

LAND USE FORM SUB-COMMITTEE
COMPREHENSIVE PLAN UPDATE

Tuesday, November 29, 2016
5:00-7:00pm
230 East Main Street, Georgetown, KY 40324

AGENDA

Time	Topic
5:00-5:05pm	<u>Welcome & Recap</u>
5:05-5:45pm	<u>Review Major Future Land Use Categories, and Policy Direction</u> <ul style="list-style-type: none">• Residential• Commercial• Neighborhood Center "Overlay"• Industrial
5:45-6:00pm	<u>Review USB and FLU MAP Public Presentation & Appeals Process</u>
6:00-6:30pm	<u>Review Draft FLU Maps – All Cities</u> Review USB Boundary Lines (Georgetown, Sadieville, Stamping Ground) Review FLU Map drafts (Georgetown, Sadieville, Stamping Ground)
6:00-7:00pm	<u>Questions & Discussion</u>

UPCOMING DATES

- 1. Next Sub-Committee Meeting: *Monday, December 12? Or 19?, 2016 from 5:00-7:00pm***
Planning Commission Office, 230 East Main Street, Georgetown, KY 40324

LAND USE SUB-COMMITTEE MEETING MINUTES

Date: Monday, August 15th, 2016

In Attendance:	Joe Kane, Director	Megan Chan, Staff
	David Lusby, Chair	Ryan Cooper, Staff
	Ed Bringardner	Christie Robinson
	Bret Halverson	Chad Wallace
	Mike Mizell	Christina Rush
	Jeff Jennings	Leslee Bertram
	Roy Cornett	

The meeting convened in the Planning Office at 5:00 p.m.

Welcome & Introductions

Joe Kane welcomed everyone to the meeting and reviewed the USB and FLU recommendation process. Tonight's meeting will focus on Georgetown and the updates from separate Sadieville and Stamping Ground Future Land Use meetings that were held within the last two weeks (Sadieville on Wednesday, August 3rd and Stamping Ground on Thursday, August 4th). Additionally, tonight's meeting will focus on the Future Land Use policy recommendations.

Timeline

Joe Kane presented a summary of timeline for the committee, with next month to review the final draft recommendation (extended one more month). Draft USB and FLU will go to the Planning Commission as a draft in September/October. Then the public will have opportunity to apply for changes, to be reviewed by the Planning Commission. This will be filed as an administrative review fee (\$50-\$75).

Recap of Previous Meeting and Maps

Joe Kane began the meeting with a summary of the proposed changes for the Georgetown USB and FLU. Members asked specific parcel-related questions regarding several properties around the City Limits. Concerns were raised regarding properties along major planned road expansions and industrial areas served on private sewer. The group discussed policy measures to require annexation for properties.

Ed Bringardner raised some concerns about projecting uses for mixed use areas. It is difficult to provide sewer usage needs without knowing the end user.

Susan Byers raised concerns about showing on the Future Land Use Map what the land can actually handle in terms of density and utilities, rather than broad brush desired uses. Chad Wallace described how the properties are ever-changing. Is it smart to let developers drive this, versus the planning department?

Joe discussed the capacity that we have in terms of LOS, sewer and water capacity. The FLU map process looks to the community to ask what type of development is desired throughout the community. Specific planning requirements and assessment of capacity is pushed to the owner/developer to demonstrate that they can provide adequate services with their application. Up to this point, our Future Land Use Map has shown all residential growth as Urban Residential within the USB. With this plan, we would like to provide more policy guidance for the density and type of development that would be most appropriate in various areas throughout the community.

Review of Recommended Land Use Policy

Joe presented the draft Land Use policy, which has some recommended changes. The three sections of material include: 1) land use category definitions, 2) general land use policies, and 3) location or area-specific policies. The land use categories describe the uses and type of development patterns allowed within each designated area of the Future Land Use Map. The policies reflect comments received from public meetings, Planning Commission hearings and discussions, and staff recommendations. The following sections of the Land Use Policy recommendations were discussed:

Commercial Corridor Land Use and Design: A commercial corridor is recommended for U.S. 25 and Cherry Blossom. Entryways and character projects set the tone for a community. The committee members expressed support for this type of project. Examples were provided (South Carolina, Florida, etc.) where communities have conducted very successful landscaping off interstates as a way to bring people into the community, and increase community pride. The committees included conversation about I-64 as well, since there is not much visual communication about Georgetown. Sidewalk connectivity along major corridors (such as Broadway and West Main Street) were also discussed. Bicycle accessibility was also discussed for major corridors.

High Density Residential Areas: Using identified mixed use areas as prime locations for high density residential use. These areas should provide additional community facilities to support residents. Existing areas should be retrofitted as practical.

Infill Development Feeds: may be waived in identified areas. Committee asked for clarification, which seems to be to allow for incentives for desired development. Megan Chan asked the committee members for any suggested locations for infill or adaptive reuse projects. Committee members brought up several locations: the existing jail building (which may be merged with the sheriff's office facilities), county clerk's office may relocate and/or the courts may expand.

