



SCOTTSVILLE ROAD CORRIDOR STUDY

CITY-COUNTY PLANNING COMMISSION OF WARREN COUNTY, KENTUCKY



DATE OF ADOPTION: JUNE 18, 2015
PREPARED BY CCPC STAFF



Contents

I. Introduction1

II. Description and Scope of the Study 1

III. Historical Setting and Historic Properties 2

IV. Physical Resources 3

V. Land Use Analysis 4

VI. Zoning and Future Land Use 5

VII. Population Data 7

VIII. Community Facilities 8

IX. Visual Survey 11

X. Recommendations for Action 22

XI. Conclusion 22

Appendix

- Exhibit 1: Location Map
- Exhibit 2: Corridor Boundary
- Exhibit 3: Sinkhole and Cave Locations
- Exhibit 4: Soils
- Exhibit 5: Existing Land Use
- Exhibit 6: Existing Zoning
- Exhibit 7: Future Land Use Map
- Exhibit 8: Population Growth by Voting Precinct
- Exhibit 9: Population Growth by Elementary School District
- Exhibit 10: Current and Proposed Sewer Mains

Recognition

Special thanks to the Alvaton Volunteer Fire Department and the Property Valuation Administrator for use of the photos in the Historical Setting chapter.

Planning Commission Staff

Steve Hunter, Executive Director
Tonya Colley, Planning Group Manager
Rachel Hetzler, Planner III
Karissa Lemon, MPO Coordinator
Miranda Clements, Greenways Coordinator
Monica Spees, Planner I



I. Introduction

On January 16, 2014, the Planning Commission adopted the 2014 Work Plan, guiding Planning Commission staff to conduct corridor studies for several of the main corridors in Bowling Green. One of the specified study areas encompassed a portion of Scottsville Road and the area immediately surrounding. On October 2, 2014, the Work Plan was amended to span the entire 2014-2015 Fiscal Year. The Scottsville Road Corridor has been of interest to the Planning Commission for several years; however, the extension of the William H. Natcher Parkway and the addition of sanitary sewer in the area have made the Scottsville Road Corridor the highest priority. As a result, the Work Plan was amended once again on March 19, 2015, moving the Scottsville Road Corridor to the top of the list of areas to be studied.

Since that time, the Planning Commission staff has worked diligently, gathering historical data, as well as information related to physical resources and community facilities. In addition, a land use analysis was performed, delineating past zoning patterns, as well as current and future land use trends in the area. A visual survey of the corridor was also conducted, outlining the general character of the region. This visual survey also depicts specific development features, including roadways, signage, parking, and landscaping. The following document integrates the results of the abovementioned research and provides recommendations for future development in the Scottsville Road Corridor.



II. Description and Scope of the Study

The Scottsville Road Corridor Study focuses on the portion of Scottsville Road, also known as US 231, beginning at the southeast intersection with Interstate 65 and continuing south toward the intersection of Alvaton Road. The corridor includes all of the property with frontage on Scottsville Road as well as the properties with frontage along Mel Browning Street, Greenwood Lane, Bluegrass Farms Boulevard, Iron Skillet Drive, Cypress Wood Lane, Cherry Farm Lane, Orange Court, JFS Circle, Ivy Farm Court, Ivy Farm Street, Wildlife Court and Davenport Road. The corridor also includes the properties that had frontage along Scottsville Road, but now have frontage along an old segment of the road. This includes properties with frontage along Twin Bridges Road, Upton Road, Nob Hill Road and Soap Box Derby Road. The southernmost portion of the boundary encompasses all of the properties that are within 2,000 feet from the new sanitary sewer expansion currently under construction, then continues to the intersection with Alvaton Road. **Exhibit 1**, located in the Appendix, shows the location of the Scottsville Road Corridor, while **Exhibit 2** outlines its boundary.



III. Historical Setting

Warren County

Warren County was established from a portion of Logan County in 1796 and was named for Massachusetts native General Joseph Warren, a Revolutionary War soldier who fell at the Battle of Bunker Hill. The first courthouse for Warren County was located in what is now known as Fountain Square Park, near the Barren River. Land was donated around the new courthouse for the creation of a town, becoming incorporated as the City of Bowling Green in 1812.

Before automobiles, small communities were scattered throughout the county because citizens could not travel far in a horse and buggy. Each small community consisted mainly of farmers who grew tobacco, corn and hay and raised livestock. These communities usually consisted of a school, general store and at least one church. Some communities also had amenities like a mill and post office. Within the Scottsville Road Corridor, several communities developed including Greenwood, New Hill, and what is known, today, as Alvaton. These small communities also served as a stopping point for residents from Scottsville, a town located twenty-five miles southeast of Bowling Green. The route from Scottsville to Bowling Green crossed Drakes Creek, a tributary of the Barren River.



Historic home and farm located in Alvaton.

Scottsville Road

The first location of the road connecting Bowling Green and Scottsville took a route similar to the current alignment of Scottsville Road. By the 1930s, the main road followed the location of what is now known as Old Scottsville Road. Within thirty years, the road had once again shifted, this time closer to the original site of the main route. This alignment would serve as the primary path between the two cities, until the early 2000s, when the road was relocated to the west at varying distances.

Greenwood and New Hill

Greenwood, located between Bowling Green and Drakes Creek, had a church, school, lodge and several other businesses. New Hill developed on the east bank of Drakes Creek and encompassed a general store. A distillery, owned by the Potter family, existed between Greenwood and New Hill, and produced goods including whiskey, brandy and sour mash. No remnants of either community remain today. Today, Greenwood has been consumed by the City of Bowling Green, while New Hill would be situated near the Olde Stone Development.



Above: The original Alvaton VFD Station #1, built in 1972, was demolished for the Scottsville Road realignment. This photo is circa 1989. Below: The new Alvaton VFD Station #1 built on Old Scottsville Road in 2001.



Above: In the past, several markets operated at intersection of Claypool-Boyce and Scottsville Roads, but the last one closed after the road realignment. Below: Today, a religious institution is located in the former market building.

Alvaton

Alvaton, originally known as “Alva Hill”, featured a school, mill, general store and a few churches. A post office was established in the community in 1883 and is still in operation today. Alvaton is still the home of a few historic churches. These include, Bethany Baptist Church (formerly Goshen Church) which was constructed in 1868, as well as Friendship Community Church, which was established in 1810. Several schools have been located in Alvaton, including the Alvaton School, which was constructed in 1936. In 1940, the school erected a new gymnasium, which is still in existence. In 2008, the gymnasium was renovated for the community and is now managed by the Warren County Parks and Recreation Department. A new Alvaton Elementary School was built in 2006 to accommodate the growth occurring in the southeast portion of Warren County. In the early 2000s, several prospering Alvaton businesses became disconnected from the new alignment of Scottsville Road, and eventually closed. Today, the possibility exists for businesses to locate along the new roadway in the Alvaton community.



IV. Physical Resources

Subsurface Hydrology

Scattered extensively across the Earth is a unique type of landscape known as “karst.” Karst areas are frequently comprised of crater-like areas of sinkholes, limestone masts, sharp hillsides, underground streams and caves (Crawford, Nicholas, “Karst Landscape Analysis,” Warren County Comprehensive Plan, 1989). **Exhibit 3**, in the Appendix, depicts the cave and sinkhole locations within the Scottsville Road Corridor.

Almost all karst regions are formed on carbonate rock such as limestone or dolomite. Limestone karst is the most widely established type of karst, covers the broadest area, and has the most intricate and comprehensive of underground drainage and cavern structures. Residing in a karst area, the Scottsville Road Corridor sits atop mainly rocks of carbonate form.

