

GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN

Volume I Chapter One

URBAN LAND USE ELEMENT

SCOTT COUNTY - GEORGETOWN - SADIEVILLE - STAMPING GROUND

2006

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URBAN LAND USE ELEMENT

SUMMARY

Fundamental Principle:

The Fundamental Principle for managing growth within Scott County is to produce a positive impact on the overall quality of life throughout the County and achieve a proper balance between the property rights of individuals and the rights and needs of the general public and community.

Scott County continues to experience rapid change and great potential. The Growth and Land Use Element outlines a plan for guiding growth in a direction that will help accomplish future goals for Scott County. The goal statements, as detailed in this and other elements of the Comprehensive Plan, seek to incorporate and balance the many issues facing Scott County.

The Growth and Land Use Plan will encourage and guide opportunities for growth and help achieve goals for improving aspects of the community such as the economy, social diversity, and public services. It will also help manage growth to conserve and enhance our fiscal, historic, and environmental resources. For the purposes of this plan, urban areas are defined as those areas of Scott County that are within incorporated or defined Urban Service Boundaries.

The major sections of this element of the Georgetown-Scott County Comprehensive Plan are as follows:

SECTION I – GOALS AND OBJECTIVES

Section I of the Urban Land Use Element of the Comprehensive Plan sets the goals and establishes the policies that will guide future growth and land use in the urban areas of Scott County. It includes recommended goals and objectives for growth, urban form, and open space.

SECTION II – URBAN GROWTH PROJECTIONS

Section II of the Urban Land Use Element provides projections for population growth and land needs that are the foundation for managing growth and the Land Use Plan. The statistical basis for these projections are the 2000 and 2005 U.S. Census Reports, and the Scott County Socio-Economic Report produced by the Georgetown-Scott County Planning Commission. This section summarizes the many factors evaluated in the planning process, such as growth trends; capabilities to provide public infrastructure and services; foreseeable future events that could affect growth; and the desires and attitudes of Scott County citizens about growth.

SECTION III – URBAN SERVICE BOUNDARIES

Section III contains the recommendations regarding the extent of and adjustments to defined Urban Service Boundaries within Scott County. Appendix C of this element contains the adopted criteria for evaluating applications for adjustments to the Urban Service Boundaries.

SECTION IV – LAND USE PLAN

Section IV outlines aspects of the general plan for land use, particularly but not exclusively in the urban areas of Scott County.

SECTION V – SPECIAL PLANNING AREAS

Section V includes summary descriptions of the areas requiring special attention or having or needing to have small area plans developed.

URBAN LAND USE ELEMENT

SECTION I

GOALS AND OBJECTIVES

Fundamental Principle:

The fundamental principle for managing growth within the urban areas of Scott County is to produce a positive impact on the overall quality of life throughout the County and achieve a proper balance between the property rights of individuals and the rights and needs of the general public and community.

GOALS AND OBJECTIVES FOR GROWTH

The following goals address the major challenges facing Scott County and reflect the community's desires about the future, particularly with respect to urban growth.

- 1. Growth is used to promote a balanced cross-section of cultures and income levels, resulting in a vibrant and interesting community.**
- 2. County and City leaders continually work to improve collaborative planning efforts with other communities in the region.**
- 3. The identity and integrity of the individual communities within Scott County and their respective opportunities for an enhanced quality of life are preserved and retain the “sense of place.”**

Supporting Objectives:

- a. Buffering and other effective forms of differentiation are used to help define adjacent neighborhoods.
 - b. Preserve development and neighborhood aesthetics by including “pocket parks” and other types of open space within and between neighborhoods.
- 4. Cities and towns within Scott County develop and maintain their individual characters, while the vitality of downtown Georgetown, Sadieville, and Stamping Ground are enhanced.**

Supporting Objectives:

- a. Encourage municipalities to review, in a timely manner, existing zoning ordinances and make adjustments that allow for diverse and creative zoning areas that protect and enhance the individual character of their communities.
- b. Encourage municipalities to develop and maintain accessible inventories of their historically and culturally significant areas and buildings.

5. Opportunities for growth are supported in urban areas throughout the county.

Supporting Objectives:

- a. City and County governments actively cooperate to capitalize on or promote growth opportunities through collaborative efforts, e.g., regional infrastructure development projects, cooperative services delivery, interlocal agreements, etc.
- b. Proactively reach out to surrounding counties to develop mutually beneficial projects and programs that leverage resources.

6. Decisions regarding sustainable growth are carefully coordinated with necessary public expenditures and revenue sources in order to provide for adequate public facilities and services, aid in capital budget planning processes, and ensure prudent and efficient use of public investments.

Supporting Objectives:

- a. Each municipality will develop policies and guidelines for reviewing and evaluating annexation opportunities and actions. Such policies and guidelines should, at a minimum, be based on the following four general criteria:
 - Consider Available Land – Consider the available land and current consumption rate using the most recent 3-year average. Decision-makers should also remain informed as to the quantity of land approved for future residential development within the existing city limits.
 - Consider Available Services – Every development has an incremental effect on service capacity. This is represented as a quantifiable summary of the incremental impact on existing services and schools of developments as they build out as well as the potential of new developments for annexation.
 - Require Adequate Public Facilities – Growth should not exceed the ability of the city/county to provide services at acceptable levels of coverage. The effect of residential growth on school capacities should also be considered. Annexations should be timed to assure that acceptable levels of city/county services can be maintained.
 - Require Adequate Funding For Facilities – Growth must be financially sustainable. Annexation that increases the need for additional public facilities should contribute toward payment for those facilities. Fee revenue would be set aside for construction of additional emergency services facilities to meet the inevitable demand for those services.
- b. Develop an annexation policy that is consistent with development of capital budgets as outlined in the Community Facilities Element of the Comprehensive Plan.
- c. Conduct such research as is appropriate and develop a framework of processes and procedures regarding the use of impact fees and/or privilege fee systems.

7. Fair and reasonable public sector fiscal measures are in place that support the infrastructure needs of communities resulting from growth.

Supporting Objectives:

- a. Governments at all levels cooperate in the adoption of balanced, fair, equitable, and incentive-based approaches to finance and pay for the development, expansion, and maintenance of roads, schools, water, sewer, and emergency services facilities; and, revenue and financing mechanisms have been established to pay for necessary infrastructure costs, and ensure that those costs are shared proportionately by those segments of the population served by improvements.

- b. Develop and adopt “privilege fee” type guidelines to determine proportionate cost shares.
- 8. Review land use designations and update as needed on a routine basis.**

Supporting Objectives:

- a. Promote interaction between planning elements.
- b. Work to assure consistency between the various decision-making criteria.
- c. Develop and implement supporting policies and procedures as necessary.

GOALS AND OBJECTIVES FOR URBAN FORM

Residential Districts

Housing goals and objectives are intended to produce positive outcomes for housing prices, availability and choice, availability of housing for low-income households, and neighborhood stability.

- 1. A variety of housing types and densities is available throughout urban areas for all income levels.**

Supporting Objectives:

- a. Land Use Patterns: Municipalities will encourage a variety of housing types and densities, including mixed-use developments that are well-served by public transportation and close to employment centers, services, and amenities. In particular, they will promote the placement of higher-density housing near public transportation and shopping, and in designated neighborhoods and districts.
- b. Housing Supply: Municipalities will encourage public and private, for-profit and non-profit sectors to develop and maintain an adequate supply of single and multiple family housing, including mobile homes and manufactured housing that is proportionately balanced to the wage of their labor force.
- c. Accessory Housing Units: The City will recognize accessory housing units as a viable form of additional, and possibly affordable, housing and will develop policies designed to facilitate their development while protecting existing residential neighborhood character.
- d. Special Needs Housing: The housing needs of all special populations within the community should be met. Residential-care facilities, shelters, group homes, elderly housing, and low-income housing should be dispersed throughout the Georgetown urban area and Scott County.

- 2. Municipalities encourage creation and expansion of affordable housing opportunities and preservation of existing housing stock.**

Supporting Objectives:

- a. Affordable Housing Information: Municipalities will collect, maintain, and disseminate information and vital statistics on housing affordability such as cost demand and supply of affordable housing stock.
- b. Incentives: Municipalities will support and encourage the private development of affordable housing by offering incentives and reducing government barriers to the construction of additional units. Strategies may include the following:
 - i. Sales/use tax rebates
 - ii. Financial subsidies

- iii. Streamlined review procedures
- c. Development Practices: Scott County municipalities will seek opportunities to develop and modify land use regulations and permit processes that make project approval timelines achievable, and densities and mitigation costs more predictable.
- d. Preservation of Neighborhoods: Scott County municipalities will work toward retaining existing affordable housing stock through conservation efforts of older residential neighborhoods.
- e. Distribution of Affordable Housing: Municipalities will encourage a community-wide distribution of affordable housing in all neighborhoods in order to promote diverse neighborhoods.
- f. Displacement: Scott County municipalities will explore ways to mitigate the impact upon residents displaced through the closure or conversion of either a manufactured housing park or conversion of rental apartments, particularly single room occupancy units, to condominium or other uses.
- g. Impact of New Policies and Regulations: Municipalities will assess the effects of new policies and regulations, or changes to existing policies and regulations, on housing development costs and overall housing affordability in order to achieve an appropriate balance between housing affordability and other objectives such as urban design quality, maintaining neighborhood character, and protecting public health, safety and welfare.
- h. Historic Residences: Scott County and its cities and towns will explore opportunities to combine development efforts with historic preservation, placing priority on preserving existing residential structures of historic value.
- i. Supply of Land: Municipalities will seek ways to maintain an adequate supply of land for affordable housing through proactive techniques.
- j. Neighborhood Stability: Is maintained and enhanced to the maximum extent possible.
- k. Development Practices: The character of stable residential neighborhoods should be preserved through neighborhood planning assistance to neighborhood organizations, and supportive regulatory techniques.

Commercial Districts

1. The size and scale of business within Commercial Districts varies with new development and redevelopment including a mix of uses and avoiding large, single-use buildings, and dominating parking areas.

Supporting Objectives:

- a. New Development: New development in Commercial Districts will be encouraged to locate and design buildings such that a percentage of building fronts directly face adjacent streets, provide a mix of types and sizes of businesses, provide pedestrian-oriented site design, and incorporate convenient, safe and attractive parking areas into the block.
- b. Infill/Redevelopment Land Use: Retail, offices, restaurants, entertainment, residential, and other high pedestrian-generating uses will be encouraged.
- c. New Large “Big Box” Retail Establishments: Large retail establishments will be permitted in Commercial Districts only in community or regional scale shopping centers. Large retail establishments will be required to meet a basic level of architectural variety, compatible scale, pedestrian and bicycle access, and mitigation of negative impacts.

