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ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

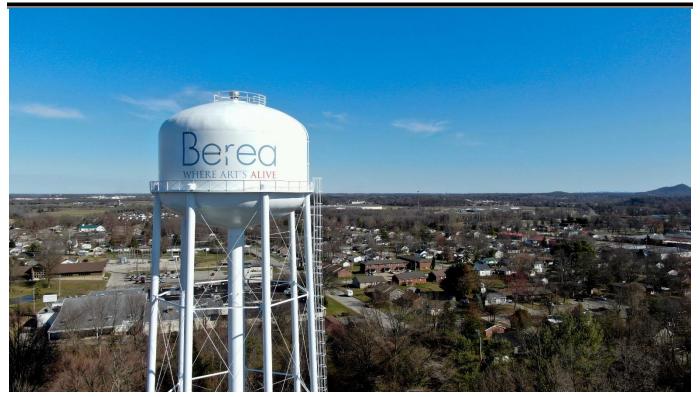
The Berea Comprehensive Plan establishes a long-term vision for growth and development over the plan's 20year-lifetime. Per KRS 100, the Comprehensive Plan must be updated every five years to ensure the plan reflects current standards and circumstances that may have changed since its adoption. The goals and objectives were adopted by City Council on October 20, 2020 and the plan elements were adopted by the Planning Commission on October 27, 2020. The plan was updated using a three-phase planning process. The first phase was an information gathering phase that included updating demographic and economic data, physical conditions, and issues identified by the community. The second phase included updates to the vision, goals, and objectives, and the third phase included updates to the implementation strategies. Each phase involved community input and guidance by the steering committee and staff.

VISION

A Vision Statement is an overarching and broad statement that reflects the ideal image of what the City of Berea should look like once the goals and objectives have been updated. The vision statement was revised from the previous comprehensive plan and combined with the language of the mission statement to provide a clear direction for the future. The vision statement is listed below.

"Berea will strive to be a hub for cultural diversity and sustainability through proactive planning, high quality services, amenities, economic opportunity, and the preservation of Berea's historic and unique character."

EXECUTIVE SUMMARY



Berea Water Tower

GOALS

Goals are meant to be broad statements that reflect a desired end point for each plan element described in this plan. The goals have been revised and simplified from the previous comprehensive plan and are listed below.

- 1. Land Use: Achieve land use patterns that contribute to reduced energy use, local food production, healthy citizens and community sustainability.
- 2. Land Use: Actively encourage and participate in all multi-jurisdictional planning efforts impacting Berea residents and workforce.
- 3. **Transportation:** Develop and maintain an accessible, safe, efficient, and diverse transportation system that effectively meets the needs of the community and is integrated with the regional transportation network.
- 4. **Community Facilities & Services:** Provide and expand utilities and public facilities to meet community needs, while protecting the environment, community character, and existing development.
- 5. **Housing:** Provide diverse, safe, sanitary, affordable, and livable housing options and neighborhoods for all Berea residents.
- 6. **Historic & Cultural Resources:** Celebrate and preserve the historic and cultural resources of the City of Berea and Madison County.
- 7. Historic & Cultural Resources: Encourage the creation of diverse cultural experiences and opportunities.

- 8. **Economic Development:** Support the attraction and expansion of diverse business and industry providing a wide range of goods and services as well as stable employment opportunities in an environmentally responsible and sustainable manner.
- 9. **Economic Development:** Define, enhance, and support the economic significance of Berea's arts, diverse agricultural, and tourism communities.
- 10. **Environment:** Support environmental protection and preservation for the physical, social and economic well-being of the population.

OBJECTIVES & PRIORITIES

An objective is a policy or an initiative that is needed to achieve a specific goal. Many of the objectives from the previous comprehensive plan were maintained or combined with similar objectives. Additionally, objectives that provided guidance for land use decisions were moved to the Future Land Use Plan and labeled as Land Use Guidelines. Below is a list of the plan objectives, with priorities highlighted in red, that are either revisions of the previous plan or new additions from feedback collected during the public engagement portion of the planning process.

- 1. Land Use: Achieve land use patterns that contribute to reduced energy use, local food production, healthy citizens and community sustainability.
 - 1. Implement the Comprehensive Plan by integrating its recommendations throughout all city decision-making, including the annual Comprehensive Plan review and Strategic Plan process as well as all city policies, programs, and regulations.
 - 2. Streamline the development review process and provide for maximum citizen participation.
 - 3. Participate in a coordinated effort with Madison County and the City of Richmond to plan for growth along the Berea Richmond corridor to protect the unique character of the city.
 - 4. Pro-actively identify and promote areas for infill and redevelopment in Berea.
- 2. Land Use: Actively encourage and participate in all multi-jurisdictional planning efforts impacting Berea residents and workforce.

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- 1. Ensure active representation of the Berea City Planning Commission in the Bluegrass Regional Planning Council.
- 2. Promote efforts toward cooperative planning among the Berea, Richmond and Madison County Planning Commissions, and with Eastern Kentucky University (EKU) and Berea College.
- 3. Work with state and federal agencies as well as other Madison County entities to plan for development associated with the Bluegrass Army Depot.
- 3. **Transportation:** Develop and maintain an accessible, safe, efficient, and diverse transportation system that effectively meets the needs of the community and is integrated with the regional transportation network.
 - 1. Improve and strengthen the existing public transit system for the benefit of Berea residents and students.
 - 2. Prioritize sidewalk and trail development that connect neighborhoods, schools and other prominent destinations.
 - 3. Encourage the development of park-and-ride facilities.
 - 4. Increase awareness and use of the Central Kentucky Regional Airport and continue to support proposed improvements.
 - 5. Implement recommendations for transportation operations and systems improvements as contained in the KYTC Six Year Transportation Plan.
 - 6. Continue to maintain local roadways and transportation infrastructure to ensure safe and efficient travel in Berea.
 - 7. Adopt a Complete Streets concept for new and existing streets.
 - 8. Consider regulations that would allow for shared parking facilities and permeable parking and paving surfaces.
- 4. **Community Facilities & Services:** Provide and expand utilities and public facilities to meet community needs, while protecting the environment, community character, and existing development.
 - 1. Support efforts to identify new sources of high-quality water.
 - 2. Continue to manage drainage and stormwater systems in a manner that protects and improves natural stream hydrology and water quality.
 - 3. Provide adequately sized and maintained collection and distribution facilities for the treatment and handling of water, sewage, and solid waste.
 - 4. Support community efforts to develop an energy conservation plan through the Berea Energy Conservation Study (BECS).
 - 5. Regulate the siting and design of cellular towers, antennas, and other wireless facilities in a manner that protects the character and aesthetic of the community.
 - 6. Encourage the installation of fiber internet and other facilities that increase the accessibility to high-speed internet.
 - 7. Encourage efficient and proactive public safety services including fire, police, ambulance, code enforcement, and animal control.
 - 8. Support further development and maintenance of public and private recreational facilities, parks, trails, and green space.
 - 9. Consider the feasibility of developing a community or recreational center.
 - 10. Continue to support community health and wellness.

- 11. Support public and private efforts to provide affordable, high-quality, licensed daycare for adults and dependent children of residents and the local workforce.
- 12. Provide quality educational and vocational opportunities for residents of all ages, abilities, and interests.
- 5. **Housing:** Provide diverse, safe, sanitary, affordable, and livable housing options and neighborhoods for all Berea residents.
 - 1. Continue to enforce fair and consistent building codes, property maintenance codes, and accessibility requirements for both owner-occupied and rental housing.
 - 2. Eliminate substandard housing through redevelopment, conversion, and rehabilitation using both public and private funding sources.
 - 3. Support the establishment of neighborhood associations to encourage neighborhoods in identifying and resolving neighborhood issues.
 - 4. Encourage the establishment of housing types and neighborhoods that would serve the aging population.
 - 5. Consider allowing and regulating the use of accessory dwelling units in the zoning ordinance.

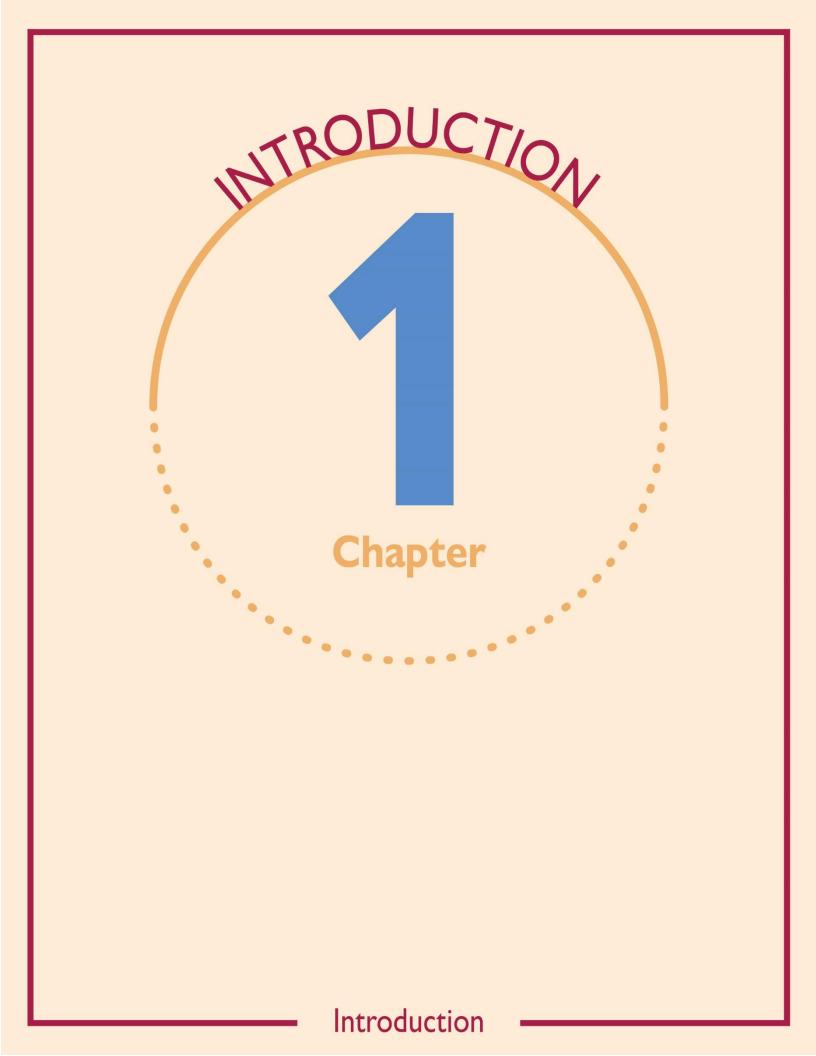
- 6. **Historic & Cultural Resources:** Celebrate and preserve the historic and cultural resources of the City of Berea and Madison County.
 - 1. Encourage the identification, maintenance, and protection of all significant historic buildings, structures, districts, fences, archeological resources, and other features through education and official designation.
 - 2. Support and improve the historic downtown district, including the designation of historic areas on property owned by Berea College.
 - 3. Support collaboration efforts of local organizations to inform residents and visitors of the unique historic and cultural features of the community.
 - 4. Support policies and regulations that respect Berea's history and the unique relationship between Berea College and the city.
 - 5. Support adaptive re-use of existing historic structures as a means to preserve the historic character and provide options for residential, mixed-use, and commercial uses.
- 7. Historic & Cultural Resources: Encourage the creation of diverse cultural experiences and opportunities.
 - 1. Support, promote, and coordinate festivals and other civic events within the Berea community.
 - 2. Promote an active and vibrant performing arts and entertainment program.

EXECUTIVE SUMMARY

- 8. **Economic Development:** Support the attraction and expansion of diverse business and industry providing a wide range of goods and services as well as stable employment opportunities in an environmentally responsible and sustainable manner.
 - 1. Encourage the development of emerging communication capabilities, especially high-speed internet and cellular services, required to attract high-quality business and industry.
 - 2. Enable and encourage cooperation among existing businesses and industries for the betterment of the community.
 - 3. Promote economic tools and incentives offered for small and local business development, non-profit ventures, and entrepreneurship.
 - 4. Continue to support informational, training, and continuing education programs that promote a healthy, reliable, skilled, and marketable workforce.
 - 5. Continue to promote and market the community's 350-acre Industrial Park.
 - 6. Establish a recruitment and retention strategy for small business, commercial, and industrial prospects that results in a sustainable marketplace.
 - 7. Encourage the establishment of travel centers and travel-related businesses to support industry and tourism in the community.

- 9. Economic Development: Define, enhance, and support the economic significance of Berea's arts, diverse agricultural, and tourism communities.
 - 1. Encourage development of recreational activities and facilities, such as eco- and adventure tourism, that capitalize on Berea's distinctive characteristics and natural setting.
 - 2. Continue support of the KY Artisan Center, Ky Tourism, Arts & Heritage Cabinet, and Berea College to foster an inviting atmosphere for the artist village and festivals that promote local artisans.
 - 3. Foster and encourage Berea College's sustained commitment to the community's tourism and artistic outreach efforts.
 - 4. Continue to support farmers' markets and other public and private sector opportunities for local growers and producers to market farm produce and other value-added agricultural products including the promotion of agritourism.
 - 5. Evaluate and adopt farmland preservation plans where appropriate.
 - 6. Encourage urban agricultural activities on a small-scale individual or neighborhood basis.
 - 7. Emphasize convention development through a committed partnership between tourism and economic development departments.

- 10. **Environment:** Support environmental protection and preservation for the physical, social and economic well-being of the population.
 - 1. Promote conservation of resources and litter reduction through programs and policies that encourage the reducing, reusing, recycling and composting of waste.
 - 2. Develop and strengthen landscaping policies and procedures to preserve and expand Berea's urban forest.
 - 3. Encourage the use a renewable energy.
 - 4. Enforce the city's erosion control measures during construction as a means of reducing soil erosion and siltation.



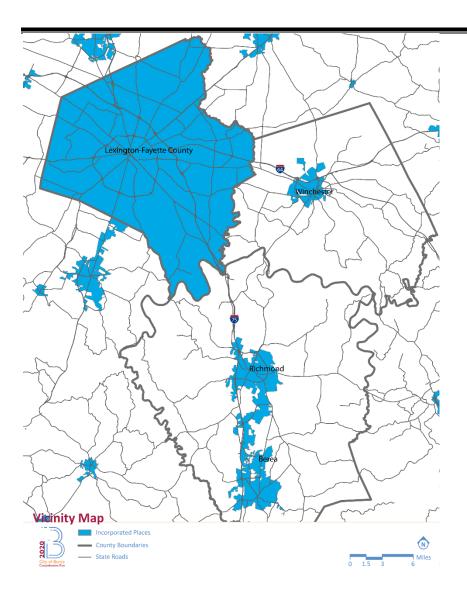
INTRODUCTION

The City of Berea's citizens have a bright and prosperous future ahead as the community continues to be planned and directed in accordance with the goals, objectives and implementation strategies included within this Comprehensive Plan. The City's unique history, topography, and vision for the future, garnered through public participation, were used along with the Kentucky Revised Statute requirements to update the Plan.

CONTEXT

The City of Berea is located in the southern portion of Madison County along Interstate 75. The City of Richmond, Berea's largest neighboring community, is also along Interstate-75 approximately 15 miles to the north. The City's topography is relatively hilly. Larger hills and the top of the Cumberland Plateau can be seen to the south/southeast. Within the community, as well as in surrounding areas, there are many acres devoted to Berea College, arts and craft businesses, agricultural uses including farms and horse and cattle ranches, industrial business parks, commercial strips, and open space recreational areas. The City of Berea is known throughout Kentucky for its arts and crafts, festivals, and Berea College.

Vicinity/Context Map



CITY GOVERNMENT ORGANIZATION

The City of Berea was founded by abolitionist Rev. John Gregg Fee in 1854 as a place that represents people of similar social justice ideologies devoted to creating a city focused on continual improvement in quality of life and expansion of services. As development over the years has occurred, an ever-increasing need for basic services was needed. These foundational services - including water, sewer, fire, police, etc. - underscore the need for a local government.

Berea is led by the Mayor and City Council. There are also various boards and commissions that meet to discuss and review development plans. City staff provides support for the Mayor and Council and helps move the city toward their vision. City leaders and Staff listen to citizens and convey their ideas to the Planning Commission and City Council to ensure that the community's health, safety, and general welfare is protected while not infringing upon the rights of individuals.

In order to provide services to the City's residents and businesses, the City appropriates revenue from a variety of sources, including taxes, permit fees, and licenses.



Berea City Hall

STATEMENT OF THE COMPREHENSIVE PLAN

The overall purpose of this Comprehensive Plan update is to maintain compliance with Kentucky Revised Statute requirements and to provide a guide for future growth and development within the community. The Plan identifies the City's Goals and Objectives, and lays out a framework of implementation strategies for realizing these focal points.

The Comprehensive Plan goals and objectives should be easy for members of the community to understand as well as feasible to implement for those invested in the City's future. With this in mind, the drafters of the document have strived to minimize the over-use of "legalese" and to write it in a manner that is both clear and concise.

COMPREHENSIVE PLAN UPDATE

The City of Berea appointed a committee and tasked the members with overseeing the production of the Comprehensive Plan Update. The planning process began by researching the City of Berea. Each plan element (land use, transportation, community facilities & services, etc.) is comprised of its corresponding goals and objectives, a purpose statement, a look at existing conditions within the City, and a discussion of future trends and needs. The existing conditions analysis is a required component of every Comprehensive Plan in Kentucky. It is intended to provide a snapshot-in-time of Berea that can be used as a factual basis for the many decisions made by the City Council and Staff to bring about the community vision.

Much of the information included in the existing conditions analysis was obtained from the US Census Bureau, the state, and local sources. Census Bureau data was drawn directly from the 2010 Census results, when possible, and through the American Community Survey (ACS) estimates when 2018 data was not yet available.

After conducting initial research, the Committee met, discussed, drafted and updated the Statement of Goals and Objectives as required by the Kentucky Revised Statutes. The Committee chose to include several elements within the Comprehensive Plan beyond the base requirements. Kentucky State Statutes requires three elements to be in every Comprehensive Plan; Land Use, Transportation, and Community Facilities. In addition to the required three elements, the Berea Comprehensive Plan also included Housing, Economic Development, Environment, and Historic and Cultural Resources. Goals for each of these elements were included in the Statement of Goals and Objectives.

The conclusion of the Comprehensive Plan includes implementation strategies and policies to help tie the document together and focus the City's efforts to bring about the community's vision.

COMPREHENSIVE PLAN AMENDMENT PROCESS

The Comprehensive Plan is a "living" document and should change as the City grows, development occurs, community values evolve, or as other changes dynamically occur. To this end, an amendment process has been included to provide both guidelines and criteria for when an amendment becomes necessary.

According to Kentucky Revised Statutes Chapter 100, each community's Comprehensive Plan shall be updated <u>at</u> <u>least</u> once every five years. The City Council may determine to amend the Comprehensive Plan sooner. These amendments may be proposed by the City Council, Planning Commission, Staff, landowners, individual residents, or developers.

Kentucky Revised Statutes 100.197 states, "The comprehensive plan elements, and their research basis, shall be reviewed from time to time in light of social, economic, technical, and physical advancements or changes. At least once every five (5) years, the Commission shall amend or readopt the plan elements. It shall not be necessary to conduct a comprehensive review of the research done at the time of the original adoption pursuant to KRS 100.191, when the commission finds that the original research is still valid. The amendment or readoption shall occur only after a public hearing before the planning commission" (Emphasis Added).

Any proposed change to the text of the Comprehensive Plan, the land use, circulation, water, wastewater map, or any other specific map included herein, either initiated by the Mayor and City Council or by another party, shall require an amendment to the Comprehensive Plan. If the Amendment is part of a development proposal that also requires a rezoning, then the Amendment to the Comprehensive Plan may be filed and completed concurrent with the rezoning. If the Planning Commission denies the Comprehensive Plan Amendment, then the Rezoning application shall be automatically denied as well.

Amendment Guidelines

Changes to the Comprehensive Plan must also meet the following guidelines for approval:

- A. The amendment should constitutes an overall improvement to the Comprehensive Plan and will not solely benefit a particular landowner or owners at any particular point in time but will be of benefit to the City in general.
- B. The amendment will not adversely impact any portion or the entirety of the community, by:
 - 1. Significantly altering acceptable existing and planned land use patterns,
 - 2. Requiring additional and more expensive infrastructure improvements to roads, sewer, and/or water delivery systems than are needed to support the prevailing land uses and may impact developments in other areas, unless otherwise negotiated through a development agreement or other mitigation plan, and demonstrated to be of benefit to the City,
 - 3. Adversely impacting existing or previously planned uses through an unreasonable increase in traffic generated on existing systems by the proposed use, or
 - 4. Adversely affecting the livability of an area within the City or the health and safety of the residents.
- C. The amendment should be consistent with the Comprehensive Plan's overall intent and other adopted plans, codes, and ordinances.
- D. It shall be the burden of the party requesting the Comprehensive Plan Amendment to prove that the change constitutes an improvement to the Comprehensive Plan and satisfies all review guidelines above. It shall not be the burden of the City to provide a reason that an amendment should be approved or denied.
- E. The City has not provided adequate designated land uses that would allow for the property to be sited as proposed.



LAND USE ELEMENT

GOALS & OBJECTIVES

GOAL 1: Achieve land use patterns that contribute to reduced energy use, local food production, healthy citizens and community sustainability.

OBJECTIVES

- 1. Implement the Comprehensive Plan by integrating its recommendations throughout all city decisionmaking, including the annual Comprehensive Plan review and Strategic Plan process as well as all city policies, programs, and regulations.
- 2. Streamline the development review process and provide for maximum citizen participation.
- 3. Participate in a coordinated effort with Madison County and the City of Richmond to plan for growth along the Berea Richmond corridor to protect the unique character of the city.
- 4. Pro-actively identify and promote areas for infill and redevelopment in Berea.

GOAL 2: Actively encourage and participate in all multijurisdictional planning efforts impacting Berea residents and workforce.

OBJECTIVES

- 1. Ensure active representation of the Berea City Planning Commission in the Bluegrass Regional Planning Council.
- 2. Promote efforts toward cooperative planning among the Berea, Richmond and Madison County Planning Commissions, and with Eastern Kentucky University (EKU) and Berea College.
- 3. Work with state and federal agencies as well as other Madison County entities to plan for development associated with the Bluegrass Army Depot.

PURPOSE

The Land Use Element is the foundation upon which all other elements are built around. It encapsulates the vision of the community, outlines desired growth patterns, and identifies the intent and direction of future development. This element serves as the focal point or foundation for the Land Use Goals and Objectives.

Creating balance between the various land uses, residential and non-residential, is essential to optimize growth while minimizing potential costs incurred by the City for providing basic services and infrastructure and mitigating any potential negative environmental impacts.

EXISTING CHARACTER

The City of Berea is a thriving community surrounded by hills and valleys and lush green vegetation. Interspersed among the vegetation are a myriad of buildings and developments that include both residential and nonresidential uses. City hall is located on one of the largest hills in town and is close to nearly all of the roads of regional significance. Architecturally, Berea has a wide range of styles, including the log, stone and brick buildings of the 19th and 20th centuries to present-day modern styles.

The age and condition of structures within the City vary from pristine, well-maintained/preserved to a natural state of deterioration. Buildings that are in a state of deterioration may present the community and developers with infill and redevelopment opportunities in the future. Structures that have been well-maintained or preserved due to their history and significance help attract visitors and define the character and aesthetics of the community.

LAND USE GUIDELINES

The Berea Comprehensive Plan provides a list of land use designations that the City believes will account for most, if not all, anticipated development and growth in the future. Specifically, these various land use types will provide a general direction for land owners, developers, and residents on the class of uses that may be developed on their properties. The goal of the Land Use Element is to encourage focused, innovative, and quality development that is aligned with the vision of the community.

As the City continues to grow, residents will have increased need for goods and services. These goods and services may include a variety of housing types with a range of sizes and costs and a mix of commercial retail, office and industry. The Comprehensive Plan map defines the areas where the community, as a whole, would like each of these goods and services to locate. Guidelines and general criteria that may be helpful for Staff when considering future development proposals may include:

- A. Adjacency to existing infrastructure and public services,
- B. Functional and aesthetic use of the development site,
- C. Variation of residential product, type, location, and lot sizes,
- D. Incorporation of additional recreation and open space amenities,
- E. Mitigation of development-related impacts.
- F. Sensitive resources on development site that may include biology, geology, topography, archeology, and so forth.

In addition to considering the long-term impact of a particular development listed on the previous page, the following guidelines should be considered as new development occurs. These guidelines are meant to represent the vision of growth and development in Berea and should be achieved when possible and appropriate. These guidelines, along with the Future Land Use Map, should be referenced during future land use decisions.

- a. Identify, establish, and maintain interconnected open space and greenbelt corridors that enhance the natural environment, provide for wildlife habitat and protect environmentally sensitive areas.
- b. Ensure new development is adequately served by roads, sewers, water, fire and police protection, storm water drainage, sidewalks/bikeways and other public infrastructure.
- c. Ensure that high-density development is adequately connected by sidewalks.
- d. Support the development of public and private facilities that encourage Berea residents and students to walk or bicycle when possible by providing interconnected and safe sidewalks, trails, bikeways and street crossings in proposed and existing development.
- e. Provide adequate, well-lit and landscaped parking facilities in the downtown area and in all new commercial, public, industrial, college and other public developments.
- f. Encourage the installation of electrical vehicle charging stations.
- g. Require all new development, public and private, to provide adequate off-street parking, rights-of way and paved travel surfaces that meet city specifications.
- h. Enforce requirements for interior street systems in all new and existing public and private development to include connectivity with adjacent existing and future development.
- i. Encourage the use of long-term, sustainable infrastructure in new and existing development to reduce the need for additional capacity.
- j. Encourage the elimination of overhead utilities in existing areas and new development.
- k. Require adequate infrastructure, along with any necessary easements and rights-of-way, to meet the needs of projected growth and development/redevelopment.
- I. Continue to honor historic traditions related to the development of racially integrated neighborhoods and a diverse housing stock that serves a variety of needs, income levels and maintains high aesthetic values in accordance with fair housing laws.
- m. Encourage and support efforts to construct and maintain affordable and accessible housing for elderly, disabled and disadvantaged persons in areas with convenient multi-modal access to commercial districts, recreation, healthcare and other public facilities and services.
- n. Ensure that new development is compatible with the existing land use, transportation patterns, form, height, density and the orientation of existing housing, neighborhoods and districts.
- o. Encourage high-quality of design in residential subdivisions and housing units that includes a variety of architectural styles, materials and colors.
- p. Encourage a mix of housing densities and types that adequately serve the economic and lifestyle requirements of the Berea community.
- q. Promote mixed-use development that consists of appropriate combinations of residential and nonresidential uses when compatible.
- r. Encourage revitalization and preservation of Berea's historic sites and structures.
- s. Encourage clean industry to protect the environment.
- t. Support and encourage small businesses, working artists, and craftspeople while also placing emphasis on creating a functional, attractive, and walkable environment for visitors, residents, merchants, and employees.
- u. Encourage alternative and eco-friendly farming practices.
- v. Regulate development that may impact environmentally sensitive areas such as stream corridors, floodplains, wetlands, karst, wildlife habitats, and steep slopes.

w. Protect local biological diversity by discouraging the planting of invasive plant species.

LAND USE DESIGNATIONS

All residential land use designations have an associated density range that defines permitted development densities. Further, each Comprehensive Plan Designation for both Residential and Non-Residential land uses include one or more specific zones defined within the *Berea Land Use Management and Development Ordinance*. The following designations are related to the Future Land Use Map and should be reference for future land use decisions. Additionally, intersections of the future Berea Bypass should be considered for land use decision, as described on the Circulation Master Plan and Intersection Study Areas in the Transportation Chapter.

Rural & Residential

Agriculture

Density Range:One (1) dwelling unit per five (5) acres or greater.Permitted Zoning:A

The Agriculture land use designation would accommodate uses such as farming, diverse agri-businesses, orchards, ranches, and various other uses that would protect and preserve the agricultural land and provide open and recreational space.

Low-Density Residential

Density Range:One (1) to four (4) dwelling units per acre.Permitted Zoning:R-1, PUD

Low-Density Residential uses would, for the most part, include single family detached residences with a moderate to large lot or 1-4 dwelling units per acre. Development potential of properties within this designation would be determined by location and access to infrastructure (water, sewer, streets, etc.).

Medium-Density Residential

Density Range:Four (4) to ten (10) dwelling units per acre.Permitted Zoning:R-1A, R-2, PUD

This land use designation should act as a transition from strictly single-family, detached dwellings of the R-1 zone to a mixture of single and two-family dwellings, as well as the higher-density of the downtown area. As is the case with development in other designations, development in this area will depend on accessibility to infrastructure and the ability to comply with other applicable codes and ordinances. A closer look at the possibility to allow small-scale commercial (convenience stores and markets as possibilities) on corners near subdivisions and developments proposed within this land use designation should be considered. These small-scale commercial stores can be developed such that negative impacts may be mitigated for surrounding neighborhoods.

High-Density Residential

Density Range:Ten (10) to twenty-five (25) dwelling units per acre.Permitted Zoning:R-3, R-1T, PUD

The High-Density Residential land use designation would accommodate the R-3 zoning district, specifically apartments, and other multifamily-type dwellings. This designation would also include the Townhouse Residential zoning district as the allowable density within the R-1T district appears to be near thirty (30) dwelling units per acre. However, it should be noted that once the acreage of each development that would be used for right-of-way, landscaping, parking, etc. is deducted from the total gross acreage (leaving net acreage), the total number of

dwelling units per acre would drop to approximately twenty-two (22). Flexibility to increase density using the PUD option should commensurate with the level of amenities provided by the developer as part of the PUD application.

