INTERVENING AREAS

Residential Areas

Single-family residential uses are presently the most prominent use of land in the intervening areas. Inside the proposed Berea Bypass, much of the land area from Menelaus Road at KY 595, around to the east and south to Scaffold Cane Road is in low-density residential uses, and the plan calls for these areas to continue developing in a similar pattern. Other areas that have clusters of low-density housing are found on the west side of I-75 found between South Dogwood Drive and KY 21, and along Opossum Kingdom. To the east and northeast outside the proposed bypass, a number of single-family subdivisions have been developed.

It is especially important that development along the new Berea Bypass between primary access points be in low-density residential use, with connectivity to the major intersections by parallel service roads, or by means of interconnected interior streets.

The plan emphasizes the neighborhood concept. Strong neighborhoods make strong communities. The Plan proposes new neighborhood parks to be developed in areas that have no public recreational space within reasonable access. These parks could be provided as part of the cost of development and maintained by funds from a Neighborhood Development Association. Existing parks are tied together by a proposed system of pedestrian walkways (hiking trails) and bikeways. Green space is a vital component of the community as evidenced by new landscaping requirements (street trees, and greenways along the transportation corridors) together with the use (and proper maintenance) of landscape buffers.

The largest clusters of higher-density multi-family residences are situated around the old central core area of the city (west of the Berea College, both north and south of Chestnut Street), and east of the campus between and along KY 21 and KY 1016. As pointed out in the Community Assessment, there was a sizeable increase in duplexes and multi-family units between 1990 and 2000. As residential units continue to age, maintenance and

renovation needs will increase as well. It is anticipated that as redevelopment takes place in some of these areas, there will be a tendency to build at higher density levels.

Mixed Land Use Areas

Some of the intervening areas are comprised of mixed land uses; single-family and multi-family residential, single-family residential and commercial, etc. In the areas where higher density housing is found, there are scattered commercial, public, and a few isolated industrial uses. The area along West Glades Road is a mixture of single-family and multi-family residences, schools, businesses, and industries. Mixed land uses are provided for in the Development Ordinance primarily through use of the Planned Unit Development concept. The key to successful mixing of land uses lies largely in the attention paid to design and enforcement.

Open Space/Green Space Areas

Berea has extensive areas of open space/green space at the present time, Largely due to Berea College property being held for that purpose, and as a result of recent annexations that included agricultural land. These areas are augmented by smaller public and semi-public properties (small parks, golf course, conservation easements along streams, and planned gateways on Berea College properties along US 25 North, KY 595 from Glades Road into the campus, and along KY 595 (Scaffold Cane Road) South. This plan recommends that additional parks and recreation areas be included in larger residential subdivisions as part of their development plan.

A major area of greenspace will be provided in the Berea Bypass Transportation Corridor Plan to be discussed under Transportation.

In addition, the Berea Development Ordinance has open space requirements as part of multi-family residential and PUD projects. The plan also recommends the completion of a comprehensive landscape ordinance that should contribute to the amount of greenspace in the city.

ACTIVITY CENTERS

Activity Centers should be relatively compact areas served by highways or collector streets, that accommodate large numbers of people for employment purposes (shopping center), to participate in leisure activities (community park) or to partake of services (high school, hospital). The largest of these centers in terms of land area are commercial and industrial places.

Commercial Centers

Commercial centers are classified according to their functions. At the top of the hierarchy are large general commercial areas such as the development around Exit 76 on the interstate. The main function of this center is to provide shopping goods and a variety of services. It has begun to spread from a relatively compact cluster around the exit to an extended strip development along KY 21 and US 25. The development pattern has been largely one individual fragmented parcels, with no overall sense of a plan.

The commercial cluster around Exit 77 on I-75 was designed to serve as a more selective commercial district, catering to the needs of tourists. However, it has developed into a mixture of commercial uses that might be found in many other commercial areas. It includes the Kentucky Artisan Center and Berea College property that will be developed in the future as a planned commercial center; designed to be in harmony with the gateway entrance into the city. On the west side of the interstate, the infrastructure is being completed in preparation for an expansion of business activity.

The older central core commercial is along Chestnut Street, around Berea College and College Square. It is a relatively small center with a focus on arts and crafts and related businesses that serve the college population as well as tourists. This center will be revitalized as part of a Renaissance grant, to include a greater mix of retail activities while maintaining the arts and crafts businesses, the reduction of traffic congestion, improved signage, and related aesthetic improvements.

A smaller cluster of commercial activities has evolved around the intersection of US 25 and Glades Road. Like the other commercial highway centers, this development is a mixture of commercial uses that has taken on a north-south linear pattern along US 25.