- d. Commercial District Design: The design of Commercial Districts should provide for convenient access, efficient and cost effective pedestrian and vehicular circulation, and comfortable pedestrian environment in selected nodes.
- e. Existing Strip Commercial Corridor Development: Municipalities will encourage and support the gradual evolution of existing auto-dominated strip commercial areas to compact multi-modal-oriented mixed-use places with enhanced walking connections between destinations.
- f. Pedestrian Access: Pedestrian environment within Commercial Districts will be supported by connecting them to adjoining uses. Buildings should be oriented both to public streets and to internal streets, with parking areas located internally on the property, or behind the building when possible.
- g. Commercial District Access: Commercial Districts will be accessible by all modes of travel, including bicycle, pedestrian and automobiles.
- h. Arterial Crossings: Improve pedestrian/bicycle linkages across arterial streets and along commercial corridors. Pedestrian travel routes should be clearly identified and distinguished from motorized vehicle traffic through parking areas, streets, and along building frontages.
- i. Linking Neighborhoods with Adjacent Commercial Districts: New models for retail development will be necessary to combine the needs of “walkable” neighborhoods with large-scale retail centers. Pedestrian and bicycle linkages from surrounding neighborhoods to Commercial Districts will be strengthened, particularly at key transit stop locations. Pedestrian access will be provided from nearby residential neighborhoods to the Commercial Districts from multiple directions. Walkways will be aesthetically pleasing, safe, and convenient to the extent practicable.
- j. Parking Improvements: Land devoted to surface parking lots in existing developed areas should be reduced to the extent possible, over time, such as through construction of structured parking or provision of additional on-street parking facilities. Pedestrian/bicycle linkage through existing parking lots to commercial destinations should be improved as opportunities arise.

Community Appearance and Design

1. **Each addition to the street system will be designed with due consideration given to the visual character and experience of the citizens who will use the street system and adjacent property. Together, the layout of the street network and the streets themselves will contribute to the character, form, and scale of the city in which they are located.**

Supporting Objectives:

- a. Street Design Standards: All new public streets must conform to the accepted street standards. Alternative street designs may be approved by municipalities where they are needed to accommodate unique situations, such as important landscape features or necessary safety, accessibility and maintenance requirements.
- b. Street Layout: New streets will make development an integrated extension of the community. The street pattern will be simple, interconnected, and direct, and avoid circuitous routes. Multiple routes should be provided between key destinations. Streets

should be located to consider physical features and create views and prominent locations for civic landmarks such as parks, squares, and schools.

- c. Streetscape Design: All new streets will be functional, safe, and visually appealing. Shade trees, landscaped medians and parkways, public art, and other amenities will be included in the streetscape.
- d. Street Tree Design: Street trees should be used in a formal architectural fashion to reinforce, define, and connect the space and corridors created by buildings and other features along the street. Canopy shade trees will constitute the majority of tree plantings, and a mixture of tree types will be included, arranged to establish partial urban tree canopy cover. Existing trees will be preserved to the maximum extent feasible.
- e. Street Lighting: Lighting fixture design and illumination should be tailored to match the context of the street. Lighting levels should be designed to emphasize the desired effect and not the light source, avoiding sharp contrast between bright spots and shadows, and spillover glare.
 - i. The City should explore new design options for the type of fixtures available for use within any street condition, which enhance the street environment by establishing a consistent style with height, design color and finishes.
 - ii. Residential street light fixtures will be designed for human, pedestrian scale while providing an adequate level of illumination for safety.
 - iii. Where higher pedestrian activity occurs, such as associated with neighborhood or community centers, a combination of lighting options should be considered – such as exists in the Downtown with high mount fixtures for broad distribution of light within the street, and with smaller pedestrian-oriented fixtures along the sidewalk corridors.
 - iv. Public spaces, such as plazas, civic buildings, outdoor spaces, parks and gateway landscapes, should be designated to be functional, accessible, attractive, and comfortable.
- f. Civic Buildings and Grounds: Civic facilities – such as community buildings, government offices, recreation centers, post offices, plazas, libraries and schools – should be placed in central locations as highly visible focal points. The urban design and architectural quality should express permanence, importance and respect for broad citizen preferences and community identity. Major public buildings should have a civic presence enhanced by their height, mass and materials. In addition, public buildings should:
 - i. Be accessible by motorized vehicles, bicycles and pedestrians.
 - ii. Be integrated into a setting that includes generous landscaping and/or public outdoor spaces.
- g. Public Space Design: Mixed-use commercial and civic design proposals should incorporate design components related to public outdoor space including pedestrian circulation, plazas, pocket parks, sitting areas, children’s play areas and public art.
- h. Entryways: Community entryways will be enhanced and accentuated at key entry points including interstate interchange areas, and other major arterial streets leading into the city. Commercial developments create a powerful impression of the city, both individually and taken together as a whole. While corporate franchise and chain stores will remain vital and recognizable, commercial development will be designed to contribute to distinct visual quality and uniqueness.

- i. Modification of Standardized Commercial Architecture: Commercial buildings will demonstrate a reflection of local values with site-specific design. Standardized architectural prototypes will be modified, if necessary, so that the City's appearance remains unique. Development will not consist solely of repetitive design that may be found in other communities.
- j. Compatibility with Surrounding Development: Proposed commercial buildings must contribute to the positive character of the area. Building materials, architectural details, color range, building massing and relationships to street and sidewalks will contribute to a distinctive local district corridor, or neighborhood.
- k. Crime Prevention and Security: Security and crime prevention will continue to be important factors in urban design. A natural approach to crime prevention is important in the design and layout of new development. Natural crime prevention means the natural community surveillance results from visibility and observation by citizens who feel a sense of ownership of the community. These qualities will continue to be fostered by the urban design of development. Anonymous environments, hidden areas, difficult access, etc. will be addressed and avoided.
- l. Lighting and Landscaping: Security lighting should generally be at low, even levels to create comfortable area-wide visibility and not highly contrasting bright spots and shadows.
- m. Role of Municipalities: Municipalities will sustain city-owned facilities and city-initiated programming, and assist local arts organizations by providing administrative consultation, marketing expertise, technical assistance, and box office services.
- n. Types of Projects: The City will provide, maintain, and operate historic and cultural facilities. A full range of performing, historical, and visual arts programs will be produced and presented.

Employment Districts

1. Employment Districts are locations for basic employment.

Supporting Objectives:

- a. Uses include light manufacturing, offices, corporate headquarters, and other uses of similar character.
- b. These Districts include a variety of complementary uses such as residential, business services, convenience retail, child care and restaurants.
- c. They are designed to encourage non-auto travel, car- and van-pooling, and transit use and to have an attractive appearance – allowing them to locate adjacent to residential neighborhoods.

2. Employment Districts are major employment centers in the community.

Supporting Objectives:

- a. These districts include a variety of complementary uses to meet the need of employees, such as business services, convenience retail, lodging, child care, recreation, housing and restaurants.
- b. By design they encourage non-auto travel, car- and van-pooling, and telecommuting.
- c. Their attractive appearance allows them to locate adjacent to residential neighborhoods and along primary entryways into the community.

- d. Range of Employers: Employment Districts will vary in size and structure to meet the requirements of a wide range of employers, from small business to those that need relatively large parcels of land to accommodate their facilities.
- e. Primary Uses: Primary uses in an Employment District will include:
 - i. Research facilities, testing laboratories, offices and other facilities for research and development
 - ii. Light industrial uses
 - iii. Hospitals, clinics, nursing and personal care facilities
 - iv. Regional, national, or international headquarters of a services producing organization
 - v. Vocational, business or private schools and universities
 - vi. Professional office
 - vii. Finance insurance and real estate services
 - viii. Other uses of similar character
- f. Secondary and Supporting Uses: Secondary and supporting uses will also be permitted in an Employment District, but should be secondary in magnitude to the primary use. Permitted secondary uses will be limited to:
 - i. Hotels/motels
 - ii. Sit-down restaurants
 - iii. Convenience shopping centers
 - iv. Child care centers
 - v. Athletic clubs
 - vi. Single family and multi-family housing
 - vii. Other accessory buildings and uses
- g. Transitional Land Uses: A transition of lower intensity land uses should be provided at the edges of Employment Districts, in areas adjacent to residential neighborhoods. Land use boundaries should be placed at mid-block locations rather than along streets, so that buildings facing each other are compatible and transitions between uses are gradual.
- e. “Walkable Destinations”: Secondary and supporting uses in an Employment District will be accessible to and located within easy walking distance of major employment concentrations.
- f. Districts Design: Development will form a coherent attractive business park setting in each District. The organizing element of a District will either be a clear unifying network of streets and sidewalks, or a system of campus-like outdoor space with connecting walkway spines. The pattern will focus on common destinations, particularly, day care facilities and convenience shopping centers.
- g. District Seams: A District will not evolve in isolation from the surrounding community. The seam between a District and the larger community may consist of a boundary of natural features or landscaped grounds, but with connection to adjacent neighborhoods, which can be shared with adjoining areas, such as day care, outdoor spaces, and convenience shopping centers.
- h. Redevelopment/Infill: There will be future infill and redevelopment of existing employment centers. As non-compatible businesses vacate, new development planned for Employment Districts should be designed to complement the character of the surrounding area.

- i. Site Design: The design character of employment facilities should be reflective of a business park or campus setting, compatible with adjoining uses, with full landscaping of parking perimeter and building edges to buffer the impacts of large facilities. Recreation, parks, and open space areas should be incorporated into the design, as well as pedestrian linkages to city trails.

Industrial Districts

1. Industrial Districts provide places for a wide range of industrial and commercial uses that do not need or are not suited to high public visibility.