The most distinguishing characteristic of karst landscapes is the concentration of water flow in underground channels. Karst aquifers are open in nature and lack thick soil covers. For this reason, such aquifers are highly vulnerable to contamination. Additionally, considerable amounts of water that enter karst aquifers come from storm water runoff that flows straight into the system at sinking streams and sinkholes. Therefore, pollutants associated with agricultural and urban land use are washed directly into the karst aquifer. These include things like animal waste, pesticides, fertilizers, grease, metals, gasoline and other contaminants. Unfortunately, many karst areas will be used for agricultural and urban land uses.

Because of this, improved methods must be employed to protect karst areas from groundwater contamination (Final Report for the Proposed Kentucky Trimodal Transpark - Center for Cave and Karst Studies, WKU, February 2013). One such method includes the DRASTIC Index, which classifies groundwater vulnerability using seven hydrologic factors. These factors consider the rate at which water from the surface travels through the aquifer and how successful the physical characteristics of the area can filter out pollutants (Focus 2030 Comprehensive Plan).



Topography, including sinkholes, in the vicinity of the Scottsville Road Corridor.

According to the DRASTIC Index, much of the areas located within the boundary of the study area are extremely vulnerable to groundwater contamination, as they have a DRASTIC index greater than 200. **Table 1** shows the DRASTIC Indices for the Scottsville Road Corridor and their respective composition percentages:

Table 1: DRASTIC Indices

DRASTIC Index	Acres	Percent
Less Vulnerable (<160)	513	2209
Moderately Vulnerable (161-180)	0	0.00%
Highly Vulnerable (181-200)	40	1.73%
Extremely Vulnerable (>200)	1,770	76.18%



Soils

The soil that prevails in the Scottsville Road Corridor is the BaC (Baxter gravelly silt loam, 6% to 12% slopes) soil type, making up about 32% of the soils. This soil is generally located on rolling ridgetops and side slopes of depressions, is well drained and has moderately slow permeability. The soil is suited for cropland, dwellings and septic tank absorption fields and is well suited for pasture, hay and woodland.

The second most prevalent soil found in the Scottsville Road study area is the CrB (Crider silt loam, 2% to 6% slopes) soil type, which encompasses about 19% of the corridor. This soil can be found on undulating ridges, is well drained and has moderate permeability. The soil is well suited for pasture, hay and cropland.

The third most common soil types found in the Scottsville Road Corridor are the BaD (Baxter gravelly silt loam, 12% to 20% slopes) and BaE (Baxter gravelly silt loam, 20% to 30% slopes) soils. These soils, collectively, comprise approximately 16% of the land contained within the corridor. The BaD and BaE soil types are typically found on hillsides, side slopes of depressions and steep walls around depressions, are well drained and have moderately slow permeability. The BaD soil type is poorly suited for cropland, dwellings and septic tank absorption fields, while suited for pasture, hay and woodland. The BaE soil type is unsuited for cropland, dwellings and septic tank absorption fields, while suited for pasture, hay and woodland.

The remainder of the area is comprised of a variety of soil types. These soil types, along with the abovementioned soil types and their respective composition percentages are shown in *Table 2*:

Table 2: Soil Types

Soil Type	Percent
BaB (Baxter gravelly silt loam, 2% to 6% slopes)	0.025%
BaC (Baxter gravelly silt loam, 6% to 12% slopes)	32.154%
BaD (Baxter gravelly silt loam, 12% to 20% slopes)	8.064%
BaE (Baxter gravelly silt loam, 20% to 30% slopes)	8.132%
BrB (Baxter-urban land complex, 2% to 6% slopes)	0.012%
BrC (Baxter-urban land complex, 6% to 12% slopes)	2.114%
BrD (Baxter-urban land complex, 12% to 20% slopes)	0.055%
CaB (Caneyville silt loam, 2% to 6% slopes)	0.068%
CrB (Crider silt loam, 2% to 6% slopes)	19.141%
CrC (Crider silt loam, 6% to 12% slopes)	4.906%
CuB (Crider-urban land complex, 2% to 6% slopes)	6.128%
CuC (Crider-urban land complex, 6% to 12% slopes)	0.341%
EkB (Elk silt loam, 2% to 6% slopes, rarely flooded)	2.307%
Ne (Newark silt loam, frequently flooded)	0.639%
No (Nolin silt loam, frequently flooded)	5.499%
OtA (Otwood silt loam, 0% to 2% slopes, rarely flooded)	0.204%
PbA (Pembroke silt loam, 0% to 2% slopes)	1.656%
PeA (Pembroke-urban land complex, 0% to 2% slopes)	0.005%
RxF (Rock outcrop-caneyville complex, 20% to 60% slopes)	2.556%
Ud (Urban land-udorthents complex, clayey substratum, hard bedrock > 5 feet, 0% to 12% slopes)	5.405%
Us (Urban land-udorthents complex, smoothed, 0% to 15% slopes)	0.157%
W (Water)	0.430%
TOTAL	100.000%

Source: National Resources Conservation Service - Soil Survey of Warren County, Kentucky



V. Land Use Analysis



Former business location for sale on Mel Browning Street.

Land Use Survey

The Planning Commission staff currently maintains a database of land uses throughout Warren County and periodically the staff updates the information from building permits that have been issued. The Scottsville Road Corridor Study Land Use Map was produced from that data and a visual survey (see *Exhibit 5*).

Land Use Classification

The Planning Commission staff uses the following land use categories:

Agricultural: This category refers to land over 5 acres being used for agricultural purposes, even if it is not currently in farm production, as well as wooded areas. There may also be a residence on the property.

Commercial: This land use category includes retail/wholesale businesses of various sizes, including but not limited to strip centers, “big box” stores, hotels, restaurants, banks and pharmacies.

Industrial: Industrial land uses include factories and warehouses, but also includes businesses that store things outside like, contractor related services, auto repair shops and trucking companies. The more intensive industrial businesses may emit vibrations, noises, smoke or fumes.

Multi-Family Residential: The multi-family residential land use category represents parcels with structures containing more than one unit, such as duplexes and apartment complexes. It also includes residential structures where more than two unrelated people reside, like a boarding house. Note: There are no multi-family residential land uses within the Scottsville Road Corridor.

Residential: This category depicts parcels under 5 acres, with a single family residence. This category also represents mobile home parks, since each mobile home is on its own lot within the park.



Public: Public land uses include public parks, public schools and government buildings.

Public-Institutional: This land use designation is used for religious institutions, private schools and civic organizations like Veterans of Foreign Wars (VFW) posts, masonic lodges and Rotary clubs.

Vacant: The vacant category encompasses lots with no development less than five (5) acres in size.

Land Use Analysis

As noted in **Table 3**, the dominant land use category in the Scottsville Road Corridor is the Agricultural category, which makes up 70.63% of the corridor. The Single Family Residential land use category is the second highest land use, comprising 8.05% of the corridor. The Commercial, Public and Vacant land uses round out the top five types of land uses represented in the corridor at 17.18%. The remaining 4.14% of the corridor, is comprised of Public-Institutional and Industrial land uses. Spatially, the Commercial and Industrial land uses are mainly located in the northern portion of the corridor, as can be seen in **Exhibit 5**, located in the Appendix.

The Agricultural land use category has the largest parcel size and largest average lot size within the corridor, with a maximum lot size of 192 acres and an average lot size of 27 acres. The lot sizes for several of the parcels would have been higher, but the last realignment of Scottsville Road dissected the properties. Even though the Single Family Residential land use category includes Greenwood Estates Mobile Home Park, which is 25 acres, the average lot size in the category is still one (1) acre in size. As the sanitary sewer system is expanded throughout the corridor, the average lot sizes in the Single Family Residential land use category are likely to decrease, with a minimum lot size being as small as 5,000 square feet.