Also, as with the Medium-Density Residential land use designation, some small-scale commercial markets, like convenience stores, may be considered as a possibility on corners to help meet retail needs for the area. Further, this area may be a good transition zone between residential and commercial and could accommodate a mix of uses, including "live-work" arrangements. Collector streets shall be required as a minimum design standard for all High-Density Residential developments.

Mobile Home Park Residential

Density Range:Four (4) dwelling units per acre (minimum of 10 acres, maximum of 20 acres)Permitted Zoning:MP

This land use designation is provided within the Comprehensive Plan to lay out the city's vision of where mobile and manufactured homes can and should locate as development proposals are submitted for mobile/manufactured home parks/communities.

Non-Residential

Commercial

Permitted Zoning: B-1, B-2, B-3, B-4, & P-1

The Commercial land use designation is planned to accommodate all commercial-type development from small neighborhood commercial uses to the regional high-impact-type uses. Negative Commercial impacts throughout the City may be mitigated by design and architectural criteria or requirements. These may include architectural standards, additional landscaping, uniform building materials, consistent colors, lighting mitigation when adjacent to residential neighborhoods, and consistent signage materials throughout developments.

The City of Berea's commercial areas need to provide adequate service to meet the needs of the citizens and residents of the community. Specifically, Berea is bounded by I-75 along the entire western side of the city (with a portion of the city further west of the interstate) and is a central node to several US and Kentucky Highways (US 25, US 421, KY 21, KY 956, and KY 595). Traffic along I-75 is significant (not mentioning the other highways) and there is a myriad of reasons why passers-by would want or need to stop and frequent Berea commercial areas. Due to the level of traffic, these types of uses generate collector streets, which shall be required as a minimum design standard for all commercial developments.

The retail and service opportunities provided within a community are necessary to provide or increase the quality of life for the community's residents, citizens, and visitors. The Commercial areas on the Future Land Use Map are placed in such a way as to meet those growing needs.

Commercial Development Guidelines

Providing development guidelines for commercial development may help mitigate some of the negative impacts created by commercial development.

- 1. Evaluate impact of proposals on adjacent intersections and overall traffic that could be generated by total aggregate of anticipated uses within commercial centers.
- 2. Consider placing a maximum size on individual developments depending on location and character of surrounding land uses.
- 3. Consider requiring traffic impact studies to be submitted for commercial developments.
- 4. Adopt architectural design standards requiring 360-degree or four-sided architectural variation on the facades, windows, roof, doors, and trimmings, etc.

5. Consider the adoption of additional landscaping requirements for commercial centers to create buffers in an effort to shield adjacent residential land uses from noise and/or light glare.

Industrial

Permitted Zoning: I-1 & I-2

Industrial uses within a community are typically a sign of economic growth or sustainability. Manufacturing, offices, and other various "producers" help create and maintain stability in a community. These sites either employ residents, or bring in employees who then frequent other commercial sites for food and shopping. As such, it is important for a community to provide for and anticipate industrial development within the community. Industrial-type uses can bring a host of negative impacts, however, most of these can be mitigated. Some negative impacts might include, noise, odor, excessive lighting (security purposes, delivery trucks at night, etc.), and various other potential problems largely dependent on the type of industrial use. Due to the level of traffic these types of uses generate, collector streets shall be required as a minimum design standard for all industrial developments.

Berea is sited at an incredibly beneficial location. The City enjoys easy access from an interstate for the transportation of goods and materials necessary for many types of manufacturing. There is also a railroad that bisects the City that can be used to transport materials and goods. Additionally, the City has a four-year college as well as easy access (within 40 miles) to multiple other universities (i.e Eastern Kentucky University, University of Kentucky, and Transylvania University). Location of these schools in relation to Berea has the potential to draw graduates with higher degrees for future jobs to the community. Between these schools, there are many individuals who can provide businesses and companies with the knowledge and expertise needed for various manufacturing careers. Success will largely be dependent on the City's economic development policies and the methods staff undergo to bring companies to the community.

Industrial Development Guidelines

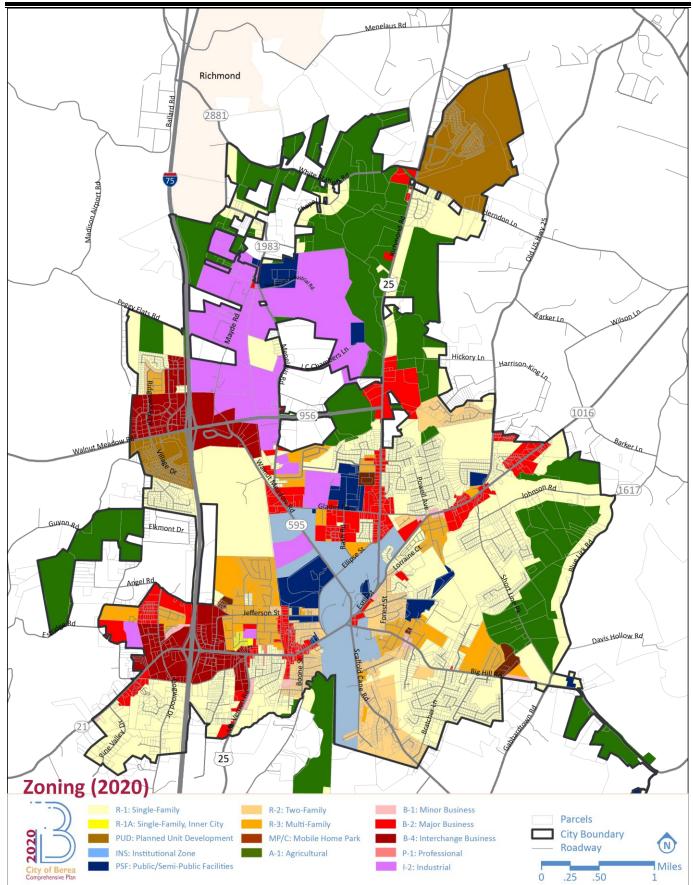
Mitigating negative impacts created by industrial type developments is important to the quality of life for the residents of a community. For this reason, several general guidelines have been included and may warrant additional study.

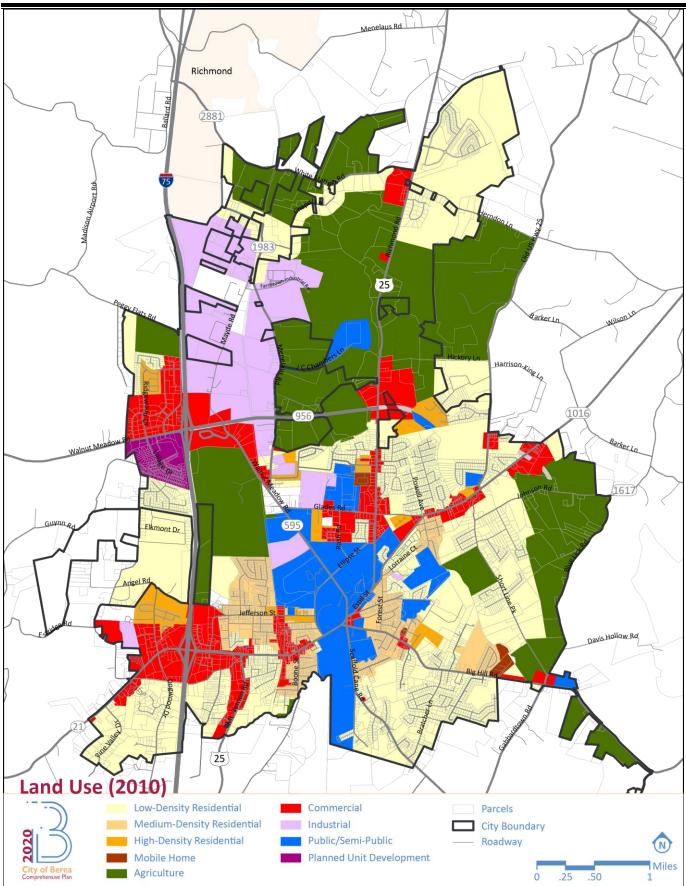
- 1. Evaluate impact of proposals on adjacent intersections and overall traffic that could be generated by total aggregate of anticipated uses within commercial centers.
- 2. Consider requiring traffic impact studies to be submitted for commercial developments.
- 3. Adopt architectural design standards to require some aesthetic articulation.
- 4. Consider the adoption of additional landscaping or opaque wall requirements for industrial parks to create buffers that shield adjacent land uses and streets from noise, odor, and/or light glare.

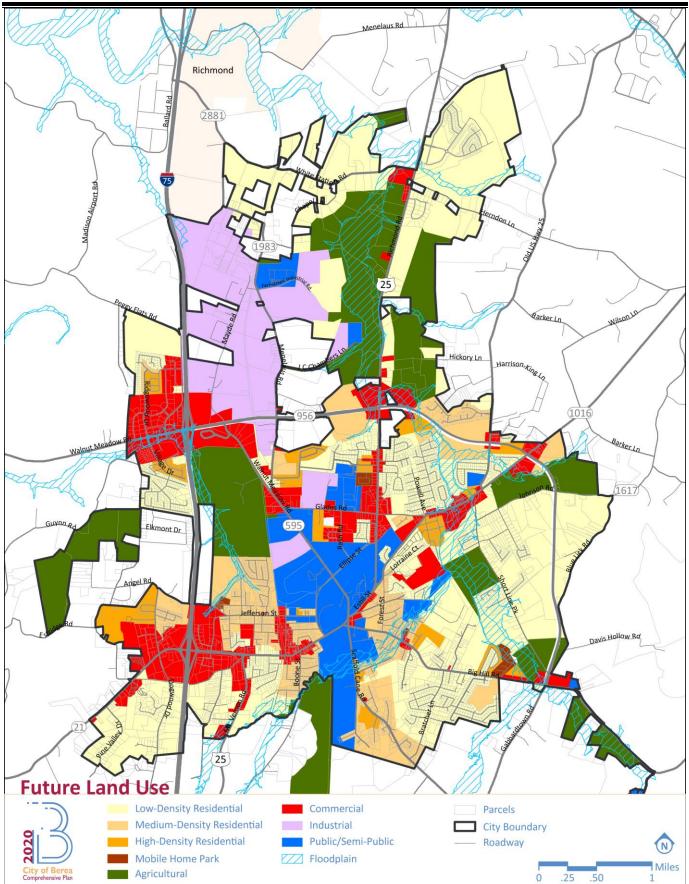
Public/Semi-Public

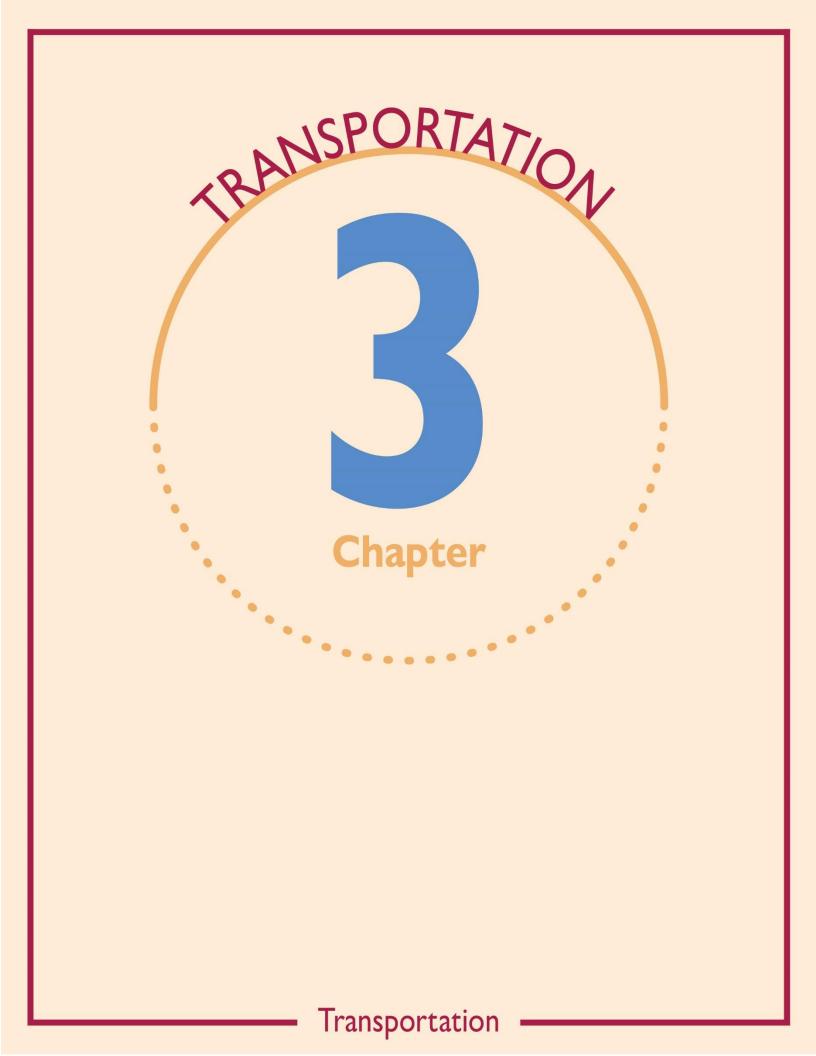
Related Zoning: PSF, INS

This land use designation is used for land and/or facilities that are owned by a city, county, state, or federal public or quasi-public institutional entity. The land uses allowed shall provide governmental, educational, cultural, and infrastructural (water, sewer, and storm drain) services within the City. These essential land uses shall be constructed and developed in such a manner as to enhance the overall community's land use pattern. They shall also set an example for private development to follow by providing visual aesthetics while minimizing negative impacts, perceived and real.









GOALS & OBJECTIVES

GOAL 3: Develop and maintain an accessible, safe, efficient, and diverse transportation system that effectively meets the needs of the community and is integrated with the regional transportation network.

OBJECTIVES

- 1. Improve and strengthen the existing public transit system for the benefit of Berea residents and students.
- 2. Prioritize sidewalk and trail development that connect neighborhoods, schools and other prominent destinations.
- 3. Encourage the development of park-and-ride facilities.
- 4. Increase awareness and use of the Central Kentucky Regional Airport and continue to support proposed improvements.
- 5. Implement recommendations for transportation operations and systems improvements as contained in the KYTC Six Year Transportation Plan.
- 6. Continue to maintain local roadways and transportation infrastructure to ensure safe and efficient travel in Berea.
- 7. Adopt a Complete Streets concept for new and existing streets.
- 8. Consider regulations that would allow for shared parking facilities and permeable parking and paving surfaces.

PURPOSE

The purpose of the Transportation Element is to look at an inventory of existing arterials, collectors, and local roads and then identify future areas of need. By prioritizing potential community infrastructure projects and incorporating this Plan's Goals and Objectives as well as using resources like the "Richmond-Berea Small Urban Area Study", the community's transportation needs can be highlighted. The result should be a set of policies focused on providing direction to the community in an effort to meet the Transportation Element's Goals and Objectives.

Around the State of Kentucky, one can find a myriad of street networks that are all interconnected either indirectly or directly. Every community consists of a basic network of local roadways that eventually "feed" into collector

streets. These collector streets then either "feed" into other collector streets or arterials such as state and U.S. highways. This traffic is then funneled from the arterials to the interstates.

Berea is in a unique position when one considers the streets that feed into the community. Like other Cities, Berea has its share of local and collector roads that serve the residents of the community. Berea also has multiple State and US Highways that all feed directly into the City Center. Some of the highways serving Berea include KY 21, US 25 (Richmond Road), KY 595 (Walnut Meadows Pike), KY 956 (Berea Bypass), KY-1983 (White Station Road), KY 1016, and Scaffold Cane Road. These highways create a six-spoke wheel. In addition to the highways mentioned above, the City has two direct access points onto Interstate-75 along the west. The two access points correspond directly with Highways KY 595, and KY 21.

EXISTING CONDITIONS

Roadways – Freeways

Interstate-75 (I-75): I-75 was planned, along with many other interstate routes nationwide during the 1950's. It was constructed during the 1960's and has been updated, widened, and repaired multiple times between the 1960's and present day. This interstate has an approximate length of 192 miles within Kentucky. Right-of-way widths vary between the north and south boundaries of Berea ranging from approximately 200-feet to 360-feet (not including interchanges that can require approximately 1,000-feet or more). Specific improvements include a shoulder on each side; three travel lanes per side (north and south directions) along with a dual middle shoulder and concrete barricade in the center. Additional pavement widths can be seen at entrance/exit ramps to accommodate the ramp lane(s). At this time there are no planned improvements or anticipated widening of I-75 between the two exits (76 and 77) located within Berea's City limits.

Roadways - Highways & Arterials

Standard design specifications for arterial roads within Berea include 80-feet of right-of-way. Specific improvements within this right-of-way include 47-feet of pavement for travel lanes in both directions (23.5-feet for each side), six-(6) inch curb each side, two 12-foot landscape buffers between the paved right-of-way and the two four- (4) foot sidewalks. The two four- (4) foot sidewalks are placed beside the right-of-way lines. Bike lanes will be constructed along those roadways within bikeway areas. This will increase required right-of-way along these roadways by a minimum of ten (10) to 15-feet.

Some of the roads listed below are constructed with full arterial design standards. However, other roads, while classified as arterials, have not yet been improved to full arterial street standards. Full improvements may, or may not occur in the future and will depend on surrounding development and Commission/Council requirements.

<u>KY 21</u>: KY 21 is a State Highway and has an approximate length of 17-miles. It begins near Paint Lick in Madison County. It then extends westward to its point of ending at the Madison – Jackson County boundary. KY 21 follows a general northwest to southeast direction while meandering its way through the hills and valleys of this area of Madison County. The majority of the road is a two-lane highway (one lane on each side) without right or left turn lanes. That said, the portion of the road from the western side of I-75 past where KY 21 crosses the interstate and begins its climb up to Berea's City center has varying lanes from three (one in each direction plus center turn lane) to six lanes (two in each direction plus two lanes for northbound and southbound traffic onto I-75). KY 21 has multiple lanes for approximately one (1) mile of its 17 total miles. Right-of-way width ranges from approximately 40-feet in some areas to 244-feet as it crosses I-75.

<u>US 25</u>: Highway US 25 was constructed in 1925 and was routed along the Old Dixie Highway, which had previously been named the Kingston Turnpike. This roadway traverses Berea from the northern to the southern boundaries. It heads in a southward direction to Berea's main roadway, Chestnut, where it turns ninety-degrees and heads in a western direction for approximately one and a half (1.5) miles. Of this distance, US 25 and KY 21 run concurrently until US 25 turns and continues southward past the City's southern boundary. US 25 has two lanes (one in each

direction) for the entirety of its path through the City except for one-quarter (0.25) mile north and south (total of 0.5 mile) of KY 956. Right-of-way width ranges from approximately 60-feet in some areas to 120-feet along other stretches.

<u>KY 595 (Walnut Meadows Pike)</u>: KY 595 enters Berea from the western boundary and crosses under I-75 at exit 77. A quarter mile east of the interchange it changes direction from an east-west to a southeast direction where it becomes Main Street and runs to the center of Berea and connects to US 25, KY 21, and Chestnut Street. For the half-mile KY 595 runs concurrent with KY 956 it has six lanes, four used for travel lanes and two for turn lanes onto the interstate ramps. When the roadway turns southward it becomes a three-lane road (one in each direction plus a median turn lane). As it nears the intersection with US 25, KY 21, and Chestnut Street, it widens to accommodate on-street parking. Right-of-way widths vary from approximately 50-feet to 150-feet.

<u>KY 956 (Berea Bypass)</u>: KY 956 is generally an east-west street that, when completed, will be a bypass street for the Berea downtown. It will allow drivers to travel from the interstate around the outskirts of the downtown area and connect to KY 21 on the southeast of the City. Currently, approximately a third of the street is completed with the remaining portion funded for construction. The existing portion currently extends from the interstate to US 25. The remaining portion will extend from the US 25/956 intersection in a quarter circle curve to KY 21 as shown on the Master Transportation Map. KY 956, east of US 25, will be improved to include two lanes of travel (one in each direction) along with a dedicated bike path along one side of the road and curb and gutter along the other side.

<u>White Station Road (part of KY 1983)</u>: The arterial portion of this road runs east to west and connects US 25 on the west to Menalaus Road (this street runs directly through one of Berea's industrial parks) on the east. White Station Road is approximately two (2) miles in length and has an approximate right-of-way width of 60-feet.

<u>KY 1016</u>: KY 1016 allows vehicular travel from the northeast boundary of Berea, around Christopher Street and Monolith Street, in a southwestern direction connects to US 25 before the US highway enters the downtown area. This street is approximate one and a half (1.5) miles in length within Berea's City limits. Its approximate right-ofway is 70-feet.

<u>Glades Road</u>: The Land Use Management and Development Ordinance lists Glades Road as an example of an arterial roadway. It allows travel in an east-west direction and connects to three other arterials, specifically KY 595 (Walnut Meadow Pike), US 25, and KY 1016. It has an approximate right-of-way of 60-feet.

<u>Old U.S. 25N</u>: This roadway runs in a generally north-south direction and extends from KY 1016 past the City of Berea's northern boundary. It provides direct access to both Berea and Richmond has an approximate right-of-way of 45-feet. It has two lanes of travel (one in each direction).

<u>Short Line Pike</u>: Short Line Pike extends southward from KY 1016 past the City of Berea's southern boundary. It is offset west from the Old US 25N route and KY 1016 intersection by approximately 315 feet measured from the middle of each intersection. Short Line Pike has an approximate right-of-way of 40-feet and has two travel lanes, a landscape buffer and sidewalk on the south and east side of the street.

Roadways - Collectors

Standard collector street design specifications stipulate 60-feet of right-of-way. Improvements within a collector street's right-of-way include 36-feet of width for travel lanes in both directions (18-feet for each side), six- (6) inch curb each side, two 7.5-foot landscape buffers separating the paved right-of-way from two four- (4) foot sidewalks. The two four- (4) foot sidewalks are placed at the edge of the right-of-way lines. Bike lanes will be constructed along those roadways within bikeway areas. This will increase required right-of-way along these roadways by a minimum of ten (10) to 15-feet

Existing improvements for the collector streets listed below vary in width with some meeting design standards while others will require additional infrastructure improvements to bring them in line with the adopted design standards.

<u>Baugh Street</u>: Baugh Street is generally flat and runs in an east-west direction. It is located halfway between KY 956 to the north and Glades Road to the south. Baugh Street is considered a collector and provides direct access to multiple residential areas as well as to both Shannon Johnson Elementary School and Madison Southern High School. This street has an existing right-of-way of approximately 35-feet.

<u>Blue Lick Road</u>: This roadway acts as part of the eastern city boundary. It runs in a general north-to-south direction. Blue Lick Road provides access from residential development on its west and agricultural developments on its east to KY 21 to the south and Johnson Road (another collector) to the north. It has an existing right-of-way of 30-feet which includes approximate two (2) travel lanes.

<u>Bratcher Lane</u>: Bratcher Lane runs in a north-south direction and provides access from multiple residential neighborhoods to KY 21 and Scaffold Cane Road (KY 595). Right-of-way along this street is approximately 30-feet and provides approximately two (2) lanes of travel, and curb and gutter. Additional infrastructure was completed in fall of 2014. However, due to the fact that most property in this area is currently residential and there is a distinct lack of large vacant property that might develop in the future and provide the impetus to construct additional needed infrastructure, this may not be warranted or needed.

<u>Broadway Street</u>: Broadway Street between Jefferson Street (north side) and Valley Street (south side) is considered a collector street. Right-of-way width for this street is approximately 60-feet at the Broadway/Burdette intersection and steadily tapers down to approximately 30-feet near Valley Street. This street provides major access for residential, commercial, and some industrial uses. Further, it provides direct access onto Chestnut Street (US 25 and KY 21).

<u>Brooklyn Boulevard / Central Park Avenue / Delancey Street / Mainous Street</u>: Together these four streets are considered a collector system. They provide access between Menalaus Road on the west and US 25 (Richmond Road) on the east. The design of these streets is currently sub-spec as typically required for collector roads. They are laid out in a staircase configuration from west to east. Also, multiple residences front onto the streets making ingress / egress an issue that will curb maximum allowable speed for through traffic. Existing right-of-way varies in width from 20-feet up to 45-feet. Brooklyn Boulevard and Delancey Street are the widest and well-defined road segments in this collector system. Central Park Avenue is paved but has less than 20-feet of total pavement width in some places. Future development of the parcels, surrounding this street, may provide the means of improving to

at least the same standard as Brooklyn Boulevard and Mainous Street. Brooklyn Boulevard, Delancey Street, and Mainous Street all have approximately two (2) lanes of travel. Central Park Avenue has approximately one and a half (1.5) lanes width of pavement.

<u>Burchwood Drive</u>: This roadway creates a quarter circle starting in the northwest and curving south and east. Mary Street tees into Burchwood Drive almost in the middle. Burchwood Drive provides access to Mary Street, another collector, and has an approximate right-of-way of 50-feet. Improvements include two travel lanes, landscape separation from pavement to the two four- (4) foot sidewalks.

<u>Burnell Drive</u>: Generally, this street runs in a north-south direction and provides access from multiple local roads to KY 21 to the north. It has an approximate right-of-way of 50-feet and provides two travel lanes, landscaped buffers between pavement and the two four (4) -foot sidewalks. No plans to provide additional width have been submitted or are anticipated.

<u>Center Street / Harrison Road</u>: Center and Harrison work together to create a collector street system. Local roads surrounding these two roads have direct access to US 25. Further, local roads may also travel along these roads to Forest Street, which is a perpendicular, collector roadway. From Forest, local traffic would have access to two additional arterial roadways. Right-of-way widths for Center Street and Harrison Road vary between approximately 45-feet (along Harrison) to 65-feet (along Center).

<u>Dogwood Drive – North</u>: Dogwood Drive is split up into a north section and south section. The northern portion of this roadway is located north of KY 21 and west of I-75. It acts as a collector for many industrial/commercial businesses as well as several residential developments that are further north of the non-residential uses. This roadway has approximately 40-feet of right-of-way and two paved lanes of travel (one in each direction).

<u>Dogwood Drive – South</u>: The southern portion of Dogwood Drive extends from KY 21 southward, passed the City's southern boundary. This roadway is considered a collector as it provides direct access to KY 21, an arterial, as well as indirect access to I-75. It has an approximate right-of-way of 35-feet and provides two travel lanes.

<u>Ellipse Street</u>: As a collector, Ellipse provides a "bypass" route for the downtown area of Berea. This roadway provides direct access to-and-from multiple local roads and arterials including US 25, KY 595 (Walnut Meadow Pike), KY 21, and Jefferson Street. Ellipse Street has an approximate right-of-way of 65-feet. Two travel lanes exist along this roadway. Separated sidewalks with a landscape buffer are also present along the north and west sides of the roadway.

<u>Farristown Industrial Road</u>: This roadway is a perpendicular collector to Mayde Road and Menalaus Road collectors. Currently it provides access to a school and dead-ends near some agricultural fields. However, it is anticipated that the furture of this street will be to extend it both south and east. This will create a connection to US 25, providing a second route to the eastern side of Berea for the industrial uses along both Mayde and Menalaus Roads. Its current right-of-way for the completed segment is approximately 75-feet and has three lanes, two for travel and the third for left-turns and vehicle stacking.

<u>Forest Street</u>: Forest Street is a collector that allows traffic to travel in a north-south direction. It bisects the Center Street collector and connects directly with two arterials, KY 1016 on the north and KY 21 on the south. Current right-of-way is approximately 40-feet. Due to the location of residences along this collector, widening may prove difficult.

<u>Jefferson Street</u>: The Jefferson Street collector extends east and west, connecting directly to Ellipse Street on in the east. It is bisected by the railroad and connects to Prince Royal drive in the west. Right-of-way along Jefferson Street is approximately 36-feet. There are no current plans to widen this road.

<u>Johnson Road</u>: Johnson Road extends eastward from Shortline Pike past Berea's eastern city boundary (beyond KY 1617). Johnson Road acts as a collector for City and County traffic and provides access to Short Line Pike, which feeds north to KY 1016 and south to KY 1617 and KY 21. It has a current right-of-way width of 30-feet.

<u>Kenway Street</u>: This street is considered a collector that provides local roads and residences access to Glades Road from Wilson and Powell Streets collectively. When KY 956 bypass is completed, this road should be extended northward to the bypass, which would then provide residents an alternative route to the interstate. Right-of-way width for this street varies between approximately 35- and 50-feet.

<u>Lester Street and Oak Street</u>: Lester and Oak Streets provide a secondary collector system to the Jefferson Street collector. Oak Street runs parallel to Jefferson and tees into Lester Street, which then runs southward and connects to US 25/KY 21. These two roads provide access to the US 25/KY 21 arterial for both residences and businesses. Right-of-way for these streets is approximately 30-feet along Oak Street and 40-feet along Lester Street. Currently, the City has no plans of widening the streets, nor are there any development plans that would require improvement to the existing infrastructure.

<u>Mary Street</u>: Mary Street runs in a north-south direction and connects Burchwood Drive with Jefferson Street. Traffic from multiple neighborhoods will use Mary Street to reach a highway or arterial. It has an approximate rightof-way of 55-feet and has two travel lanes, landscape buffer and sidewalks.