Supporting Objectives:

- a. **Land Uses:** Industrial land uses such as manufacturing, assembly plants, primary metal and related industries, vehicle-related commercial uses such as auto repair, maintenance and storage, other types of commercial operations warehouses, outdoor storage yards, and distribution facilities are appropriate for an Industrial District. Industrial Districts should include a variety of flexible sites for small local, and startup business and industry, as well as large national or regional enterprises. Generally, the characteristics that differentiate an Industrial District from an Employment District are:
 - i. Relatively smaller workforces than Employment Districts
 - ii. Emphasis on commercial truck or rail traffic
 - iii. Characteristics such as outdoor work and storage areas.
- b. **Supporting Uses:** Supporting uses, such as restaurants, day care, convenience retail, services, and housing, will be located internally or immediately adjacent to and within walking distance of Industrial Districts.
- c. **Land Use Transition:** Lower intensity land uses that can help form a transition between an Industrial District and adjacent districts and residential neighborhoods should be located at the edges of the district. Certain types of supporting uses could help achieve this transition.
- d. **Design Character and Image:** Building and site improvements in Industrial Districts may be simple, practical, and more vehicle-oriented than in other districts and may lack a uniform design theme or character. Development standards should allow for metal buildings, tilt-up buildings, and similar large span construction and aprons of pavement for work and storage. Parking lots and outside storage will be screened from streets and other public spaces with fencing and/or landscaping. Outdoor spaces and amenities for pedestrians may be relatively simple to meet the practical needs of workers. However, perimeter streetscape design standards will be consistent with other parts of the community.
- e. **Transportation Improvements:** Transportation improvements should support the efficient movement of commercial truck traffic from Industrial Districts to the arterial street system via an internal connector (or collector) street system. Transportation improvements may include rail access in some districts.

Infill/Redevelopment

1. Infill: Vacant and underdeveloped land in the older parts of the city is developed or redeveloped in a manner that is compatible with viable existing development and the long term character and goals for the area.

Supporting Objectives:

- a. Develop and adopt infill development incentive districts and develop an infill incentive districts incentive plan that includes new development prototypes and design guidelines.
- b. Amend the Zoning Ordinances to allow consideration of modification to zoning ordinance standards within the adopted infill development incentive districts as conditional use requests rather than variances. Such standards might include some adjustment of height, parking, setbacks and coverage requirements that apply city-wide

and are designed for suburban and not urban locations. Public hearings on each case would still be required.

- c. Establish an interdepartmental infill subcommittee team to provide assistance in expediting and processing plans, and resolving issues.
- d. Develop policies and recommendations to encourage compatible infill development for single-family detached and attached housing, multiple family housing, live/work housing, neighborhood retail, and office and industrial uses. Identify ways to provide parks/open space, and recreation opportunities. These policies and recommendations should be based on analysis of the market dynamics of infill projects in various locations within the infill development incentive districts. All infill development should encourage alternative modes of transportation.
- e. Provide financial assistance to development that meets the published criteria with the infill development incentive districts.
- f. Develop programs for eliminating blight and encourage redevelopment.

New Development's Financial Responsibility:

1. **New development in Scott County and its municipalities does not place a financial burden on existing development.**

Employment and Population Balance:

1. **Development of each area potential is encouraged by distributing a diversity of employment and housing in a way that achieves a balanced city-wide plan, and that is consistent with commute travel patterns and the current character of each developed area.**

GOALS AND OBJECTIVES FOR OPEN SPACE

1. **Open space within Scott County, its municipalities, the designated Urban Service Boundaries, and regionally is protected in order to provide habitat essential to the conservation of plants, animals, and their associated ecosystems for the general benefit of the citizens.**

Supporting Objectives:

- a. **Open Space System:** Municipalities within Scott County will have a system of publicly-owned open space to protect the integrity of wildlife habitat and conservation sites, protect corridors between natural areas, preserve outstanding examples of their diverse natural heritage, and provide a broad range of opportunities for educational, interpretive, and recreational programs to meet community needs.
- b. **Urban Development:** Municipalities within Scott County conserve and integrate open lands into the developed landscape by directing development away from natural habitats and features and by using innovative planning design and management practices. When it is not possible to direct development away from natural habitats and features, they should be integrated into the developed landscape in a manner that conserves their integrity. If integration will not effectively conserve the integrity of the natural habitats and features, then either on-site or off-site mitigation will be applied.

- c. Public Programs: To promote understanding and enjoyment of local and regional open lands through appropriate recreational activities, formal and non-formal education and interpretive programs are available through appropriate opportunities for education, scientific research, nature interpretation, fishing, wildlife observation, hiking, and other appropriate recreational activities.
- d. Partnerships: To promote the development of effective local and regional partnerships with other governmental organizations and private sector for the protection and preservation of locally and regionally valued open spaces. It will also seek the cooperation and assistance of citizens, business, community groups, conservation organizations, and governmental agencies in the development and implementation of programs to protect and preserve local and regional open space.
- e. Inventory: The City and County will develop and maintain a data inventory on local and regional open lands to aid the City and the public in decisions about these areas, including management of publicly-owned lands.
- f. Land Acquisition and Management: Promote the acquisition and management of land and water to preserve, protect, and enhance natural areas.
- g. Internal Departmental and Agency Coordination: The City and County will coordinate open space programs within the City and region to maximize public benefit and explore ways of integrating open space protection into ongoing City and County programs.
- h. Ecosystems Management: The City and County will manage, maintain and enhance public open space and natural areas to ensure the ongoing conservation of plants and animals in need of protection and their associated ecosystems, to control the invasion and spread of undesirable non-native plants, improve aesthetics, and provide opportunities for appropriate public use.
- i. Conflicts: The City and County will manage conflicts between people and natural areas through site design, public information and education, habitat manipulation, and plant and animal population management techniques.
- j. Public Involvement: The City and County will involve citizens in planning the management of public open spaces.
- k. Funding: The City and County will seek alternative funding sources to implement open lands policies and programs, including private, State, and Federal grants and donations of money, property and in-kind services.
- l. Access: The City and County will design trail routes in open lands to enhance access to recreation while minimizing ecological impacts. Determination of type of trail or suitability for access will be made dependent on potential ecological impacts and recreation needs. Special attention will be given to environmentally sensitive trail design, location, and construction.

2. Open Space is used as a primary tool to provide the County and its incorporated areas with a well defined edge, establish community separators, direct growth, and preserve rural character.

Supporting Objectives:

- a. Conservation Tools: Promote the purchase of open space, conservation easements, and/or development rights and use other tools such as development regulations and planning for the purpose of defining and protecting community edges.

- b. Access: Cities within Scott County will ensure that development provides and maintains access to public open space areas, where appropriate.
 - c. Community Buffer: Strategic open lands that serve as community separators outside the Urban Service Boundary will be identified for either public ownership or other land conservation measures.
 - d. Coordination: The City and County will actively work with local, regional, State and Federal agencies, as well as private entities, to acquire large tracts of key open space in the region.
3. **A variety of recreational opportunities is provided to the community through a diverse and interconnected framework of open space including parks, trails, and natural areas.**

Supporting Objectives:

Corridors: Trails along streams and drainageways should be dispersed throughout the County, provide public access and link neighborhoods, parks, activity centers, commercial centers, and streets where compatible with natural habitat values utilizing environmentally sensitive trail design techniques.

Urban Public Space: Small pocket parks, public plazas, and sidewalk gathering places should include “street furniture” such as benches and be incorporated into urban design for Downtown Districts, Small Area Plans, and Residential Districts throughout the County.

Community Horticulture: Cities will encourage and support the establishment of community vegetable gardens, ornamental gardens, and other horticultural projects to provide food, beautification, education and other social benefits.

URBAN LAND USE ELEMENT

SECTION II

SCOTT COUNTY GROWTH PROJECTIONS

PROJECTED POPULATION GROWTH

All indicators show a positive and even accelerating growth rate across Scott County. Given this fact, a substantive understanding of the factors affecting growth in Scott County is fundamental for decision-makers regarding their planning and land use responsibilities. An understanding of factors such as raw and projected population and economic growth rates and timing, and new jobs, housing requirements, and business and education development activities that are inevitable for Scott County is important for guiding decisions on the amount of land that will be needed for future development, how that land should best be used, and the phasing of public improvements necessary to match the pace of development and meet the needs of a growing community. This section of the Urban Land Use Element is designed to help county and municipal officials form a viable statistical basis for such a decision-making process.

This Comprehensive Plan is based upon an extensive evaluation of all currently available information on Scott County's growth patterns, both historic and projected. Statistical estimates are based on both the 2000 and 2005 updates of the U.S. Census Bureau data. These statistics reflect actual historical records and estimated growth projections from 1970 through 2030 and are presented based on calculated increments of five years. It should be noted that any growth rate estimate will be affected by the occurrence of subsequent events. The planning process has made every effort to foresee and assess the possible impacts of such events over the next 5-10 years in order to make this information as useful as possible to the future decision-making processes.

UNDERSTANDING GROWTH FACTORS

For future population projections through 2030, a range of growth possibilities was considered:

- Growth rate is the speed at which growth occurs; presented either as actual measured data or calculated estimates.
- Low growth rate assumes a slower growth than the calculated historical trend.
- Medium growth rate assumes a moderate annual rate that essentially tracks historical trends.
- High growth rate assumes a more rapid or accelerating rate of growth that generally exceeds historical trends. This rate would typically result from higher absorption of new workers due to strong economic growth and other growth-inducing factors.
- Cumulative growth is the difference between current population levels and population levels as measured over a given period of time, presented as raw statistical data.
- Projected growth is growth rate statistical data based on actual historical data extrapolated to predict levels of growth over time.
- Urban growth is growth within established Urban Service Boundaries.
- Rural growth is growth within unincorporated areas of Scott County and/or outside of defined Urban Service Boundaries.

- Municipal growth is that growth that occurs within the corporate limits of a given municipality.

HISTORICAL AND PROJECTED GROWTH RATES

Table 2-1

YEAR	ACTUAL POPULATION	LINEAR POPULATION ESTIMATES	GROWTH RATE (%)	GROWTH RATE (Raw)	GROWTH RATE (Cumulative)
1970	17948	17948	0	0	0
1975	19881	21010	10.8	1933	1933
1980	21813	24071	9.7	1932	3865
1985	22724	27133	4.2	911	4776
1990	23634	30195	4.0	910	5686
1995	27634	33257	16.9	4000	9686
2000	33380	36318	20.8	5746	15432
2005	39380	39380	18.0	6000	21432
2010		42442	7.8	3062	24494
2015		45503	7.2	3061	27555
2020		48565	6.7	3062	30617
2025		51627	6.3	3062	33679
2030		54689	5.9	3062	36741

Table 2-1 -- Analysis

- Accelerating actual growth rate since 1990
- Actual growth rate historically exceeds projected growth rate
- Average actual growth rate 1970-2005 = 10.6%
- Average projected growth rate 2010-2030 = 6.8%
- Average combined growth rate 1970-2005 = 9.1%
- Kentucky Tourism Cabinet projected growth rate for Scott County = 8.7%
- Statistical projections indicate a moderate growth rate county-wide with an annual population increase of approximately 3062. However, it should be noted that the data indicates that, historically, actual growth exceeds projections by a significant margin. The combined growth rate of 9.1% is the recommended planning number.
- Assumptions – The statistics contained in Table 2-1 above are either raw numbers or linear (straight-line) projections and assume no significant changes to the historical growth patterns. Events such as Toyota expansion, significant new industry influx, the World Equestrian Games, and economic stability in neighboring counties do have the potential to impact the rate and timing of growth within Scott County.