Table 3: Existing Land Use

Land Use	Parcels	Maximum Lot Size	Average Lot Size	Total Acreage	% of Total (Acres)
Agricultural	61	192	27	1,642	70.63%
Commercial	74	13	2	156	6.71%
Industrial	9	12	4	36	1.53%
Public	9	70	14	125	5.38%
Public-Institutional	9	24	7	61	2.61%
Single Family Residential	130	25	1	187	8.05%
Vacant	81	9	1	118	5.09%
Total	373	N/A	N/A	2,324	100.00%



VI. Zoning and Future Land Use

The Scottsville Road Corridor contains approximately 2,324 acres and is currently comprised of a variety of different zoning districts. **Exhibit 6**, located in the Appendix, shows each of the zoning districts contained within the corridor. **Table 4** depicts the specific zoning districts found within the corridor and their respective acreages.

As noted in **Table 4**, approximately 65% of the corridor is zoned AG (Agriculture), with R-E (Residential Estate) being the next most prominent zoning district at 9.18%. Approximately 8.45% of the corridor is comprised of F (Floodplain) and 7.62% is zoned HB (Highway Business). The remaining 10.17% portion of the corridor is a mixture of P (Public), LI (Light Industrial), PUD (Planned Unit Development), OP-C (Office Professional-Commercial), RM-2 (Two Family Residential), RM-3 (Multi-Family Residential), GB (General Business), NB (Neighborhood Business), RS-1C (Single Family Residential), OP-R (Office Professional-Residential), RS-1A (Single Family Residential) and RM-4 (Multi-Family Residential).

Additionally, 10.15% of the properties within the corridor contain Binding Elements. These portions of the corridor are summarized in **Table 5**.



Table 4: Current Zoning

Zoning District	Acres	Percent
AG	1,505.35	65.24%
R-E	213.31	9.18%
F	194.99	8.45%
HB	175.83	7.62%
P	91.78	3.98%
LI	52.56	2.28%
PUD	37.22	1.61%
OP-C	18.49	0.80%
RM-2	17.82	0.77%
RM-3	5.9	0.26%
GB	3.68	0.16%
NB	2.7	0.12%
RS-1C	2.09	0.09%
OP-R	1.56	0.07%
RS-1A	0.57	0.02%
RM-4	0.22	0.01%
Total	2,324.07	100.00%



Above: Self storage units visible from Scottsville Road.
Below: Former residence rezoned for industrial use in 2011.



Table 5: Properties With Binding Elements

Zoning District	Acres	Percent
GB BE	3.68	0.16%
HB BE	52.85	2.29%
LI BE	13.4	0.58%
NB BE	2.7	012%
OP-C BE	18.49	0.80%
OP-R BE	1.56	0.07%
PUD	37.22	1.61%
R-E BE	94.95	4.09%
RM-2 BE	1.81	0.08%
RM-3 BE	5.9	0.26%
RS-1C BE	2.09	0.09%
Total	234.65	10.15%

Zoning History

The zoning districts and their associated binding elements shown in *Table 5* above are a direct reflection of the zoning trends that have occurred in the corridor over the last several years. Since April 16, 1987, 37 zone changes, comprised of approximately 218 acres have been approved by the Planning Commission within the corridor. These are outlined in *Table 6*.

Binding elements in the corridor address various topics of concern. More than 40% of the 37 zone changes listed in *Table 6* reference access, building materials, connection to sanitary sewer, signage and lighting in their Binding Elements. Underground utilities, open space and prohibited uses are addressed by more than 24% of the cases, as well. Other issues addressed within the Binding Elements in the corridor include minimum square footage for single family residential uses, parking within the building setback, outdoor storage and building orientation.



Home rezoned from AG to HB on Greenwood Lane in 2004.



Bella’s Nursery, located on Scottsville Road.

Table 6: Zone Changes Since 1987

Zoning District	Number of Zone Changes	Acres
GB BE	1	3.68
HB BE	14	52.85
LI BE	4	13.4
NB BE	1	2.7
OP-C BE	3	18.49
OP-R BE	1	1.56
PUD	2	37.22
R-E BE	7	94.45
RM-2 BE	2	1.81
RM-3 BE	1	5.9
RS-1C BE	1	2.09
Total	37	234.65

Future Land Use

Exhibit 7 depicts the Future Land Use Map for the Scottsville Road Corridor. There are 9 different future land use designations located within the corridor. These future land use categories are explained below, as well as their respective acreages, which are listed *Table 7*.

Future Land Use Categories

Low Density Residential: This land use designation comprises areas designated for single-family detached development with gross densities ranging from 0 dwelling units per acre to 8 dwelling units per acre.

Moderate Density Residential: This land use designation consists of areas developed for higher density single family detached (RS-1C & RS-1D), as well as semi-detached development such as duplexes and townhouses,

apartment buildings, condominiums and mobile home parks. Densities in this land use should range between 3.5 and 15 dwelling units per acre.

High Density Residential: This land use designation consists of areas occupied by multifamily housing, including higher density duplexes, townhomes, apartment buildings and condominiums, developed at densities exceeding 12 dwelling units per acre.

Mixed Use/Residential: This category applies to mixed-use areas where, taken as a whole, the primary land use is residential in a variety of housing types and densities, balanced by complementary retail, office, institutional and civic uses. The distribution of land among these various activities shall be implemented through specific zoning, with standards addressing the form and character of development to ensure compatibility.

This designation applies to the historic core of downtown Bowling Green. Here, development standards should be tailored to emphasize an urban character and a mix and intensity of development appropriate to this unique center of activity.

Mixed Use / Commercial: This category applies to strategic areas, mostly undeveloped today, that are located near designated industrial parks and accessible from major transportation corridors. These areas are envisioned as predominantly large-scale employment and business centers, supplemented by compatible retail, services, hotels and, where appropriate, higher density residential development (stand-alone or in mixed-use developments). The distribution of land among these various activities shall be addressed through specific zoning. However, primary activities in these areas may include low and medium-rise office complexes, as well environmentally friendly manufacturing and business centers.

On large tracts, these uses should be encouraged to develop in a campus-like setting, with quality architecture and generous, connected open space to maximize value, promote visual quality, and encourage pedestrian activity between employment areas and areas of supporting uses such as retail, restaurants and residential.

Commercial: This land use designation consists of an array of commercial development, including individual commercial (retail, service, hotel or office) businesses that may exist along a highway corridor or a business district, as well as larger planned shopping centers and office parks.

Institutional/Governmental: This category consists of major public institutions, including the Western Kentucky University (WKU) campus and public schools, and governmental functions and operations such as the airport, government offices and police and fire stations.

Open Space, Parks and Recreation: This land use designation applies to all existing City- and County-owned public parks, golf courses, other



recreational facilities and permanently protected open spaces of countywide significance.

Rural Village: This land use designation is intended to provide for the continued vitality of the existing commercial and residential mixed use areas found in the smaller rural agricultural centers throughout Warren County. The rural village brings a sense of community and identification to the surrounding rural areas with an emphasis on providing essential goods and services to rural residents, but are not intended as employment designations for urban residents.

As can be seen in **Table 7**, the Low Density Residential future land use category consumes most of the corridor at almost 68%. The second most prevalent future land use category in the corridor is the Commercial designation at 17.5%. The remaining, almost 15% of the corridor, is comprised of the Moderate Density Residential; High Density Residential; Mixed Use/Residential; Mixed Use/Commercial; Institutional/Governmental; Open Space, Parks and Recreation and Rural Village future land use categories.