Mayde <u>Road</u>: Mayde Road is a parallel collector to Menalaus and currently extends northward from KY 956 one and a half (1.5) miles where it dead ends. Future plans indicate that this road will be extended northward to Menalaus Road, and would provide commercial truck traffic and emergency vehicle access to this portion of the City. This would cover portions of the City that Menalaus Road cannot reach due to location and other external circumstances, including the wooden railroad bridge. The railroad runs parallel between Mayde and Menalaus Roads.

<u>Menalaus Road</u>: Menalaus Road extends northward from KY 956 approximately three (3) miles where it connects to White Station Road. Approximately two (2) miles north of KY 956 is a single lane old Civil War era wooden railroad bridge. In its current state, it is not capable of handling commercial truck travel or emergency fire trucks. There are no current plans for the repair and/or upgrade of the bridge, but it will need to be reconstructed in the future to meet safety and vehicular requirements. Current right-of-way of Menalaus Road varies in width, although its average appears to be approximately 50-feet.

<u>North Powell Street</u>: North Powell Street provides a secondary collector street that runs parallel with Kenway Street. These two streets provide access to Glades Road and KY 1016. It runs in generally a north-south direction and has an approximate right-of-way of 35-feet.

<u>Peggy Flats Road</u>: Peggy Flats Road extends northward from KY 595 and runs parallel with I-75 for approximately one (1) mile where it makes a 90-degree turn to the west. This street is Berea's main route of access to the Central Kentucky Regional Airport, which is located a little more than six (6) miles northwest of Berea's city center. Peggy Flats Road has an approximate right-of-way width of 30-feet and two lanes of travel.

<u>Pinnacle Street</u>: This Street is a collector that provides local road traffic a direct access route to US 25. It currently dead ends on the east side approximately 150-feet east of the Pinnacle and Baker Streets intersection. After the KY 956 Bypass is completed and Kenway is extended northward to the Bypass, the City of Berea may want to look at extending Pinnacle Street eastward to connect with Kenway Street. Approximate right-of-way for this street is 35-feet.

<u>Prince Royal Drive</u>: Jefferson Street, located in the north and running perpendicular to Prince Royal Drive tees into the north end of Prince Royal Drive. Traffic from Jefferson Street can connect to KY 21 and Interstate 75 from Prince

Royal Drive. Prince Royal Drive has multiple commercial businesses fronting on and directly accessing the street. It has varying right-of-way widths of approximately 80-feet near the KY 21 intersection down to 45-feet at the Jefferson Street curve.

<u>Rash Road</u>: Rash Road generally runs north-south and connects to Glades Road in the north and Ellipse Road in the south. It provides a route to an arterial street for traffic from both local roads and businesses. It has an approximate right-of-way of 40-feet. It has two lanes of travel plus landscaping and sidewalk on the west side of the street. Due to the location of the businesses and housing along this road, there is ample room for expansion to full collector street standards.

<u>Ridgewood Drive</u>: Ridgewood Drive is a collector road that general runs in a north-south direction. It has direct access to KY 595 on the south and indirect access to Peggy Flats Road to the east. Traffic that generally uses this road includes business and local residential vehicles. This roadway has approximately 55-feet of right-of-way and has two lanes of travel with no striping. While there are no plans to widen the road in the short or midterm there is room to widen the road to full collector standard design specifications.

<u>Valley Street</u>: This street connects south Broadway, a collector street, with Boone Street on the south side of the City of Berea. Traffic along this road would include local, residential vehicles. It has an approximate right-of-way of 30-feet. The city has no current plans to widen the street and opportunities to do so would be limited due to existing development.

<u>Village Drive</u>: Village Drive is considered a collector and provides direct access to KY 595 (Walnut Meadow Road) to the north. The relative south end of Village Drive is a cul-de-sac. A large number of residential dwellings use this road to travel to the Interstate (via KY 595) or use KY 595 to reach other parts of Berea. It has two lanes of travel and has a right-of-way width of approximately 50-feet. In addition to the two lanes of travel (unstriped) there are landscape buffers and sidewalks on both sides of the street except where development has not yet occurred.

Roadways - Frontage or Service Roads

<u>Clay Drive</u>: Clay Drive is a short frontage road that allows businesses that front onto US 25 to have shared minimal access points onto the highway. It has an approximate right-of-way of 30-feet. The importance of frontage roads cannot be overstated. This 900-foot frontage road reduced the number of access points from approximately 14 down to two (2). Clay Drive will be closed on both ends with one or two entrances into the frontage road once Richmond Road (US 25) is reconstructed.

Airport

<u>Central Kentucky Regional Airport (KRGA)</u>: Formerly known as the Madison Airport, KRGA has been active since 1979 and has two runways. The runway elevations are 966.7 feet and 1,002.0 feet above sea level. Runways are named by a number between 01 and 36, which is generally one tenth of the magnetic azimuth of the runway's heading in degrees: a runway numbered 09 points east (90°), runway 18 is south (180°), runway 27 points west (270°) and runway 36 points to the north (360° rather than 0°). Madison Airport's runways are named Runway 18, and Runway 36. This airport is designated for "non-precision instrument" take-off and landing. The length of these runways are 5,000 feet, which can accommodate private jets and smaller aircraft.

Railroads

The CRX Railroad line bisects the City of Berea from the north to the south. It parallels I-75 on the east. The railroad maintains a one-half (1/2) to one (1) mile distance from the interstate and travels through the City's industrial parks. Approximately six (6) miles of rail are located within the City.

Maintaining a working relationship with the railroads will be invaluable as the City continues to grow and additional industrial spurs are needed to serve future or expanding industrial businesses.

Trails

Trails provide for an increase in residents' quality of life as well as an impetus for tourists and outdoor enthusiasts to travel throughout the community. Individuals walking, hiking, biking, and/or participating in other outdoor activity along these trails will provide a boost to the City's economy. It will be important for the City of Berea to not only propose but adopt policy to help create these intra-city trail network connections. The table below outlines existing trails. Proposed and suggested trails are found on the Local Bike Trails and Paths map.

Table 3.3-1: Existing Trails				
	Miles	Feet		
Beebe-White Trail	1.83	9,655.45		
Berea City Park Trail	1.79	9,470.74		
Boone's Trace 0.75	0.75	4000.00		
Cross Country Trails	3.71	19,585.29		
Dresser Loop	0.65	3,431.21		
Indian Fort Trails	7.15	37,746.76		
John B Stephenson Trail	0.24	1,249.66		
Mayde Rd Industrial Trail	1.20	6,339.90		
Richmond Road Trail	0.36	1,898.94		
Berea Bypass	1.38	7,299.76		
Mayde Rd To Artisan Center Connector Trail	0.21	1121.79		
Prospect Street Trail	0.89	4,685.10		
Indian Fort Multi-Use Trail	3.04	16,027.51		
Shortline Trail	2.12	11,202.91		
Total	25.32	133,715.02		

Bike Lanes

Bike lanes are striped or marked portions of streets and roadways dedicated solely for bicycles. Studies have shown a direct correlation between bike lanes and a lower risk of injury for cyclists.

Several different types of bike lanes include conventional, buffered, contra-flow, and left-side. Each of these bike lane types should be used in different situations. For instance, along a typical arterial or collector street the conventional or buffered bike lane types may be the best option depending on total right-of-way, number of lanes etc. While along one-way streets a jurisdiction may use the contra-flow or left-side bike lane type.

The City should conduct a study of streets within the community that determines if bike lanes would be warranted and/or create policies and goals related to bike lanes. Connecting pedestrian, hiking, and off-road bike trails could be completed using various types of bike lanes, multi-use paths, and sidewalks throughout the community.

FUTURE ROADWAYS

Increases in population or traffic from development will require the construction of new infrastructure as well as the expansion of existing infrastructure. In anticipation for this future growth, it is important to categorize roads expected to be widened or constructed as either short-term, mid-term, or long-term priorities.

The following streets are anticipated to be completed, extended, and/or upgraded within a short-term timeline:

- A. KY 956 Bypass Completion
- B. Farristown Industrial Road Extension
- C. Kenway Road Extension up to KY 956 Bypass
- D. Mayde Road Extension up to Menalaus Road / KY 1983

ROADWAY DESIGN

Berea's functional roadway classification designations include arterials, collectors, and local roads. Each of these road types has standard or typical adopted design specifications. Tables have been attached below to describe each design (Illustrations are adopted and included within the Subdivision Code).

Table 3.5-1: Arterial Design Standards		
Total Right-of-Way	80'	
Total Lane Width	23.5'	
Total Lanes	2 - 4	
Total Pavement	47'	
Curb and Gutter*	0.5'	
Landscape Buffer Width*	12'	
Sidewalks*	4'	
* There are curbs and gutters, two sidewalks, and two landscape buffers, this number should be doubled for total street ROW calculations		

Table 3.5-2: Collector Design Standards	
Total Right-of-Way	60'
Total Lane Width	18'
Total Lanes	2

	Total Pavement	36'
	Curb and Gutter*	0.5'
	Landscape Buffer Width*	
Sidewalks*		4'
	* There are curbs and gutters, two sidewalks, and two landscape buffers, this number should be doubled for total street ROW calculations	

Table 3.5-3: Local Design Standards	
Total Right-of-Way	50'
Total Lane Width	13.5'
Total Lanes	2
Total Pavement	27'
Curb and Gutter*	0.5'
Landscape Buffer Width*	7'
Sidewalks*	4'
* There are curbs and gutters, two sidewalks, and two landscape bunumber should be doubled for total street ROW calculations	uffers, this

STREET DESIGNATION LENGTHS

The City of Berea has approximately 135 miles of streets within the City limits. This is further increased if calculated based on lane miles versus total street miles. Due to time constraints, staff did not calculate lane miles. The table below separates the streets into arterial, collector, local roads and interstates with two subcategories for future arterials and future collectors. The data is not meant to be interpreted that there are not going to be or that staff believes that there will be no future local roads. However, for the purposes of this Transportation Element it is important to focus on arterials and collectors as these roadways are responsible for moving a majority of the traffic around and through the city. Arterials and collectors beyond what are listed will be needed. Specific Area transportation studies should be used to calculate additional and future infrastructure needs.

Table 3.6-1: Total Length of Streets by Designation				
Designation	Feet	Miles		
Arterials	147,519	24.0		
Future Arterials	28,119	5.3		
Collectors	113,592	21.5		
Future Collectors	11,565	2.2		
Interstate	78,058	14.78		
Local Streets	334,109	63.3		
Total	712,962	135.0		

KENTUCKY's 2020 to 2026 SIX YEAR

HIGHWAY PLAN

The new Six Year Highway Plan was recently approved by the Kentucky Legislature. Within the Plan is a list of projects that will take place within Madison County. Of those projects within Madison County, several will directly affect the City of Berea and include:

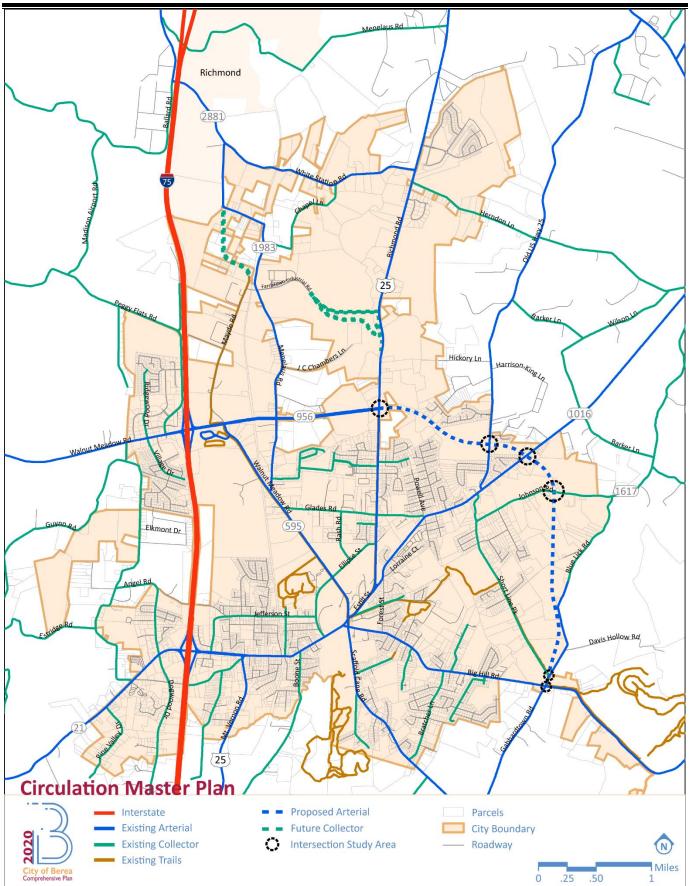
- A. 07-192.20 & 07-192.21 Construction of a two (2) lane Berea Bypass, section two, from 150-feet east of US 25 in a southeast direction to connect to KY 21.
- B. 07-236.00 Comprehensive Traffic Study for the Intersection of Main Street and Berea College Campus.
- C. 07-8505.00 Improve roadway, sidewalks, and bike paths on US 25 between Ellipse Street and Glades Road and then continue onto the Berea Bypass.

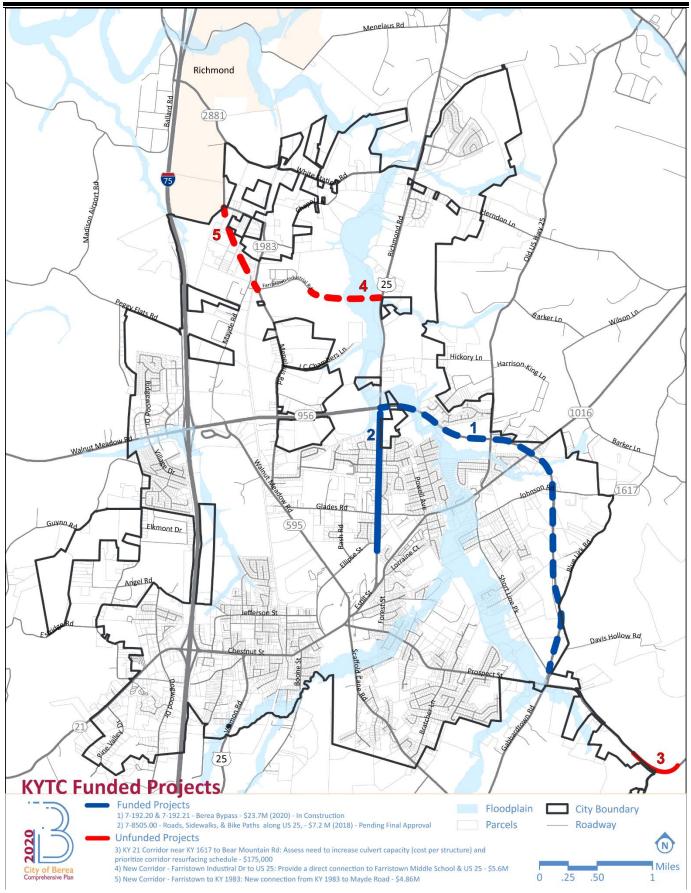
INTERSECTION STUDY AREA

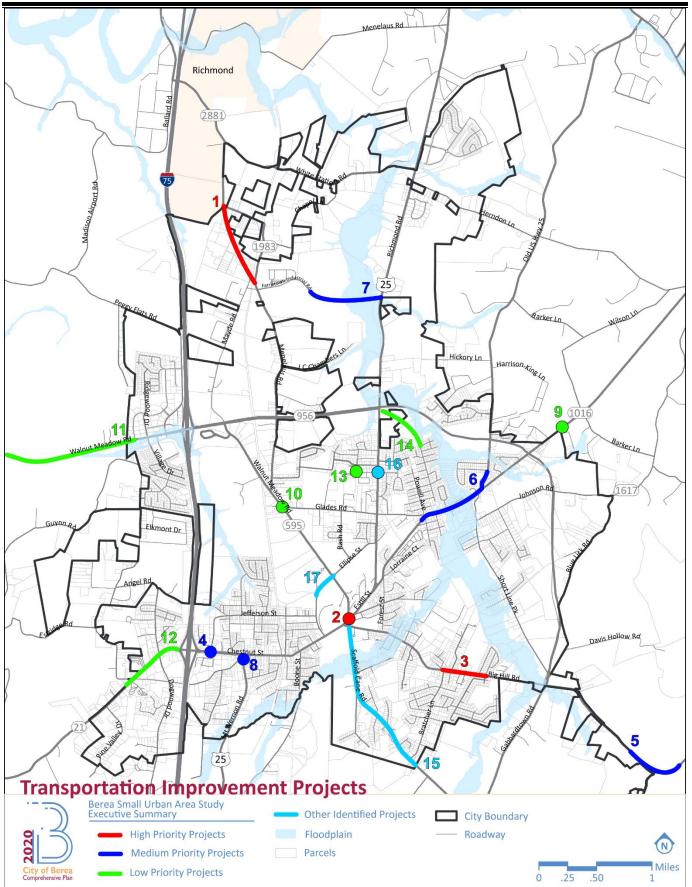
A study was completed by the City of Berea, which provided an analysis of the proposed (and funded) Berea Bypass Route that will connect I-75 with KY 21. The Bypass Study includes a future land use map that can be reference, alongside the Future Land Use Map and guidelines in the Land Use Chapter as a basis for future development.

The Circulation Master Plan Map included within the Transportation Element contains multiple circular nodes at each major intersection along the future Bypass route. These nodes show areas that would be ideal locations for high-density uses such as commercial and residential developments, with industrial type uses setback and buffered from both the bypass and other arterials. These nodes represent important intersections between the Bypass and other major arterials like Old US Hwy 25, KY 1016, Johnson Road, Short Line Pike, and KY 1617. These nodes would necessitate a stop sign, stop light, or pedestrian crossings to slow and manage traffic in these areas, increase safety, and allow for conspicuous visibility to these businesses.

Non-residential development along the Berea Bypass shall also contain site design including signage, landscaping, and building/parking layout requirements. When development occurs along the Bypass, adherence to these required elements will be necessary.







High Priority Projects

- 1) New Corridor Farristown to KY 1983: New connection from KY 1983 to Mayde Road \$4.86 M
- 2) US 25, KY 21, KY 595 Intersection: Ongoing Berea College study will provide recommendations for improvements Cost: NA
- 3) KY 21 Corridor from west of Neely St to O'Donnell Ln: Construct 6' paved shoulders \$476,000

Medium Priority Projects

4) KY 21 from McKinney St to Knights Inn Entrance: Pedestrian connectivity - \$149,000

5) KY 21 Corridor near KY 1617 to Bear Mountain Rd: Assess need to increase culvert capacity (cost per structure) and prioritize corridor resurfacing schedule - \$175,000

6) KY 1016 and KY 3376 Corridors: Add left-turn lanes and provide pedestrian accomodations from school - \$4.9 M

7) New Corridor - Farristown Industrial Dr to US 25: Provide a direct connection to Farristown Middle School and US 25 - \$5.6 M 8) KY 21 at US 25 Intersection: Re-align US 25 to connect with KY 21 at Estridge Court - \$1.8 M

Low Priority Projects

9) KY 1016 near Moonlight Dr Intersection to Barker Ln: Assess need to increase culvert capacity (cost per structure) - \$175,000 10) KY 595 at Glades Rd Intersection: Conduct traffic signal warrant analysis - \$5,000

11) KY 595 Corridor from Guynn Rd to 1.099 miles west of Ogg Cemetery Rd: Move utility poles - \$6.7 M

12) Ky 21 Corridor: Access management strategies and re-align Old KY 21 - \$347,000

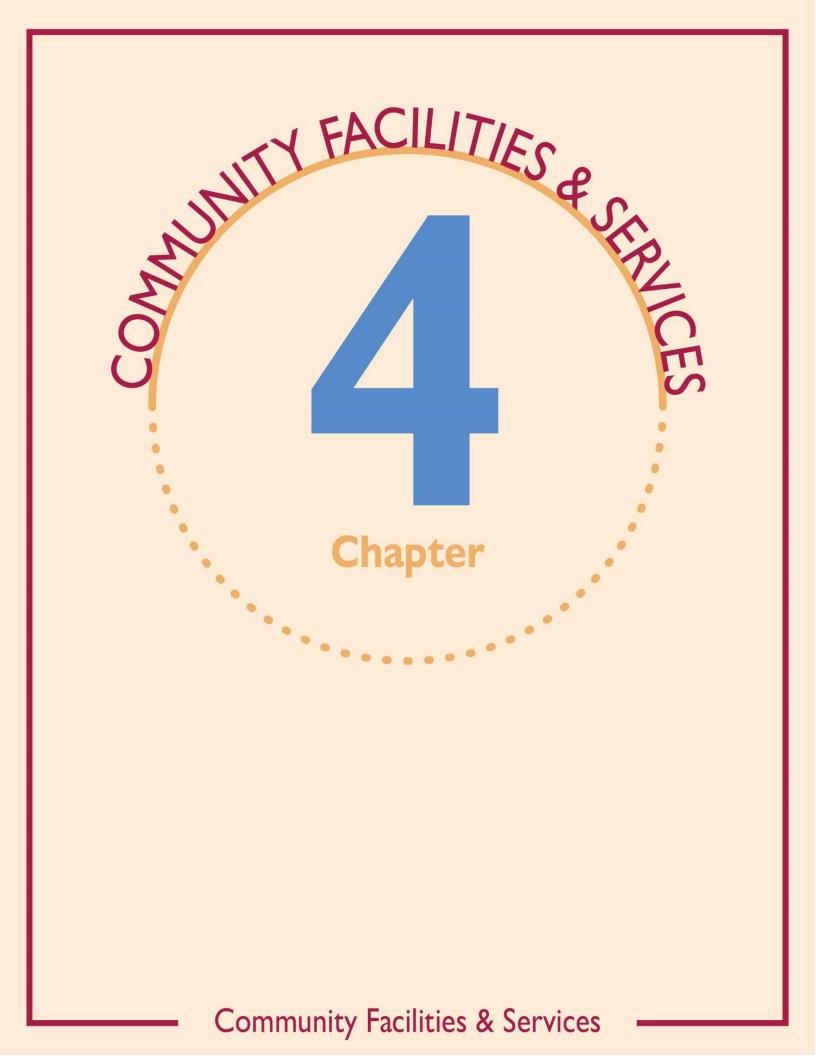
13) Baugh St at Oakwood Dr Intersection: Close Baugh Street at Oakwood Drive and create pedestrian access only to school - \$22,000

14) Extension East of KY 956 at US 25 Intersection: Extend Pine Street and Kenway Street to access new KY 956 bypass - \$1.8 M

Other Identified Projects

15) Shared-use path along Scaffold Cane Rd to College Square

- 16) Crosswalk and Other Pedestrian Safety Improvements at Baugh & Richmond
- 17) Improve Ellipse Street from Walnut Meadow to Jefferson Streeet to Include Pirate Parkway



GOALS & OBJECTIVES

GOAL 4: Provide and expand utilities and public facilities to meet community needs, while protecting the environment, community character, and existing development.

OBJECTIVES

- 1. Support efforts to identify new sources of high-quality water.
- 2. Continue to manage drainage and stormwater systems in a manner that protects and improves natural stream hydrology and water quality.
- 3. Provide adequately sized and maintained collection and distribution facilities for the treatment and handling of water, sewage, and solid waste.
- 4. Support community efforts to develop an energy conservation plan through the Berea Energy Conservation Study (BECS).
- 5. Regulate the siting and design of cellular towers, antennas, and other wireless facilities in a manner that protects the character and aesthetic of the community.
- 6. Encourage the installation of fiber internet and other facilities that increase the accessibility to high-speed internet.
- 7. Encourage efficient and proactive public safety services including fire, police, ambulance, code enforcement, and animal control.
- 8. Support further development and maintenance of public and private recreational facilities, parks, trails, and green space.
- 9. Consider the feasibility of developing a community or recreational center.
- 10. Continue to support community health and wellness.
- 11. Support public and private efforts to provide affordable, high-quality, licensed daycare for adults and dependent children of residents and the local workforce.
- 12. Provide quality educational and vocational opportunities for residents of all ages, abilities, and interests.

PURPOSE

The ultimate purpose of the Community Facilities Element is to provide an inventory of the existing public buildings and services provided by the City as well as discuss future needs. Berea's service needs, as outlined in this document, should provide a framework for City Staff to use to coordinate the construction and provision of services with proposed development.

EXISTING CONDITIONS & FUTURE NEEDS

The City of Berea and other organizations provide a variety of services for the health, safety, general welfare, and recreational needs of the community. Services, such as, police, fire, water, sewer, telecommunication, education, parks and open space, libraries, and electricity, all have basic site requirements. Police and Fire Departments both require buildings and vehicles. Libraries require additional buildings and locations as the City grows. Parks and open space need land around the community to develop with a myriad of different amenities. Water, sewer, and electricity not only need the infrastructure within the City's streets but also facilities to purify the water, treat the sewage, and generate electricity. In addition to the publicly provided services, there are private utility companies that provide water, trash, cable, phone, and gas services to the community's residents.

Emergency Services

Police

The Department is managed by the Chief of Police with a total of 35 employees. Patrol officers responded to 20,000+ calls and investigated more than 393 crime reports in 2018, providing twenty-four-hour service to approximately 15,700 city residents across approximately 10 square miles. As the community grows, the Police Department foresees the need to add an additional officer within the next five (5) to ten (10) years.

In response to national unrest between police agencies and their communities, an eight-week project was held in the summer of 2016 by Dr. Kennaria Brown, Associate Professor of Communications at Berea College, and two of her students, Rashad Hayden and Bethany Turner. The goal of the project was for the professor and students to work with the Berea PD to develop and deliver diversity training and a community survey. Several recommendations were made as a result of this effort. It was suggested that community forums be held regularly and public surveys be collected every 2-3 years to gauge community perception and collect feedback. Also made apparent was the need for standardization in communication protocols as well as crime and drug summaries.

Fire

The Berea Fire Department consists of 25 career firefighters and 24 volunteer firefighters. These firefighters provide fire protection for the City of Berea and Southern Madison County. The Fire Department has a response area of 56 square miles and answers approximately 1,000 emergency calls annually. They operate out of two Fire Stations that are operational 24/7. The Volunteer Firefighters provide a Rescue Squad, which covers Southern Madison County. Their facility is located off Melody Lane. Over the next five (5) to ten (10) years, it is believed that the Fire Department will need additional firefighters and vehicles.

In addition to answering emergency calls each year, the Berea Fire Department also has a community outreach program that educates the public on fire safety and other safety-related issues. The department is highly involved with the school systems, local businesses, industries, health care facilities, and daycares. They provide presentations to children at schools and daycare facilities. These presentations are age-dependent and include *Don't Be Scared of a Firefighter in Gear, If Your Clothes Catch on Fire, Escape Plans, Candle Safety, Cooking Fires, and Overall fire awareness.*

Fire protection services in Berea are rated 2/2Y by the Insurance Services Office (ISO). ISO has developed a rating system that measures an area's fire protection capabilities and is used by most insurance companies to set their

rates. The first number represents those properties within 5 road miles from either station and within a 1000 feet of a certified fire hydrant. The second number represents the properties that are within 5 road miles from either fire station but not within a 1000 feet of a certified fire hydrant. Any property beyond five miles of a fire station and a certified hydrant would be rated at a class 10.

EMS

The Madison County Emergency Medical Service (MCEMS) is a CAAS (Commission on Accreditation of Ambulance Services) accredited agency serving the entire county including the cities of Richmond and Berea. They operate eight 24-hour ALS (Advanced Life Support) units with an additional unit available during peak times. MCEMS has four EMS stations strategically located throughout the county.

Dispatch

The Madison County 911 Consolidated Dispatch Center provides support and assistance to the public safety agencies operating within Madison County. Requests for emergency services in Madison County, which include law enforcement, fire suppression, and emergency medical services, are received at one central location. Those requests are then prioritized and the appropriate agency is dispatched. The center also works with EMA/CSEPP (Madison County Emergency Management/Chemical Stockpile Emergency Preparedness Program) personnel in the event of a Haz-Mat incident or a community emergency. Madison County 911 employs 22 full-time 911 dispatchers, 2 part-time dispatchers, an E-911 Director, and an E-911 Assistant Director. Dispatchers must complete all required training at the Department of Criminal Justice as well as remain CPR certified. Dispatchers are on duty twenty-four hours a day, seven days a week.

Libraries

Madison County Public Library

The county library system operates two branches – one in Berea and a second in Richmond. The Berea location features a reading area with a scenic nature view, a fireplace, a study room, an outdoor reading garden, a theater, and a dividable community room with a full kitchen. Regular events are held at the library in Berea ranging from yoga, to movies, to Master Builders and more. The Madison County Public Library also offers several virtual programs as well as a Book Mobile.

Hutchins Library

The Hutchins Library at Berea College is also open to the community at large. The library maintains a collection of books, journals, newspapers, e-resources, CDs, audio tapes, videos, DVDs, LPs and other materials. It also participates in the ILL (Inter Library Loan service) and assists in academic research. Hutchins also has a Special Collections & Archives department, audiovisual viewing areas, group study rooms, copiers, printers, and scanners, as well as two fully equipped multimedia classrooms.

Schools

As can be seen in the table below, all of the schools that provide educational services to Berea are over 75-percent capacity, with three of the schools over capacity. Due to the numbers of students attending these schools and the apparent lack of room, there is definite need for expansions on existing schools or newly constructed school facilities to meet the growing demand.