GROWTH IMPACTS: HOUSING AND RESIDENTIAL LAND

Based on 2000 statistical Census Bureau data, the average Scott County household size is 3.01 people. This level is expected to hold steady, averaging slightly more than 3 people per household, through 2030. In 2000 an estimated 12,743 residences existed in Scott County. Based on 2005 population levels and the current average household size, an estimated 15,752 residences are currently located within the county. Given linear projections on general population growth (9.1%) approximately 1,731 new housing units will be needed each year to meet the anticipated demand over the next 5-10 years county-wide. Based on 2000 housing availability levels and projected growth rates, a total of 17,712 units will be required by 2020, and a total of 20,449 units need to be in place by 2030. Land requirements for commercial and light industrial concerns can also be expected to increase proportionately.

Based on a relatively low density of three units per gross acre county-wide, approximately 577 acres of developable land will be needed each year to accommodate projected growth demands for residential housing through 2010.

GROWTH IMPACTS: SCHOOLS

The average Scott County resident in 2000 was 33 years old. Typically, this is the age group in the middle of their “family building” years and steady growth can be expected in the supply of school age children throughout the planning window. Less than 10% of the population is 65 years of age or older. The Scott County Public School System reports an actual historical student enrollment annual growth rate of 3.54%. However, this does not account for students who attend non-public school establishments. Most indications are that the number of students in these situations is increasing. It can safely be assumed that based on indicated growth rates in the general population, the number of students attending school in Scott County will exceed the recorded historical rates and require accelerated facility building and expansion projects. The highest percentage of the school age population will be the elementary and middle school age groups, ages 5-14, followed closely by students of high school age, 15-18.

GROWTH IMPACTS: URBAN – RURAL – MUNICIPAL

While growth will occur county-wide, the most rapid growth will likely take place in urban areas, those areas within defined Urban Service Boundaries, and will most likely be centered in (expanded) existing and planned developments. All Scott County municipalities are expected to share in the increased population. Unincorporated areas of the county are expected to experience steady growth but at a rate slightly below (8.9%) the projected county average (9.1%). As of 2005, in terms of urban growth, the three incorporated municipalities within the county, Georgetown, Sadieville, and Stamping Ground, constitute approximately 64% of the total county population. Thus the county-wide trend is toward urbanization of the general population.

2000 Census data indicate that the population of Georgetown was 18,080 in 2000 and is projected to be 21,230 by 2010. This amounts to approximately 56% of the total county population as projected at that time. The growth rate in Georgetown has significantly accelerated since 1990 when population statistics showed its population to be 11,414. If the current growth rate continues,

the population of Georgetown will have increased nearly 86% over the 20-year period between 1990 and 2010. The population increase is projected to continue through the 2030 statistical window to approximately 27,531, which indicates a more modest growth rate over the next 20 years. It is a safe assumption to accept that the bulk of the Scott County population will continue to be centered in the Georgetown area and that the county as a whole will continue to attract new residents from neighboring areas, particularly Fayette County due to elevated housing and property costs there, and the continued favorable commuting patterns between these two urban employment centers. It is also reasonable to project that the bulk of the rural growth will occur in the northern reaches of Scott County due to the availability of land parcels and their favorable prices.

2005 records indicate the Sadieville population, within the existing city limits, to be approximately 300 people. The greater Sadieville planning area population is approximately triple that contained within the city limits. These numbers are slightly higher than the 2000 projections, and in fact represent a sharp increase in growth rate since 1980. The growth rate in Sadieville is slightly higher at 9.7% than the projected county average and is expected to accelerate over the next five years due to expanded infrastructure availability, planned annexation and reclassification activities, and known development plans.

Census records indicate the Stamping Ground population, within the existing city limits, to be approximately 566 people. The average projected growth rate in Stamping Ground is 8.4% through 2030, lower than the 9.1% projected county average. However, steady growth is predicted for the greater Stamping Ground Urban Service Boundary area.

GROWTH IMPACTS: TRANSPORTATION AND COMMUTING PATTERNS

Growth trends indicate a steady march toward a more urban Scott County. The majority of the county's population now resides within the respective Urban Service Boundaries of the existing municipalities. Further, the projections indicate that these urban areas will experience a slightly higher growth rate than will the more rural areas of the county. Development of streets and roads that serve to provide access from development areas to collectors and arterials, and connectors between municipalities and employment centers may need to receive the higher priority, if choices have to be made in that regard.

Most Scott County residents work within Scott, Fayette, and Harrison counties. However, the county also draws its workforce from as many as 43 counties in the greater Bluegrass, Central, and Northern Kentucky areas. Scott County workers also travel to as many as 14 other counties in Central and Northern Kentucky for their employment. The majority (67%) of Scott County commuters enjoy a one-way commute time of less than 25 minutes. Commute times, for the most part, are considered reasonable but careful planning will be required to maintain these levels as the traveling population increases and county and city streets become more crowded more often and for longer periods of time.

URBAN LAND USE ELEMENT

SECTION III

URBAN SERVICE BOUNDARIES

SUMMARY

This section of the Plan sets policies and makes recommendations for Urban Service Boundaries within Scott County. An Urban Service Boundary (USB) is a line that indicates the extent of future urban development that will require city services (sewer, water, police, fire, etc.). The Urban Service Boundaries for a given municipality include those properties that can be developed to urban uses and densities and annexed to those cities within the current planning period.

Public services include, among other things, water, sewage collection and treatment, transportation facilities, and police and fire protection, which are typically provided by city or county governments. Governments can pay for these services only through user fees or taxation. For successful urban development within urban service boundaries, no such development should be approved except upon the condition of annexation. Annexation is necessary to provide the revenue streams required to cover the cost of urban services over the long term and should include all new urban development.

Policies should also encourage annexation of existing industrial and commercial development areas. Industrial and commercial development requires a level of services, especially for sewer, roads, and fire and police protection, that can best be provided by government. For these reasons, each city's incorporated boundary should eventually be co-extensive with all developed lands within their respective Urban Service Boundaries.

Maps showing the Urban Service Boundaries for incorporated areas within Scott County, and supporting information on how those boundaries were developed are included in Appendix A and Appendix C respectively.

URBAN SERVICE BOUNDARIES GOALS AND OBJECTIVES

The Goals and Objectives listed in Section I also help guide decisions about Urban Service Boundaries. Those goals have suggested objectives for evaluating and selecting the most appropriate locations for the boundaries. These objectives as well as those found below can guide the Planning Commission as amendments to Urban Service Boundaries are proposed in the future.

General:

1. Supply: Maintain an adequate supply of developable land to accommodate anticipated growth and allow sufficient market flexibility.
2. Location: The Urban Service Boundary for each city should be located so as to allow for the most cost-efficient provision of public facilities and services.
3. Selection Criteria: Formalize the use of the criteria adopted by the Planning Commission Urban

Land Use Subcommittee in September 2006. (Ref. Appendix C, page 6)

4. Annexation: Annexation policies should reinforce the Urban Service Boundary. Development within urban service boundaries that requires public services should be annexed.
5. Deviations: In certain unique and very limited situations, the Planning Commission may wish to consider and allow minor deviations from the recommended USB location to avoid a substantially unjust outcome for particular properties. These limited situations could include properties where pre-existing zoning for urban development extends outside the proposed USB; or properties that would be divided by the boundary to create parcels that would be otherwise unusable for any reasonable purpose. However, in making these minor adjustments, the concept and integrity of the USB must be maintained.
6. Small Area Development: Additional small area development plans may need to be considered for US 62W and US 25S, and other similar corridors as they become community concerns to the Transportation and Rural Subcommittees.

URBAN SERVICE BOUNDARY RECOMMENDATIONS

Georgetown:

1. The location of the Urban Service Boundary for Georgetown should not be extended south beyond the greenbelt or further into the Royal Spring Aquifer Recharge Area than the amended 1994 USB limits.
2. The Urban Services Boundary should not be extended east beyond the Lanes Run watershed.
3. The Urban Service Boundary should not be extended north beyond the current limit.
4. The Georgetown USB should be adjusted by adding the following three parcels to the existing boundary:
 - a. USB-2006-01 Whitaker Land Company – 146 acres, bounded on the south by the existing Georgetown USB, I-75 to the east, Price Farms to the north and the Norfolk-Southern Railroad to the west. The proposed purpose is for future residential development. Inclusion is recommended based on existing natural and containing boundaries, the presence of public services and facilities and the fact that it also fits desired growth patterns for the area.
 - b. USB-2006-02 JCD Properties, LLC – 38.66 acres, south of US 460 (Frankfort Road), immediately west of the intersection of US 460 and the existing Bypass (McClelland Circle), and west of the Bypass. The proposed future use is commercial or as determined by the Planning Commission. Inclusion is recommended based on compatibility with the existing USB and contiguous development and consistency with the original intent for development of the adjoining property.
 - c. USB-2006-04 West Brothers Property – 62.17 acres, bounded by US 25 North (north of and adjacent to Anne Mason Elementary School and Royal Spring Middle School) and across from Stonehedge Subdivision. The proposed future land use will be as determined by the Planning Commission. Inclusion is recommended based on existing natural features and containing boundaries, the presence of public services and facilities and the fact that it also fits desired growth patterns for the area.

Sadieville:

No changes are recommended to the existing Sadieville Urban Service Boundary.

Stamping Ground:

No changes are recommended to the existing Stamping Ground Urban Service Boundary.

ANNEXATION POLICY

In order to provide an environment conducive to successful urban development, no development within Urban Service Boundaries should be approved except upon the condition of annexation.

Urban development requires urban services. For the purpose of this policy statement, urban development includes industrial and commercial development of all kinds and residential development on lots consistent with the residential classifications under the *Zoning Ordinance*. Urban development in the context of this discussion does not include residential development on five-acre tracts.

Urban development is concentrated land use. This kind of development must occur where urban services are available. Without urban services, further development cannot and should not occur and existing development cannot flourish. Urban services include, among other things, water, sewage treatment, transportation facilities, police and fire protection. With few exceptions, these services are provided by municipal governments. Municipal governments can pay for these services only through user fees or taxation. Without both income streams, the cost to the user is increased and the long term prospects for adequate services are reduced.