Table 7: Future Land Use

Future Land Use Category	Acres	Percent
Low Density Residential	1,563.48	67.77%
Moderate Density Residential	34.28	1.48%
High Density Residential	62.31	2.70%
Mixed Use/Residential	37.49	1.62%
Mixed Use/Commercial	14.44	0.63%
Commercial	404.89	17.54%
Institutional/Governmental	1.08	0.05%
Open Space, Parks and Recreation	138.03	5.98%
Rural Village	68.00	2.23%
Total	2,324.00	100.00%

Additional Future Development Considerations

In addition to the future land use categories listed above, an analysis was also performed on existing zoning versus land potentially available for development within the corridor. **Table 8** shows that approximately 10% of the property within the corridor is of vacant or agricultural land use and already zoned for commercial, industrial, multi-family residential or single-family residential purposes. Additionally, of the approximately 239 acres available for potential development, close to 116 acres do not have Binding Elements.

Table 8: Land Potentially Available for Development

Zoning	Land Use	Acres	Percent of Total Property in Corridor
Commercial (NB, HB, PUD)	Vacant or Agriculture	81.31	3.50%
Industrial (LI)	Vacant or Agriculture	21.35	0.92%
Multi-Family Residential (RM-2, RM-3)	Vacant or Agriculture	23.18	1.00%
Single Family Residential (R-E)	Vacant or Agriculture	113.39	4.88%
	Total	239.23	10.30%

VII. Population Data

According to the US Census Bureau, Warren County’s population is expected to grow 46% between 2015 and 2040, totaling 182,929 in the year 2040, as illustrated in **Tables 9** and **10**. Because the Scottsville Road Corridor does not precisely follow census block delineations, voting precincts and school districts are used in this section to represent population data.

Table 9: Projected Population Growth 2015-2040

Jurisdiction	2015	2020	2025	2030	2035	2040	Total Growth
Warren County	125,085	137,250	148,966	160,772	172,025	182,929	57,844

Source: Kentucky State Data Center, Estimates and Projections Released December 1, 2011

Table 10: Projected Population Change (Percent)

Jurisdiction	2015-2020	2020-2025	2025-2030	2030-2035	2035-2040	Total Percent Change
Warren County	9.7%	8.5%	7.9%	7%	6.3%	46.24%

Before the reconfiguration of voting precincts in 2014, most voting precincts in the county grew at most by 32% between the years 2000 and 2010, as can be seen in **Exhibit 8** in the Appendix. Some precincts around Scottsville Road experienced a 4% to 5% population decline between 2000 and 2010. However, the population of several other voting precincts in the Scottsville Road Corridor increased between 8% and 72% during this 10-year period. The physical evidence of continual residential growth manifests itself in high-end developments such as September Lakes and Olde Stone.

Table 11 and **Exhibit 9** show the growth from 2000 to 2010 in each Warren County elementary school district. Scottsville Road serves as the transportation corridor to the fastest-growing school districts in Warren County - Jody Richards, Lost River and William H. Natcher Elementary Schools.

Population increase in the vicinity of the Scottsville Road Corridor can be expected, due to the growth of Warren County school districts and the high population growth to the south of the county.



Table 11: Change in Elementary School District Population

School District	Population 2000	Population 2010	Change	Under 18 in 2010	Percent Under 18 in 2010
Alvaton	4,355	5,826	34%	1,439	25%
Alvaton (*)	1,152	1,626	41%	399	25%
Briarwood	7,529	9,385	35%	2,333	25%
Bristow	4,745	6,171	30%	1,593	26%
Cumberland Trace	1,883	2,063	10%	543	26%
Cumberland Trace (*)	881	1,090	24%	183	17%
Jody Richards	1,824	5,023	57%	1,470	29%
Lost River	5,224	8,601	65%	1,984	23%
North Warren	4,634	5,034	9%	1,241	25%
Oakland	3,469	4,331	25%	1,162	27%
Plano	5,432	6,774	25%	1,849	27%
Rich Pond	2,735	3,398	24%	841	25%
Richardsville	3,586	3,636	1%	892	25%
Rockfield	4,608	5,901	28%	1,544	26%
Warren	8,114	8,209	1%	2,002	24%
William H. Natcher	6,344	9,861	55%	2,016	20%

Source: US Census 2000 and US Census 2010
 *Denotes areas that are not contiguous.



Trees located within Phil Moore Park.

VIII. Community Facilities

The community facilities of an area include most of the elements essential for a resident’s quality of life. Businesses also look at these amenities as a factor when deciding where to locate. The Scottsville Road Corridor has several community facilities available, both inside and adjacent to the corridor boundary.

Transportation

The Scottsville Road Corridor is served by Scottsville Road (US 231), a divided federal roadway with four lanes and a median. The road serves as a major regional transportation route for citizens both in Warren and Allen counties. The current road alignment, constructed in the early 2000s, was built to withstand future development within the corridor. The Kentucky Highway Department considers the portion of Scottsville Road from the Interstate 65 interchange to Cassie Way as a limited access roadway, meaning no new access points will be allowed. The remainder of the corridor, from Cassie Way to Alvaton Road, is considered to be a partial access controlled area, meaning “curb cuts” cannot be less than 1,200 feet apart. Regardless of the location along Scottsville Road, all encroachment (driveway) permits must be approved by the Kentucky Transportation Cabinet.

The William H. Natcher Parkway was recently extended to intersect Scottsville Road, further connecting regional traffic to the corridor. Several other state maintained roadways intersect Scottsville Road, including Plano Road (KY 622), Old Scottsville Road (KY 2629) and Alvaton Road (KY 961). In addition to the Natcher Parkway and state maintained roadways, several local roadways connect to Scottsville Road. A few of these roads were part of the “old” Scottsville Road, which became segmented, renamed and turned over to the county for maintenance.



Scottsville Road Bridge crossing Drakes Creek as seen from Phil Moore Park.

SCOTTSVILLE ROAD CORRIDOR STUDY



Water

The Scottsville Road Corridor has potable water available throughout the corridor, mainly supplied by the Warren County Water District (WCWD). Although only a small portion of the corridor is served by the other water provider in Warren County, Bowling Green Municipal Utilities (BGMU), they treat all of the potable water in Warren County. An estimated 146,000 commercial and residential customers are served by both agencies.



Water tower as seen from Cypress Wood Lane.

Wastewater

Warren County Water District (WCWD) and Bowling Green Municipal Utilities (BGMU) provide sewage treatment for a portion of the Scottsville Road Corridor. Combined, both agencies maintain over 420 miles of sewer lines. Currently, the sanitary sewer stops at Olde Stone Subdivision, however, WCWD is beginning construction on an expansion project that will extend sanitary sewer down Scottsville Road, past Alvaton Elementary School and terminate at the intersection of Old Scottsville and Scottsville Roads. **Exhibit 10**, in the Appendix, shows the proposed sanitary sewer expansion. The remainder of the corridor is served by on-site septic waste disposal systems that must be approved by the Barren River Health Department prior to installation.



Electric substation on Scottsville Road frontage road.

Electricity and Natural Gas

BGMU and Warren Rural Electric Cooperative Corporation (WRECC) provide electricity to the Scottsville Road Corridor. Collectively, BGMU and WRECC maintain 2,805 miles of electrical lines, both underground and on poles aboveground. Atmos Energy provides piped natural gas to a portion of the Scottsville Road Corridor. Presently, their services terminate at Drakes Creek on Scottsville Road. As new developments occur, the possibility for expansion of the natural gas system exists.