Table 4.3-1: Public Schools Serving the City of Berea					
Berea Area Public Schools	Students		Operational	School District	
Berea Area Public Schools	Enroll	Capacity	Capacity		
Berea Community Elem.	515	531	97%		
Berea Community Middle	275	257	107%	Berea Independent School District	
Berea Community High	297	278	107%		
Shannon Johnson Elem.	617	600	103%		
Silver Creek Elem.	471	525	90%		
Farristown Middle	454	500	91%	Madison School District	
Foley Middle	478	409	117%		
Madison Southern High	1182	1188	99%		
Total	4,289	4288	*Data Source: Kentucky Department of Education		

Madison County School District Facilities Plan, 2019

The current 2019 facilities plan includes multiple projects within the local school district. These projects include:

- A new Career Technology Center is planned for construction adjacent to Farristown Middle School with a total anticipated cost of \$5.3 million.
- A new high school with 600-student capacity is planned for a currently undetermined location for \$23.3 million.
- Madison Southern High School is planning major renovation of the shop and related classroom portions of the building for \$620,000.
- Farristown Middle School has plans for construction of new classrooms for and anticipated cost of \$2.3 million.
- Major renovation of the 1997 portion of the Silver Creek Elementary School will include HVAC replacement and related controls totaling about \$1.2 million.
- Shannon Johnson Elementary School will also see major renovations to include HVAC, HVAC controls, and roofing for the original 2001 structure at an estimated cost of \$3 million.

There is currently a district need for a new elementary school with a 300-student capacity. Discretionary funding for this project would be \$13.6 million. A new plan for facilities will be completed in 2023.

Parks & Open Space

The City of Berea's Parks and Recreation maintains and manages four (4) parks within the City limits. The names of these parks include City Park, City Park Expansion, Memorial Park, and Chestnut Street Park. Other parks, trails and recreational opportunities in the area include the Silver Creek and Anglin Falls in the John B. Stephenson Memorial Forest, the Berea Forest Trail, Brushy Fork Park, and The Pinnacles on the Indian Fort Trails.

City Park

This 38-acre athletic complex was opened on July 4th, 1993 and is located behind Berea Community School off Ellipse Street. The Berea City Park features the following Facilities & Amenities:

- 1 T-ball Field, 1 Baseball Field w/grass infield, 2 Softball Fields and 1 Youth League Field
- Duerson Football Stadium
- 2 Playgrounds (Age 5 & Under and Age 6-12)
- 1 Splash Pad
- 1 Large Picnic Shelter with Grill and Restroom Facilities
- Double Regulation Size Sand Volleyball Courts
- Horseshoe Pits
- U-6, U-7, U-8 Soccer Fields
- 3/4 Mile Lighted Paved Shared Use Path
- Press Box that Contains Restroom and Concession Facilities
- Lighted Basketball Court
- Swimming Pool

Park Expansion

This 30-acre park expansion opened July 2010. The Berea City Park Expansion features the following Facilities & Amenities:

- 4,852 feet of additional shared-use path that connects to the existing shared use path at the City Park and the Beebe White Shared-Use Path
- Handicapped Accessible Playground
- Skate Park with Modular Skate Elements
- Regulation Size, Lighted Football Field
- Regulation Size, Lighting Soccer Field
- Concession Stand with Restroom Facilities and Covered Dining Area
- Small Picnic Shelter
- Lighted Basketball Court
- 160 Parking Spaces

Memorial Park

Memorial Park is Berea's oldest park and is dedicated to those who gave their lives while serving our country. Memorial Park is a passive green space area located adjacent to Old Town on Jefferson Street. This 2-acre park includes the following Facilities and Amenities:

- 2 Playgrounds (Age 5 & Under and Age 6-12)
- 1 Large and 1 Small Picnic Shelter with Grill and Restroom Facilities
- Sidewalk System with Lighting

Chestnut Street Park

Chestnut Street Park is located at the crux of Chestnut, Fee, and Boone Streets. This 1/2-acre, brick-and-stone plaza at the center of town provides respite for pedestrians walking and shopping along this commercial corridor. It is located across the street from the Berea Farmer's Market at Fee Park. It includes the following Amenities:

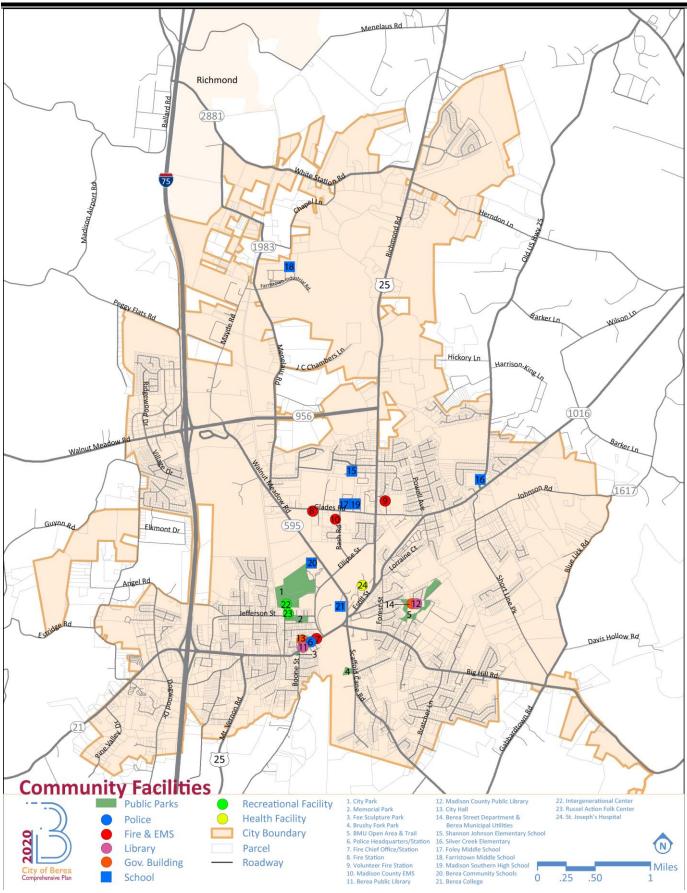
- Landscape plantings
- Tables
- Trellises
- Stone walls
- Benches with umbrellas
- Bike racks
- Sculptures
- Trash bins
- Lighting
- Wooden gazebo

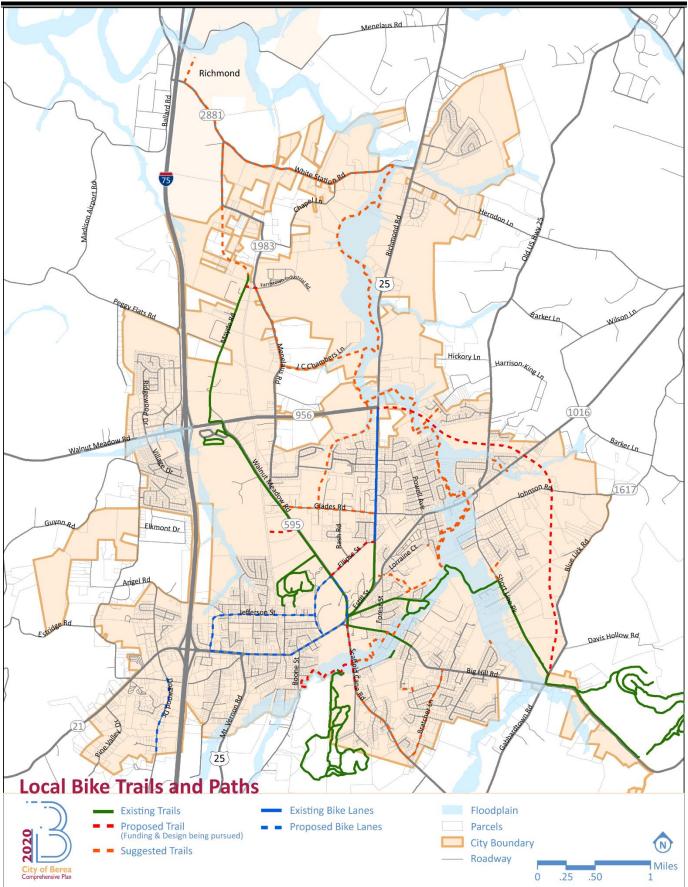
Trails: The Pinnacles, Brushy Fork Trail, Anglin Falls

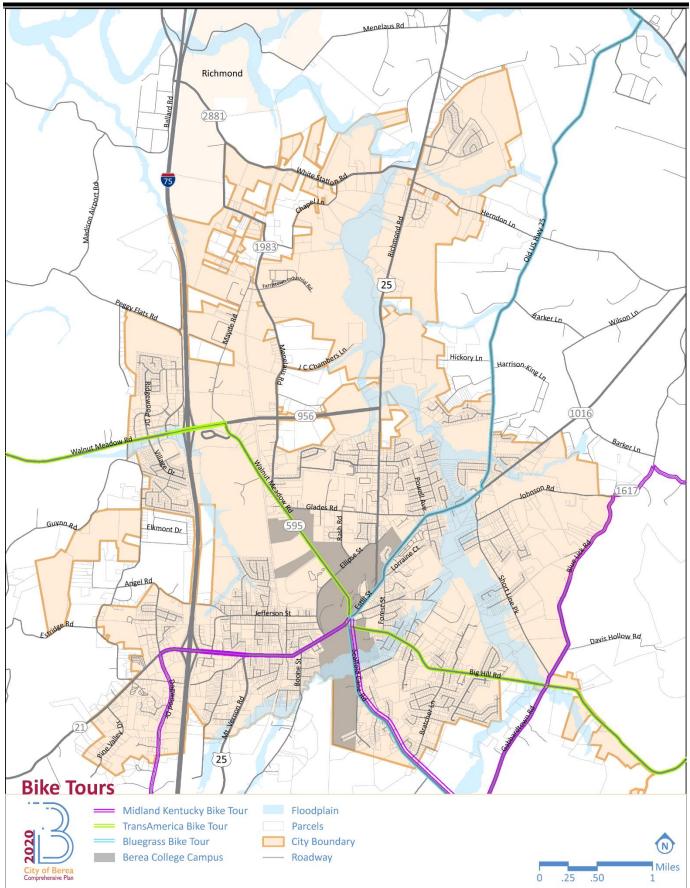
Visitors can hike up the Pinnacles on the Indian Fort Trails. They offer a variety of difficulty levels and beautiful views of the landscape. Located right behind Berea College's campus, the Brushy Fork trails are a great, convenient way for students and community members to enjoy nature. Anglin Falls is a short drive from Berea College's campus and offers a mile-long trail leading to a waterfall in the John B. Stephenson Memorial Forest.

Other Amenities

Aside from the four parks, the City also has the Russel Acton Folk Center and the Intergenerational Center (senior citizen center and head start).







ble 4.3-2: Ex	isting Water Lir	ies		
Diameter	Length (ft)	Length (miles)	Year Range (constructed)	Material
1"	20,341	3.85	1925 – 1978	*D.I. & PVC
2"	42,307	8.01	1925 – 2013	D.I. & PVC
4"	21,306	4.04	1925 – 2006	D.I. & PVC
6"	187,400	35.49	1925 – 2009	D.I. & PVC
8"	38,072	7.21	1925 – 2012	D.I. & PVC
10"	18,405	3.49	1925 – 2001	D.I. & PVC
12"	47,524	9.00	1925 – 2001	D.I. & PVC
14"	30,219	5.72	1925 – 1989	D.I. & PVC
16"	43,587	8.26	1953 – 1989	D.I.
20"	50	0.01	2012	PVC
Total	449,211	85.08	*D.I. = Ductile Iron ** No Line Data was availabl	le for Southern Madison Water District

Water – Berea Municipal Utilities

Existing water lines within the City of Berea range in size from a one-inch (1") line to twenty-inch (20") trunk line. The water line coverage, as shown on the water map, appears to either be incomplete or does not provide complete water service to all properties within the City limits. As new development occurs within the City, these services will need to be extended to meet the increased demand. The City's municipal water provides service to roughly 4,000 customers. In addition to this, the City has wholesale water provision accounts with two other water companies (Southern Madison Water District and Garrard County Water Association) that supply water services to an additional 5,500 customers.

Future Water Needs

According to the Kentucky Infrastructure Authority, there are three (3) future projects that are funded while some are only partially funded and others yet to be funded. The following three (3) projects are discussed under the main project number KY0760030 and are anticipated to be constructed within the next two years.

KY 0760030 - **Upper Owsley Reservoir (WX21151040):** Berea Municipal Utilities has been granted \$1,731,000 of a total budget cost of \$13,259,000 to raise the normal pool of the reservoir to store enough water for another 1 million gallons per day, raise the dam, and improve the spillway.

The Natural Resources and Conservation Service (NRCS) originally funded this project in 2013 to cover a feasibility study to determine the alternatives that meet the compliance requirements. Additional funds were added in 2014 to fund a planning and environmental assessment. In 2014 NRCS changed its funding capabilities so that related water supply could also be funded. NRCS has committed \$731,000 to date for these phases, and the completion timeframe for this project is list between zero (0) and two (2) years.

KY0760030 – Raw Water and High Service Pumping and Controls Modification (WX21151053): \$30,000 has been committed out of a budget of \$680,000 to create a more cost effective and lower maintenance system. The largest component is the upgrading of the Cowbell pump station. This project will allow 4 mgd (million gallons per day) pumping from the Cowbell Reservoir instead of the approximately 2.5 mgd available now. Telemetry at the pump stations and the elevated tank will be added. A section of high service PVC transmission main (approximately 1,500 LF) will be paralleled. The completion timeframe for this project is list between zero (0) and two (2) years.

Material

PVC PVC VCP & PVC PVC VCP & PVC PVC PVC PVC

PVC

PVC

KY0760030 – SMWD – Central Kentucky Regional Airport - Waterline Extension Project (WX21151061): Together, with a proposed sewer line extension, this waterline extension will satisfy the airport's future needs by constructing approximately 12,000 LF of 8" PVC water line. The total project cost of the project is \$529,600, and this is anticipated for award. The completion timeframe for this project is list between zero (0) and two (2) years.

Sewer – Berea Municipal Utilities						
Table 4.3-3: Existing Se	Table 4.3-3: Existing Sewer Lines					
Diameter	Length (ft)	Length (miles)	Year Range (constructed)			
3"	1,501.50	0.28	2002			
4"	3,216.82	0.61	1987 & 2002			
8"	431,758.58	81.77	1925 to 2020			
10"	29,771.07	5.64	1987 to 2011			
12"	17,928.39	3.40	1955 to 2020			
15″	2500.00	0.47	2012-2020			
18"	1,958.91	0.37	1987			
24"	4,035.28	0.76	1987			

C

27"

30"

Berea's existing sewer line sizes range from three inches (3") to thirty inches (30"). As can be seen from the table above, a majority of the sewer lines are more than thirty years old. Prior to 1963, all pipe installed was a mixture of PVC pipe and Vitrified Clay Pipe (VCP). After 1963, one hundred percent (100%) of all pipe installed has been PVC. Multiple articles related to PVC have different rates of decay and anticipated life expectancy. PVC is anticipated to have a life expectancy of more than fifty (50) years.

1.43

0.89

94.35

1987

1987

Vitrified Clay Pipe (VCP) has a proven life expectancy greater than the anticipated PVC timeframe. It is important to note that some of the VCP within Berea was constructed in 1925 and is approximately 89 years old.

Berea's sewer service customer base is approximately 5,400 accounts.

7,564.52

4,694.41

498,192.48

Future Sewer Needs

Berea Municipal Utilities anticipates the construction of several main sewer lines, which are shown on the Sewer Master Plan Map.

Table 4.3-4: Proposed Sewer Lines				
Diameter	Length (ft)	Length (miles)	Year Range (Anticipated from 2014)	Material
4"	12,000	2.27	0-2	PVC
8″ & 10"	17,225	3.26	0-2	PVC
12"	11,630	2.20	0-2	PVC
Total	40,855	7.73		

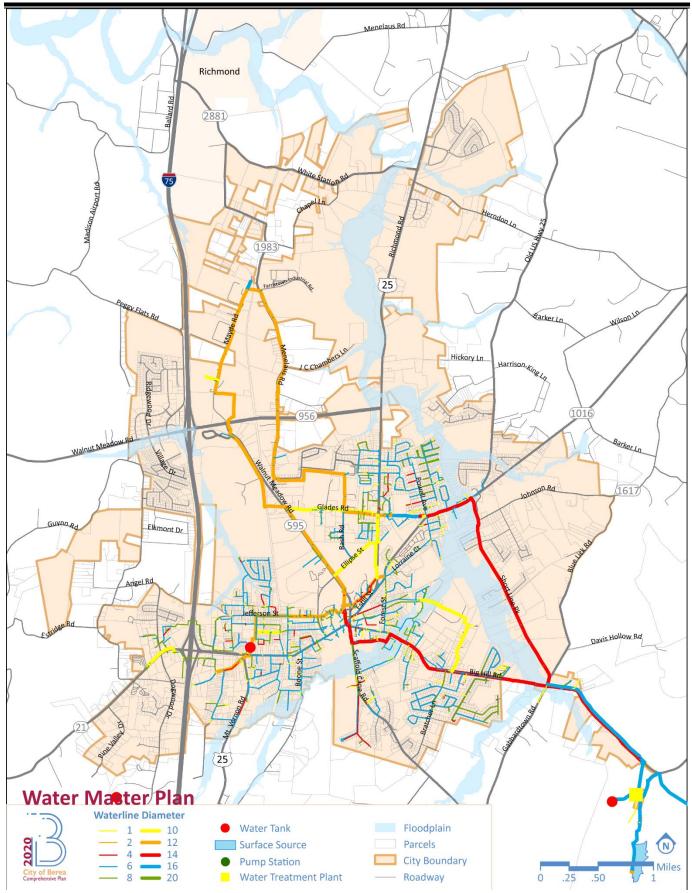
The Kentucky Infrastructure Authority shows three (3) sewer related projects currently planned or underway within the City of Berea. These projects are all listed under the main project number KY0079898. While all four projects are approved, only one has been partially funded.

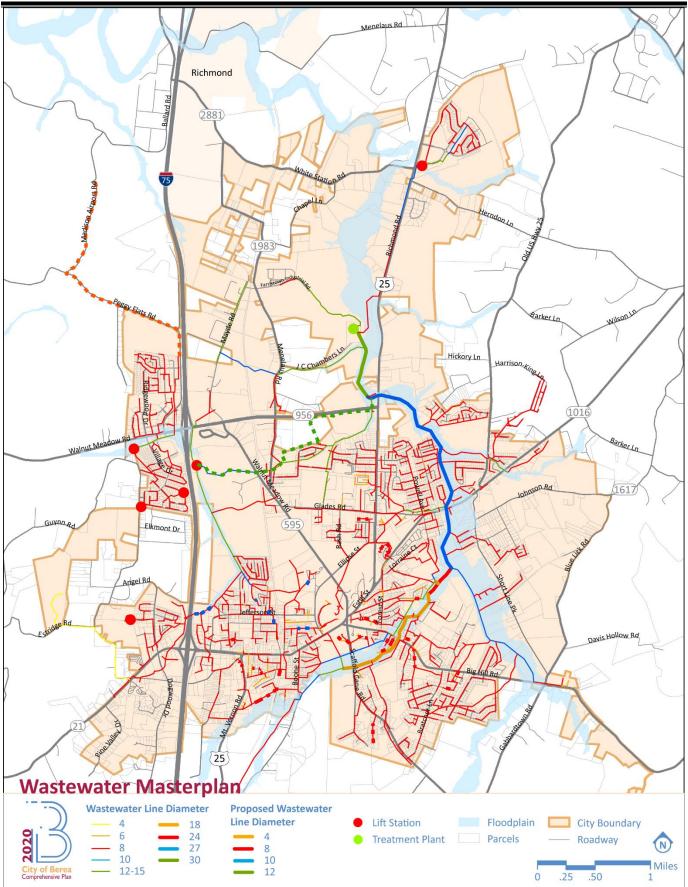
KY0079898 – Berea Gravity Sewer Rehabilitation (SX21151045): Replace and/or rehabilitate 17,225 linear feet of existing sanitary sewer lines that have had maintenance issues in the past. Line sizes to be replaced / rehabilitated include both 8-inch and 10-inch PVC. Total project costs associated with this line replacement / rehabilitation is anticipated to be approximately \$1,600,000. While it is currently unfunded, it still carries an anticipated \$800,000 of funding and a completion date of less than two (2) years.

KY0079898 – **BMU** - **Walnut Meadow Pump Station & South Middletown Trunk Sewer Improvements** (**SX21151052**): Replacing three (3) submersible pumps and associated control equipment in the Walnut Meadow Pump Station, Installing approximately 11,630 LF of 12" Ductile Iron forcemain, Installing an emergency power generator at the pump station site, and finally installing a 30-kW Solar Panel array to provide supplemental power to run the pump station. Total project cost is estimated at \$2,050,336 with all funding currently committed. Completion timeframe for this project is listed between zero (0) and two (2) years.

KY0079898 – BMU – Central Kentucky Regional Airport - Sewer Line Extension Project (SX21151057): Installation of a new force main to serve the airport. This project will result in the construction of approximately 12,000 linear feet of 4" sewer lines and approximately two new manholes.

Total project cost is estimated at \$620,350 with \$390,360 of funding anticipated. Completion timeframe for this project is list between zero (0) and two (2) years.





Electricity – Berea Municipal Utilities

Berea Municipal Utilities' Electrical System serves roughly 4,365 residential, 660 commercial, and 50 industrial customers. There are no plans to expand BMU's service area. BMU makes annual revisions to their plans, which projects growth trends - 13 years out - to ensure the accommodation of appropriately sized infrastructure. Current growth projections are fairly flat.

Landfill

The City of Berea previously had a landfill off Estridge Road, and it has since been closed. The site is currently used as a transfer station. Currently the City does not have a dedicated city-run landfill and has a contract with Waste Connection for solid waste.

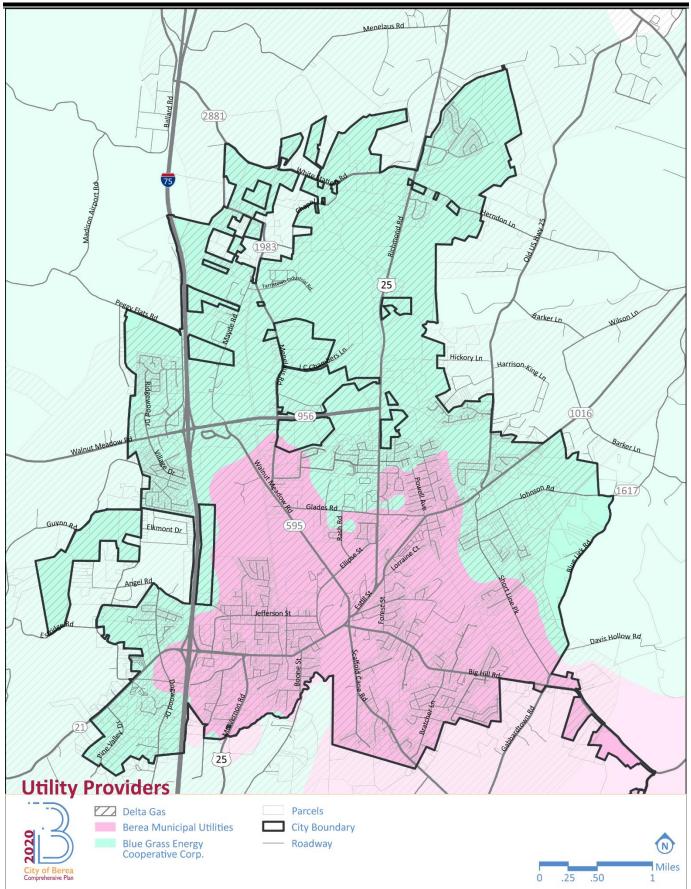
Solar Farm - Berea Municipal Utilities (BMU)

Berea Municipal Utilities (BMU), with the support from the City and an EECBG grant, established the first two phases of the Berea Solar Farm. The Berea Solar Farm consists of 246 solar panels, and phases three and four were completed in July of 2014. Leasing for the first 60 panels of the solar farm began in the fall of 2011. More information about leasing and the Berea Solar Farm can be found at: bereautilities.com/berea-solar-farm.

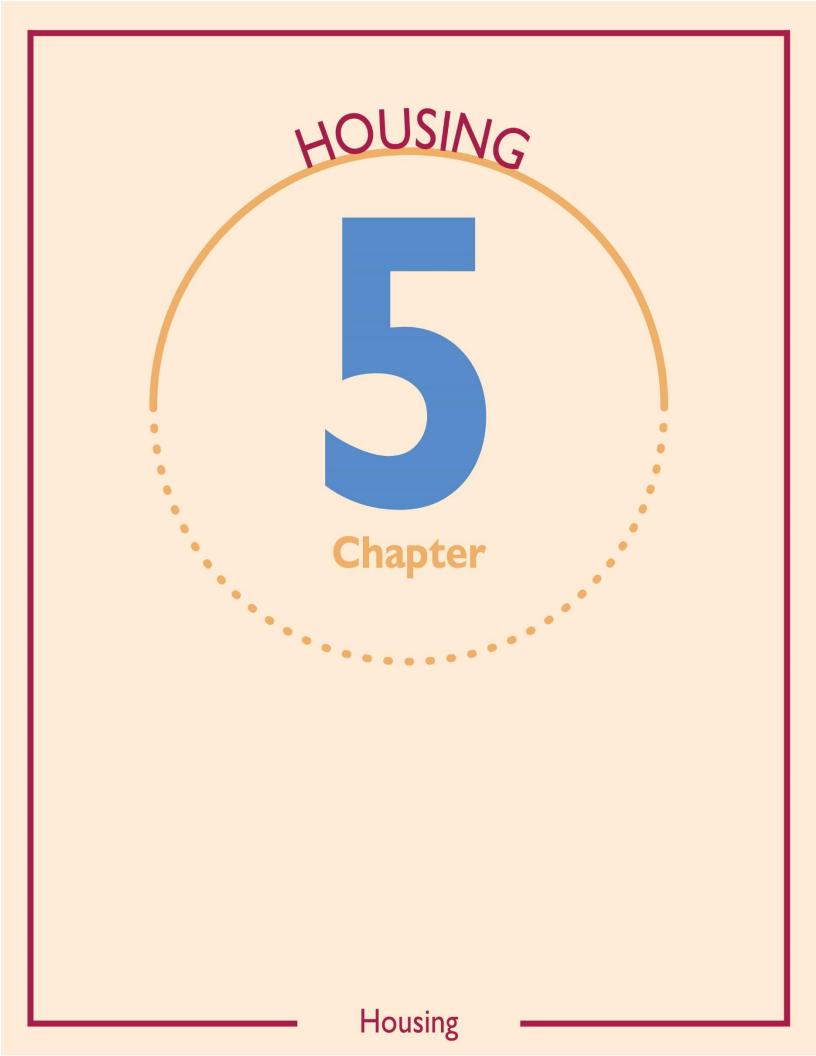
Private Utilities

Many residents within the City of Berea are served by private companies and organizations that provide necessary energy and telecommunication services that require a network of infrastructure. These companies include Delta Natural Gas, Bluegrass Energy Cooperative, Cable networks, satellite networks, and phone companies. Most notable within the City of Berea are Delta Natural Gas and Bluegrass Energy Cooperative.

- *Delta Natural Gas*: Delta Natural Gas provides infrastructure and gas services to the residents and businesses of Madison County and more specifically to portions of the City of Berea.
- *Bluegrass Energy*: Bluegrass Energy Cooperative provides energy services to many residents and businesses within the City of Berea. The service area for Bluegrass Energy is located in the northern and northwestern area of the City.



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HOUSING ELEMENT

GOALS & OBJECTIVES

GOAL 5: Provide diverse, safe, sanitary, affordable, and livable housing options and neighborhoods for all Berea residents.

OBJECTIVES

- 1. Continue to enforce fair and consistent building codes, property maintenance codes, and accessibility requirements for both owner-occupied and rental housing.
- 2. Eliminate substandard housing through redevelopment, conversion, and rehabilitation using both public and private funding sources.
- 3. Support the establishment of neighborhood associations to encourage neighborhoods in identifying and resolving neighborhood issues.
- 4. Encourage establishment of housing types and neighborhoods that would serve the aging population.
- 5. Consider allowing and regulating the use of accessory dwelling units in the zoning ordinance.

PURPOSE

The main purpose of the Housing Element is to evaluate the condition of existing residential housing within the community, review the quantity of different types of housing, and then analyze future growth in population with associated anticipated housing needs, including quantity and distribution. Goals and Objectives are used to focus the City's efforts on meeting the community's housing needs by accommodating future growth, working to eliminate substandard dwelling conditions, and improving their quality, variety, and affordability.

EXISTING CONDITIONS

The City of Berea has a wide variety of housing types. Many of these housing units or buildings display varying degrees of physical wear-and-tear. They range from new development to abandoned and dilapidated structures. They include single-family attached, detached, and multifamily dwelling units.

According to the Census Bureau, the City of Berea has approximately 6,007 total housing units. Of these housing units, 5,481 are occupied and 526 are listed as vacant.

Table 5.3-1: Total Housing within the City of Berea (2018)			
Quantity			
Total housing units	6,007		
Occupied housing units	5,481		

HO	US	ING
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Vacant	housing	units
vacunt	nousing	arnes

526

The various housing types within Berea include single-family detached, single family attached (meaning zero lot line or where the width of the lot is equal to the width of the building with zero side setbacks), duplexes (two (2) units per lot), multifamily from three (3) to 20+ units per lot or development, and mobile homes. Table 5.3-2 illustrates the breakdown in quantities and percentages of each of these types of housing units.