Annexation is necessary to provide for urban services over the long term. While most newly-constructed public facilities are installed by developers, the obligation for long term maintenance and capacity falls to the city. To afford the city the reasonable opportunity to meet this enormous responsibility, urban services must be contiguous and well planned to reduce long term costs and provide maximum service per dollar invested. These services and the development using them must be located within the city's taxing jurisdiction in order to place responsibility for supporting the city and its systems on the development which benefits from them. This policy also assures the city's ultimate control over its public service system.

Existing urban development should be annexed. Policies encouraging annexation of existing industrial and commercial development must be adopted to combat the obstacles to annexation created by state law and the reluctance customarily exhibited by development owners outside the incorporated city limits. This reluctance results from developments outside the city limits receiving some urban benefits without the tax obligation faced by similar developments inside the city limits. This "free ride" is enticing, but short lived. Without sufficient revenue to upgrade and maintain the system, the City's infrastructure must eventually decline. A city cannot depend on new development and new revenues to always cover the shortfall in revenues.

Proposed development which could not locate within the service area would not be permitted. Requiring annexation of all new development would limit the area to be served, since annexed territory must be contiguous to current city limits. This limitation in area would result in more service per dollar spent. The only arguable exception to this rule would be developments which are self-sufficient, i.e., development which requires no capital investment by the city or its agencies in the present or future. A city must also consider annexation of single-family residential developments, even those not within the path of new development, when the absence of certain urban services has created a threat to public safety. An example of the type of threat which may justify annexation is the large-scale failure of septic tanks in a single-family residential development. The city may be the only entity able to provide the necessary relief. Annexation in this instance is based on the general welfare of a city and its environs as a whole.

The Urban Service Boundary and the city's incorporated boundary should be co-extensive. The urban service area concept is ineffective if urban services cannot be provided throughout the designated area. The city is responsible for providing most urban services. The city, however, cannot provide long-term urban services throughout the designated area on user fees alone. The city must also collect tax revenues from its entire service area in order to capitalize the long-term cost of providing maintenance and capacity for urban services throughout the urban service area.

DEVIATIONS FROM URBAN SERVICE BOUNDARY RECOMMENDATIONS

In certain unique and very limited situations, the Planning Commission may consider and allow minor deviations from the recommended Urban Service Boundary location to avoid a substantially unjust outcome for particular properties. These limited situations could include properties where pre-existing zoning for urban development extends outside the proposed Urban Service Boundary; or properties that would be divided by the boundary to create parcels that would be otherwise unusable for any reasonable purpose. However, in making these minor adjustments, the concept and integrity of the Urban Service Boundary must be maintained.

URBAN LAND USE ELEMENT

SECTION IV

URBAN LAND USE PLAN

SUMMARY

This section describes the policies for services for existing and future subdivisions in urban or incorporated municipalities within Scott County. For the purposes of this plan, urban areas are defined as those areas of Scott County that are within the incorporated city limits or inside of defined Urban Service Boundaries. The following sections clarify policies concerning expansion, incorporation, and service provision.

LAND USE PLAN CATEGORIES

Land Use Map: The Land Use Map and related text including goals, policies, and recommendations, propose the best land use mix for the long-term benefit of the community. The map also reflects existing land use deemed likely to be long-term. The best land use mix often means preserving property for future uses such as more dense housing types, schools and parks, and shopping and employment uses since single-family development typically precedes these uses. Failure to create a long-term balanced land use mix makes it more expensive to provide public services and facilities, and creates longer trips and more traffic congestion for residents.

Agricultural: This category is the general designation of rural lands – those outside of the urban service boundaries, rural planned unit developments, the Western Rural Residential Area, and the Northern Private Urban Service Area. This category allows use of land for production of agricultural or horticultural crops, and for dwellings for persons engaged in the agricultural use on the tract at a maximum density of one dwelling unit per five acres. This also allows rural residential use (dwellings for sale or lease to the public) in "cluster subdivisions" and agriculture-related businesses.

Residential: This category allows residential uses and those home occupations, small-scale businesses, and institutions that will not detract from the basic residential integrity of the neighborhood. A future effort should create "small area plans" for areas with potential for new development or infill, to identify appropriate locations for housing of low, medium, and high density, and for schools, parks, neighborhood commercial areas, etc. There are currently two residential designations on the future land use map.

Urban Residential: This subcategory allows for more dense residential uses within the Urban Service Boundary.

Rural Residential: This subcategory allows for less dense residential uses outside of the Urban Service Boundary and unincorporated areas.

Commercial: This Comprehensive Plan recognizes the importance of encouraging commercial growth in Scott County to diversify the economy and provide for a more self-sufficient community. The hierarchy of commercial uses and standards proposed will give flexibility for new commercial development while providing for appropriate locations in relation to roads and other land uses. Where possible, new commercial growth should be concentrated and planned as a unit, rather than "strip"-type development.

Industrial: Employment uses within the Urban Service Boundary are intended to provide concentrated areas of high quality employment facilities for uses such as light and heavy manufacturing, warehousing and distribution, indoor, screened, and outdoor storage, and a wide range of other industrial services operations.

Quasi-Public: This land use category includes prominent facilities that benefit the public and do not fit well into other categories. Such land uses are characteristically large and distinctive facilities that are service oriented. These facilities contribute to the general welfare of the entire community. Public/ Institutional uses include public facilities such as schools, fire stations, and government offices; cemeteries; private educational institutions; and private recreation facilities. Churches and similar institutions may be included here if they are large; otherwise, they are included with the surrounding or adjacent uses.

Commerce/Business and Technology: This land use is designed to accommodate a wide range of uses including professional, business, governmental and medical offices, corporate headquarters, and uses that rely on advanced scientific and engineering capabilities. This land use is also designed to accommodate related limited light manufacturing and production facilities that could benefit from locations in or adjacent to the North Georgetown Employment Center (Triport and Lanes Run Business Park), and the Royal Springs Aquifer Recharge Area.

This land use designation is intended to provide sites in a campus- or park-type setting with an emphasis on internal connection and access, natural characteristics and open space preservation, and buffering of adjacent, less intensive land use. This land use is also intended to encourage originality and flexibility in development and ensure that development is properly related to its site and to the surrounding developments. This type of land use is intended to provide space for research facilities, pilot plants, prototype production facilities, and manufacturing operations requiring a high degree of continual or recurrent application of scientific input and activity as an integral part of the manufacturing process.

Downtown: The purpose of this land use designation is to provide areas for commercial activities concentrated within the central business districts of Georgetown, Sadieville, and Stamping Ground. This land use should be the focal point of community activity and should encourage local enterprises, government activities, and community services. Additionally, it encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separate from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots.

Mixed Use: Land patterns, particularly as they impact transportation requirements, greatly affect air quality. Protecting and enhancing air quality should be important considerations in municipal land use and transportation planning. By co-locating land uses and encouraging multi-modal

transportation choices, cities help the community and individuals benefit from reduced traffic congestion, improved air quality, more opportunities for exercise and socialization, more integrated urban design, and an improved quality of life. Good land use planning facilitates multi-purpose trips and shared parking. It locates schools next to parks and restaurants near offices, housing and theaters, and libraries and day-care near jobs, housing, or shopping. It encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separated from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots.

Future Small Area Plans: This land use designation includes geographic areas which need further land use analysis due to the complexity of the physical and historic uses. These identified areas will require a future small area plan.

Office: This category includes services which are provided within the confines of offices, such as the following major uses: financial and credit institutions, security and commodity brokers, holding and investment companies, architectural and engineering firms, legal and medical services, insurance and real estate agents and other related professional services.

Greenbelt: This open space land will be established at the time an overall property is zoned for development. Uses shall be those of the Agricultural category.

LAND USE POLICIES

Infill Development Fees:

In identified infill, development incentive district fees may be waived and development standards modified based on conditional use permits, public hearings, and adopted plans for the district in question. (Prior to adopting a plan, adopted redevelopment area, specific or neighborhood plans may be used.)

New Development:

- a. The bonding capacity of existing development is used for construction of facilities until revenues from new development are available.
- b. New development is required to contribute any additional public facilities within or adjacent to the development that are needed to serve that development and are consistent with policy on proportionality, with appropriate exceptions consistent with the other goals and policies of the Comprehensive Plan.
- c. Reductions or elimination of contributions or fees in infill incentive districts are allowed.
- d. Appropriate development fees shall be calculated and collected, and the benefits of modifying studied.

Infrastructure Improvements:

As the Northwest Bypass is completed, and development begins to occur in the area, more detailed study should be given to the infrastructure needed to support development: traffic improvements, water and sewer lines, street lighting, storm drainage, park and recreation facilities, etc. The study should create an overall development plan for the area and strategies to fund needed land acquisition and infrastructure. It is evident that in some areas major street improvements will be needed for new development that would generate substantial traffic.

Special Commercial Land Use and Design:

The relationship between proposed highway commercial development along U.S. 460, from the East Main turnoff through the I-75 interchange, and redevelopment/historic preservation efforts in downtown Georgetown should be carefully studied. New highway commercial development along U.S. 460 should enhance downtown efforts rather than draw energy away from them. This could be accomplished by carefully distinguishing the types of uses suitable to the two commercial locations and adopting special design criteria, such as for signs, architecture, and landscaping, along U.S. 460. A study of this issue could lead to special policies that would overlay the land use policies recommended below.

Urban Development:

All types of urban development as listed herein shall be confined to lands within Urban Service Boundaries, designated rural planned unit developments, the Western Rural Residential Area, and the Northern Private Urban Service Boundary.

Highway Buffering Standards:

The following policies should be included as standards in the *Zoning Ordinance* and *Subdivision and Development Regulations*.

1. Residential development along the bypass and I-75 should be screened for both visual and acoustic purposes. Screening should substantially soften visual and noise impacts upon adjacent uses, especially residential. It is recognized that buffer screening cannot completely eliminate visual and noise impacts.
2. Setback requirements should be established based upon the use, but no less than 100 feet along the bypass and I-75. Intensive uses will require greater setbacks due to potential noise impacts. Similar setback requirements (100 ft.) should also apply to ramps along the interchanges and major intersections.

Area-Specific Policies

Area 1:

Land Uses: Area 1 is most suited to highway commercial use, with the understanding that existing uses would be considered consistent with this designation. However, uses accessed from East Main Street, rather than U.S. 460, should be neighborhood commercial to be compatible with Area 2 and adjacent residences.