Cable and Internet

Time Warner Cable is the sole cable provider within the Scottsville Road Corridor and Warren County, however, they do not offer services within the entire corridor. There are several satellite television companies that offer services throughout the area. High speed internet is also available in the Scottsville Road Corridor. Time Warner Cable also provides high speed internet in the areas where cable television is offered. Other options for high speed internet are available for areas outside Time Warner Cable's service boundary, as well.

Police and Fire Protection

The Bowling Green Police Department responds to emergency calls within the corporate limits. Outside the corporate limits, the Warren County Sheriff's Office is responsible for responding to emergency calls. Both agencies are assisted by the Kentucky State Police Post #3, which is located on Nashville Road in Bowling Green. The Bowling Green Fire Department has full-time employees that serve the citizens of Bowling Green. In 2008, the City of Bowling Green built the Greenwood Fire Station within the Scottsville Road Corridor to serve the citizens on the southeast side of the city, including residents of the Olde Stone Development. Warren County has nine volunteer fire districts with a total of twenty (20) fire stations dispersed throughout the county. The fire departments respond to calls inside their own district, but also assist adjacent departments with structure fires. Alvaton Volunteer Fire Department has two (2) fire stations within the corridor: Alvaton Station #1 is located on Old Scottsville Road and Station #3 is located on JFS Circle. Alvaton Station #2 is located on Cemetery Road, outside the corridor study area.





Bob Kirby Branch of Warren County Public Library on Iron Skillet Court.



Soap Box Derby Track at Phil Moore Park. The track is on a portion of the “old” Scottsville Road.

Solid Waste Management

All residents, businesses and industries in Warren County must use the services of a solid waste management company. The City of Bowling Green is served by Scott Waste Services. Outside the City, Warren County Fiscal Court approves several franchised collection companies including Waste Management, Republic Services and Taylor Sanitation.

Recreational Facilities

The Scottsville Road Corridor is home to one of three regional parks within Warren County, Phil Moore Park. The park offers amenities including disc golf, walking trails, cross country trails and an athletic complex with lighted baseball and softball fields. The park has a gymnasium with basketball and volleyball courts and a community meeting room with kitchen access. The park also offers direct access to Drakes Creek.



Safety City at Greenwood High School.

Education

There is one school located within the corridor, Greenwood High School, the third of four high schools built by the Warren County Board of Education. The school was built in 1991 to serve the southeastern part of Warren County, which was experiencing a large amount of growth. Since its completion, it has seen additions to both the building and facilities offered at the school. Greenwood High School is also home to Safety City, a small city created in 1998 to teach second grade children pedestrian and vehicle safety. The “city” is built on a smaller scale and includes buildings, paved streets with working streetlights and street signs, railroad tracks, a water tower and sidewalks.

Other Community Facilities

There are two post offices located within the Scottsville Road Corridor; a large Bowling Green Post Office located within the commercial section of the corridor and Alvaton Post Office, a rural post office, established in 1883. The Bob Kirby Branch of the Warren County Public Library (WCPL) is also located within the corridor, on Iron Skillet Court near Greenwood High School. The Bob Kirby Branch is one of three satellite library locations within Warren County. The WCPL also offers a mobile branch, which travels throughout the county providing books to citizens who can’t reach one of the other library “brick and mortar” locations. Additional community facilities located within the corridor include religious institutions, non-profit agencies and civic organizations.



IX. Visual Survey

ROADS AND INTERSECTIONS



Scottsville Road looking northwest toward I-65 just south of its intersection with Cumberland Trace Road.



Intersection of Plano Road and Scottsville Road.



Scottsville Road, looking northwest, south of Peachtree Lane.



Looking west, toward the Intersection of the William H. Natcher Parkway Extension and Scottsville Road.



Alvaton Road, an old portion of Scottsville Road.



View of landscaped median on Iron Skillet Court.



View of Crossroads IGA, located at the intersection of Scottsville Road and Plano Road.



Former residence, converted to a vehicle sales lot on Scottsville Road.



Clarion Inn, located on Mel Browning Street.



Sleep Inn, located on Greenwood Lane.



Sonic Drive-In, located at the intersection of Bluegrass Farms Boulevard and Scottsville Road.



Strip center, located on Iron Skillet Court.



COMMERCIAL DEVELOPMENT



Yuki Steakhouse, located on Iron Skillet Court.



Vacant industrial building, located on Cypress Wood Lane.



The Yard Park, located along Scottsville Road across from Greenwood High School.



Former home located along Scottsville Road. Rezoned for commercial use in 2004.



View of Sheldon's Pharmacy at the intersection of Plano and Scottsville Roads.



Split Tree BBQ, located at the corner of Scottsville Road and Wilson Road.



Fastrac convenience store, located on Scottsville Road, in front of the Ramada Inn.



Rear view of Cracker Barrel from Mel Browning Street.



Strip center, located at the intersection of Scottsville Road and Cherry Farm Lane.



Goodwill as seen from Scottsville Road.



View of Goodwill from Martin Auto Mart, located perpendicular to Scottsville Road.



Eastwood Baptist Church, South Campus - view from Scottsville Road.



Eastwood Baptist Church, South Campus - view from Old Scottsville Road.

BUILDING ORIENTATION



View of Billboard from Scottsville Road.



Bob Kirby Branch of the Warren County Public Library, located on Iron Skillet Court.



Greenwood High School sign.



View of sign at Phil Moore Park.



View of Peachtree Place Sign at the intersection of Scottsville Road and Plano Road.



South Central Bank sign, located at the intersection of JFS Circle and Scottsville Road.

SIGNAGE



High rise signs, looking southwest on Mel Browning Street.



View of Domino's sign on Scottsville Road.



View of two signs on the Keystop property, located on Scottsville Road.



The Office Building sign, located on Scottsville Road



View of signage on Scottsville Road near Greenwood Lane.



Vacant high rise sign, located along Greenwood Lane, near Scottsville Road.

SIGNAGE



Hospice, located on Scottsville Road.



Warren Association of Baptists, located along Scottsville Road.



Phil Moore Park, located along Scottsville Road, southeast of the Natcher Extension.

COMMUNITY FACILITIES



Goshen Lodge, a Masonic and Eastern Star Lodge, located on Scottsville Road.



Greenwood High School, located on Scottsville Road.



View of canoe access point on Drakes Creek, located across from Phil Moore Park.



Residential area in Point Breeze Subdivision, looking west on Ivy Farm Street.



View of September Lakes from Nob Hill Road (former portion of Scottsville Road).



Residential property located on Twin Bridges Road (former portion of Scottsville Road).



Residential structure under construction on Buddy Miller Drive (former portion of Scottsville Road).



Residential home along Greenwood Lane.



Entrance to Greenwood Estates Mobile Home Park, located on Cassie Way, off of Scottsville Road.

RESIDENTIAL DEVELOPMENT



Alvaton Garage, located on Alvaton Road.



Alvaton Post Office, located on Alvaton Road.



Alvaton Church of Christ, located on Alvaton Road.

ALVATON COMMUNITY



Alvaton Nursery & Landscaping, Inc., located on Alvaton Road.



Alvaton Gymnasium, located on Old Scottsville Road.



Alvaton Elementary School, located on Old Scottsville Road (taken from the Alvaton Gymnasium).



Old barn with quilt painting along Nob Hill Road. A quilt trail is being established in Warren County.



View of farmland from Old Scottsville Road.



View of Drakes Creek.



Farmland located within the corridor.



Rural landscape along Alvaton Road.



Agricultural land seen from Cumberland Trace Road.