	Quantity	Dercentage
	Quantity	Percentage
1-unit, detached	3,732	62.1%
1-unit, attached	75	1.2%
2 units	371	6.2%
3 or 4 units	757	12.6%
5 to 9 units	583	9.7%
10 to 19 units	236	3.9%
20 or more units	19	0.3%
Mobile home	234	3.9%
Boat, RV, van, etc.	0	0.0%

Age of housing units range from pre-1939 to 2014 and later. It is important to note that close to 44-percent of all housing units within Berea were constructed between 1990 and 2010. Additionally, 28-percent of the available housing units were constructed between 1970 and 1989. This would indicate that 77-percent of all housing units within Berea were constructed within the last 45 years. The remaining 23-percent of the housing units were constructed pre-1939 and 1969. Verification of the age of the oldest housing structures within the community has proven difficult to ascertain.

Table 5.3-3: Age of Housing within the Community (2018)		
	Quantity	Percentage
Built 2014 or later	61	1.0%
Built 2010 to 2013	267	4.4%
Built 2000 to 2009	1,295	21.6%
Built 1990 to 1999	1,328	22.1%
Built 1980 to 1989	764	12.7%
Built 1970 to 1979	927	15.4%
Built 1960 to 1969	523	8.7%
Built 1950 to 1959	307	5.1%
Built 1940 to 1949	221	3.7%
Built 1939 or earlier	311	5.2%

Substandard Housing

The City of Berea has some housing that have certain characteristics that are less than standard, and the people living in those homes may be living in poverty. Specifically, one half- (.5) percent of the housing units within Berea (roughly 30 units) are lacking complete kitchen facilities. Approximately one- (1) percent of the housing units within the community have zero available phone service. Whether or not the homes previously discussed also falls within the one- (1) percent without phone service is not clear from the data provided.

Table 5.3-4: Substandard Housing (2018)			
	Quantity	Percentage	
Occupied housing units	5,481		
Lacking complete plumbing facilities	0	0.0%	
Lacking complete kitchen facilities	30	0.5%	
No telephone service available	55	1.0%	

Housing Valuation

The housing values in Berea reflect a fairly even break down between all values, as shown in the table below. The values range from less than \$50,000 to nearly \$1,000,000. The vast majority of housing prices fall within the \$50,000 to \$299,999 range, which is approximately 92-percent of all owner-occupied housing. Owner-occupied housing accounts for 53-percent of all housing units within the community.

Table 5.3-5: Housing Prices for Owner-Occupied (2018)		
	Quantity	Percentage
Owner Occupied	2,892	
Less than \$50,000	141	4.9%
\$50,000 to \$99,999	574	19.8%
\$100,000 to \$149,999	1,020	35.3%
\$150,000 to \$199,999	686	23.7%
\$200,000 to \$299,999	377	13.0%
\$300,000 to \$499,999	62	2.1%
\$500,000 to \$999,999	22	0.8%
\$1,000,000 or more	10	0.3%

Table 5.3-6: Housing Units & Mortgages (2018)			
	Quantity	Percentage	
Owner-occupied units	2,892		
Housing units with a mortgage	1,789	61.9%	
Housing units without a mortgage	1,103	38.1%	

Of the 53-percent of housing units that are owner occupied, more than half (approximately 62-percent) have a mortgage attached to the home. The remaining 38-percent are mortgage free and appear to be owned with title-in-hand. Additionally, when comparing the affordability of housing in Berea (Table 5.3-7) to the United States, Kentucky, and other nearby communities, Berea is a relatively affordable place to live.

Table 5.3-7: Median Home Value and Median Rent Comparison (2018)		
	Median Home Value	Median Rent
United States	\$204,900.00	\$1,023.00
Georgetown	\$159,600.00	\$834.00
Madison County	\$155,000.00	\$696.00
Danville	\$144,000.00	\$ 692.00
Nicholasville	\$140,700.00	\$818.00
Berea	\$136,000.00	\$707.00
Kentucky	\$135,300.00	\$741.00
Richmond	\$145,800.00	\$664.00
Winchester	\$125,300.00	\$695.00

Rental Housing Units

Rental housing units within the City of Berea account for an approximate 47-percent of all housing units. Median rent paid monthly by tenants falls within the \$500 to \$999 range. There appears to be a near perfect bell curve for the rental rate distribution from the low to the high end. While estimating this data based on existing distribution percentages is an option, it is most likely not advisable since there is no way to determine accuracy with a statistically acceptable margin of error.

Table 5.3-7: Rental Housing Unit Data (2018)			
	Quantity	Percentage	
Occupied units paying rent	2,493		
Less than \$500	294	11.8%	
\$500 to \$999	1,981	79.5%	
\$1,000 to \$1,499	199	8.0%	
\$1,500 to \$1,999	19	0.8%	

FUTURE HOUSING NEEDS

In order to determine the future housing needs for the City, it will be important to look at the historic population as well as the previous and anticipated growth rates.

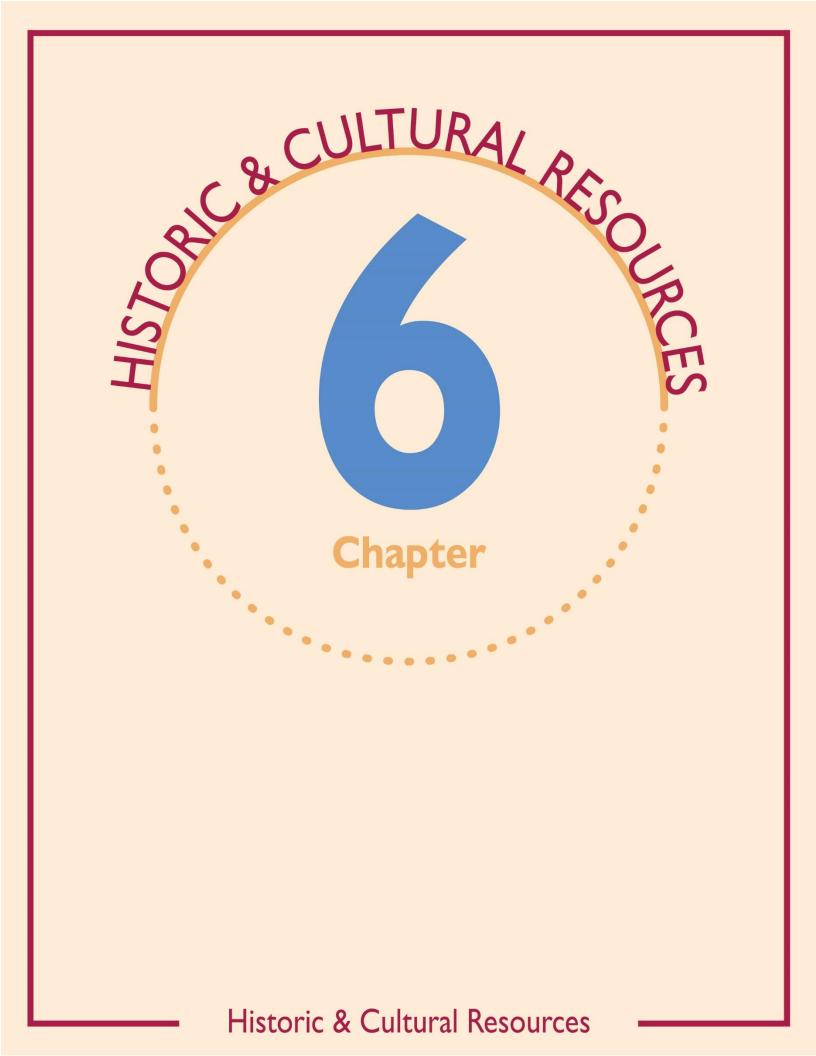
Table 5.4-1: Historic Population Data			
Year	Population	Population Increase	% Growth
2018	15,188	814	5.66
2013	14,374	226	1.59
2012	14,148	292	2.11
2011	13,856	295	2.18
2010	13,561	-1,188	-8.06
2009	14,749	238	1.64
2008	14,511	273	1.92
2007	14,238	364	2.62
2006	13,874	571	4.29
2005	13,303	535	4.19
2004	12,768	314	2.52
2003	12,454	415	3.45
2002	12,039	337	2.88
2001	11,702	374	3.30
2000	11,328	2,035	21.90
1990	9,293	_	-

Since 2013, Berea has grown almost six (6) percent. Historic growth rates between 2011 and 2013 were approximately two- (2) percent. Growth rate for the 2009-2010 timeframe was a negative eight- (8) percent. This is one of two outliers within the Table 5.4-1. The other point that appears to be an outlier is between the timeframe 1990 to 2000 where the City experienced a near 22-percent growth rate. However, when this data point is reviewed in light of the following individual years of population growth rate, it appears to be right in line for a ten (10) year span. Individual year growth rates for the 10 years following 2000 averaged three and one-half (3.5) percent to four- (4) percent per year.

If we assume a conservative growth rate of two- (2) percent each year for the next ten years, then the City's population in 2028 will be approximately 18,514 people.

Table 5.4-2: Estimated Population Data			
Year	Population	Population Increase	% Growth
2028	18,514	363	2.0
2027	18,151	356	2.0
2026	17,795	349	2.0
2025	17,446	342	2.0
2024	17,104	335	2.0
2023	16,769	329	2.0
2022	16,440	322	2.0
2021	16,118	316	2.0
2020	15,802	310	2.0
2019	15,492	304	2.0
2018	15,188		

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HISTORIC & CULTURAL RESOURCES

GOALS & OBJECTIVES

GOAL 6: Celebrate 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, districts, fences, archeological resources, and other features through education and official designation.
- 2. Promote and improve the historic downtown district, including the designation of historic areas on property owned by Berea College.
- 3. Support collaboration efforts of local organizations to inform residents and visitors of the unique historic and cultural features of the community.
- 4. Support policies and regulations that respect Berea's history and the unique relationship between Berea College and the city.
- 5. Support adaptive re-use of existing historic structures as a means to preserve the historic character and provide options for residential, mixed-use, and commercial uses.

GOAL 7: Encourage the creation of diverse cultural experiences and opportunities.

OBJECTIVES

- 1. Support, promote, and coordinate festivals and other civic events within the Berea community.
- 2. Promote an active and vibrant performing arts and entertainment program.

PURPOSE

The City of Berea has a rich history that began more than 250 years ago and continues today as the City strives to foster and encourage diversity. At the time the City was being founded, slavery and civil rights were at the center of what would become historic events in the United States history. The City of Berea continues to make it a priority to help increase the quality of life for its citizens and residents. Preserving the character and history of the City and managing new growth can be difficult. However, laying out a framework of goals and objectives is a first important step. It is necessary to follow these goals and objectives with guidelines and criteria for development within

HISTORIC & CULTURAL RESOURCES

historically sensitive areas, such as the Downtown, at or near Berea College Campus, and historic corridors and sites.

The purpose of this element is to discuss the history of the community as well as provide a list for the locations of important historic sites. Further, the Goals and Objectives above will help provide a framework for policies (included at the end of the Comprehensive Plan) that will be needed to protect and preserve these areas.

HISTORICAL PERSPECTIVE

In 1850, this area of southern Madison County was called the Glade. There was no town, just a loose community of scattered farms known primarily for its racetrack and citizens who were supporters to emancipation. Since the early 1840's, Cassius Clay, a large landowner in Madison County, had sought to build a community in the Glade which would be a base for his own high-political ambitions and the abolitionist cause. Located between the solid slavocracy of the Bluegrass and the mountains, he hoped the Glade would provide a gateway for a safe haven in the mountains. He sold land to prominent non-slaveholders at nominal cost and encouraged abolitionist missionaries to come to the area.

In 1853, Clay offered his friend Reverend John G. Fee, of Lewis County, Kentucky, a free track of land to move to the Glade. With some reluctance, Fee decided to move and in 1854 accepted ten acres upon the ridge. With the help of local supporters and other missionaries from the American Missionary Association, Fee established a church, a school, and a tiny village. Asked by Clay to name the new settlement, Fee called it Berea after the Biblical town where the people "received the Word with all readiness of mind." This tiny village became the center of an abolitionist mission field as Fee directed a band of teachers and preachers in Madison, Jackson and Rockcastle Counties. Although never a significant political threat, the Berea Community was enough of an irritant that prominent Madison County slave owners drove Fee and 94 other supporters from the state in late 1859 and early 1860.

A Vision of a Unified Community

After the Civil War, the Fees and some other exiles returned to Berea to re-establish their vision of an interracial school and community. In January 1866, the Berea Literary Institute opened its doors. Despite predictions that the admission of black people would destroy the school, the founders of Berea were able to largely achieve their vision during the last half of the 19th century. By 1889, the total enrollment was approximately 450 students in primary, secondary, and college departments. Large numbers of former slaves moved to Berea because of the opportunity that the community provided. Berea recruited black students, Union Church welcomed black members into the congregation, new jobs were available, and the college sold town lots on the condition that families live next to families of a different race. Maps from this period show that black residences were indeed interspersed among white throughout the town.

The former slaves took advantage of the opportunities they had. A large number of black graduates went on to distinguished careers throughout the country. The 1900 census cited 12.8% of all Madison County farms as black-owned, compared to 4.8% statewide; most of these were in the area surrounding Berea. This census also showed that most black men outside of town were farm owners and that few black women in the area were domestics.

The achievements of this noble vision made the subsequent events all the more tragic. In 1904, the Kentucky Legislature passed the Day Law forbidding interracial education, and Berea College chose to focus on the education of mountain whites. Disillusioned and frustrated by the lack of education and economic opportunities they once had, most of the black citizens moved away, and Berea became a segregated town.

The Emerging Town

As Berea College grew, a community surrounding it quickly sprang up and the college appointed a prudential committee to look after the affairs of the newly developed town. They laid out streets and sold lots, established a fire department, dug a public well, and subscribed to have the railroad and public roads come through the town.

The growth of population and development of transportation created new economic opportunities. Merchants and tradesmen set up stores and shops. Farmers in the surrounding countryside came to the new town to buy and sell goods. The surrounding hills contained a wealth of timber, which passed through Berea on its way to other markets. Berea became, in the words of one contemporary, "a college and lumber mill town ungainly sprawled along the ridge." Within a few years, many residents were firmly established in Berea with a significant investment in the town's stability and predictability of its leadership.

In the spring of 1890, the retirement of President Fairchild and selection of a new college president, William Stewart, created concern that the affairs of the town would be controlled by a man from outside the community. Using the strong political connections of Berea College Professor Le Vant Dodge, a group of Berea leaders acquired city charter in a remarkably short period of time. On April 4, 1890 the town incorporated and the affairs of town and college were separated for the first time.

Key Events that Defined Berea

When one reviews the past, in relation to an individual or community, it can be seen that what has transpired was the results of key points in time that have had far reaching and character-defining effects. Berea has had several of these key points in time that have shaped and defined the community today.

A. Berea College – Reverend John G. Fee started a one room school in 1855. This school would one day become Berea College. This building was also used for church services. Berea College's first teachers were recruited from Oberlin College in Ohio and articles of incorporation were adopted in 1859.

Unfortunately, that year was also the year the school was closed down by Pro-slavery supporters. The Civil War broke out shortly after this time. Fee spent the Civil War years raising money for the school and in 1865, following the end of the war, he and his followers returned to the school. In 1873, the first Bachelor's degree was issued.

By 1911 the number of students seeking admission to Berea was so great that the college's trustees amended the constitution to specify the southern mountain region as Berea's "Special Field of Service," which corresponds with the long history of Appalachia commitment that had extended from as early as 1858.

Berea College continues to offer a high-quality liberal arts education and maintains focus on its heritage and historic roots. Currently, the college has approximately 1,613 enrolled undergraduate students and is located on 140 beautifully landscaped acres. In addition, there are also 7,700 acres of forest and 1,200

acres devoted to agriculture and natural resources that are controlled by the college. Faculty at the college includes 124 full-time and 35 part-time professors.

- B. The Railroad was constructed through Berea in 1882.
- C. The Kingston Turnpike was the initial "highway" used until Dixie Highway was constructed. Dixie Highway has been expanded over the years into what is now known as US 25 or Richmond Road in Berea.
- D. Interstate-75 was constructed in 1966 and has been a major factor in spurring growth in the region.
- E. First Subdivision Dixie Park was platted and began construction in 1925, which included more than one hundred lots.
- F. Lack of Government Capacity
 - Pre-1890 Berea College ran the City. They were viewed as the Mayor, Council, and Chamber of Commerce. During their tenure as the Pseudo-City Government, they had the foresight to bring electricity and water services to the City residents. The College owned the utilities between 1904 and 2005 for Water and between 1912 to 2005 for Electricity.
 - 2. In 1890 the citizens of the City recognized some problems within the College (leadership) and moved to incorporate, thus separating for the first time the college and City government.
 - 3. In 1938 the City was given a grant to provide sewer services to the residents, with the first sewer bill being mailed out in 1940.
 - 4. Starting in the 1960's, Berea College ended all of their commercial enterprises (i.e. bakery, candy factory, and laundry) and their ownership of the hospital, high school, and elementary school.
- G. The City's Chamber of Commerce was formed after World War II and immediately began looking for industries to recruit and "lure" to the community. Berea Rubber Company was one of the first industrial employers to locate to the community in 1957. The Chamber continues to obtain and purchase land as well as recruit potential employers to the community.

LOCAL ATTRACTIONS

Berea is best known as the home of Berea College, a private liberal arts college. The City also produces and caters to folk arts and crafts and several festivals are held throughout the year, including the Berea Crafts Festival and the Festival of Learnshops. Historic restaurants like Boones Tavern and many other well-maintained historic buildings can be found within the City. A Farmer's Market is also held at City Park on Chestnut Street, but the City has designed and is currently bidding for the construction of a new community pavilion on the lot of the Tolle Building. This new pavilion will be the location for the farmer's market. These are just a few attractions that provide both residents and visitors activities for recreation and entertainment.





Local craft making in Berea, Source: Michael Williams Photography

Berea and the Crafts Revival

In the 1890's, there was a growing national interest in the culture and traditions of Appalachia by local color literature (fiction and poetry that focuses on characters, dialect, customs, topography, and other features particular to a specific region), academics, missionaries and teachers. These people were fascinated by the richness and traditions of Western European culture, which still existed in the mountains. However, they were also dismayed by the apparent isolation, poverty and deprivation found in these areas.

Berea College's President, William Frost, took traditional Appalachian overshot coverlets on his funding trips to the north to illustrate his presentations on mountain people and the college's mission. These coverlets had been brought to Berea by students in exchange for tuition. Donors became very excited. These coverlets had been produced in the North during colonial times and they had great emotional appeal in the years just following the national centennial. Also, the writings of William Morris and the Arts and Crafts movement in England were generating interest in the revival of crafts in America.

Perceiving that there was a national market for coverlets and other traditional crafts, Frost established the Berea College Fireside Industries to market crafts made by people at home. He also encouraged craftspeople to move to Berea to better market their crafts. In quick succession, the college built a loom house, hired a supervisor to train and maintain quality, and then established the Student Craft Industries. Frost hoped that the production of crafts would enable mountain people to earn an income and still hold on to their traditional lifestyle. Although this vision was never realized, Berea did become a center for the American Crafts Revival in the first part of this century.

Historic Markers & Locations

The Kentucky Historical Society, in cooperation with the Kentucky Transportation Cabinet (KYTC) placed three historical markers within or near the City of Berea.

A. The Church of Christ, Union marker (no. 1767) is located at the front of the church across from the Boone Tavern. The marker inscription reads, "Founded 1853 by the Rev. John G. Fee of Bracken County on the invitation of local citizens and Cassius M. Clay, who projected an antislavery community here. Opened in full equality to all races and nonsectarian, the church had a leading part in establishment of Berea College, 1855, and in cause of racial equality in this area (Presented by Congregation)."

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- B. The "For Mountain Youth" marker (no. 773) was placed on the Berea College Campus. Inscribed on the marker is the following, "Berea College, founded 1855 by John G. Fee with the support of Cassius Marcellus Clay, in a one-room school built by the community. Its constitution, 1858, made it Christian, non-sectarian, anti-slavery. Compelled to close 1859 by pro-slavery factions, reopened 1865. Dedicated to the service of mountain areas, Berea is an historic monument to equality."
- C. Site of the Boyhood Home of Red Foley marker (no. 2114) can be found along KY Route 595 and Menelaus Road within the City. This marker is inscribed like the others and reads, "Born Clyde Julian Foley, June 17, 1910; nicknamed "Red" for his red hair. Recruited by Chicago's WLS Radio Station to perform on Barn Dance, 1931, renamed National Barn Dance and broadcast on NBC, 1933. Foley helped found Renfro Valley Barn Dance, 1938. Hosted Grand Ole Opry's "Prince Albert Show," 1946-53; ABC's "Ozark Jubilee," 1955-60.
 - a. Clyde Julian "Red" Foley Foley costarred in ABC's "Mr. Smith Goes to Washington," 1962-63.
 "Chattanoogie Shoe Shine Boy" was number one on country and pop charts; "Peace in the Valley" first gospel song to sell over 1 million copies. First Kentuckian elected to Country Music Hall of Fame, 1967; inducted into Ky. Music Hall of Fame, 2002. Died Sept. 19, 1968. Presented by City of Berea."

Along with the above three historic markers within the City of Berea there are five additional sites listed on the National Register of Historic Places.

Lincoln Hall, Berea College

Constructed in 1887, the three-story brick structure was named for President Abraham Lincoln. According to the original NRHP application, Lincoln Hall "has the deepest associations with the school's history and is the most symbolic of Berea [College] identity and purpose". No exterior changes have been made to the original structure and interior alterations have been minor in nature, with no changes to the original floor plan.

L & N Passenger Station

Built by the Louisville & Nashville (L & N) Railroad in 1920, at a cost of \$24,332, the station's design, materials and function represented the best in small-town railroad architecture for the time. Located on Broadway at Adams Street, it was the third depot to be constructed on the site. The 6,750 square foot brick veneer structure contained an express room, baggage room, and agent's office. Segregated waiting rooms and toilet facilities were found on the site.

Boone Tavern Hotel

The Tavern was constructed in 1909 by New York City architects Cady, Berg, & See and named for explorer Daniel Boone. One year after its original opening, a third floor was added to the Colonial Revival structure to meet an increasing demand for rooms. It is currently owned and operated by Berea College and has been significant in the development of Berea's downtown business district.



Boone Tavern Hotel

Tate Building

The original two-story brick veneer structure was constructed in 1929, with a third story added in 1930. The first floor was used for commercial purposes, with guest rooms on the remaining two floors. It is significant as an example of early hotels designed specifically to provide short-term, affordable accommodations catering to automobile, rather than train, travelers. The design was adopted from modern hotel design books and based on efficiency charts developed in the 1920s. According to the NRHP application, "the goal of Tate's Hotel was not to offer five-star services but to provide for the two basic amenities that a traveler needs: food and a room to sleep."

Berea College Forest

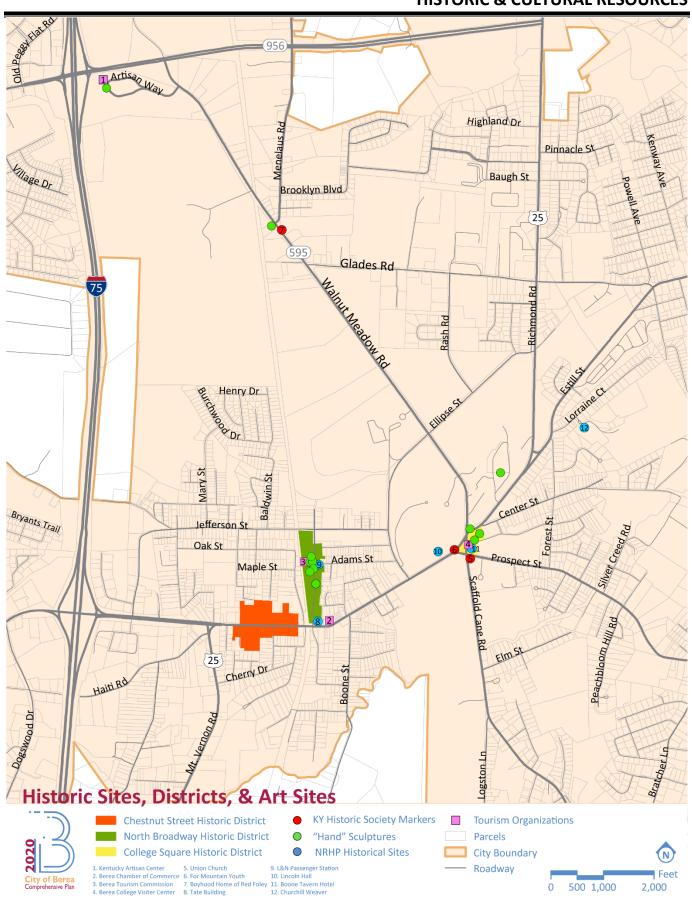
Located south and east of Berea, the 6,680-acre site is the oldest managed forest in Kentucky and one of the oldest in the nation. It was established in 1897 by Berea College to fill the gap between the nation's conservation goals and the scientific knowledge needed to achieve them. It is historically significant for both its commitment to education and its pioneering role in the development of forestry science and conservation practice in America.

HISTORIC DOWNTOWN GUIDELINES & OVERLAY

The City of Berea has adopted Downtown Design Guidelines that are contained within a document called the "Old Town Design Overlay District." Two focus areas are defined within the Old Town Design Overlay District, the Broadway Character Area and the Neighborhood Character Area. Also included within the document are recommended and required design characteristics that need to be followed when property within the two-character areas are updated, modified, or reconstructed.

The Land Use Management and Development Ordinance includes three additional overlays. They are called "Chestnut Street Overlay District", "North Broadway Tourism District", and the "Protected Corridor District." Future adoption of standards for these areas or adding them to the "Old Town Design Overlay District" guidelines and standards may be beneficial for future development within these overlay districts.

HISTORIC & CULTURAL RESOURCES





ECONOMIC DEVELOPMENT

GOALS & OBJECTIVES

GOAL 8: Support the attraction and expansion of diverse business and industry providing a wide range of goods and services as well as stable employment opportunities in an environmentally responsible and sustainable manner.

OBJECTIVES

- 1. Encourage the development of emerging communication capabilities, especially high-speed internet and cellular services, required to attract high-quality business and industry.
- 2. Enable and encourage cooperation among existing businesses and industries for the betterment of the community.
- 3. Promote economic tools and incentives offered for small and local business development, non-profit ventures, and entrepreneurship.
- 4. Continue to support informational, training, and continuing education programs that promote a healthy, reliable, skilled, and marketable workforce.
- 5. Continue to promote and market the community's 350-acre Industrial Park.
- 6. Establish a recruitment and retention strategy for small business, commercial, and industrial prospects that results in a sustainable marketplace.
- 7. Encourage the establishment of travel centers and travel-related businesses to support industry and tourism in the community.

GOAL 9: Define, enhance, and support the economic significance of Berea's arts, diverse agricultural, and tourism communities.

OBJECTIVES

- 1. Encourage development of recreational activities and facilities, such as eco- and adventure tourism, that capitalize on Berea's distinctive characteristics and natural setting.
- 2. Continue support of the KY Artisan Center, Ky Tourism, Arts & Heritage Cabinet, and Berea College to foster an inviting atmosphere for the artist village and festivals that promote local artisans.
- 3. Foster and encourage Berea College's sustained commitment to the community's tourism and artistic outreach efforts.

ECONOMIC DEVELOPMENT

- 4. Continue to support farmers' markets and other public and private sector opportunities for local growers and producers to market farm produce and other value-added agricultural products including the promotion of agritourism.
- 5. Evaluate and adopt farmland preservation plans where appropriate.
- 6. Encourage urban agricultural activities on a small-scale individual or neighborhood basis.
- 7. Emphasize convention development through a committed partnership between the tourism and economic development departments.

PURPOSE

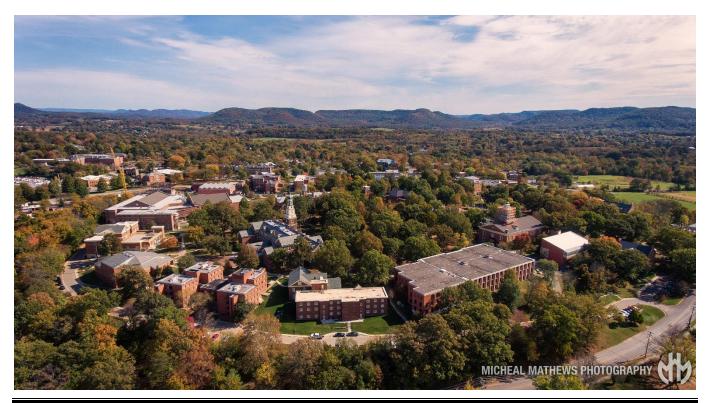
Economic development helps create competitiveness within and throughout the community and surrounding areas. When a community combines goals and objectives with actionable strategies, a sustainable economy can be created that may increase the community's appeal as a place to live, work, and visit. Sustainable economies are a major incentive and attractor for higher income jobs that would help generate both wealth and investment.