Infrastructure: The East Main/U.S. 460 intersection should be improved to support development in other areas (although this improvement may not be necessary for additional development in Area 1).

Area 2:

Land Uses: This corridor is a good location for commercial uses that could serve the existing residential neighborhood and employees of nearby industries. Such uses should be compatible with the railroad, should not be traffic-intensive, and should support, rather than degrade,

residential areas. Redevelopment should be encouraged by phasing out the auto salvage operation (auto repairs could remain if well screened and operated to minimize conflicts with surrounding uses, but should not expand) and improving the appearance of the Kentucky Transportation Cabinet shed or finding a more suitable location. Redevelopment proposals should preserve the brick commercial buildings on Maddox Street, if feasible. The portion of the study area fronting on Avondale Avenue should remain medium-density residential, unless an area-wide study indicates that the entire neighborhood should have a lower-density designation in keeping with existing densities. In 2006 the Maddox Street block was identified for redevelopment in conjunction with uses compatible with the Georgetown College.

Infrastructure: Area 2 will need both public and private investment to encourage redevelopment. Maddox Street and its connections across the railroad should be improved. The street could be extended south to Clayton Avenue, and the grade-separated crossing there could be upgraded to increase capacity, visibility, and pedestrian safety. One drawback is that existing homes would have to be removed to extend the street. Another alternative would be to create a grade-separated crossing at Jackson Street and continue the street through to a major new street in Area 5. East Main Street should be improved with a grade-separated crossing as well. Screening and safety measures should be installed along the railroad. New development that would significantly increase traffic in Area 2 should not occur until Maddox Street and the East Main/U.S. 460 intersection are improved. Upgrading of the railroad crossings could await development of areas east of the railroad.

Area 3:

The area west of Fountain Avenue, and extending south to Lemons Mill Road, should remain residential. If access is improved from Area 3 east to the proposed bypass, the portion of the area east of Fountain Avenue could be developed with new light industrial uses. If access remains as it is, the designation of this portion of the area should be residential as well, and existing commercial/industrial uses could expand only if this would not generate significant additional traffic. Proposals for redevelopment should preserve the Taylor Seed buildings if feasible.

Area 4:

Land Uses: There are many possibilities for this area. The old quarry property, because of its proximity to Elkhorn Creek and in keeping with policies in the Environmental Quality Management Element, should be redesignated "Environmentally Sensitive Light Industry." Continued heavy industrial activities are grandfathered as non-conforming uses. The Southern States property fronting on U.S. 460 should continue the highway commercial designation of Area 1. Other properties north of East Main Extended should also be Environmentally Sensitive Light Industry due to proximity to the creek.

Infrastructure: Major road improvements are needed before this area could sustain new development: widening and improvement of East Main, with a grade-separated railroad crossing and improvement of the East Main/U.S. 460 intersection; or as an alternative to full East Main improvements, upgrading of the quarry road to a standard public road with a signalized intersection at U.S. 460. New or significantly expanded businesses that would use the U.S. 460/Eastside Drive/Quarry Road intersection should participate in the funding to upgrade the intersection, with the same participation requirements that have accompanied development approvals on the north

side of U.S. 460 using this intersection.

Recreation Facilities: Thought should also be given to locating a neighborhood recreational facility at the site between the quarry and East Main Street, which could offer passive (picnicking, etc.) and sports activities for eastern Georgetown residents and employees of nearby businesses. The site would be central to its users, yet separate enough that noise and nighttime activity would not bother residents. The parks and recreation master plan will help define the need for such a facility and the best location.

Area 5:

Land Uses: There are two potential land uses. First, Environmentally Sensitive Light Industrial uses would be compatible with the aquifer recharge area and with nearby residential uses, with proper buffering. Secondly, this area is suitable for expansion of Georgetown College.

Infrastructure: Road improvements are also required to support new development in Area 5. In addition to the East Main improvements listed under Area 4 and the alternative Clayton Avenue or Jackson Street improvements described under Area 2, a collector road connecting East Main and Lemons Mill would likely be needed. Road improvements should be designed to ensure that increased traffic would not be funneled primarily through Clayton Avenue and surrounding residential neighborhoods, but would be directed toward the bypass.

URBAN LAND USE ELEMENT

SECTION V

SPECIAL PLANNING AREAS

SMALL AREA DEVELOPMENT PLANS

North Broadway Redevelopment Area Plan:

A conceptual plan is under development for the area of North Broadway generally extending from its intersection with Main Street in downtown Georgetown north to the North Elkhorn Creek bridge, and from the Royal Spring Branch on the west to just east of Hamilton Street. While changes to this concept plan are likely as it develops, it is recommended that steps be taken to move the plan forward to its next logical level and keep the discussion underway.

The overall goal of this small area plan is to highlight and enhance the unique character of the North Broadway corridor and its surrounding neighborhoods to support an economically viable commercial district and protect the community's educational, financial, and emotional investments in historic resources.

Objectives for this plan include:

1. Create a distinctive and attractive image for the area that will enhance the historic and architectural character of the buildings.
2. Encourage pedestrian and tourism use of the downtown area by creating safe and comfortable routes between parking areas, surrounding neighborhoods, and throughout the business and historic districts.
3. Create outdoor spaces where social activities and special events can be easily conducted and attended.
4. Protect the traditional role of the downtown Georgetown area as the center for government, financial, and religious institutions and services, and support its evolving role into a center for tourism, specialty retail, and residential areas that provide for a unique living environment.
5. Provide a link from Georgetown College to the Royal Springs Park and Greenway.
6. Connect residential neighborhoods to the enhanced greenways.
7. Encourage redevelopment and upgrading of the existing commercial strip by improving appearances and connections with surrounding neighborhoods.
8. Protect the water quality of Royal Spring Branch and the North Elkhorn Creek.
9. Provide a gradual transition from areas zoned highway commercial to recreational commercial and medium density residential, encouraging an appropriate mix of residential and small business.
10. Reduce the visual and traffic impacts of the commercial and industrial sites.

Old Oxford Road Study:

Complete a comprehensive study of the area around Old Oxford Road to determine if current directions are appropriate or if adjustments need be made.

Southern Greenbelt:

Concept: Maintain the long-term urban service boundary on the south side of Georgetown, reinforced with the greenbelt. The greenbelt is absolutely essential to the Southern USB. The policies for urban development along the bypass should create a transition to southern farmlands that will be compatible with continued agricultural activities and will be sensitive to the character of the area. The area south of Georgetown is prime farmland and a significant scenic area, with several successful horse farms that have signaled their intent to remain in agriculture by entering into agricultural districts. These areas should be protected as such.

GMWSS Sewer Master Plans should encourage agricultural preservation goals and the concept of the southern greenbelt. Provision of sewer service through a Cane Run Interceptor is inconsistent with the objectives of the southern greenbelt. Strategies to preserve the integrity of the Georgetown USB and foster the long-term viability of the greenbelt concept include:

- Reinforce the long-term integrity of the USB by establishing a greenbelt as the boundary between urban and rural land uses;
- Provide a reasonable transition from urban to rural land uses south of Georgetown;
- Protect the prime agricultural properties south of the bypass from detrimental effects of abutting urban uses; and
- Substantially eliminate the impacts of such urban development that would encourage further extension of the USB and loss of prime farmlands to the south.

The 820 contour along the Cane Run Creek and a matching of the existing greenbelt line for the properties in the southeastern area will be the general limit of the USB. The presence of a greenbelt will allow development at urban intensity on the area that is nearer to the bypass. In order to develop the property nearer to the bypass, it would be necessary to formally establish the greenbelt area to ensure long-term protection of this land. The greenbelt properties would have the same use and subdivision rights as A-1 lands. This proposal fairly balances the development requests of the property owners with the need to create the greenbelt. See Appendix A – Reference Maps for Land Use and Greenbelt locations. In 2006 the east side of this area was proposed as “mixed use” to transition the existing residential area on the east end of Southgate Drive and provide some non-traditional buffer from the railroad.

West Georgetown:

Concept: Respect wishes of farm owners within agricultural districts to remain in farming. Remove agricultural districts from the USB, unless owners have expressed a desire to develop (Ward Hall and farm). The western urban area needs special treatment because of significant historic resources and prime agricultural lands.

By State law agricultural districts cannot be annexed. Since one of the overall USB policies recommends that all development within the USB should be annexed, agricultural districts should not be considered part of the USB. The current urban service boundary follows the proposed bypass, and should continue this route, yet excluding the agricultural districts.

East Georgetown:

Concept: Respect the USB at the Lanes Run Basin watershed line. Include within the USB the three five-acre tracts which abut the existing USB as a minor deviation. Further expansion eastward or north of current limits is not necessary at this time. A greenbelt of similar characteristics to the one created with the development of the Southeast and Southwest areas of the USB should be created with the development of the Lanes Run Basin. The Lanes Run Basin small area plan offers an example of greenbelt creation techniques. The small area plan for land uses, streets, utilities, buffering and conservation areas should be fully detailed.

North Georgetown And Toyota Area:

Concept: Retain the current line as the USB from I-75 to the west.

In the long-term future, as the northern part of the City develops and the northwest bypass becomes a reality (e.g., when it is included in KYTC 6-year plan), consider extending the USB further north along U.S. 25 toward Delaplain. The Urban Service Boundary around the Delaplain interchange and Cherry Blossom Way should remain. All new development and existing commercial and industrial development should be annexed as opportunities arise.

Although further expansion of the Georgetown Urban Service Boundary is not needed within the current planning period, the long range plan for Georgetown should consider expansion northward toward Delaplain. This area can be served by gravity sewer to Wastewater Treatment Plant #1, if capacity is available, and there is generally a lower proportion of prime farmland northward beyond the current USB than east, west, or south of Georgetown.

The industrial and commercial uses near Toyota and the Delaplain area need city services (police, fire, road maintenance, etc.). At this time there is sufficient vacant land at the Delaplain interchange for future commercial needs. Land at the interchange and toward U.S. 25 could be added to the USB in the future if major industrial expansions and locations increase the need for trucking and related highway service facilities beyond the capacity of available land.

Existing residential developments of Moonlake and Stonehedge are currently receiving County services. Annexation could be warranted if the sewage treatment problem or other serious deficiencies require City assistance to resolve.

Dry Run Study Area:

The Georgetown-Scott County Planning Commission has proposed a pilot project for watershed planning that will encompass properties within the City of Georgetown and Scott County. One of the results of this pilot project is the completion of a Small Area Development Plan designed to address the definition of the watershed, hydrologic model, land use (Comprehensive Plan) elements, and Best Management Practices (BMP's) in the area known as the Dry Run Watershed Basin.