RURAL CHARACTER



X. Recommendations for Action

Future Land Use Map Amendments

On May 7, 2015 the Planning Commission staff presented Future Land Use Map (FLUM) amendments to the Planning Commission in order to revise the future land use along the Scottsville Road Corridor. This change gave the planning commission staff an opportunity to complete this corridor study before additional development could occur. After reviewing the information from the corridor study, the planning commission staff does not recommend changing the FLUM at this time. Although sanitary sewer is being extended into the Alvaton area, there is no demand for commercial development outside the areas labeled for commercial land uses on the FLUM. The low density FLUM designation could permit single-family residential development at a higher density due to the sanitary sewer extension.



Snodgrass Veterinary Clinic on Scottsville Road.



Looking southwest on Scottsville Road, south of Peachtree Lane.

Land Use and Development Recommendations

The Planning Commission staff recommends the following for the Scottsville Road Corridor:

Primary Recommendations

- a requirement that all development, visible from Scottsville Road, be designed in such a way to appear to face Scottsville Road, regardless of the location of the driveway access and parking;
- a requirement that all new non-residential development, public or private, have underground utilities (including infrastructure within the right-of-way);
- a requirement that all new non-residential development have limited access and/or spacing requirements, to encourage reverse frontage roads or other shared access options; and
- a requirement that new residential development be served by internal streets, which would limit the potential for additional “curb cuts” along Scottsville Road.

Secondary Recommendations

- a building material requirement for both residential and non-residential development, for facades facing Scottsville Road (possibly all roadways);
- a requirement that all new signage be monument style with a lower square footage cap as well as prohibiting LED signs;
- prohibition of billboards within the corridor;
- a requirement that either no parking be allowed in the building setback along Scottsville Road or have parking to the rear of the building, as long as the rear is not Scottsville Road;
- a requirement that there shall be no outdoor storage within x amount of feet from Scottsville Road;
- a requirement that all roof level electrical transformers, heat and air conditioning equipment and similar facilities be screened from public view;
- an openspace/greenspace or greenways connection requirement for new development; and
- a county-wide transportation policy requiring the Kentucky Transportation Cabinet to submit all plans for new access points, intersection locations and traffic signal location, spacing and design to the Bowling Green-Warren County MPO and the Planning Commission for approval.



Drainage Basin on Bluegrass Farms Boulevard.



Residences on Scottsville Road, just north of Plano Road.

XI. Conclusion

In summary, the Scottsville Road Corridor Study provides an in-depth analysis of the area through historic documentation, information related to physical resources and community facilities, land use analysis, zoning history and future land use. It presents past, present and future development trends and depicts the general character of the region through a visual survey. The findings contained within this document will assist the Planning Commission, as well as Planning Commission staff with decision-making regarding development proposals, as well as guide future policy within the Corridor for years to come.



SCOTTSVILLE ROAD CORRIDOR STUDY

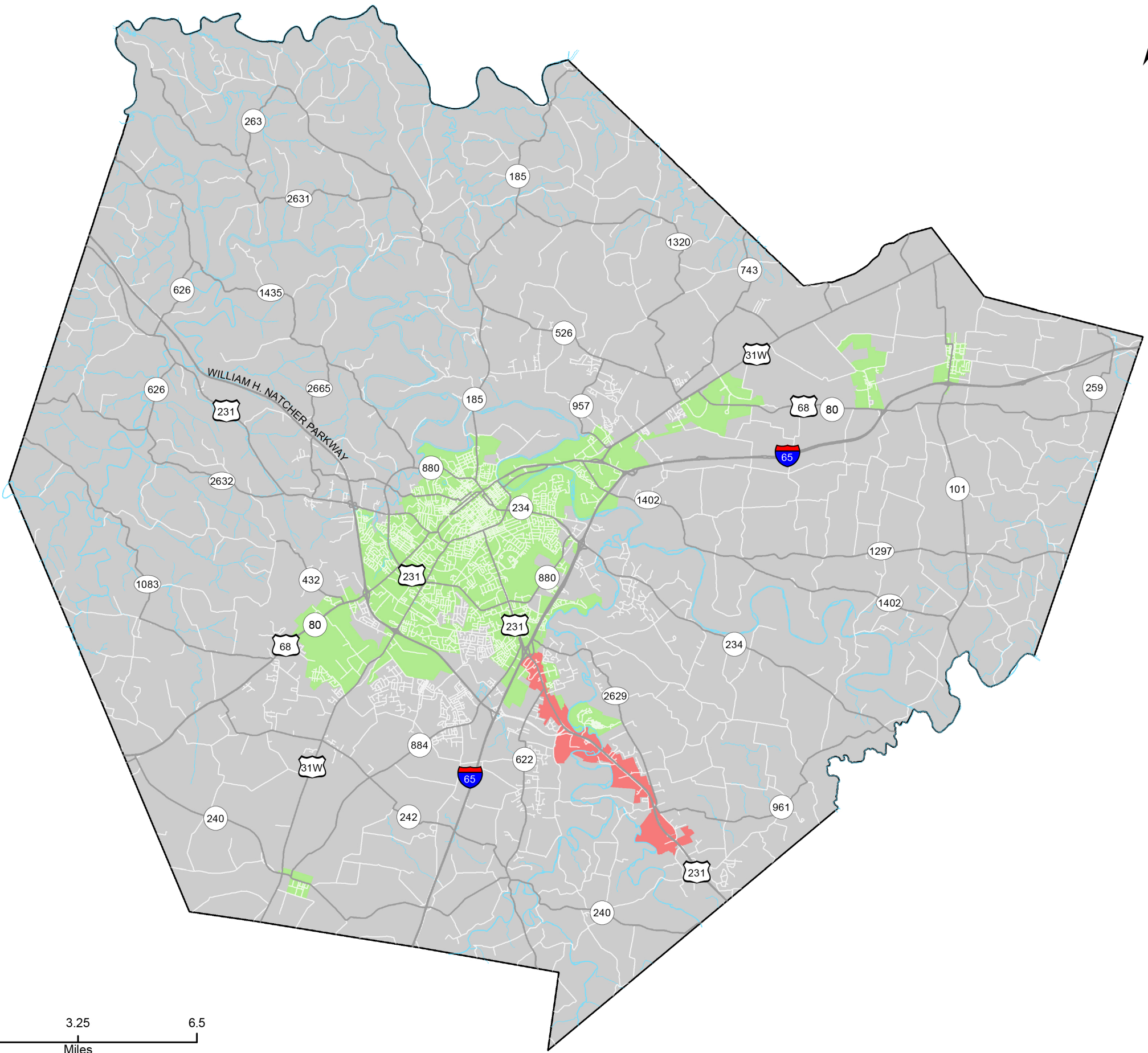
CITY-COUNTY PLANNING COMMISSION OF WARREN COUNTY, KENTUCKY

APPENDIX

- EXHIBIT 1 - LOCATION MAP
- EXHIBIT 2 - CORRIDOR BOUNDARY
- EXHIBIT 3 - SINKHOLE AND CAVE LOCATIONS
- EXHIBIT 4 - SOILS
- EXHIBIT 5 - EXISTING LAND USE
- EXHIBIT 6 - EXISTING ZONING
- EXHIBIT 7 - FUTURE LAND USE
- EXHIBIT 8 - POPULATION GROWTH BY VOTING PRECINCT
- EXHIBIT 9 - POPULATION GROWTH BY ELEMENTARY SCHOOL DISTRICT
- EXHIBIT 10 - CURRENT AND PROPOSED SEWER MAINS

Exhibit 1

Location Map



Rivers and Streams

Scottsville Road Corridor

Corporate Limits



The user understands that the entities which comprise the City - County Planning Commission of Warren County make no representations to the accuracy of the information in the mapping data or images contained on this map, but rather, provide said information as is. The user knowingly waives any and all claims for damages against any and all of the entities comprising the City-County Planning Commission of Warren County that might arise from the mapping data. This is not a legal document!