A strip of commercial development extends along Chestnut Street westward to the CSX Railroad where it intersects with the commercial area of Old Town. It is separated from the larger commercial area around Exit 76 by the Chestnut Historic Overlay District.

Additional commercial development is anticipated at the intersection of the new bypass and major roads (US 25, KY 1016, and perhaps KY 21). A description of these centers is included in the section that follows dealing with transportation.

Industrial Centers

There are a few older industries dispersed throughout the city, but the bulk of industrial activity is focused in the Berea Industrial Park between and along Mayde and Menelaus roads. This area is served by the CSX Railroad, is in close proximity to I-75, and will have improved access with completion of the Menelaus Road improvement project. The plan calls for an expansion of industrial land uses adjacent to the industrial park. The city has recently acquired additional acreage for future industrial development.

Public Centers

The major public activity points are found in the center of the city and include the Berea College campus, the Community Park and Recreation Area, Berea Community School, and the Madison Southern High School/Foley Middle School complex on Glades Road.

TRANSPORTATION CORRIDORS

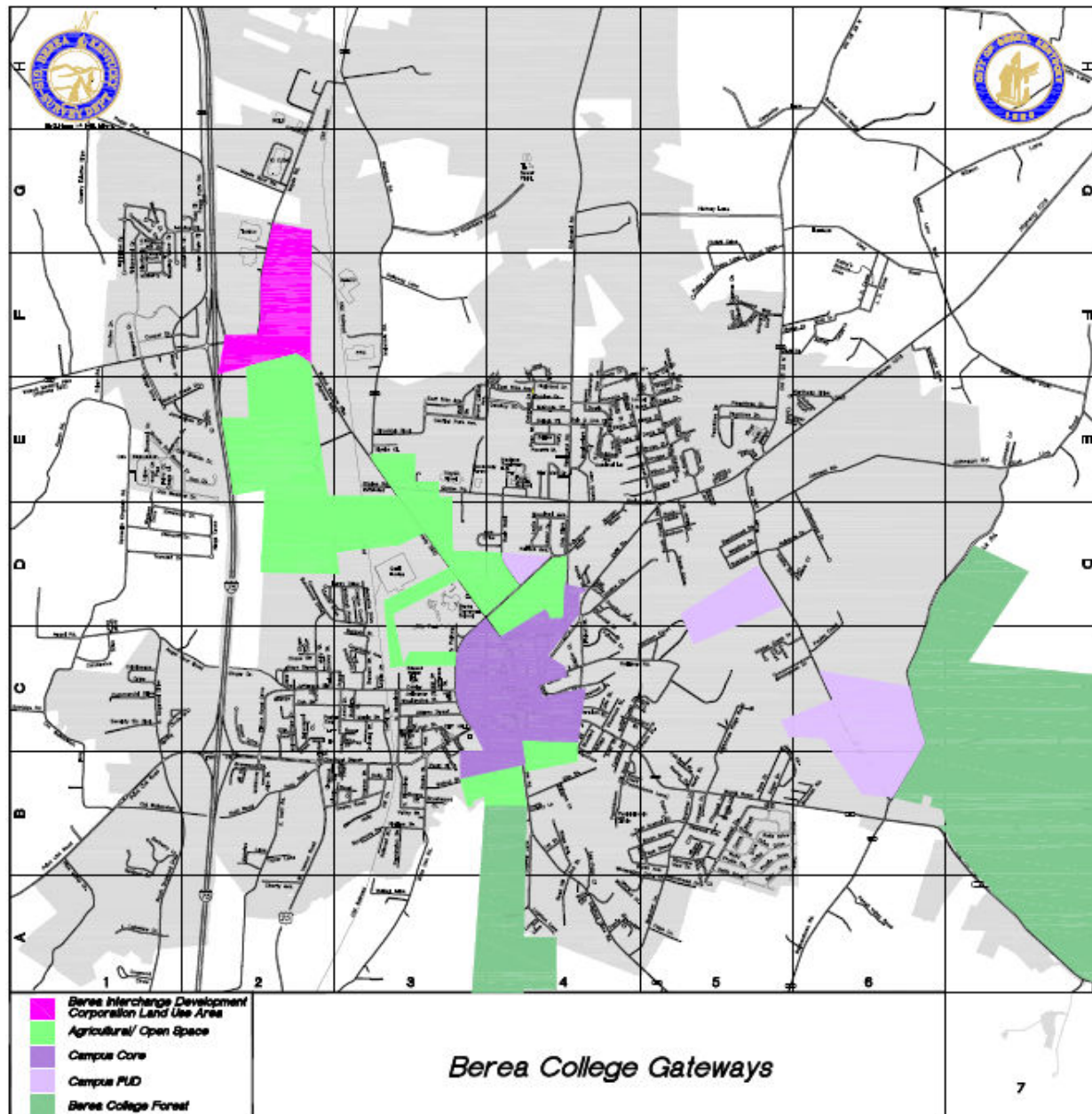
Transportation improvements presently included in the Six Year Plan will be implemented along with several other proposed improvements in the Unscheduled Needs List. The designation of major highways as transportation corridors will allow future development to be better managed, traffic to move more effectively, and older developed areas to be upgraded to meet the new standards.