The Dry Run Watershed Basin consists of approximately 8000 acres (12.5 square miles), and is located generally north of downtown Georgetown at the confluence of Dry Run Creek and North Elkhorn Creek (i.e., Moss Park and Bi-Water Farm). The basin extends north towards and

including approximately one-half of the Toyota Motor Manufacturing of Kentucky (TMMK) property. It also includes Anne Mason Elementary School, Derby Estates, Scott County Fire Station #1, and Harbor Village. Approximately one-third of the proposed study area is located within the current Georgetown Urban Service Boundary (USB) which has the potential for expansion, per the Comprehensive Plan process, to over one-half of the study area within ten years.

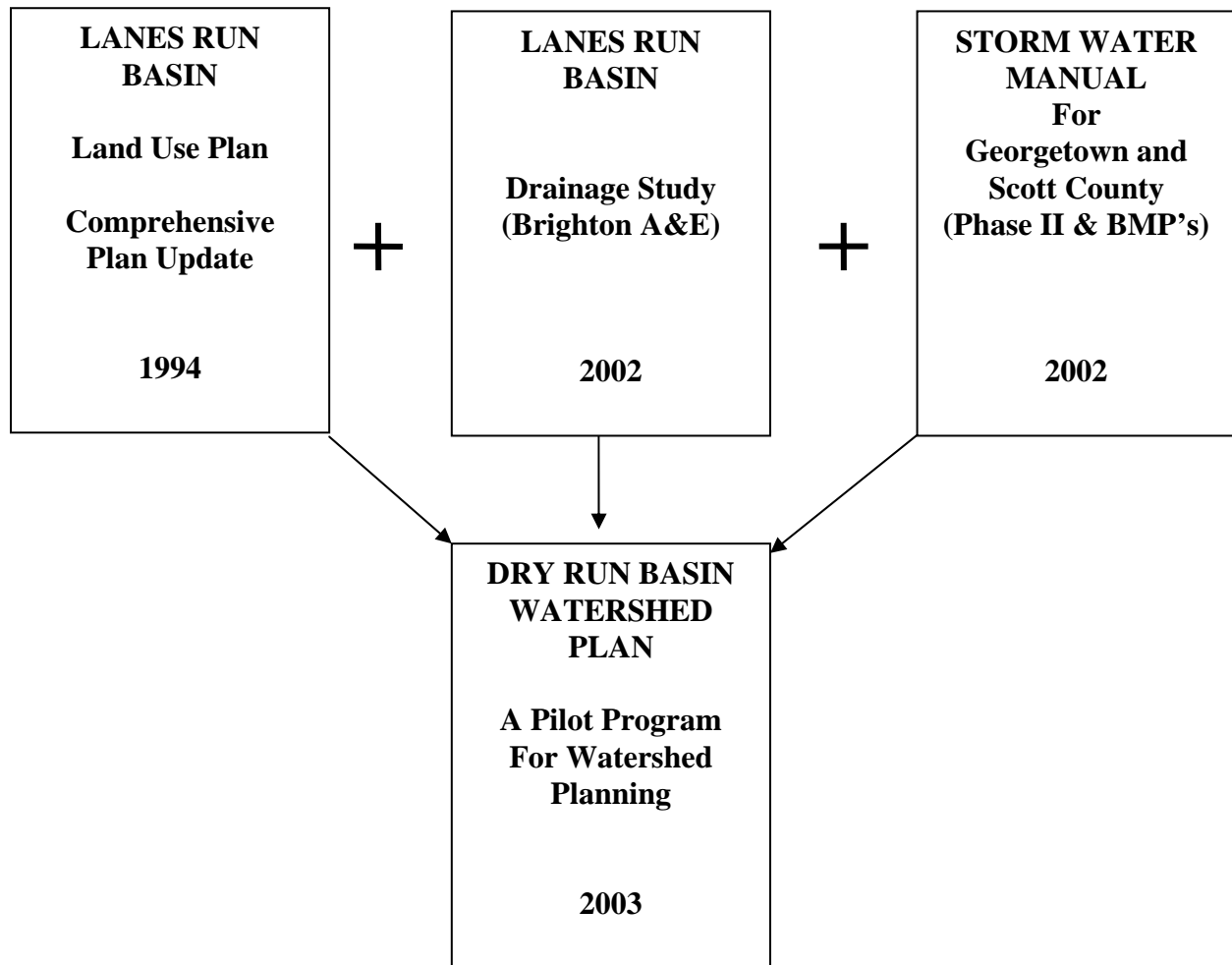
Based on development projections, the Dry Run Basin is an area identified for significant future growth and urban development within the City of Georgetown and central Scott County. Several factors are present that will guide growth into this basin. These include construction (completion) of Champion Way, construction and population of Anne Mason Elementary School, installation of a sanitary sewer trunk line and related infrastructure, and construction of the proposed Northwest Bypass connecting U.S. 460 at Western Elementary/Canewood to Cherry Blossom Way/Delaplain Road at I-75 (exit 129). This area was also identified as a growth corridor during the 1991 Comprehensive Plan review.

The City of Georgetown acquired and updated a hydrologic model for the Lanes Run study area as part of its Business Park Development Plan. As noted in the Lanes Run Study, “a hydrologic study was performed on Lanes Run (creek) to demonstrate that the proposed Georgetown Business Park will not increase the peak flow rate of Lanes Run.” The overall conclusions of the study, based on a series of design elements for the Business Park and subsequent developments including Cherry Blossom Golf, Rocky Creek Development and Wyndamere, are that flow rates are reduced by constructing a series of retention and detention basins, including water quality features. The ultimate goal of the study and any future updates is to minimize or reduce the severity of flood damage to downstream properties by reducing the flow rates for major storm events. This study was also supplemented by a Storm Water Manual for Georgetown and Scott County. This manual details water quality and quantity designs, and requirements for new developments and is designed to be one part of an overall storm water plan for the area, and provide an appropriate means of maintaining the integrity and durability of existing and proposed storm water systems within our neighborhoods and developments.

The following is a diagram illustrating the components of the Dry Run watershed plan, using the documents and manuals adopted by the City of Georgetown and Scott County. Note – similar components would be used in creating a unified watershed plan for the Dry Run Basin.

ADOPTED COMPONENTS FOR LANES RUN DRAINAGE BASIN

The following studies and/or ordinances have been adopted that would be the equivalent of the proposed Dry Run Basin Watershed Plan. The three (3) elements that would create a similar document in the Lanes Run Drainage Basin include: The Lanes Run Basin Land Use Plan (component of the 1994 and 1996 Comprehensive Plan), Lanes Run Basin Drainage Study, and Storm Water Manual for Georgetown and Scott County.



Once completed, the watershed and small area development plan would provide a long range plan for development within this area. The Watershed Plan would be a proactive measure to guide development and storm water management, and to establish water quality features (BMP's) including open space, riparian areas, trail linkages, etc. The plan would also provide the baseline elements for a drainage study that would be used by the design and development community as they propose various developments within the basin area.

PROPOSED COMPONENTS

Specific components of the watershed plan include the following:

1. Watershed Characterization Assessment (WCA)
 - 1.1. Research existing natural resource information on the Dry Run Watershed
 - 1.2. Stream Corridor Assessment (SCA)
 - 1.3. Develop GIS of Watershed Characterization Results
2. Watershed Protection and Restoration Strategy (WPRS)
 - 2.1. Develop GIS mapping of areas to be protected and restored based on WCA
 - 2.2. Prepare WPRS maps and report
3. Hydrologic Computer Model for Channel Protection
 - 3.1. Develop Hydrologic Computer Model of the existing Watershed
 - 3.2. Model Land Use Alternatives
 - 3.3. Prepare report of Model findings and map of proposed land use(s) and required BMP's
4. Develop Dry Run Watershed Small Area Plan as part of the Comprehensive Plan
 - 4.1. Land Use(s) and BMP's
 - 4.2. Watershed Protection and Restoration Strategy
 - 4.3. Adopt Future Land Use Map, BMP's, and WPRS into the Dry Run Watershed Small Area Plan – Comprehensive Plan
 - 4.4. Adopt and/or amend *Zoning Ordinance*, regulations and/or overlays in compliance with the Dry Run Watershed Plan
5. BMP Technology Transfer (Watershed Planning as a BMP)
 - 5.1. Develop presentation, including PowerPoint and maps
 - 5.2. Present at conferences
 - 5.3. Present to interested groups
 - 5.4. Write article on Dry Run Watershed Protection and Restoration Plan

SPECIAL PLANNING AREAS

1. **Designated Agricultural Districts:** These properties are not within the Urban Services Boundary and are planned for Agricultural uses only.
2. **Ward Hall and Farm:** The Ward Hall property is an historic resource of local, state, and national significance. The property is currently in an Agricultural District, and was included within the USB with recognition that non-agricultural development can occur only if the property is removed from the Agricultural District. The property is designated on the land use plan as residential. This recognizes, however, the policy of the Historic Resource Management Element to encourage preservation of Ward Hall, the other historic buildings on the farm, and some surrounding open space and to maintain public use or access. It is unlikely to be financially feasible to maintain Ward Hall through tour revenues alone, and planned land uses should have the flexibility to allow public and/or private development that would accomplish the purpose of preservation of Ward Hall and would be compatible with the residential

character of the surrounding area. Examples could include conference or office space and tourism/entertainment facilities such as a hotel, museum, or restaurant. These could be in combination with residential uses.