Exhibit 2 Corridor Boundary

Roads

Rivers and Streams

Scottsville Road Corridor



The user understands that the entities which comprise the City - County Planning Commission of Warren County make no representations to the accuracy of the information in the mapping data or images contained on this map, but rather, provide said information as is. The user knowingly waives any and all claims for damages against any and all of the entities comprising the City-County Planning Commission of Warren County that might arise from the mapping data. This is not a legal document!

Exhibit 3 Sinkhole and Cave Locations






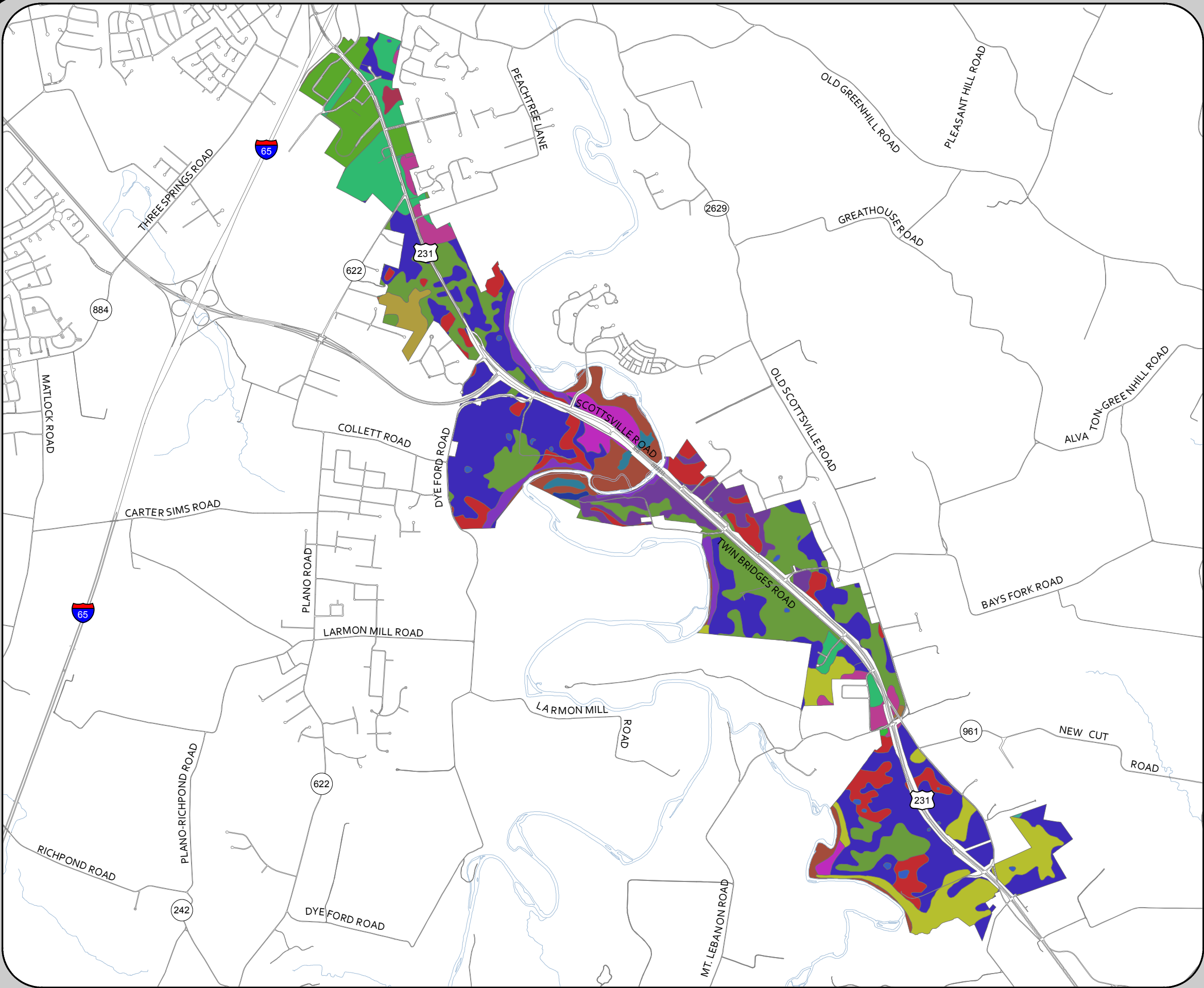
-  Sinkhole Location
-  Cave Location
-  Scottsville Road Corridor



Exhibit 4 Soils



	BaB		CuC
	BaC		EkB
	BaD		Ne
	BaE		No
	BrB		OtA
	BrC		PbA
	BrD		PeA
	CaB		RxF
	CrB		Ud
	CrC		Us
	CuB		W



Exhibit 5

Existing

Land Use

- Agricultural
- Commercial
- Industrial
- Public
- Public-Institutional
- Multi-Family Residential
- Single Family Residential
- Vacant



The user understands that the entities which comprise the City - County Planning Commission of Warren County make no representations to the accuracy of the information in the mapping data or images contained on this map, but rather, provide said information as is. The user knowingly waives any and all claims for damages against any and all of the entities comprising the City-County Planning Commission of Warren County that might arise from the mapping data. This is not a legal document!

Exhibit 6

Existing Zoning

- AG
- F
- GB
- HB
- LI
- NB
- OP-C
- OP-R
- P
- PUD
- R-E
- RM-2
- RM-3
- RM-4
- RS-1A
- RS-1C



The user understands that the entities which comprise the City - County Planning Commission of Warren County make no representations to the accuracy of the information in the mapping data or images contained on this map, but rather, provide said information as is. The user knowingly waives any and all claims for damages against any and all of the entities comprising the City-County Planning Commission of Warren County that might arise from the mapping data. This is not a legal document!