Utility lines will be upgraded to provide better service for existing customers, and to meet the needs of expected growth and development. Most of these improvements will take place within the rights-of-way along transportation corridors.

BEREA COLLEGE LAND USE PLAN

Berea College is an integral part of the city's land use plan. In 2001 the college completed a land use plan all of properties. Much of this land will remain in agricultural/open space areas and forest. The plan provides for a list of land use management guidelines for effective future management and in the case that an innovative development proposal should be submitted for consideration. The college has property within the Kentucky Artisan Center and three other sites that are identified as potential sites for planned unit developments. The plan includes an assessment of these properties and policies associated with their development. An overview of the KY 595 Corridor Study and identification of potential gateway areas is discussed in the plan (Figure 22).

FIGURE 22 - BEREA COLLEGE LAND USE PLAN



Berea College Gateways:

Gateways: Berea College owns property in three potential gateway areas; 1) KY 595 Corridor which leads motorists from I-75 via Exit 77 into the city. This gateway encompasses a long corridor that provides a scenic pastoral transition into Berea; 2) The Richmond Road gateway, just south of Ellipse Street. This gateway provides a pleasant transition between the commercial strip on US 25 and the East Berea historic section of the city; 3) KY 595 south of the Berea College campus, which includes Brushy Fork Park, the college recreational area, and community gardens.

The Berea Bypass Plan

Construction of the new Berea Bypass between I-75 and KY 21 on the northeast side of the city should begin in the near future. Completion of this project is one of the most significant changes to take place in the city in many years. It will provide a route around the northern part of Berea that will impact current traffic patterns and affect the physical development of the city far into the future. It is important that a plan be in place to ensure that harmonious development occurs along the bypass that is in keeping with Berea's quality of life.

As mentioned previously, the Berea Bypass will be designated as an Overlay Transportation Corridor that will provide an additional layer of protection beyond that provided by normal land use regulations. This designation will require revisions to the Development Ordinance regarding building setbacks, landscape requirements, hike/bike paths, access management, etc.

The Berea Bypass Plan recommends the following actions:

- 1. Designation of a protected corridor, in which additional land use and development requirements will be detailed. There would be additional setbacks for parallel service roads, and an additional setback for any structures developed on the outside of the bypass.**
- 2. The provision of parallel service roads where they are determined to be feasible and appropriate. These service roads are designed to serve adjacent properties, to funnel traffic flows to a limited number of access points that are served by traffic signals, and to provide for connecting streets from nearby developing areas.**
- 3. Construction of a hike/bike path along the outside of the bypass right-of-way that will connect with other paths to provide an interconnected system throughout the city. The pathway should be constructed on the inside of the bypass corridor to maximize access for citizens.**
- 4. Landscaping requirements in keeping with the Development Ordinance (landscape buffers along the bypass right-of-way, and street trees on property that is developed along the service roads) and as provided for in the Landscape Ordinance recommended for adoption.**
- 5. Provisions for limited commercial land uses around the interchange of the bypass with major highways/roads (US 25 north, KY 1016, and KY 21) These commercial clusters should be limited to a total of 20-25 acres**

around these interchanges, and designated B-1 (Neighborhood Business) with activities (convenient-type goods and services) designed to meet the needs of nearby residents.

- 6. All land in between these intersections will be in residential uses (preferably low-density), in public uses such as parks and recreation areas, or in preserved green space (stream course conservation easements, etc.)**

The overall effect of this plan would result in which structural development would be better managed. It would serve as an effective separation of the more intensively developed interior of the city from the less intensively newer development taking place outside the corridor.

The Future Land Use Plan pulls together the various proposed physical improvements previously described in the plan, and graphically expresses the needs of proposed development while maintaining harmonious relationships between land uses. The composite Land Use Plan is illustrated by (Figure 22.)

Implementation of the Plan

Implementation of the Land Use Plan is accomplished by means of city regulations such as the Development Ordinance which spells out the requirements for using, dividing, and developing the land, through separate project plans, and through policies and programs established by city government. The present cultural landscape is to a large degree the cumulative result of these decisions made over a very long period of time. It is important that the Comprehensive Plan be used as an integral component of the development process, and that it be referred to on a regular basis by both the Planning Commission in their review of applications for amending the Official Zoning Map, subdivision plats, and development plans, and by the City Council in their decisions regarding future directions for the city.