3. **Old Hospital:** The old hospital on West Main also has historic and community significance and needs similar flexibility. The current land use designation is "Professional Office," the extent of which is limited to the area currently zoned. There is potential to expand the area designated for office use, or to allow other uses such as those listed for Ward Hall, if this would help accomplish preservation and reuse of the old hospital building. Residential uses, elderly housing, or congregate (nursing) care are also possibilities. However, these uses should be consistent with policies concerning maintaining the overall residential and historic character of the West Main Historic District (see Downtown Plan) and with the ability of West Main Street to accommodate the traffic.
4. **Bypass Route:** To the extent possible, the route of the northwest bypass right-of-way should be reserved and protected from development that could interfere with placement of the road or unnecessarily add to ROW costs. This is necessary to ensure that an arterial of such importance to the community can be constructed in the future. The Kentucky Transportation Cabinet should be consulted to determine an approximate location and width of Right-of-Way in development areas, and no permanent new development should occur therein.
5. **Southern Greenbelt Development Area:** The proposed land uses for this area are discussed in the Small Area Plan section above.
6. **Downtown Georgetown and Surrounding Corridors:** See the Downtown Plan Element of the Comprehensive Plan for land use and zoning proposals for the B-3 zoned area and surrounding corridors on North and South Broadway and East and West Main.
7. **Georgetown College:** The Downtown Plan calls for a joint planning study between the College, City of Georgetown, and the Planning Commission to generally identify expansion areas for the College.
8. **North Georgetown Employment Center:** The North Georgetown Employment Area consists of Toyota, approved industrial sites at Louisville Forge, Delaplain and Brueck Industrial Parks, and the Toyota Impact Area. The North Georgetown Employment Center is intended to provide industrial and related uses in such a manner that they are compatible with the surrounding rural area, through use of buffer areas, landscaping, and increased building and use setbacks. The Toyota setbacks and landscaping can serve as an example for buffering along Cherry Blossom Way, with recognition of the unusually large size of this site and capability to provide large setbacks.
 - a. Land Uses: Proposed land uses in the North Georgetown Employment Center are light industry, environmentally-sensitive light industry as necessary to allow septic systems, and heavy industry. There should also be potential for support uses such as offices or truck storage and repair, where these are related to industrial uses.
 - b. Impact Area: A portion of the Impact Area has been rezoned from industrial to multi-family residential. Future development of this residential property must be sensitive to the fact

that industrial development could border the site. The Toyota Impact Area includes those properties so designated in 1987 and shown on the land use plan. These generally are properties north and east of Cherry Blossom Way. I-2 uses are appropriate in the Impact Zone only where they would not cause impacts to properties outside the urban service boundary that would substantially interfere with farming activities or create substantial justification for further urban conversion beyond the USB. The following must be demonstrated prior to approvals of any zone changes in the Impact Area:

- i. Demonstrate the availability of sewer service and sewage treatment plant capacity for the proposed project, with the exception that properties zoned environmentally-sensitive light industry and receiving a conditional use permit for use of septic systems need not make this showing.
 - ii. Provide a plan for location and buffering of land uses which would contain substantial urban impacts within the property and protect properties planned agricultural from substantial urban impacts.
9. **Maddox/East Main Extended Neighborhood Plan:** The area currently zoned I-2 in the vicinity of East Main Extended, Maddox Street, and Lemons Mill Road was the subject of a neighborhood plan adopted in 1988. The plan studied existing land uses and proposed future land uses in keeping with the transitional (residential to light industry) nature of the area and the constraints on access. The neighborhood plan is incorporated in this Comprehensive Plan in the Appendix. Minor revisions were made to bring the neighborhood plan into agreement with the land use proposals of the 1991 Comprehensive Plan. In 2006, the Maddox area was identified for redevelopment in conjunction with uses compatible with the college. It is proposed for a small area plan.
10. **Commercial Area, Northwest I-75/U.S. 62 Intersection:** Because of its proximity to the interstate interchange at U.S. 62, the Whitaker property between the collector road and I-75 can be considered for a regional commercial center or other land uses, with the exact boundary and acreage to be determined through a small area plan or planned unit development, with consideration for benefits to the community and coordination between the land use plan and the master transportation plan.
11. **Greenbelt Area Development Plan:** This plan is intended to further implement the goals, objectives, and policies of the Comprehensive Plan and the Greenbelt Ordinance, including but not limited to those concerning expansion of the Georgetown USB to the south and east, establishment of a greenbelt to reinforce the long-term integrity of the USB, and protection of the Royal Spring Aquifer Recharge Area. This plan is based on the adopted Greenbelt Ordinance. The locations of the various greenbelt areas are shown on maps included in Appendix A.
 - a. **Land Uses -** The location of the southwestern greenbelt incorporates the screening provided by natural topography and tree rows, the floodplain of the Cane Run Creek, and sufficient setback and fencing to contain the potential detrimental effects of urban development, as described in the Greenbelt Ordinance. Land uses shall be those of the agricultural category. Existing tree rows should be preserved and supplemented where

necessary to provide year-round screening from the visual impact of urban development on properties outside the USB. The location of the eastern greenbelt is shown on the adopted Lanes Run Basin area plan. Techniques for developing this greenbelt are contained in the text of the Lanes Run Basin development plan. Through a Planned Unit Development, there can be minor variations in the greenbelt location if the objectives of the Comprehensive Plan and Greenbelt Ordinance are substantially met.

- b. **Commercial Development** - In keeping with Comprehensive Plan findings concerning growth needs for commercial land and the policy that commercialization of the bypass should not be generally encouraged except at the major intersections of U.S. 25 and U.S. 460, no additional area of commercial land is proposed. Additional land east of the intersection and south of the bypass is proposed as mixed use to encourage further residential development to transition existing residential development on the east end of Southgate Drive and provide some non-residential development to buffer from the railroad. No additional areas of commercial uses are proposed in the Lanes Run Basin. (Properties along the bypass designated residential or industrial have the potential for consideration of neighborhood commercial.
 - c. **Residential** - The Southern Greenbelt Land Use Maps designate those properties along the southwestern bypass as proposed for residential uses. The adopted Lanes Run Basin area plan shows the location of proposed residential uses.
 - d. **Parks and Recreation** - Because of the presence of greenbelt open space, properties in the Southern Greenbelt Development Area should not be subject to the park and recreation standards in the Community Facilities Element or any requirements to provide public or private park lands. Design of such developments should encourage low impact recreational use of the greenbelt.
 - e. **Public Improvements** - In order to reinforce the long-term nature of the greenbelt, urban services (with the exception of water service) should be available only to areas designated for urban use. Infrastructure (including streets and sewers) in those areas should not be designed or located for future extension into the greenbelt area, except solely for cluster subdivisions.
12. **Washington/Bourbon:** East Washington Street and Bourbon Street, specifically the area east of North Mulberry Street, west of Paris Pike, south of Bourbon Street, and north of East Washington Street, is in transition and feeling redevelopment pressures. It 2006, it was selected as an area for which a small area plan is to be developed.
13. **East Main Extended Area:** This small area plan was a Commission-initiated action to revise the Comprehensive Plan to reflect more appropriate land use policies for the East Main Extended area. The East Main Extended area was previously designated Industrial in the Comprehensive Plan. During the 1991 Comprehensive Plan Update process, the small area plan was revised based upon public hearings held on February 14 and 28 and March 14, 1991. The revision reflected changes in the area since 1988, such as the bypass construction, and

brought the plan into consistency with the goals and objectives and land uses of the new Comprehensive Plan.

Land Uses And Development Potential – The area is divided into five study areas, based on uses, access, and development potential. Maps contained in Appendix A – Reference Maps generally describe existing land uses for this area. Area specific descriptions are as follows:

Area 1: Existing uses are mainly commercial, including Hamilton Oil and a new mini-market at the corner of East Main and U.S. 460. The East Main/U.S. 460 intersection is inadequate for present traffic, much less for additional traffic, and has limited options for realignment of the intersection, but it could be signalized for greater safety.

Area 2: Uses are a mix of residential and commercial. The area along Maddox Street and the railroad is transitional and dilapidated, but along adjacent streets the housing improves and becomes a solid residential neighborhood. There are several old brick buildings in and next to the area that seem worthy of preservation -- the tool repair shop, plumbing supply building, and tobacco warehouse. These are suitable for commercial or community uses. The Kentucky Transportation Cabinet has an equipment storage shed at the southern end of Maddox and an open storage area of highway paint cans. Poor access will impede redevelopment of this area. Maddox Street should be upgraded and connections to Clayton Avenue and across the railroad to the east should be improved. The area is not suitable for development that would generate substantial traffic, noise, or other impacts that would degrade adjacent residential neighborhoods. Although existing zoning is industrial, at the 1988 public hearing, residents stated that industrial uses would not be compatible with nearby homes, and expressed interest in neighborhood commercial development instead. In 2006, this area was identified as needing a small area plan.

Area 3: This area is a mix of residential, commercial, and light industrial uses, including Taylor Seed Company, Carbide Products, and a church. A vacant lot owned by Carbide is managed by Parks and Recreation as a ball field. Inadequate access and the need to protect residential neighborhoods are major planning issues for this area. Before additional non-residential growth could occur, street improvements are needed to direct traffic away from residences and toward the proposed bypass. Preservation of the Taylor Seed buildings should also be supported.

Area 4: The development potential of the large agricultural tract in this area has been constrained by poor access, which the bypass will substantially improve. Presently, East Main Street is inadequate and traffic must funnel through the unsafe Main Street/U.S. 460 intersection or cut through the quarry road to U.S. 460.

Area 5: This area is mainly agricultural, with the same access problems as Area 4. Uses near the railroad include a large Kentucky Transportation Cabinet building and yard for storing construction equipment and materials, a mobile home park, and an auto repair and salvage yard. All are accessed by a dangerous at-grade railroad crossing from Maddox Street. The auto salvage yard is unsightly and would discourage new development in Area 2. Other uses include a church between Clayton Avenue and Lemons Mill Road. Uses

adjacent to the area are light industrial (Johnson Controls and Georgetown Industrial Park). These are generally low-impact industries (except for traffic) with open space buffers around them.

SPECIAL PLANNING ISSUES

Neighborhood or Small Area Plans:

The Commission should follow up this Comprehensive Plan with more detailed neighborhood or small area plans, especially for major undeveloped sectors of Georgetown with potential for short-term development, such as the southwest, the eastern expansion area, and the Whitaker property to the north. The Commission should also consider the preparation of neighborhood or small area plans where large scale development is proposed. This should apply to all proposed urban land uses. Vehicular circulation, land use, open space, utilities, buffer areas, storm water drainage facilities, recreation and community facilities, among other elements, should be included in the neighborhood or small area plans.

Highway Buffering Standards:

The following policies should be included as standards in the *Zoning Ordinance* and *Subdivision and Development Regulations*.

1. Residential development along the bypass and I-75 should be screened for both visual and acoustic purposes. Screening should substantially soften visual and noise impacts upon adjacent uses, especially residential. It is recognized that buffer screening cannot completely eliminate visual and noise impacts.
2. Setback requirements should be established based upon the use but no less than 100 feet along the bypass and I-75. Intensive uses will require greater setbacks due to potential noise impacts. Similar setback requirements (100 ft.) should also apply to ramps along the interchanges and major intersections.

Planned Unit Developments:

The use of planned unit developments and higher density housing development types should be encouraged within urban service boundaries to preserve and protect significant natural features, open space, recreation areas and to provide improved living environments. The provision of open space for recreation or resource protection is an acceptable means of offsetting reductions or variances in existing standards.