Infrastructure Improvements – Northern Expansion Area: located north of existing City Limits but within the proposed future northwestern bypass.

New Development: requirements to provide off-site but adjoining public facilities. This policy describes the way that impact fees could be utilized.

Planned Unit Developments (PUDs): This is a new section that provides recommendations for general PUD policy. Joe described the flexibility that is allowed within flexibility and importance of providing more clear guidelines for required trade-offs that are acceptable.

Residential Development: provides suggestions for addressing lot size, width, and connectivity.

Urban Development: confine to areas within the USB or previously designated areas. Limit further urban uses within the county.

Mixed Use Areas:

Downtown Georgetown + North Broadway Corridor: existing/previous studies for both the downtown Georgetown area and North Broadway corridor. Streetscape improvements and scale of development will be further examined.

West Georgetown: this area would be from Stamping Ground Road and near the schools and existing road widening. The future small area study for this area should include the entire area within the creek boundaries and west of the bypass.

Champion Way/Interchange 127: under construction. Will be a highly used area, and will have great connectivity and connections to surrounding neighborhoods. Multi-use trail included in the design of the interchange. This site, with its proximity to the interstate, could be utilized by larger stores and may be slightly more auto-oriented. Keep the mixed use area to the north, and provide connection to the multi-use trail located to the south. Staff recommends limiting the interstate signage in the area for aesthetic impact.

The committee also discussed the TIF project area and probability that it would develop.

There was some discussion about the total amount of commercial property within our community. There are 4 million square feet of buildings on commercially zoned land and uses.

Connector Road/Old Oxford: think that connectivity would be greatly improved with an overall master plan in this vicinity. Rocky Rocky Creek has expressed preliminary interest in concept. One of the sites is under contract, but willing to provide road connection. Could have a community center.

Amerson Lemons Mill: approved mixed use development already in this vicinity. Legacy Trail to be developed on site. Recommend adding the whole Lemons Mill area into the small area study, probably the last of the mixed use area studies.

Northwestern Bypass Discussion

The committee raised some questions about the northwestern bypass that is being planned by the state. Joe Kane described the history of the project, and planning perspective on growth in the area, stating that it may be a very long term plan. Short term, it may be better to connect to the south, but this may be appropriate in the future. Committee expressed interest in repair of existing infrastructure over development of new infrastructure.

Rural Area Planning

Will be continued to be discussed with the Agriculture and Environment, but will bring back to this committee next month.

Sadieville and Stamping Ground

The planning staff met with the City Commissions of both Sadieville and Stamping Ground at the beginning of the month. We have begun to adjust the draft maps based on the content based on their comments.

Sadieville

Committee members expressed interest in keeping small residential lot development along KY-32. Speeds, and sight distance were discussed, as well as the requirement to rezone to an A-5 zone district if four or more lots between 5-10 acres are to be subdivided from a parent tract.

Stamping Ground

Discussed mixed use area for the downtown, new commercial improvements on the block with City Hall and police building. Residents supported the concept of a linear trail system connecting the east and west sides of the community, providing additional park space to the east. Road connectivity was also discussed, especially if more industrial is to develop.

Logistics, Details, & Dates

The next meeting will be on September 19th from 5-7PM at the Planning Commission Office. There was no other business to discuss and the meeting was adjourned at 7:15PM.

LAND USE PLAN POLICIES

High-Density Residential Areas

1. High-density residential uses including master planned apartment projects should be located in identified Neighborhood Centers on the FLUMap or within a 1/4 mile of a Neighborhood Centers defined edge if direct pedestrian and vehicular coaction can be provided.
2. High-density residential developments, even if no subdivision or public right-of-way or roads are proposed, should provide at least two entrances for developments over 100 units, usable open space/park areas and sidewalk or trail connections to interior open space areas and to and along major roads abutting the development.
3. Major urban arterials should be retrofitted as funds become available with pedestrian infrastructure to remove barriers to movement. Expenditures for pedestrian infrastructure would have a powerful transformative effect and should be prioritized.

General Residential Development

1. Future Residential Development shall be restricted to the underlying net densities established in the Zoning Ordinance.
2. Net acreage is defined as gross parcel size minus the land area in planned public or private road right-of-way or driveways and drive aisles and minus the unbuildable land. Unbuildable land includes floodplain, wetlands, sinkholes and the like as defined by the Environmentally Sensitive Lands Ordinance. When no public right-of-way is proposed, 20% of the parcel area shall be deducted to approximate the area set aside for vehicle use area drives to determine net acreage.
 - A. Low-Density Residential is defined as single-family development <4.4 du/net acre
 - B. Medium-Density Residential is defined as single-family and multi-family buildings with a density of between 4.4-8.0 du/net acre
 - C. High-Density Residential as defined as single-family and multi-family development with a density of between 8.0 and 16.0 du/net acre.
3. Low-Density Residential development shall be appropriate in Urban Residential areas on the FLUMap when adjacent to existing low-density residential subdivisions and at or near USB edges including the southern Greenbelt. Low-density residential areas may transition to medium density where appropriate. Also I areas with poor access and or limitations due to the prevalence of environmentally sensitive land.
4. Medium-Density Residential development shall be appropriate in Urban Residential areas on the FLUMap with direct access from urban arterial or collectors and shall be encouraged to locate in existing walkable areas.
5. High-Density Residential development shall be appropriate within identified Neighborhood Centers on the FLUMap or within ¼ mile of existing or planned walkable centers if a direct pedestrian connection is available to other neighborhood center uses off-site.
6. Density bonuses may be permitted in Neighborhood Centers identified on the FLUMap or adjacent to identified Neighborhood Centers if a direct pedestrian connection is provided to an existing or proposed Neighborhood Center.