It is important to note that economic activity helps generate the revenue necessary to provide public services and future infrastructure. No single entity—public or private—can implement these strategies alone. Implementation of the economic goals and objectives included above will require the City's organizations to work closely with private organizations and developers to ensure a flourishing and vibrant economy. Diversification of economic services is key to a thriving economy within a community.

EXISTING CONDITIONS

The City of Berea is home to many commercial and industrial businesses. These businesses range in size from a couple employees to more than 1,800 total employees. In addition to the private companies the City also has a few public/Semi-Public/Institutions that are fairly large employers, including the City of Berea, Berea College, and the Berea School Districts.

Businesses can be found at the two I-75 exits, as well as various other locations throughout the City, including downtown near City Hall and Berea College, along the US 25, KY 956, and KY 21 highways. Industrial and Commercial development vacancy rates are very low and most buildings that have been constructed for commercial/industrial purposes are occupied. Two industrial parks and one industrial site appear to have additional developable space. Total acreage for these three developments is approximately 385.33 acres. Property available for industrial and commercial development can be found on the Economic Development page of the City's website.



Berea College, Source: Michael Matthews Photography

Workforce

Berea has a total population of 11,742 individuals older than 16. Of these 11,742 people, 62-percent are counted in the labor force and 5,945 people of the 6,440 in the labor force are employed. When compared to the United States, Kentucky, and nearby communities, Berea has a normal labor force participation rate, which does not necessarily correlate with median age.

Table 7.3-1: Berea Employment Status Comparison				
	Labor Force Participation	Median Age		
Georgetown	72.0%	32.8		
Nicholasville	63.7%	37.9		
United States	62.9%	38.1		
Richmond	62.5%	26.3		
Berea	62.1%	30.6		
Madison County	61.9%	34.5		
Winchester	59.9%	38.2		
Kentucky	58.9%	39.1		
Danville	51.4%	36.6		

Educational Attainment

Table 7.3-2 illustrates educational attainment for Berea, the United States, Kentucky, and nearby communities. The table shows the percentage of the population who are 25 or older, with a HS Degree or higher and with a Bachelor's Degree or higher. In 2018, 86% of Berea residents who are 25 and older held a high school degree or higher and 29% held a Bachelor's Degree or higher. These statistics land above the State of Kentucky and nearby communities Nicholasville and Winchester, however, Berea falls slightly under the United States, Georgetown, Richmond, Danville, and Madison County. High educational attainment increases the community's ability to attract high-wage jobs.

Table 7.3-2: Berea Educational Attainment Comparison (25 or Older)					
	HS Degree or Higher	Bachelor's Degree or Higher			
Georgetown	90.6%	27.3%			
Richmond	88.2%	32.5%			
United States	87.7%	31.5%			
Danville	87.0%	23.9%			
Madison County	87.0%	30.5%			
Berea	85.8%	28.9%			
Kentucky	85.7%	23.6%			
Nicholasville	83.2%	20.6%			
Winchester	82.9%	17.5%			

Income

The following table (Table 7.3-3) shows the Median Household Income, Per Capita Income, and Poverty Rate for Berea, Kentucky, the United States, and the comparison communities. Median Household Income includes income from all members of the household. Per Capita Income is the average income for the entire population. Berea has a low median household income when compared to the United States, Kentucky and nearby communities, but does not have the highest poverty rate. Increased incomes and access to high-paying jobs can reduce the poverty rate in Berea. Lower incomes for Berea could also be attributed to a large population of students living in the City.

Table 7.3-3: Income and Poverty Rate Comparison					
	Median Household Income	Per Capita Income	Poverty Rate		
Georgetown	\$62,321	\$28,354	13.1%		
United States	\$60,293	\$32,621	11.8%		
Madison County	\$48,687	\$24,553	16.5%		
Kentucky	\$48,392	\$26,948	16.9%		
Nicholasville	\$48,000	\$22,258	22.1%		
Berea	\$43,618	\$20,641	20.5%		
Winchester	\$42,273	\$24,486	20.7%		
Danville	\$37,451	\$22,329	19.1%		
Richmond	\$34,532	\$20,450	21.9%		

Occupations & Industries

The following tables, Table 7.3-4 and Table 7.3-5, show the percentage of occupations and industries in Berea. Management, business, science, and arts occupations are the largest percentage of occupations, followed by service occupations. Educational services, and health care and social assistance industries is the largest industry category in Berea, followed by Manufacturing.

Table 7.3-4: Occupations in Berea				
Management, business, science, and arts occupations	32.4%			
Service occupations	23.2%			
Production, transportation, and material moving occupations	19.6%			
Sales and office occupations	16.5%			
Natural resources, construction, and maintenance occupations	8.3%			

Table 7.3-5: Industries in Berea				
Educational services, and health care and social assistance	33.3%			
Manufacturing	17.9%			
Arts, entertainment, and recreation, and accommodation and food services	11.2%			
Retail trade	8.4%			
Professional, scientific, and management, and administrative and waste management services	6.3%			
Public administration	6.0%			
Construction	4.6%			
Other services, except public administration	3.4%			
Information	3.1%			
Transportation and warehousing, and utilities	2.5%			
Finance and insurance, and real estate and rental and leasing	1.3%			
Wholesale trade	1.1%			
Agriculture, forestry, fishing and hunting, and mining	0.8%			

S.W.O.T. ANALYSIS

Strengths

- Strong Community Identity and clearly defined history and focus ("Where Art's Alive" is one example): The community has several other clear areas of focus that will help draw people to the community both to visit and to live (Berea College and designated as a Kentucky Trail Town).
- Close proximity (within 60-miles) of multiple four-year colleges and universities: A thriving community close to education institutions that offer advanced degrees has an easier time drawing and retaining degree-earning individuals for a workforce. If a community does not have the employment opportunities, then those individuals end up moving to another community.
- **Close proximity to Interstate-75:** Cities that are close to or bisected by an interstate have a large market of travelers passing by or through the community on a daily basis. Some of these pass-by trips are generated by employers within the community, or other communities, where the employee arrives at or passes through on their way to and from work. Other trips are generated by tourists or shoppers. A community needs to find a way to incentivize these drivers to stop and visit. These captured trips equate to revenue for the City.
- **Close proximity to multiple US and State Highways:** This is another important strength for a community in relation to economic development for the same reason as the above point.
- **Close proximity to a railroad:** Rail provides industry and employment-type development a direct means of obtaining materials as well as shipping finished product. This is important for economic development and is a main attractor for some types of industry.

- **Close proximity to Central Kentucky Regional Airport:** The regional airport is located approximately 6 miles north or a 12-minute drive of the City of Berea.
- Existing marketable and available industrial building space: The availability of industrial building space for immediate lease is an attractor for businesses. One benefit to having a surplus is the decrease in time it takes a business to move in and start creating revenue.
- Low Commercial/Industrial property vacancy rates: According to Berea's Economic Development Director, the City enjoys a low commercial and industrial vacancy rate. While this alone is not considered an attractor to business of itself, it is a good indicator that once employers locate to the community they tend to stay.
- **Ownership of local utility, Berea Municipal Utilities:** Berea owns and provides electricity, water, and wastewater treatment to the City of Berea and southern areas of Madison County.
- Walkability, trails and certified Trail Town: Berea is featured by the State of Kentucky as a designated trail town. Berea is one of twenty trail towns recognized by the state.

Weaknesses

- Shortage of marketable, available commercial space: A community with little to no surplus in available commercial leasable space will experience opportunity costs, where employers may be looking to locate in a certain area but due to costs or constraints will locate elsewhere. In this case, the easiest route for a business is to find existing commercial space that requires a Tenant Improvement (customized alterations made to a rental space during leasing period) and avoiding the need to construct a new building.
- Majority of streets within the City are two lanes (one in each direction) with little to no ability to widen without purchasing or condemning property from adjacent citizens: In order for a community to continue to maintain economic growth or to sustain the existing economy, it is important to be able to quickly move people and materials. If a community grows and the streets remain the same, the effective classification of those streets will diminish as congestion grows. A city's ability to widen existing or construct new roads depends largely on the development related to the relocation of new businesses as well as the width of existing right-of-way.
- Lack of public parking and transit: The availability of public parking and transportation services contribute to the economic success of a community. The City is currently served by Kentucky River Foothills. They offer a 60-minute transit loop from 8am-5pm connecting major destinations. Expanded services to increase on-demand transit or options after 5pm would be beneficial for the City and its residents.
- **Policy that prohibit alcohol sales:** The sale of alcohol is currently prohibited in the City of Berea, reducing the ability to attract grocery stores and restaurants to the community.
- **Deteriorating infrastructure and buildings:** The deterioration of buildings and infrastructure along corridors such as Hwy 25, Chestnut Street and Old Town contribute to a negative perception and do not encourage investment along these areas.
- **Need to expand the Industrial park:** To attract new employers to the area, shovel-ready or site-ready lots are needed within the Industrial Park.

Opportunities

- Focus on Economic Development: The recent hiring of an economic development staff member can concentrate efforts in the attraction and retention of Berea jobs.
- Available Industrial Land: The availability of industrial building space and land allows existing industries to expand and new industries to relocate in Berea, which provides more jobs.
- Berea College: Berea College can offer many resources to support a strong and healthy community.

ECONOMIC DEVELOPMENT

- Blue Grass Army Depot: This property has the opportunity to be re-utilized to support the local economy and quality of life.
- **Proximity to Central Kentucky Regional Airport:** The Central Kentucky Regional Airport is located approximately 5.9 miles north of the City's center It is closer to Berea than it is to Richmond. A small regional airport can support and attract businesses and industries.
- **Regional Tourism:** The City has embraced its historic and cultural destinations, such as local art, recreation and historic sites and structures. The City should continue to build historic and cultural destinations that strengthen the community as an attraction for visitors.
- Increase in the Water Supply: The Owsley Fork dam structure is currently being rehabilitated to meet current federal and state safety standards. In the process, the water level is being raised to impound more water for use by the City of Berea/Berea Municipal Utilities to serve their existing customers (residential & commercial), wholesale water purchasers, and industrial users, as well as allow for additional customers to be served in the future as the population is rising quickly in southern Madison County.
- Vote to allow alcohol sales: If alcohol sales are allowed in the City, it would encourage the opening of new grocery stores, restaurants and related businesses in Berea.
- **Strategic use of City-owned property:** Reuse of empty buildings that are owned by the City that could promote economic development.
- **Development of trails and adventure tourism:** Existing recreational assets such as Pinnacles and local trails gives Berea a unique opportunity to attract business and investment related to adventure tourism.

Threats

- **Brain Drain:** After college or high school, many communities face the loss of educated students due to the attraction of larger metropolitan regions. This is due to a wider job market and perceived higher-quality of life. Berea should continue to enhance its quality of life and availability of high-paying jobs to retain as much residents as possible.
- Closing of the Blue Grass Army Depot: This may cause a loss in population, a spike in unemployment, and/or increase in poverty. The City will lose CSEPP funding (Chemical Stockpile Emergency Preparedness Program), which funds fire trucks, radios, etc.
- **Training & Education of Regional Job Pool:** In order to retain and attract high-paying industries and companies, the City of Berea and the surrounding region must include an educated workforce. Berea should consider partnering with the communities in the region to support local vocational training opportunities.
- **Berea Bypass:** Commercial development along a new Bypass has the tendency to pull tenants from existing commercial nodes or downtown. As the Bypass is developed, commercial development should be limited to encourage tenants to remain at existing commercial hot spots.
- Facilities and services needed to address the aging population: Adequate housing, services and other facilities will be needed to address the aging population. Without these services, senior needs will be unmet and may result in the relocation of long-time citizens.
- **Opioid Crisis:** Lack of services and facilities available to prevent, treat and rehabilitate citizens who struggle with addiction can lead to lack of available workers to support local jobs, an increase in homelessness, and an increase in crime.
- **COVID-19 Pandemic:** Both economic and public health challenges will need to be addressed as the COVID-19 Pandemic continues.
- **Reliance on the arts for economic development:** Reliance on a single industry can impact the entire local economy. Diversifying the City's economic strengths will support a strong and resilient local economy.

ORGANIZATIONS

The City of Berea Chamber of Commerce

Founded in 1950 by business leaders within the community, the Chamber operated on a volunteer basis for nearly 30 years. Work was devoted to promoting the area, strengthening existing businesses, and creating new jobs. The last few years have seen a tremendous increase in membership. Current membership now stands at more than 300 individuals and businesses. Berea's Chamber of Commerce lists as their main goals to support current businesses, encourage new business development, enhance communication and collaboration, and to promote Berea as a place to live and work.

Arts & Tourism Associations

Support of the arts, especially handcrafted and artisan production, is important to Berea. Multiple organizations assist local artisans and promote their importance to tourism and economic development.

The Berea Tourism Commission operates a website at visitberea.com, which includes lists of shops and galleries, ongoing artisan workshops, restaurants and accommodations, outdoor recreational activities, and a complete special events calendar. The Commission also maintains the Berea Welcome Center.

Berea Arts Council (BAC)

Berea Arts Council (BAC) was established to inspire a passion and love for the arts as a force for enhancing the quality of life of individuals and the community through encouraging creative expression, participating in and appreciating the arts and coordinating and presenting community arts activities. The Council was incorporated in 1986 to focus the resources of Berea College and Berea's extensive arts community on the need for arts in the community.

Kentucky Guild of Artists and Craftsmen (KGAC)

Kentucky Guild of Artists and Craftsmen (KGAC) is comprised of artists, craftsmen, collectors, galleries, interested individuals, and businesses in Kentucky and surrounding states while its main office is located in Berea. Founded in 1961, it is the oldest organization in Kentucky working to preserve and promote the heritage and future of art and craft.

The organization became famous for its Art Train, operated through 1967, which visited locations throughout the state with annual exhibits promoting Kentucky artists and craftsmen. It was funded by the Department of Commerce to develop job opportunities, create new sources of income for communities with high underemployment, and foster art education. KGAC currently sponsors annual art fairs, in the spring and fall, which showcase member artists working in clay, basketry, leather, jewelry, glass, photography, and other media.

Kentucky Artisan Center at Berea

Kentucky Artisan Center at Berea is a state agency in the Tourism, Arts & Heritage Cabinet established to celebrate Kentucky's artisan heritage and to encourage Kentuckians and visitors to enjoy artisan products and activities. It occupies a highly visible site on a hillside adjacent to I-75 at the northern Berea exit.

The Artisan Center includes galleries, shops and a small restaurant. Artist demonstrations are held on Saturdays. Events also include readings and book signings by Kentucky authors, cooking demonstrations, and informal music performances. Regular exhibits generally focus on a theme like wildflowers or landscapes or a medium like clay or metal. Facilities are also available for small meetings and events.

Service-Oriented Clubs or Organizations

Service-Oriented Clubs or Organizations are also part of Berea's community. Some of these service-oriented clubs include the *Lions Club, Kiwanis Club, Rotary Club, Progressive Club, and Younger Women's Club.*

MOVING FORWARD

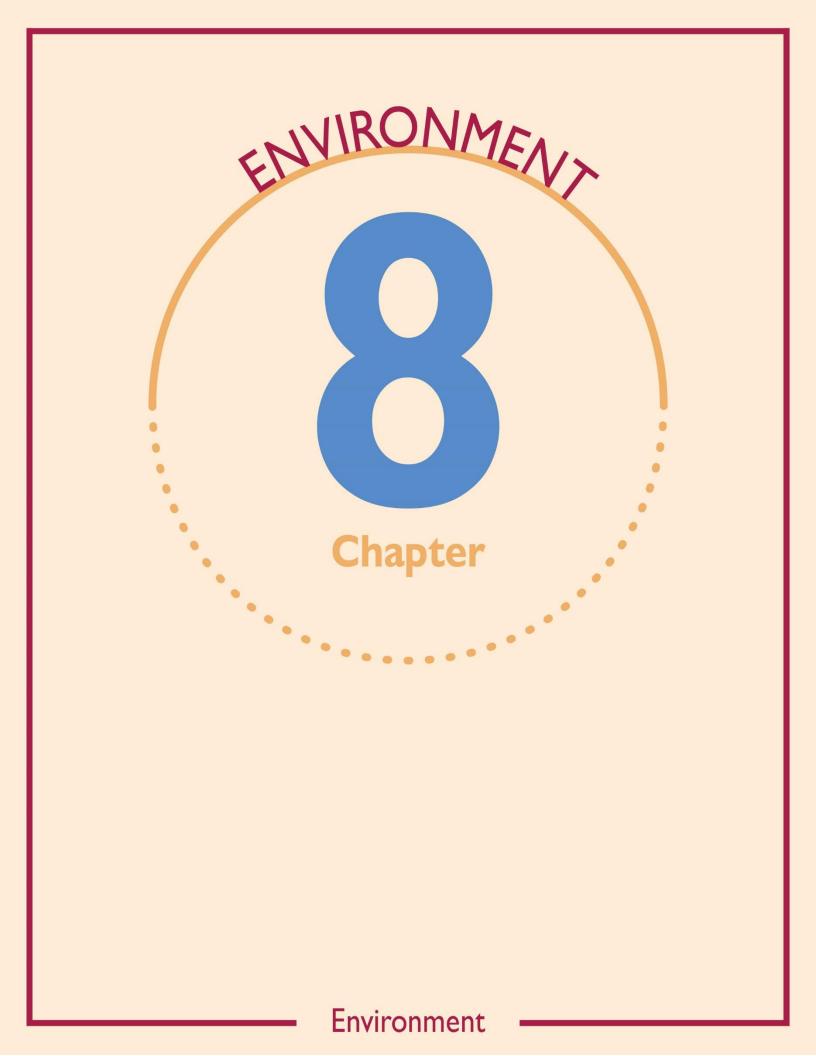
Economic development is much like tending a living flame. As you add more fuel to the fire it will continue to burn brighter and hotter. When the fuel is spent and the fire wanes, so too will the intensity of the fire.

If we relate the notion of fueling a flame to the economic development and growth of a community, it is understood that an influx of revenue, brought on by new development and redevelopment of relocating businesses, will invigorate existing businesses. This increase or growth will bring new jobs, not just from the new employers but also existing businesses who find they need additional employees to keep up with the increase in product/service demands.

The City of Berea's Goals and Objectives have been adopted in order to provide a framework to move forward and attract new growth to the community. The hope is that these Goals and Objectives will be used in conjunction with other economic development documents drafted by the City, surrounding communities, and Madison County.

ECONOMIC NODES

Included on the Circulation Master Plan are multiple nodes that are interspersed along the future Hwy 956. These nodes represent areas of anticipated high-density growth areas that could include commercial and residential uses with some industrial areas setback from the roadway that should provide a focus for future economic growth and development.



ENVIRONMENT ELEMENT

GOALS & OBJECTIVES

GOAL 10: Support environmental protection and preservation for the physical, social and economic well-being of the population.

OBJECTIVES

- 1. Promote conservation of resources and litter reduction through programs and policies that encourage the reducing, reusing, recycling, and composting of waste.
- 2. Develop and strengthen landscaping policies and procedures to preserve and expand Berea's urban forest.
- 3. Encourage the use of renewable energy.
- 4. Enforce the city's erosion control measures during construction as a means of reducing soil erosion and siltation.

PURPOSE

The Environment Element provides a critical evaluation of the natural and built conditions of the geographical area inside the City limits of Berea. This evaluation of existing conditions then provides a basis and framework for the Zoning Administrator to make informed decisions about development proposals and help balance preservation and development in relation to adopted Goals and Objectives.

EXISTING CONDITIONS

Berea is located on the northern boundary of an area known as the Cumberland Plateau. The "mountains" surrounding the City of Berea have a maximum elevation of approximately 2,500 feet. There are multiple smaller hills and valleys within the community with City Hall and Berea College sitting at the top of one such hill. The City also has floodplain areas, streams, rivers, and lush vegetation. Berea's Humid Continental Climate typically means that summers are warm, humid, and stormy, and winters are generally cold.



Owsley Fork & Pinnacles

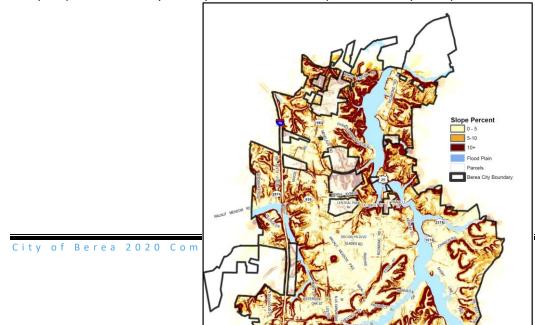
DISCUSSION

An environmental assessment is used to determine areas with high, moderate, and low degrees of development sensitivity. Environmental Suitability is measured by comparing a variety of environmentally sensitive areas and features of local significance. The intent is to identify those areas least and most suitable for urban development and then focus urbanizing development on those areas where impact on the environment is minimized. Key environmental features were selected and evaluated for inclusion on the Environmental Map including:

- A. Soils
- B. Topography and Slopes
- C. Environmental Hazards
- D. Vegetation and Habitat
- E. Rivers and Streams
- F. Floodplain areas
- G. State or Federally owned and controlled land (BLM, State Trust Lands, etc.)

Topography and Slopes

Topography of the City of Berea is a large mix of some relatively flat areas that transition into steep slope areas. In fact, there are a large number of steep slope areas that have a slope greater than ten- (10) percent. Approximately one-third of the area within the City's boundary contains steep slopes in excess of ten- (10) percent. Typically, development may occur without incurring additional costs for geological and geotechnical studies if slopes are less than five- (5) percent. Development that occurs on land with slopes exceeding ten- (10) percent shall be required to submit geotechnical surveys and reports and a conceptual plan reviewed and approved by the Berea Fire Department showing how fire suppression will be provided to structures on the property. Of note, a majority of the steep slope areas directly correspond with the flood plain boundary as depicted on the map below.





Soils

Within the City limits of Berea there are approximately 37 different types of soil. Each of these soil types can be further subdivided by percentage of slope associated with that soil type. For the purposes of this document all soil types have been combined by their general classification name. The most prevalent soil (based on data obtained from the USDA December 16, 2013 soil survey) within Berea is the Lawrence Silt Loam, which accounts for approximately fifteen (15) percent of the total area.

Berea Silt Loam and Captina Silt Loam each comprise approximately ten (10) percent of the total area, for a total of 35-percent of the soil within the City. Other soils present in large quantities and ranging from nearly seven (7) percent to three (3) percent include Beasley Silty Loam, Brassified Silt Loam, Trappist Silt Loam, Otway Silty Clay, Colyer Shaly Silt Loam, Colyer Shaly Silty Clay Loam, Blago Silt Loam, Mercer Silt Loam, and Beasley Silty Loam. For a complete breakdown of all soils found within the City limits of Berea, see the table included below (Additional Soil information has also been included within the Appendices).

All of these soils have the main qualifier of "Loam" in their soil type. Loam is defined as a soil composed of a mixture of sand, clay, silt and organic matter. One notices a second soil qualifier that defines the type of Loam- Sandy, Silty, or Clay. Loam soil is ideal for gardening and agricultural uses as it retains both nutrients and water while allowing excess water to percolate through and away.

Table 8.4-1: Soils within Berea City Limits					
Soils	Ac	Percent	Soils	Ac	Percent
Rock outcrop, Shale	3.2	0.0003	Shelbyville Silt Loam	203.5	0.019
Melvin Silt Loam	5.3	0.001	Elk Silt Loam	223.5	0.021
Nicholson Silt Loam	12.2	0.001	Dunning Silty Clay Loam	230.1	0.022
Egam Silty Clay Loam	14.3	0.001	Robertsville Silt Loam	231.6	0.022
Woolper Silty Clay Loam	14.4	0.001	Lowell Silt Loam	263.9	0.025
Caleast Silt Loam	28.1	0.003	Whitley Silt Loam	272.9	0.026
Hagerstown Silt Loam	30.5	0.003	Beasley Silty Clay	340	0.032
Water	34.6	0.003	Brassified Silt Loam	340.9	0.032
Rockcastle Silt Loam	36.6	0.003	Trappist Silt Loam	343.7	0.032
Fairmount-Rock outcrop complex	46.7	0.004	Otway Silty Clay	378	0.036
Shelocta Gravelly Silt Loam	46.7	0.004	Colyer Shaly Silt Loam	440.9	0.042
Rarden Silt Loam	50.7	0.005	Colyer Shaly Silty Clay Loam	476.8	0.045

ENVIRONMENT

Faywood Silt Loam	59.4	0.006	Blago Silt Loam	548.5	0.052
Gullied land	85.8	0.008	Mercer Silt Loam	570.4	0.054
Weikert Channery Silt Loam	104.1	0.01	Beasley Silty Loam	701.1	0.066
Cynthiana-Rock outcrop complex	137.6	0.013	Berea Silt Loam	994.8	0.094
Shrouts Silty Clay Loam	147.3	0.014	Captina Silt Loam	1060.6	0.1
Lindside Silt Loam	150.6	0.014	Lawrence Silt Loam	1590.3	0.15
Newark Silt Loam	195.2	0.018	Totals for Area of Interest	10610.7	1 (100%)
Huntington Silt Loam	195.9	0.018	http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx		

Characteristics of soils greatly affect existing development, vacant sites, and surrounding property. The presence of expansive soils can cause major damage to foundations as they soak up water and then dry out. It will be important to verify, as development occurs, where expansive soil is located and take proper mitigating actions to minimize any negative impacts this may cause. Typically, soil is compacted when construction occurs for buildings, streets, sidewalks, and other utilities and infrastructure. Compacting soil is important for a few reasons. First, compacting soil to a specific density helps determine the type and thickness of foundations, how high the building can be constructed, and prevent future shifting and possible cracking of any foundation placed on top. Second, compaction affects the percolation level of the soil. The more compacted the soil the less water can infiltrate down into lower levels of the soil. This results in increased run-off and erosion.

Construction of building foundations on "Loam" soils though require varying degrees of soil excavation first and are then followed by the construction of a "raft" style concrete foundation slab. Costs usually increase for construction on these types of soils due to the excavation needed to place a solid foundation.

ENVIRONMENT





Environmental Hazards

<u>Fault Lines</u>: Within Berea's city limits are several minor fault lines. These fault lines have the potential to cause seismic tremors and earthquakes. A fault line is a region on the Earth's surface where two tectonic plates meet. Some fault lines move by sliding along each other in opposite directions while others push against each other, with one rising and the other sinking. These movements of the fault lines are the cause of seismic activity. The fault lines within Berea are considered to be "Low" risk as these faults have remained inactive for a period of time.

<u>KARST / Subsidence</u>: Karst refers to a type of topography formed in limestone, dolomite, or gypsum created through the dissolution of rock by the filtration of rain and underground water. It is characterized by closed depressions or sinkholes and underground drainage. Karst landscapes and aquifers form when water dissolves limestone, gypsum, and other rocks. The surface expression of Karst includes sinkholes and sinking streams and springs. Kentucky is one of the world's most famous Karst areas. About 38-percent of the state has sinkholes that are recognizable on topographic maps and 25-percent have obvious and well-developed Karst features. Karst or potential land subsidence is a concern within the City of Berea. The northern third of the City is within a region that is prone to Karst. For a majority of the City the risk is low; however, areas identified as "Karst Prone" may be at higher risk.

Landslides: Landslides are the down-slope movement of rock, soil, or both under the influence of gravity. They can occur in landscapes ranging from gentle slopes to steep cliffs. The velocity of landslide movement can also vary from slow to very rapid. In Kentucky, landslides are not isolated to a particular region, as all that is required is gravity to exceed the strength of the materials that compose a slope. Landslides can be triggered or facilitated by intense rainfall, earthquakes, water level change, human activities, and geology. Areas that are generally prone to landslide hazards include existing old landslide sites, the bases of steep slopes, the bases of drainage channels, and developed hillsides where leach-field septic systems are used. Berea has many areas where the slope exceeds ten- (10%) percent. There are a few areas where the slope is approximately eighty- (80%) percent. Berea's Landslide potential, because of slopes and other terrain, is considerably high.

<u>Severe Storm</u>: Thunder storms are caused by rapid upward movement of warm, moist air. As the air uplifts it cools and condenses until it reaches the dew point. At this point raindrops form and fall, colliding with other rain drops and moisture. This downdraft moves cool/cold air downward, which collides with the rising warm, moist air. This collision of warm and cold fronts creates thunderstorms. It is important to note that there are multiple kinds of storms including, Single Cell, Multicell Cluster, Multicell Line, and Supercell. The Supercell is the rarest and most dangerous form of thunderstorm. Additional dangers that arise from thunderstorms include flash floods, hail, out flow, high winds, and tornadoes, all of which can cause damage to property and loss of life. Over the past sixty years, Madison County has seen more severe storm events than all other counties except Estill County. Berea's potential to receive severe storms is rated in the *Hazard Mitigation Plan 2011* as medium.

<u>Flooding</u>: A flood is a natural event for rivers and streams that is defined by the National Flood Insurance program (NFIP). It is a general or temporary condition of partial or complete inundation of two or more acres of normally dry land area. It could also be two or more properties from an overflow of inland/tidal waters, unusual and rapid accumulation or runoff of surface waters from any source, a mudflow, or a collapse or subsidence of land. Subsidence of land is result of erosion or undermining cause by waves or currents of water exceeding anticipated cyclical levels. Several factors determine the severity of a flood. These may include rainfall intensity, duration, topography, ground cover, and frequency of inundation (climate, soil, and channel slope).