Exhibit 7

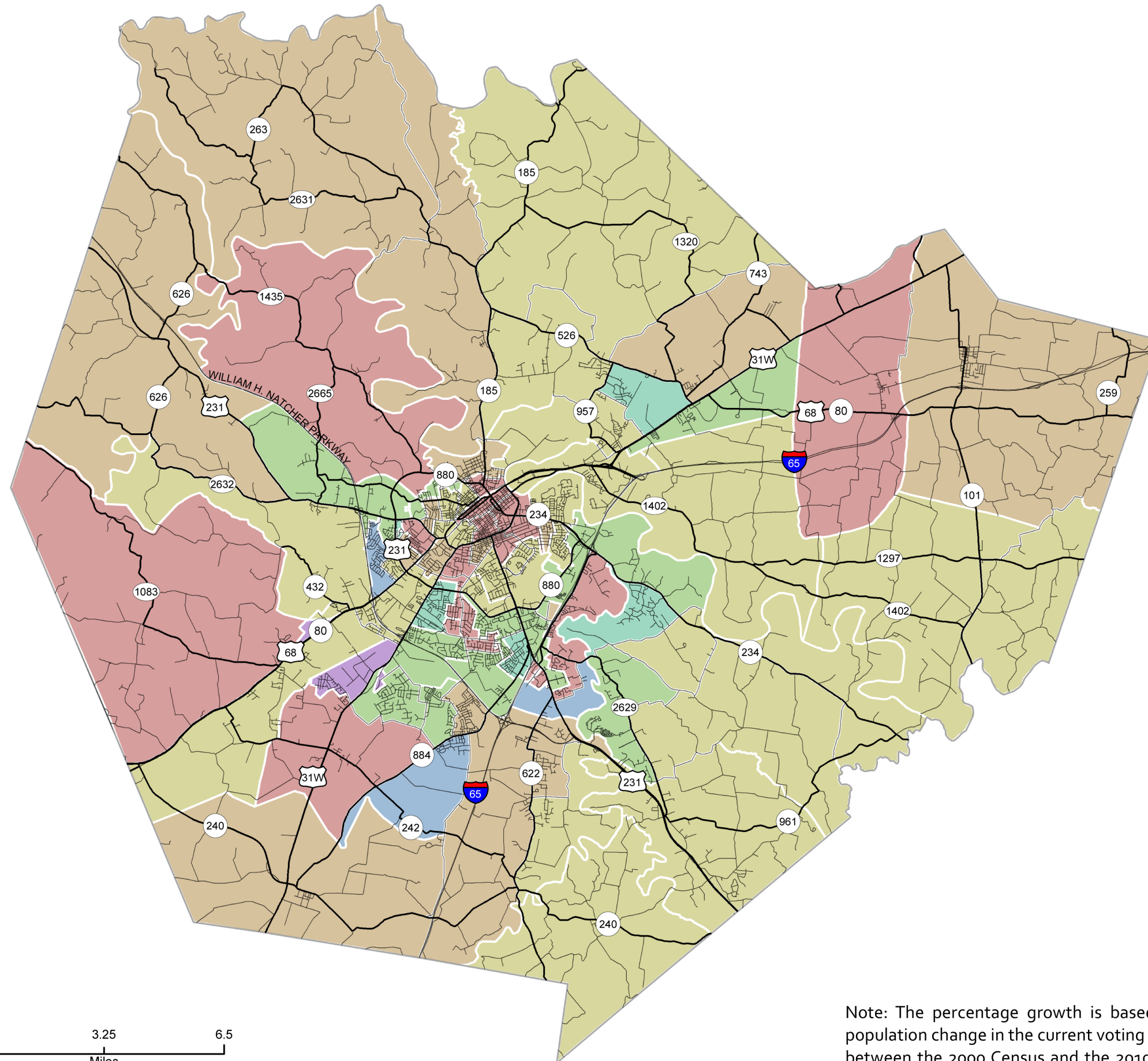
Future Land Use Map

- Rural Village
- Low Density Residential
- Moderate Density Residential
- High Density Residential
- Mixed Use / Residential
- Mixed Use / Commercial
- Commercial
- Institutional / Governmental
- Open Space, Parks & Recreation



The user understands that the entities which comprise the City - County Planning Commission of Warren County make no representations to the accuracy of the information in the mapping data or images contained on this map, but rather, provide said information as is. The user knowingly waives any and all claims for damages against any and all of the entities comprising the City-County Planning Commission of Warren County that might arise from the mapping data. This is not a legal document!

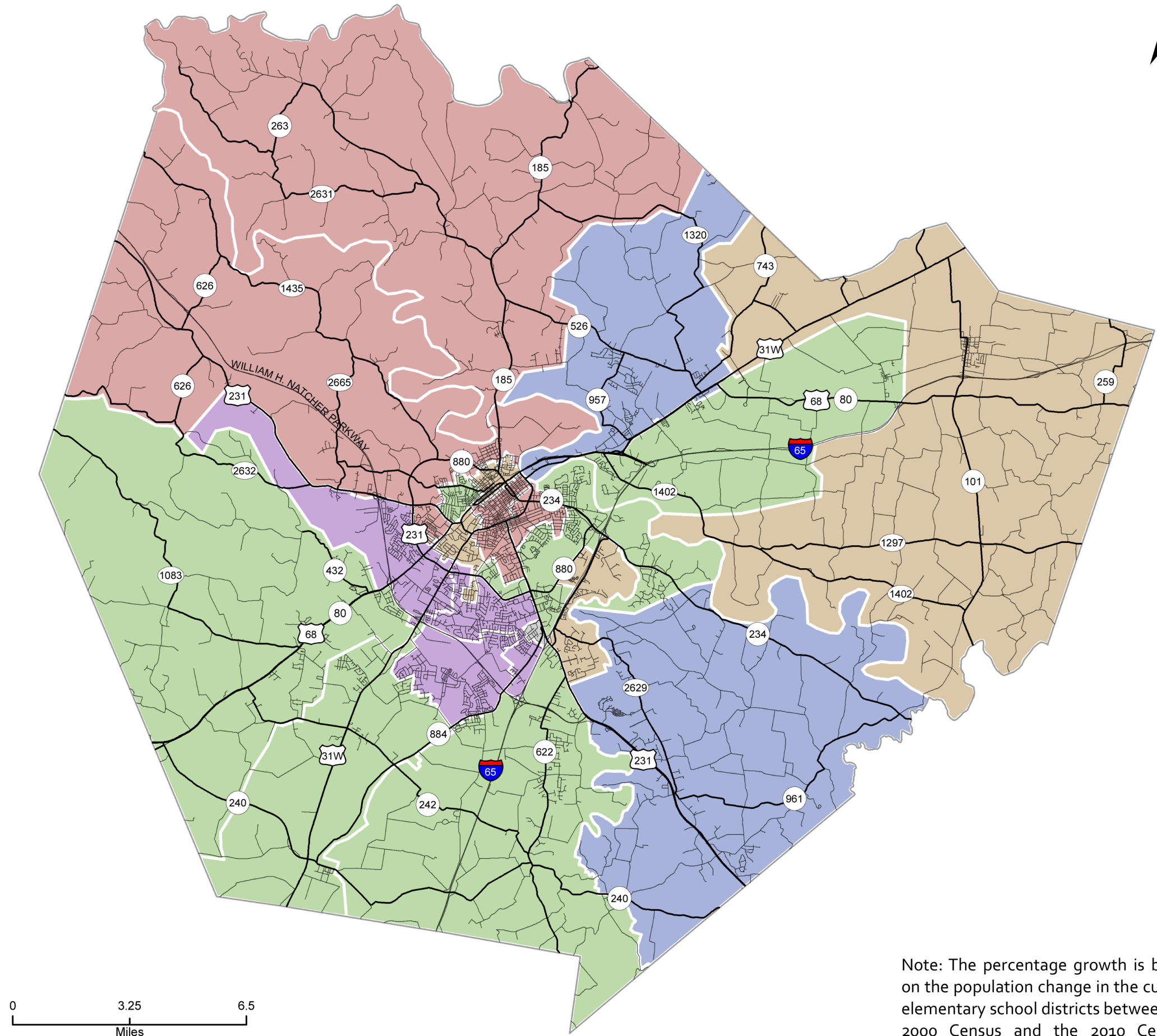
Exhibit 8 Population Growth by Voting Precinct



Note: The percentage growth is based on the population change in the current voting precincts between the 2000 Census and the 2010 Census.



Exhibit 9 Population Growth by Elementary School District



Note: The percentage growth is based on the population change in the current elementary school districts between the 2000 Census and the 2010 Census.



The user understands that the entities which comprise the City - County Planning Commission of Warren County make no representations to the accuracy of the information in the mapping data or images contained on this map, but rather, provide said information as is. The user knowingly waives any and all claims for damages against any and all of the entities comprising the City-County Planning Commission of Warren County that might arise from the mapping data. This is not a legal document!

Exhibit 10

Current and Proposed Sewer Mains

- Existing Force Main
- Proposed Force Main
- Proposed Gravity Main