Berea is located in a "wet" climate zone and has multiple rivers and streams that course through the community. However, it is important to note that many of the steep slopes found within the City limits correspond directly with the banks of these rivers and streams, which would minimize flooding potential. Further, soil types within the community allow for water filtration, which also reduces flood potential. Berea has a low threat level for flooding. While flooding potential within Berea is low, it is important to remember that floods have caused loss of life in the past. Within the last sixty years, ten- (10) percent of flooding events resulted in a death within Madison County.

<u>Wildfires</u>: Kentucky has approximately 25,288,300 acres of land. Roughly 12,000,000 of those acres are forested areas with another approximate 10,000,000 acres used for crops and pasture land. Wildfires have occurred and burned roughly 10,000 acres of land since 2000. The term wildfire may include grass, forest, and scrub fires that are either manmade or of natural origin. These are unplanned fires and fall within three general categories, Surface, Ground, and Crown. Madison County had 87 wildfire "events" from 2000 to 2011. The inherent moisture within the State of Kentucky, Madison County, and Berea mitigates much of the damage potential of wildfires, and those that do occur are generally minor in size. In dryer states, it is not uncommon for a single wildfire to burn tens of thousands of acres from a single "event" or even a few fires that have exceeded hundreds of thousands of acres. The threat of wildfire within Berea is low.

<u>Global Climate Change:</u> The average temperature of the United States has increased by between 1.3°F and 1.9°F since 1895 with the last decade the warmest on record. An increase of 5°F to 10°F is projected by the year 2100, if current trends in global greenhouse gas emissions continue. Berea can expect an increase in the frequency, intensity, and duration of extreme heat events, which will affect public health, natural and built environments, energy use, agricultural production, and forest condition. Higher temperatures mean greater evaporation and water stress, and the proportion of precipitation falling in very heavy precipitation events is likely to increase. Negative impacts of climate change on other regions of the United States and the world are likely to have indirect effects on Berea through economic stresses and migration of people.

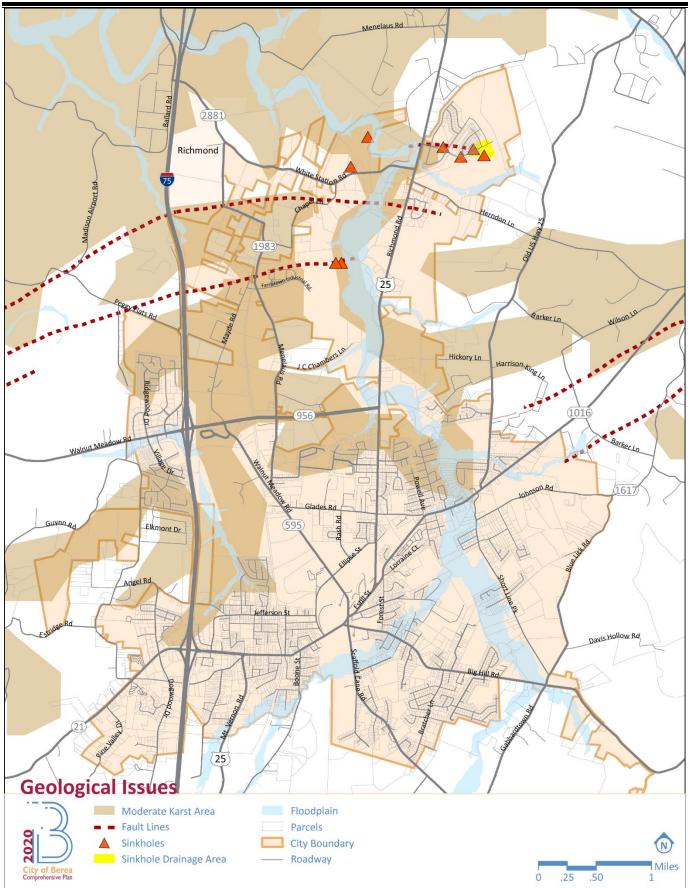
(NationalClimate Assessment -Current and projected effects of climate change on the United States http://nca2014.globalchange.gov/), (US EPA. Projections of future climate change and impacts: http://www.epa.gov/climatechange/science/future.html), (Gillis, J. 2014. Panel's warning on climate risk: Worst is yet to come. New York Times, March 31: http://www.nytimes.com/2014/03/31/science/earth/panels-warning-on-climate-risk-worst-is-yet-to-come.html?php)

<u>Winter Storms</u>: These storms vary in their severity and condition and can provide moderate snow coverage over a few hours to blizzard conditions with blinding, wind-driven snow, sleet, or ice that continues for several days. Some winter storms may be large enough to affect several states while others may affect single communities. Regardless of extent and severity, all winter storms are followed by low temperatures, blowing snow, and reduced visibility.

A severe winter storm is defined as an "event" that drops four (4) or more inches of snow during a twelve- (12) hour period or six (6) or more inches during a twenty-four- (24) hour period. The damage caused by winter storms can have long-lasting impacts for a community.

The types of severe winter storms that may occur include blizzards, heavy snow storms, and ice storms. Power outages, extreme cold, flooding, snow, and ice accumulation have occurred after a winter storm has passed through the community. All of these issues that stem from winter storms have an associated quantitative cost. Madison County, since 1993, has incurred a cost of more than \$450,000 in damages from these storms. Given the region in which Berea is located, the rated threat for severe winter storms has been listed as medium.

ENVIRONMENT



Vegetation and Wildlife Habitat

The biome, of which Kentucky is a part, contains a mix of Grassland, Deciduous Forests, and the Appalachian Mountains. These several very different biological regions have provided the State, and subsequently the City of Berea, with an incredible diversity of vegetation and wildlife that includes a myriad of trees, shrubs, vines, grass, animals, insects, spiders, fish, and birds.

<u>Wildlife</u>

Various species of animals found within Berea include bobcats, bats, chipmunks, squirrels, raccoons, rabbits, deer, skunks, mice, poisonous and non-poisonous snakes, turtles, cardinals, hawks, woodpeckers, warbler, owls, frogs, salamanders, and toads. Specific classes of animals within the above species are endangered or threatened. To date, a total of twenty-five animals within Kentucky are endangered, with another three classes of animals threatened or proposed-threatened. There is no documentation that was found during the writing of this plan that any of the above mentioned endangered or threatened species can be found in or around the City of Berea.

Vegetation

Berea also has many types of plant life and is an incredibly verdant community. The City sits within or near the boundaries of the Bluegrass, Knobs, and Cumberland Mountain regions.

- A. Bluegrass Region: Ecology was open woodland savanna that included grassland and large single tree or copses including the coffee tree, black walnut, bur oak, and blue ash. Today, most of the wooded savanna is gone and what remains are numerous large trees on individual parcels and pasture land.
- B. Cumberland Mountain Region: Forests in this area at one time contained a rich diversity comprised of as many as twenty different tree species. However, these forests were logged extensively. Glimpses of these impressive forests can be seen at Pine Mountain State Park and Cumberland Mountain National park.
- C. Knobs Region: This region surrounds the Bluegrass where the mountains begin to rise as small hills. The vegetation in this region includes maple oak and beech-tulip poplar trees.

Also, located within seventeen miles of Berea's city hall are five (5) Wildlife Management Areas (WMA) as defined by the Kentucky Department of Fish and Wildlife.

- A. Dix River WMA is located 13 miles southwest of Berea's City Hall along US-150. It is comprised of 401 acres of land owned by the Kentucky Department of Fish and Wildlife. Elevation of the WMA ranges from 844 feet to 880 feet above sea level. Of the 401 acres approximately 309 acres are open land with the remaining acreage covered in forest. The area is bound by the Dix River on the south side and the Mud Lick Branch on the north.
- B. Cedar Creek Lake WMA is close to the Dix River WMA and is approximately 15 miles southwest of Berea's city center along US-150. This WMA is 798 acres in area. Six (6) total acres surround the 792 acre lake providing a 300-foot buffer around the lake. The land between the lake and then 300-foot buffer is made up of 39-percent open land, 51-percent forest with the remaining nine- (9) percent open water (from steams/rivers). Elevation above sea level for this area ranges from 836 feet minimum to 1006 maximum.
- C. Miller Welch-Central Kentucky WMA is approximately seven and a half (7.5) miles northeast of City Hall along US-421 and has a total area of 1,847 acres. The 1,847 acres include approximately 1,090 acres of open land and approximately 739 acres of forest. Elevation ranges from 868 feet to 1,095 feet.

- D. Bluegrass Army Depot WMA is also located northeast of the city center between US-25 and US-421 approximately eleven (11) miles and is the largest WMA in close proximity of Berea with a total of 14,517 acres. The 14,517 acres contains 7,694 acres of open land, 6,678 acres of forest, and 145 acres of open water. The elevation for the area ranges from 850 feet above sea level at the low end up to 1,040 feet above sea level at the highest point. The Bluegrass Army Depot WMA is owned and controlled by the U.S. Military and is an active military site. Access to the site requires a background check.
- E. Mill Creek WMA is the furthest away at approximately 17 miles and can be found southeast of the City's center along US-421. This WMA is the second largest in relatively close proximity to the City of Berea. Its total area is 13,009 acres of land, 95-percent of which (12,359 acres) is forest. Open land accounts for five-(5) percent (650 acres) of the total MWA land area. Elevation for the area ranges from 940 feet to 1,495 feet above sea level. Mill Creek WMA is owned and operated by the U.S. Forest Service.

Rivers and Streams

The City of Berea has nine rivers and streams that wend their way through various areas of the community and account for nearly twenty (20) miles of water surface. Waterways like these provide recreational opportunities for residents and visitors and help attract tourism to a community. Waterways in areas that receive large inundations of water from storms within the community or upstream from the community have the potential to cause flooding. Many of the steep slope areas discussed above correlate directly with the banks of these rivers.

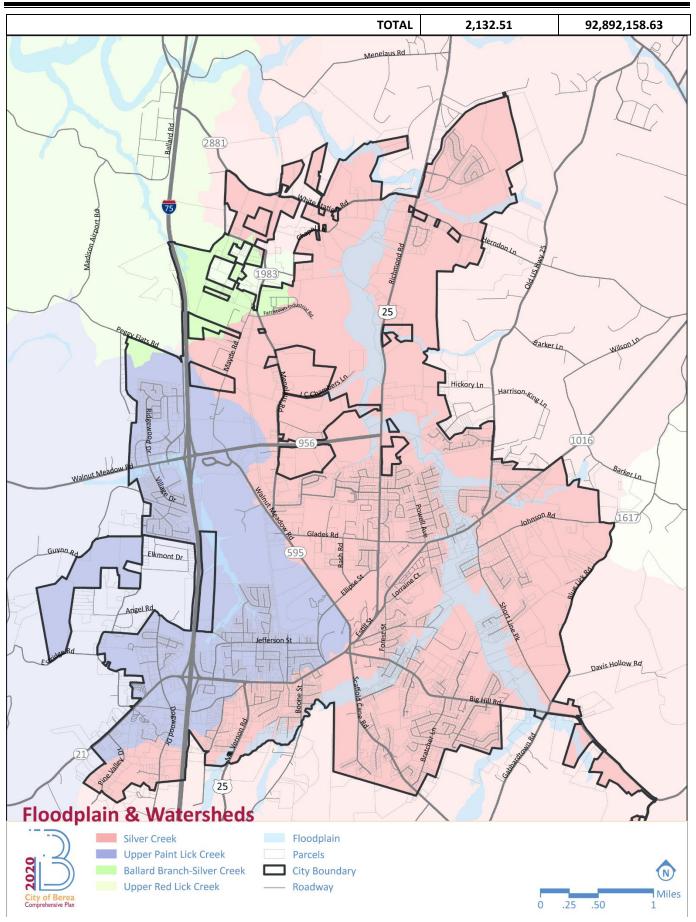
Table 8.4-2: Strea	Table 8.4-2: Streams within the City Limits of Berea					
ID	Name	Feet	Miles	КМ		
00486296	Ballard Branch	3,957.55	0.75	1.46		
00488121	Brushy Fork	15,129.51	2.87	5.02		
00490972	Dog Branch	6,426.82	1.22	2.17		
00511992	East Fork Silver Creek	4,267.11	0.81	3.45		
00503507	Silver Creek	38,091.00	7.21	15.10		
00515895	Terrill Branch	7,784.36	1.47	2.63		
00506114	Walker Branch	4,296.11	0.81	1.67		
00506190	Walnut Meadow Branch	19,230.25	3.64	7.19		
00506448	West Fork Silver Creek	105.01	0.02	2.44		
	TOTAL	99,287.72	18.80	41.13		

Floodplain Areas

Berea has large areas covered by floodplain. Approximately twenty (20) percent of all land within the City is affected in some way by the 100-year and 500-year floodplains. Some of this land is located within the floodway, or FEMA zone's "A", "AE", and "0.2 Pct Annual Chance Flood Hazard." Due to the relative threat of flooding within Berea, policy should reflect the community's need to prohibit, minimize, or mitigate potential loss of life and property within the Floodway and 100-year floodplain.

Table 8.4-3: Floodplain						
FEMA ZONE	Flood Zone	Acres	Square Feet			
А	100 Year Flood Zone	426.38	18,573,171.41			
AE	100 Year Flood Zone	639.87	27,872,907.91			
0.2 Pct Annual Chance Flood Hazard	500 Year Flood Zone	1,066.26	46,446,079.31			

ENVIRONMENT



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IMPLEMENTATION STRATEGIES PURPOSE

The purpose of this chapter is to assign priority to objectives listed in this plan and list policies, programs, or projects that would facilitate the implementation of those objectives. The following tables are organized by plan element and goals. Each goal lists the related objectives and in the following columns identify the priority (short, mid, long, on-going) and next steps. Objectives that are highlighted as a short-term priority should be focused on first and those listed as on-going require regular action or attention. As circumstances may change between the adoption of this plan and its update, priorities may shift, resulting in a mid- or long-term action being completed prior to a short-term action.

PLAN MAINTENANCE

The comprehensive plan should be reviewed and updated every five years, checking off action steps that have been completed, and revising any outdated information that is obsolete or has been changed since the adoption of the plan. The review of the plan should also focus on any economic or demographic changes that have occurred, as well as making updates to objectives to coincide with advancements in technology. Berea City Department heads and Officials should meet quarterly to evaluate the progress of the plan, identify objectives or action steps that are under performing, and determine if there is a need to make updates to the plan. These meetings should be used to determine which objectives and action steps the City should budget for in the upcoming year. The planning commission will utilize the plan regularly through the development review process but may also undertake specific action steps in coordination with City officials and staff. Alongside this, annual progress reports are recommended to inform community leaders and residents on the progress of the plan and identify priorities for the following year. Finally, an internal tracking system or report card should be developed and utilized for implementation purposes. The report card should include all of the plan's priority action steps, identify progress that has been made, develop tasks and assign individuals responsible for each task. This will increase accountability, which will lead to continued progress for each of the identified objectives and action steps.

IMPLEMENTATION PARTNERS

Multiple objectives and implementation strategies are listed in this plan. While the City of Berea is the owner of this Comprehensive Plan, many of these implementation strategies cannot be accomplished without the help of other community organizations and resources. The creation and strengthening of community partnerships and collaboration amongst different groups and organizations will be instrumental in the implementation of this plan. The following list is not an exhaustive list but begins to identify potential partners in the implementation of the Berea Comprehensive Plan. As the community evaluates which objectives to focus on, the City will work with the potential partners to identify champions and specific tasks for each objective.

Public Partners	Non-Profit Partners	Private Partners
State of Kentucky	Kentucky Artisan Center	Berea College
Kentucky Transportation Cabinet (KYTC)	Sustainable Berea	Eastern Kentucky University (EKU)
Department of Natural Resources (DNR)	Chamber of Commerce	Local Businesses
Madison County Government	Berea Tourism Commission	Property Owners
Berea Independent Schools	Faith-Based Organizations	Developers/Building Suppliers
Madison County Schools	Fahe	Lending Institutions
City of Richmond	Berea Kids Eat	
Madison County Fiscal Court	Mountain Association	

KY River Foothills Community Farm Alliance

LAND USE ELEMENT

TAE	BLE 9.:	1-1: IMPLEMENTATION STRATEGIES					
		LAND USE - Goals & Objectives					
A.	Achieve land use patterns that contribute to reduced energy use, local food production, healthy citizens and community sustainability.		Short	Mid	Long	On-Going	Next Steps
	1.	Implement the Comprehensive Plan by integrating its recommendations throughout all city decision-making, including the annual Comprehensive Plan review and Strategic Plan process as well as all city policies, programs, and regulations.				x	 Setup regular intervals for reviewing the existing policies, programs, and regulations to determine how they can be used in city decision-making. Consider updating the Land Management and Development Ordinance to: Allow building heights and densities that align with existing development in Old Town Berea. Add a mixed-use district or allow a mix of uses in existing districts. Encourage electric vehicle charging stations through a reduction in parking requirements. Better define entrances, exits and connectivity for future development.
	2.	Streamline the development review process and provide for maximum citizen participation.	x				Continue to ensure that the development review process is streamlined. Consider additional resources for individuals who have not undergone a development review process.
	3.	Participate in a coordinated effort with Madison County and the City of Richmond to plan for growth along the Berea – Richmond corridor to protect the unique character of the city.	х				Pursue collaborative partnerships with Richmond and Madison County to ensure smart growth between communities and along major corridors.
	4.	Pro-actively identify and promote areas for infill and redevelopment in Berea.				x	Track abandoned and vacant property in Berea that could be utilized for infill development or benefit from redevelopment. Consider creating a land bank program to encourage redevelopment and infill.

В.	juris	vely encourage and participate in all multi- dictional planning efforts impacting Berea dents and workforce.	Short	Mid	Long	On-Going	Next Steps
	1.	Ensure active representation of the Berea City Planning Commission in the Bluegrass Regional Planning Council (BRPC).				х	Ask local BRPC representative to provide reports during each Planning Commission Meeting.
	2.	Promote efforts toward cooperative planning among the Berea, Richmond and Madison County Planning Commissions, and with EKU and Berea College.	x				Evaluate existing policies that dictate the City's response to cooperative efforts. Adopt procedures for collaboration.
	3.	Work with state and federal agencies as well as other Madison County entities to plan for development associated with the Bluegrass Army Depot.		x			Evaluate development potential of the Bluegrass Army Depot and adopt policies to help promote the reuse.

TRANSPORTATION ELEMENT

TAE	TABLE 9.2-1: IMPLEMENTATION STRATEGIES									
	TF	ANSPORTATION - Goals & Objectives								
А.	and mee	elop and maintain an accessible, safe, efficient, diverse transportation system that effectively ts the needs of the community and is grated with the regional transportation york.	Short	Mid	Long	On-Going	Next Steps			
	1.	Improve and strengthen the existing public transit system for the benefit of Berea residents and students.		х			Increase marketing, awareness, education of the existing transit system. Seek and engage additional partners and users in the public transit system,			
	2.	Prioritize sidewalk and trail development that connect neighborhoods, schools and other prominent destinations.	х				 including a potential partnership with local educational institutions. Research public transit systems and best practices in other cities/states that have successful systems such as on-demand transit or subsidizing private transportation companies. Adopt a master transportation plan that contains guidelines and standards to help implement interconnectivity of 			
	3.	Encourage the development of park-and- ride facilities.			x		roadways, trails, sidewalks, bikeways, and park-and-ride facilities. Consider a shared-bike program.			
	4.	Increase awareness and use of the Central Kentucky Regional Airport and continue to support proposed improvements.				х	Continue to support the Central Kentucky Regional Airport. Evaluate existing support.			
	5.	Implement recommendations for transportation operations and systems improvements as contained in the KYTC Six Year Transportation Plan.		х			Review the Six Year Plan and Madison Transportation Plan to highlight relevant recommendations			
	6.	Continue to maintain local roadways and transportation infrastructure to ensure safe and efficient travel in Berea.				х	Continue to plan and budget for roadway maintenance annually. Secure federal and state funding to improve and maintain local roadways.			
	7.	Adopt a Complete Streets concept for new and existing streets.		x			Adopt new design engineering specifications for street design.			
	8.	Consider regulations that would allow for shared parking facilities and permeable parking and paving surfaces.		x			Revise regulations to encourage and incentivize shared parking facilities and permeable surfaces.			

COMMUNITY FACILITIES ELEMENT

TABLE 9.3-1: IMPLEMENTATION STRATEGIES							
		IMUNITY FACILITIES - Goals & Objectives					
A.	mee envi	ide and expand utilities and public facilities to t community needs, while protecting the ronment, community character, and existing elopment.	Short	Mid	Long	On-Going	Next Steps
	1.	Support efforts to identify new sources of high-quality water.		x			Consider utilizing alternative sources of water using harvested rainwater, reclaimed wastewater, graywater, etc. Review options for new sources of water based on feasibility, efficiency, and quality.
	2.	Continue to manage drainage and storm water systems in a manner that protects or improves natural stream hydrology and water quality.				x	Consider green infrastructure in public projects to handle stormwater. Continue to implement the stormwater management program.
	3.	Provide adequately sized and maintained collection and distribution facilities for the treatment and handling of water, sewage, and solid waste.			x		Develop a formal preliminary engineering report for local utilities to assess conditions, prioritize upgrades, and develop cost estimates for improvement projects. Include improvement projects in the
	4.	Support community efforts to develop an energy conservation plan through the Berea Energy Conservation Study (BECS).				x	five-year capital improvement plan. Research sustainable infrastructure and development patterns and develop strategies to implement findings.
	5.	Regulate the siting and design of cellular towers, antennas, and other wireless facilities in a manner that protects the character and aesthetic of the community	Х				Adopt a wireless/cellular tower ordinance which contains design and
	6.	Encourage the installation of fiber internet and other facilities that increase the accessibility to high-speed internet.	х				siting standards.
	7.	Encourage efficient and proactive public safety services including fire, police, ambulance, code enforcement, and animal control.				x	Create ongoing communication and coordination between agencies.
	8.	Support further development and maintenance of public and private recreational facilities, parks, trails, and greenspace.			х		As new park facilities are developed, consider developing an endowment or fund for maintenance. Consider park facilities and applications that reduce maintenance needs. Consider developing electric vehicle charging stations on city-owned property.

IMPLEMENTATION STRATEGIES

9.	Consider the feasibility of developing a community or recreation center.	x			Identify a potential location or facility that could be utilized as a community center and recreation center. Budget for property acquisition and construction. Review lifetime costs to operate and maintain the community and recreation center.
10.	Encourage and support community health and wellness.			х	Work with partners to offer programs and services that prevent, treat, and rehabilitate those who struggle with Substance abused. Continue to take precautions and measures to prevent the spread of COVID-19. Continue to offer programs for aerobics and other physical activity.
11.	Support public and private efforts to provide affordable, high-quality, licensed daycare for adults and dependent children of residents and the local workforce.		x		Review the Zoning code requirements for adult and child day care facilities and adopt additional design and siting criteria to meet the community's needs.
12.	Provide quality educational and vocational opportunities for residents of all ages, abilities, and interests.			x	Continue coordination and regular communication with Berea College and EKU. Work with local educational institutions to expand vocational and trade opportunities in Berea. Coordinate growth projections to the local school district.

HOUSING ELEMENT

TAE	BLE 9.4	4-1: IMPLEMENTATION STRATEGIES					
		HOUSING - Goals & Objectives					
A.	livab	ide diverse, safe, sanitary, affordable, and le housing options and neighborhoods for all a residents.	Short	Mid	Long	On-Going	Next Steps
	1.	Continue to enforce fair and consistent building codes, property maintenance codes, and accessibility requirements for both owner-occupied and rental housing.				x	Continue to staff an ADA coordinator to assist with accessibility of public and private spaces. Ensure code enforcement staff is applying standards fairly and ethically.
	2.	Eliminate substandard housing through redevelopment, conversion, and rehabilitation using both public and private funding sources.				x	See Land Use Element A.4. Increase staff capacity and other resources to increase ability to inspect and enforce violations. Consider creating a rental inspection program to ensure all housing meets local building and health codes.
	3.	Support the establishment of neighborhood associations to encourage neighborhoods in identifying and resolving neighborhood issues.				x	Encourage all new subdivisions to submit copies of proposed CC&R's for City review and approval. Create a neighborhood map, identifying and naming all neighborhoods in Berea. Create a neighborhood tool-kit that would help neighborhoods establish leadership and identify localized issues that could be resolved through City assistance.
	4.	Encourage the establishment of housing types and neighborhoods that would serve the aging community.				х	Allow for new housing developments that provide for the 55+ community that could include ADA accessible features or facilities that support a retirement community.
	5.	Consider allowing and regulating the use of accessory dwelling units in the zoning ordinance.	x				Define and regulate accessory dwellings in the existing zoning ordinance. Continue to update the zoning ordinance to allow for new housing types as they are invented.

HISTORIC AND CULTURAL RESOURCES

ELEMENT

HIS		5-1: IMPLEMENTATION STRATEGIES C & CULTURAL RESOURCES - Goals & es		1			
A.		brate and preserve the historic and cultural urces of the City of Berea and Madison nty.	Short	Mid	Long	On-Going	Next Steps
	1.	Encourage the identification, maintenance, and protection of all significant historic buildings, structures, districts, fences, archeological resources, and other features through education and official designation.				Х	Create a City directory to catalog all significant buildings, structures, fences, archeological resources, and other features. Develop a guide for local homeowners or property owners that provides information about tax credit programs that would encourage the preservation of historic buildings.
	2.	Promote and improve the historic downtown district, including the designation of historic areas on property owned by Berea College.	х				Support efforts to establish the new downtown historic district. Ensure additional development guidelines and standards are included with existing and future historic districts.
	3.	Support collaboration efforts of local organizations to inform residents and visitors of the unique historic and cultural features of the community through promotional and interpretive activities.				х	Create regular communication between local organizations and the City with the goal to coordinate local historic educational efforts.
	4.	Support policies and regulations that respect Berea's history and the unique relationship between Berea College and the city.				х	Create regular communication between the City and Berea College.
	5.	Support adaptive re-use of existing historic structures as a means to preserve the historic character and provide options for residential, mixed-use, and commercial uses.	x				Evaluate existing design standards. Adopt additional architectural and site design guidelines. Consider creating a historic preservation commission.

В.		urage the creation of diverse cultural riences and opportunities.	Short	Mid	Pong	On-Going	Next Steps
	1.	Support, promote, and coordinate festivals and other civic events within the Berea community and promote them to residents and visitors.				х	Create a citizen/city committee to create, support, and coordinate festivals and civic events.
	2.	Promote an active and vibrant performing arts and entertainment program.	х				Work with local organizations to promote and market local cultural experiences and opportunities.

ECONOMIC DEVELOPMENT ELEMENT

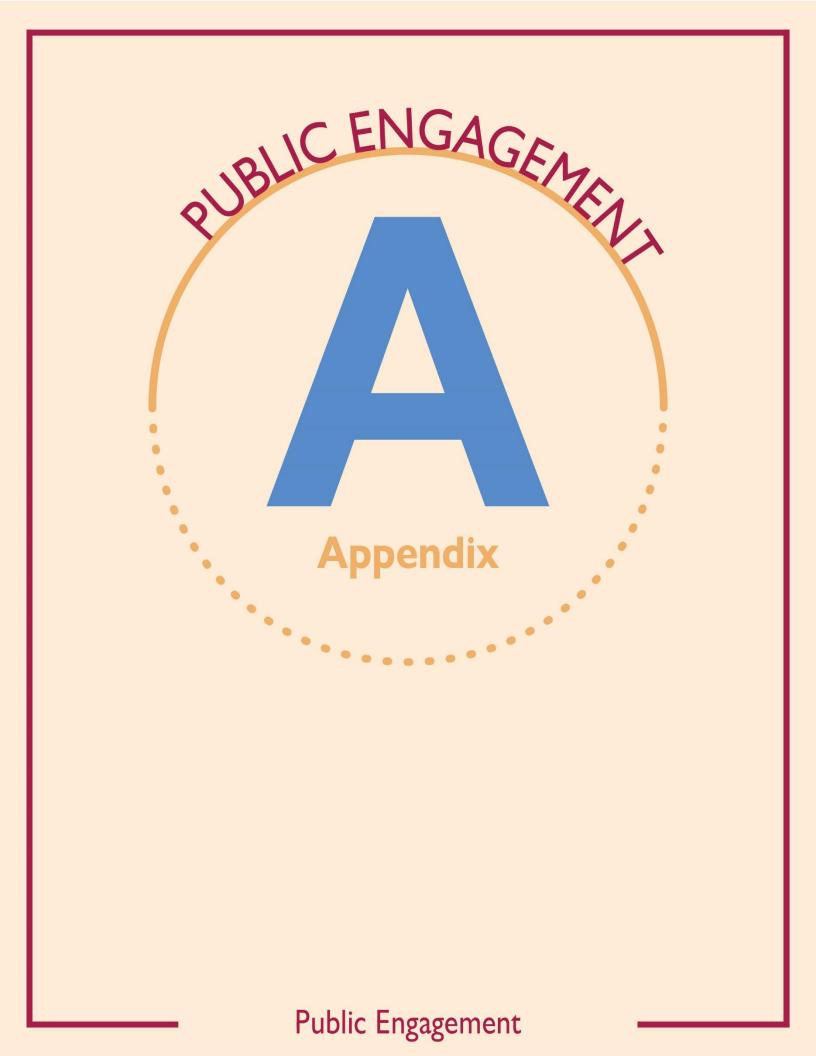
TAE	TABLE 9.6-1: IMPLEMENTATION STRATEGIES						
		OMIC DEVELOPMENT - Goals & Objectives					
A.	busii good oppo	bort the attraction and expansion of diverse ness and industry providing a wide range of ds and services as well as stable employment prtunities in an environmentally responsible sustainable manner.	Short	Mid	Long	On-Going	Next Steps
	1.	Encourage the development of emerging communication capabilities, especially high- speed internet and cellular services, required to attract high-quality business and industry.				x	Work with internet providers to bring high speed internet and other modern technology to the City to help attract and retain industry and businesses. Pursue grants or other funding opportunities that help communities facilitate the implementation of internet infrastructure.
	2.	Enable and encourage cooperation among existing businesses and industries for the betterment of the community.				х	Promote and aid the economic efforts of the Berea Chamber of Commerce.
	3.	Promote economic tools and incentives offered for small and local business development, non-profit ventures, and entrepreneurship.	x				Actively market resources for entrepreneurs and local business owners in Berea. Support the implementation of the Madison County Economic Development Plan.
	4.	Continue to support informational, training, and continuing education programs that promote a healthy, reliable, skilled, and marketable workforce.				x	Continue to provide job fairs, education and training seminars that can be provided by the Economic Development Department for Citizens. Work with Berea College to connect graduates with local job opportunities.
	5.	Continue to promote and market the community's 350-acre Industrial Park.				х	Increase access to information online for the Industrial Park. Annually review economic incentives.
	6.	Establish a recruitment and retention strategy for small business, commercial, and industrial prospects that results in a sustainable marketplace.	х				Work with Madison County to update the Madison County Economic Development Plan (2014). Consider allowing the sale of alcohol within City limits.
	7.	Encourage the establishment of travel centers and travel-related businesses to support industry and tourism in the community.	х				Allow development related to travel or industry. Actively recruit travel-related businesses that support industry and tourism in Berea.

IMPLEMENTATION STRATEGIES

В.	signi	ne, enhance, and support the economic ficance of Berea's arts, diverse agricultural, tourism communities.	Short	Mid	Long	On-Going	Next Steps
	1.	Encourage development of recreational activities and facilities, such as eco- and adventure tourism, that capitalize on Berea's distinctive characteristics and natural setting.				x	Work with Tourism partners to actively market recreational and tourism activities in Berea.
	2.	Continue support of the KY Artisan Center, Ky Tourism, Arts & Heritage Cabinet, and Berea College to foster an inviting atmosphere for the artist village and festivals that promote local artisans.				x	Actively identify and establish uses that support tourism and recreation. Consider creating a photo contest to promote Berea. Continue to staff the Artisan Center.
	3.	Foster and encourage Berea College's sustained commitment to the community's tourism and artistic outreach efforts.				x	Encourage the cross-promotion of the Kentucky Artisan Center and other artist/tourism organizations.
	4.	Continue to support farmers' markets and other public and private sector opportunities for local growers and producers to market farm produce and other value-added agricultural products.	x				Finalize construction and maintain a permanent structure for the farmers' market. Include the definition of agri-tourism and agri-business in the zoning ordinance.
	5.	Evaluate and adopt farmland preservation plans where appropriate.		x			Consider creating an Agricultural Development Board or nonprofit organization/land trust that could purchase development easements for farmland preservation.
	6.	Encourage urban agricultural activities on a small-scale individual or neighborhood basis				х	Allow and encourage the use of urban farming within City limits. Continue to support Sustainable Berea.
	7.	Emphasize convention development through a committed partnership between the tourism and economic development departments.	х				Identify and promote facilities in Berea that would support conventions, conferences and small events. Build relationships with regional organizations that host conventions and conferences. Consider expanding convention facilities in Berea.

ENVIRONMENT ELEMENT

TAE	BLE 9.3	7-1: IMPLEMENTATION STRATEGIES					
		ENVIRONMENT - Goals & Objectives					
А.	-	oort environmental protection and ervation for the physical, social and economic being of the population.	Short	Mid	Long	On-Going	Next Steps
	1.	Promote conservation of resources and litter reduction through programs and policies that encourage the reducing, reusing, recycling and composting of waste.	x				Create a pamphlet or online guide for residents and businesses that would support reduction, reuse, recycling, and composting.
	2.	Develop and strengthen landscaping policies and procedures to preserve and expand Berea's urban forest.				x	Reference the existing ordinance for landscaping, parking, open space, erosion control, and stormwater management to ensure minimal impact from new development. Continue to support Sustainable Berea.
	3.	Encourage the use of renewable energy.				x	Enforce the city's model energy code for new construction as a means of encouraging energy conservation and use of non-polluting energy sources. Provide user-friendly information (online and printed) about the model energy code to ensure compliance. Promote the use of BMU's solar farm. Work with BMU to determine how renewable energy is credited to account holders to further encourage private installation of renewable energy.
	4.	Enforce the city's erosion control measures during construction as a means of reducing soil erosion and siltation.				х	Provide user-friendly information (online and printed) about erosion control measures to ensure compliance.



PUBLIC ENGAGEMENT

Steering Committee Meetings

Steering Committee Meeting #1

The first steering committee meeting was held virtually, using GoToMeeting, on Wednesday, May 6, 2020, from 6:00 – 7:45 pm. Approximately 17 people attended the meeting, including City Staff, City Officials, the consultant team, and steering committee members. The agenda of the meeting included an overview of committee roles, the planning process, existing demographic conditions, and discussion of key priorities and previous plan elements. The discussion included nine questions:

- (1) Do you think the Vision Statement accurately represents Berea?
- (2) Do you think the Comprehensive Plan should have both a vision and mission statement?
- (3) What are the top issues related to the Land Use?
- (4) What are the top issues related to the Transportation?
- (5) What are the top issues related to the Community Facilities & Services?
- (6) What are the top issues related to the Housing?
- (7) What are the top issues related to the Historic & Cultural Resources?
- (8) What are the top issues related to the Economic Development?
- (9) What are the top issues related to the Environment?

The following responses were recorded during these exercises.

Do you think the Vision Statement accurately represents Berea?

- All steering committee members believe the current vision statement accurately represents Berea, however, concerns where focused on specific language used:
 - While "provide shopping and commercial services" is a common desire, multiple businesses have come to the area but have not had success.
 - Many entertainment venues are not successful in surrounding communities and a specific definition of what entertainment venues really mean is needed.

Do you think the Comprehensive Plan should have both a vision and mission statement?

- Many steering committee members believed that the plan should continue to have both a vision and mission statement.
 - The purpose of a Mission is to communicate values, purpose, and how to achieve the vision statement.
- The City Annual Strategic Plan is more aligned with the mission statement than the comprehensive plan.
- If the mission statement is removed, then aspects of the mission statement should be incorporated into the vision statement.

What are the top issues related to the LAND USE?

- Land use should be planned near the new Bypass.
- Incentives should be available to redevelop older areas of the community.
- Population attraction and retention should be a priority.
- Single family dwelling lots are built out and creative infill/redevelopment should be considered.
 The previous Wal-Mart location is an example of this.
- Industrial property has not been updated to a standard that is often desired.
- From a commercial perspective we have not done a great job of keeping inventory and working with potential businesses.

What are the top issues related to the TRANSPORTATION?

- The airport could be leveraged as an economic development tool.
- Rail spurs should be available for potential industries.
- Roadways need maintenance.
- More share use paths/sidewalks should connect older neighborhoods/schools with new neighborhoods.
- Availability of non-private parking in Chestnut Street business district needs to be addressed.
- Roadway connectors between neighborhoods should be completed.
- Inconsistent times or unreliable service for public transportation should be addressed.
- The cost of public transportation for local government is increasing.
- Berea should work together with the region to bring back train line commuting.
- Public transportation is limited.
- There is a lack of funding for infrastructure repair and maintenance.

What are the top issues related to the COMMUNITY FACILITIES & SERVICES?

- Consider vocational school in addition to college.
- Look for opportunities to expand utilities such as public/private partnerships.
- The addition of a youth sports space would also generate income for community through tourism and weekend travel.
- Park facilities are in need of repair.
- Community recreation/YMCA is needed.
- Chestnut street needs underground utilities.
- More facilities for youth are needed.
- Connect outdoor and indoor parks and recreation facilities.
- Expand utility infrastructure.
- Overhead utilities throughout city are an eye-sore.
- Consider internet as a public service.
- Strengthen relationship between Berea College and City.
- Additional youth facilities and programming are needed.

What are the top issues related to the HOUSING?

- Would like to see Berea college alumni and the retirement community partner with City.
- There is limited availability of City land that can be built on.
- Property Maintenance needs to be addressed.
- Zoning issues that have been created by little green house developments should be addressed.

What are the top issues related to the HISTORIC & CULTURAL RESOURCES?

- Continue to expand our historical districts.
- The "downtown" and business districts should be defined.
- Should do a better job at highlighting significant locations within the City in regards to history or culture.
- The historical district designation should be completed.
- Work with college to highlight areas of cultural and historical importance.

What are the top issues related to the ECONOMIC DEVELOPMENT?

- Create a relationship between Berea independent, Berea College, the City of Berea, and the Farmer's Market.
- The current shelter-in-place has shown there are supply chain issues.
- Support and incentivize franchise/corporate businesses as well as small businesses.
- Need to change how the community can support local artists.
- Balancing economic viability versus the culture that the city desires is a challenge.
- Maintenance and appearance of downtown buildings should be addressed.
- "Outdoor spaces" or diverse agricultural uses should be added to Goal 14.
- Redefine Goal 13 to emphasize what IS the significance of Berea's economy.

What are the top issues related to the ENVIONMENT?

- It would be interesting to see what the effects of the shelter-in-place has had on the environment on a local level.
- The environment goals are related to the transportation goals.
- Expand demand related to utility programs.
- Better stormwater infrastructure is needed to address flooding.
- Expand demand-related utility programs to cut the overall energy use and lower greenhouse gas emissions.

Steering Committee Meeting #2

The second steering committee meeting was held virtually, using GoToMeeting, on Wednesday, May 28, 2020, from 6:00 – 7:45 pm. Approximately 15 people attended the meeting, including City Staff, City Officials, the consultant team, and steering committee members. The agenda of the meeting included a recap of the planning process, public survey 1 response takeaways, and discussion of plan elements.

The key takeaways of public survey #1 that were discussed included:

- (1) Respondent Demographics
- (2) What is Berea's strongest asset?
- (3) What is Berea's biggest challenge?
- (4) How do you perceive the current quality of life in Berea?
- (5) What is very important to quality of life in Berea?
- (6) What is the highest priority for Berea to focus on in the next ten to twenty years?
- (7) What is the most important transportation improvement needed?
- (8) What community facility or utility needs the most improvement?
- (9) What type of housing development is needed in Berea?
- (10) What is the highest priority for Old Town/Chestnut Street/Downtown Berea?
- (11) What is your BIG IDEA? (Top Responses)

A full summary of the survey will be included in the Public Participation appendix of this plan. Responses for the "big idea" question were discussed more in-depth in regards to existing on-going city efforts as well as the potential of various ideas. Additional outreach tools, resources and point of contacts were also discussed to further capture youth and young adult participation in the public engagement process.

Steering committee members received a pre-meeting packet the included the revised vision statement, goals, objectives and revision comments. The packet also included the Future Land Use Plan location criteria and map, the funded transportation projects map, and the local bike trails and paths map. During the meeting, the committee discussed the future land use plan and the maps included in the packet.

The following responses were recorded during the discussion.

Future Land Use Plan Location Criteria/Future Land Use Guidelines

- Location criteria (n.) "Promote mixed use development that consists of appropriate combinations of residential and nonresidential uses," was discussed in detail on either or not it should be included in the revised plan.
 - The group initially agreed that this criterion should remain in the guidelines but additional guidance should be included that states that only compatible uses should be promoted within the mixed-use developments and PUDs.
- In regards to location criteria (t.) "Protect local biological diversity by discouraging the planting of exotic and invasive plant species,", a committee member proposed the removal of the word "exotic" and just specify invasive species.

Future Land Use Map

- Instead of the classification category "Mobile Home" the land use category should be labeled as "Mobile Home Park."
- Discussion points north of State Road 956:
 - Previously classified agriculture land is currently used for other uses, so the future land use plan should now mirror current residential use patterns.
 - Some greenspace and agriculture land should be protected to create a buffer between Richmond limits and Berea.
 - Developers are seeking land to develop in this area, but existing limitations and restrictions are stopping development.
 - Different subdivision types that include varying site designs and densities should be encouraged in area.
- Discussion points south of State Road 956:
 - \circ $\;$ Should the floodplain layer be included on the Future Land Use Map?
 - Knowing the location of the floodplain is very important to developers. Home buyers are discouraged by being located in a floodplain due to the need of additional flood insurance.
 - \circ $\;$ Future planning along the 956 bypass should not be focused on commercial uses.
 - Planning commercial development along this corridor could potentially draw business away from existing downtown and commercial nodes.
 - Land uses along the new corridor should remain residential, but the density can fluctuate.
 - Allowing for higher density residential also places a higher burden on public utilities including fire and police. There may be a need to target areas of high density residential in transition areas between commercial uses surrounding bypass and low density residential.
 - Berea College owns agricultural land that will probably remain agricultural for educational uses.
 Instead of classifying this land as agricultural, categorize it as institutional.

KYTC Six-Year Plan

- Pedestrian safety, primarily students of the local school system and college, should be a priority for future projects.
 - Dedicated crosswalks on Baugh Street and Richmond Road that lead to school system facilities is needed.
 - Also, the Safe Routes for School initiative should be included in the plan update.
 - The intersection at Boone Tavern is very unsafe for pedestrians.
- Previously a Traffic Study was conducted that should be cross referenced for recommendations and projects.
 - A shared use path along Scaffold Cane Road to college square was a previously recommended project.

Bike Paths & Trails Map

• Committee members were prompted to further review the map and consider other destinations or directions that the various facilities should be located and provide feedback to the project team.

Revised Vision Statement

• Instead of stating that Berea strives to be a hub for history, the statement could read as "... and the preservation of Berea's **historic** unique character."

After the meeting, steering committee members were asked to review the revised vision, goals, objectives, plan elements and maps that were presented during the meeting and provide additional comments to the project team.

Steering Committee Meeting #3

The third steering committee meeting was held virtually, using GoToMeeting, on Wednesday, May 28, 2020, from 6:00 – 7:45 pm. Approximately 14 people attended the meeting, including City Staff, City Officials, the consultant team, and steering committee members. A brief overview and update of the planning process was discussed that included the highlights from each of the phases as well as the (products/deliverables) that will be created and distributed to the group for review.

Previously, the steering committee members received a meeting packet that included the revised vision statement, goals, objectives, and plan element maps. During the meeting, the committee discussed the revisions discussed during steering committee meeting #2.

The following responses were recorded during the discussion.

Future Land Use Plan Location Criteria/Future Land Use Guidelines, Future Land Use Map, Land Use Goal 1 and 2

- Location criteria (j.) "Encourage the development of <u>racially integrated neighborhoods</u> and a diverse housing stock that serves a variety of needs, income levels and maintains high aesthetic values," was reviewed by the committee to ensure that the history of Berea neighborhoods is continued.
 - A committee member informed the group that there is a historical map from 1819 modeling Berea that illustrates the distribution of racial housing. The map reinforces the historical character of Berea being more racially integrated post-civil war than most other communities within the region.
 - The committee discussed acknowledgement of the history of racial integration in the location criteria.
- Minor editorial edits were identified on the maps to correct a mislabeled roadway.

Transportation Goal 3

- Regarding the transportation improvement map, the committee discussed having the public rank the priority of the transportation projects listed.
- Projects along KY 21 (sidewalks and paved shoulder) on the transportation map were suggested to increase their priority from low to moderate.

Community Facilities & Services Goal 4

• The committee discussed organizing the objectives within goal four to bunch topic areas together, such as water objectives.

Housing Goal 5

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- A 35+ acre development, which was previously discussed was recommended to be updated on the Future Land Use Map. An objective related to senior housing was also encouraged.
 - Additional language will be included in the plan narrative that specifically calls out the different types of housing that is appropriate in specific locations.

Historic & Cultural Resources Goal 6 and 7

• Minor editorial changes were completed to simplify the objectives and approved by the committee.

Economic Development Goal 8 and 9

• The economic development and tourism department recently have merged and Amanda discussed that they will provide additional edits to the Economic Development section.

Environment Goal 10

- The committee discussed the potential to make Berea a bee-friendly city.
- The group also discussed a bridge between Goals 9 and 10 to create sustainable economic development.
- Events like First Friday's were identified as something that could support economic development and should be encouraged after COVID-19.

Revised Vision

• The vision statement was revised as: "Berea strives to be a hub for cultural diversity <u>and</u> sustainability through proactive planning, high quality services, amenities, economic opportunity, and the preservation of Berea's unique <u>and</u> historic character."

After the meeting, steering committee members were asked to continue to promote the online survey and the next public meeting to the public. Additional comments regarding the revised vision, goals, objectives, plan elements and maps that were presented during the meeting were to be sent to the project team.

Steering Committee Meeting #4

The fourth and final steering committee meeting was held virtually, using GoToMeeting, on Wednesday, August 6, 2020, from 6:00 – 8:00 pm. Approximately 10 people attended the meeting, including City Staff, City Officials, the consultant team, and steering committee members. A brief overview and update of the planning process was discussed at the beginning of the meeting to highlight progress of the comprehensive plan update.

Prior to the meeting, the steering committee members received an electronic draft of the Comprehensive Plan update. During the meeting, the committee reviewed the public input collected from recently held in-person Public Meeting and the second online survey. This input contributed to the revisions and objective prioritization discussed during the meeting.

The consultant team provided a brief explanation of how the plan document is organized and topics included in each section. In addition to minor editorial comments, the following suggested changes were recorded during the discussion.

Future Land Use Map

- The group discussed a recently proposed multi-family development that was denied because the lack of pedestrian connectivity and transportation and utility infrastructure to serve the site. This led to a broader discussion that as zoning or map amendments are heard by the Planning Commission, new development should address or be supported by adequate utility and transportation infrastructure. Therefore, it was recommended by the committee to include this requirement within the land use guidelines in the land use chapter of the plan.
- It was also recommended that the environment should be considered as new development occurs and a land use guideline related to environmental considerations should be added.

Transportation

- The feasibility of public transportation was discussed by the committee at length. The following was recommended to be included in the plan.
 - Include an action step that increases marketing and awareness/education of the existing public transit system.
 - Include an action step for engaging partners and users of the public transit system.
 - Consider a partnership between the city and college to help support the transportation system.
 - Consider other public transit options such as on-demand or subsidizing private transportation companies.

Community Facilities & Services

• Based on feedback collected in the online survey, it was suggested that the committee consider incorporating objectives or action steps that address substance abuse. Action steps could include new programs or policies related to group homes.

Environment

- The committee suggested that objective three should be edited to encourage the use of renewable energy.
 - The committee also suggested an action step that would include coordination with Berea Municipal Utilities in determining or regulating how energy usage is credited for billing to further encourage private installation of renewable energy.

Implementation Strategies

- The consultant team requested that committee members review the listed implementation partners and identify additional partners that could participate in the implementation of the plan objectives and action steps. The committee also discussed if some partners should be generalized into categories.
- The committee wanted to ensure that progress on the comprehensive plan was made following adoption. Based on this discussion it was suggested that additional narrative should be included in the implementation plan that focuses on tracking and reporting progress of the objectives and action steps.

After the meeting, steering committee members were asked to provide feedback and input on the draft plan document to City staff and consultant team. Based on staff and committee feedback, the consultant team would prepare the final document for public review and to initiate the adoption process.

Public Meetings

Public Open House

A public open house was held on Wednesday, July 15th from 6:00-8:00 pm at the Russel Acton Folk Center. The meeting was a public open house format and was publicized through the local radio station, flyers, and press-release. For those unable to attend the public event in-person a Facebook Live presentation was held on Monday, July 13th from 6:00-7:00 pm on the City's Facebook Page. A presentation of the planning update process and progress was presented and the project consultants and staff were available for questions. Viewers were then directed to an online survey to provide feedback on the vision, goals and objectives. Approximately 15 people attended the in-person public open house to provide their input on the vision statement, goals, objectives and maps. Survey responses collected at the public open house have been combined with the second survey on page 125.





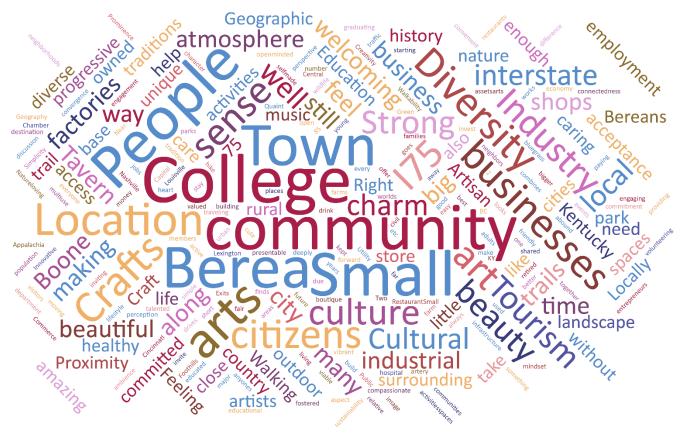
Public Meeting Photos

Public Surveys

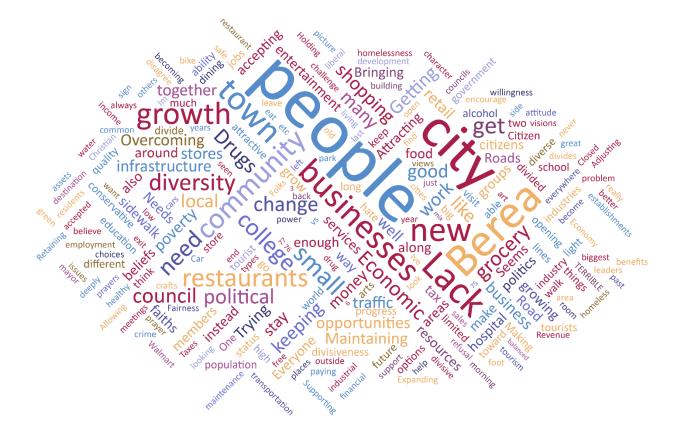
2020 City of Berea Comprehensive Plan Online Survey #1

The first Berea 2020 Comprehensive Plan Community Survey was launched late March of 2020 and closed mid-July of 2020. A total of 263 people responded to the survey. The following summary highlights key takeaways from the survey.

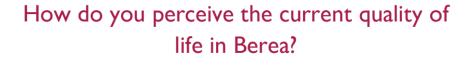
- When asked what are Berea's **strongest assets**, the top responses included:
 - People/Sense of Community
 - o Location
 - Berea College
 - Arts & Crafts Community
 - Small Town Feel/Beauty of Town
 - o Diversity
 - o Tourism

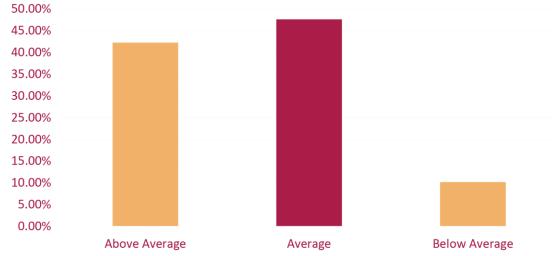


- When asked to identify the **biggest challenges** for Berea, the top responses included:
 - o Lack of dining, shopping and entertainment options
 - o Recreation for families and youth
 - o Partisanship and divisiveness
 - o Senior living and alternative housing options
 - o Growth/economic development
 - o Infrastructure
 - o Town-gown divide



- Survey respondents were asked to rate how they perceive the current quality of life in Berea:
 - 42.3% said the quality of life was above average
 - **11.2%** rated the overall quality of life as **below average**.





- The following were identified as **very important** to quality of life in Berea were:
 - Strong School System (80%)
 - Public Services & Infrastructure (66%)
 - Access to Higher Education Opportunities (65%)
 - High Paying Jobs (59%)
 - Recreation Spaces & Activities (57%)
 - Affordable Housing (52%)
- When asked to identify the highest priority over the next 10-20 years, top responses included:
 - Policies to Strengthen Existing and Future Businesses (33%)
 - Protect environmentally sensitive areas and promote low-impact development (17%)
 - Promote development of recreational activities and facilities (17%)
 - Provide Sustainable Infrastructure Improvements (14%)
- Many participants rated Walking Paths & Trails/Sidewalks (47%) and Public Transportation Improvements (29%) as very important transportation improvements.
- Participants identified the following **community facilities and utilities** that need to be improved most:
 - Internet and cellular infrastructure: 32%
 - Education: 29%
 - Flooding/Storm Sewer: 27%
 - o Green Infrastructure and Energy Conservation: 26%
 - Quality Daycare Facilities: 24%
 - Parks and Recreation: 23%

- When asked what types of housing development were needed in Berea, participants identified:
 - Need more Affordable Housing Options: 70%
 - Need more Senior Housing: 68%
 - Need more Single-Family Housing: 56%
- The highest priorities that participants identified for **Old Town/Chestnut Street/Downtown Berea** were more entertainment/shopping/retail businesses (39%) and redevelopment of key properties (18%).

Big Ideas

Participants were asked to list their "Big Idea" for Berea. The following list includes the top responses.

- Outdoor Recreation building off of Pinnacles Attraction
- Improve Tourism
- Sports Complex
- One Stop Shop/Community Clearinghouse for Community Services
- Recreation Center
- Community Center
- Community Arts Center
- Community gardens
- Community shared electric bikes
- Grocery Store
- Entertainment, shopping and retail
- Bike paths, sidewalks and trails
- Accessory Dwelling Units/Zoning Improvements

Participant Demographics

- The majority of participants were between the ages of 45 and 64 (43%)
- Approximately 87% of the participants live within Berea and 6% live in unincorporated Madison County
- Approximately 47% of the participants work in Berea and 18% work in either Lexington or Richmond
- The majority of participants have a household income over \$50,000 (65%) and only 16% have a household income under \$30,000

2020 City of Berea Comprehensive Plan Online Survey #2

The second Berea 2020 Comprehensive Plan Community Survey was launched in early July of 2020 and closed in late August of 2020. A total of 160 people responded to the survey. The following summary highlights key takeaways from the survey.

- When asked if the **vision statement** accurately represents Berea, **64% agreed**, 14% neither agreed or disagreed, 17% disagreed, and 5% provided additional comment.
- Very few individuals disagreed with the goal statements:
 - o 92% agreed with Goal 1
 - 94% agreed with Goal 2
 - \circ 92% agreed with Goal 3
 - o 94% agreed with Goal 4
 - 91% agreed with Goal 5
 - 96% agreed with Goal 6
 - 92% agreed with Goal 7
 - 91% agreed with Goal 8
 - 92% agreed with Goal 9
 - o 94% agreed with Goal 10
- Participants were asked to **prioritize objectives related to Land Use**. The following objectives were identified as high priorities.
 - Streamline the development review process and provide for maximum citizen participation. (54%)
 - 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 in a way that protects the unique character of the city. (49%)
 - Promote efforts toward cooperative planning among the Berea, Richmond and Madison County Planning Commissions, and with Eastern Kentucky University (EKU) and Berea College. (48%)
- Participants were asked to **prioritize objectives related to Transportation**. The following objectives were identified as high priorities.
 - Prioritize sidewalk and trail development that connect neighborhoods, schools and other prominent destinations. (85%)
 - Continue to maintain local roadways and transportation infrastructure to ensure safe and efficient travel in Berea. (61%)
 - Improve and strengthen the existing public transit system for the benefit of Berea residents and students. (56%)
- Participants were asked to **prioritize objectives related to Community Facilities & Services**. The following objectives were identified as high priorities.
 - Support further development and maintenance of public and private recreational facilities, parks, trails and green space. (54%)
 - Continue to manage drainage and stormwater systems in a manner that protects and improves natural stream hydrology and water quality. (38%)
 - Encourage the installation of fiber internet and other facilities that increase the accessibility to highspeed internet. (38%)
- Participants were asked to **prioritize objectives related to Housing**. The following objectives were identified as high priorities.
 - Continue to enforce building codes, property maintenance codes and handicapped accessibility requirements for both owner-occupied and rental housing fairly and consistently. (62%)

- Eliminate substandard housing through redevelopment, conversion and rehabilitation using both public and private funding sources. (58%)
- Participants were asked to **prioritize objectives related to Historic & Cultural Resources**. The following objectives were identified as high priorities.
 - Promote an active and vibrant performing arts and entertainment program. (56%)
 - Support, promote and coordinate festivals and other civic events within the Berea community.
 (47%)
 - Support adaptive re-use of existing historic structures as a means to preserve the historic character and provide options for residential, mixed use and commercial uses. (46%)
- Participants were asked to **prioritize objectives related to Economic Development**. The following objectives were identified as high priorities.
 - Encourage the development of emerging communication capabilities, especially high-speed internet and cellular services, required to attract high-quality business and industry. (52%)
 - Promote economic tools and incentives offered for small and local business development, nonprofit ventures and entrepreneurship. (43%)
 - Continue to support farmers' markets and other public and private sector opportunities for local growers and producers to market farm produce and other value-added agricultural products including the promotion of agritourism. (38%)
 - Encourage development of recreational activities and facilities, such as eco- and adventure tourism, that capitalize on Berea's distinctive characteristics and natural setting. (37%)
- Participants were asked to **prioritize objectives related to Environment**. The following objectives were identified as high priorities.
 - Promote conservation of resources and litter reduction through programs and policies that encourage reduction, reuse, recycling and composting. (82%)
 - Enforce the city's model energy code for new construction as a means of encouraging energy conservation and use of non-polluting energy sources. (48%)