7. A Road connectivity index should be adopted for new residential development which requires minimum internal and external road connectivity, to maintain minimum access requirements for emergency services and provide a more walkable and livable urban residential environment.
8. Lot widths below 60' at the building line for single-family detached homes shall require alleys providing side or rear access to garages. Single-family development with lot widths of less than 60' at the building shall require a PUD application.
9. Standards should be adopted to allow detached accessory dwelling units when off-street parking and private courtyard spaces are provided and stormwater drainage does not impact adjoining lots.
10. New residential development that are proposed without PUD flexibility shall provide the required easements for planned trail connections, but may not be required to build the trail facility itself.
11. Standard subdivisions should provide a minimum of 5% of the gross are as usable open space for the benefit of the residents.

Planned Unit Developments (PUDs)

A PUD Ordinance should be adopted setting out the development expectations and requirements for Planned Unit Developments using the following general guidelines.

1. When an urban residential PUD is developed, ponds, streams, marshes, hills, karst areas, tree stands, specimen trees and other significant natural features should be preserved. Buildings should be built on those parts of the land that are in the worst condition, not the best.
2. Urban residential PUD's should consider community facility needs created by proposed development. Consideration should be made of the demand for police, fire, parks, school sites and other community facility needs and land reserved or dedicated for public purposes proportional to the demand created for the facility.
3. In exchange for flexibility in lot widths, setbacks, lot sizes and a mix of housing types, a minimum 10% usable open space should be provided. Maximum densities shall be maintained based on the underlying zone district. Open space design shall be integral to the lot design. Open space access and ease of maintenance shall be considered when subdivision layouts are proposed.
4. Multi-use trails shown on an adopted Bike/Pedestrian Master Plan, for any property being developed with a PUD, shall be built as part of any new residential PUD proposal.
5. Collector roadways built to the adopted standard right-of-way and pavement design, shall be provided for any major thru roads shown on the Transportation Master Plan that align with Collector roadways on adjoining lands or are planned to serve the area being developed.
6. Land may be requested to be reserved for up to two years for school sites, regional parks, and similar civic sites, if a facility is shown on the Community Facilities Master Plan.

Urban Development:

All types of urban development as listed herein shall be confined to lands within Urban Service Boundaries, designated rural planned unit developments, and previously approved and properly zoned rural residential areas. No new urban scale residential development should be approved outside the USB boundaries of the three county municipalities.

Area-Specific Policies

Neighborhood Center Area 1: (Downtown and North Broadway)

The Georgetown downtown area is the historic focal point of the City of Georgetown. It is the center and should remain the center of civic, financial, legal and social activity and land use. Retail and mixed use residential, commercial, office should be encouraged in two to four story buildings with public and private parking accessed via secondary streets or in the rear of buildings built to the sidewalk. Pedestrian and bike facilities and public spaces shall be encouraged/required in any redevelopment proposals. New buildings should be compatible with existing historic fabric. Mixed use residential/neighborhood commercial and pedestrian/park improvements should continue along North Broadway to Cardome. Public investment in the streetscape of North Broadway will be required to stimulate appropriate redevelopment of the corridor. A form-based code along with a downtown Master Plan and design guide is recommended to stimulate appropriate redevelopment downtown.

Neighborhood Center Area 2: (West Georgetown)

The west Georgetown mixed use area is centered on or near the intersection of US 460 and the McClelland Circle bypass near Elkhorn Crossing School and the county park on the former Taylor farm. It is currently mostly undeveloped but bordered on the south and west by the Southern Greenbelt, which is proposed to be extended around this area to the North Elkhorn Creek. Pedestrian improvements are necessary to connect the residential areas of Canewood, Ward Hall and the Buchanan Farm to this area and the school campus. Pedestrian connection to the Greenbelt greenway should also be a long term aim. This mixed use area is sufficiently sized to provide a large neighborhood grocery, office, service and convenience commercial needs to the west Georgetown area. Development of the commercial/mixed use area could incorporate residential medium density, townhomes and other housing types adjacent to commercial or in mixed use buildings. Density should transition down as it moves away from US460 to the greenbelt. Development should be planned as a unit rather than as incremental "strip"-type development. Buildings, signage, landscaping, signage should reflect a small town center scale and buildings should be of masonry or wood clad or comparable construction. Low quality metal buildings should not be permitted.

Neighborhood Center Area 3: (Champion Way/Interchange 127)

The Champion Way mixed use area is proposed for north of the new boulevard connecting the new interchange with Champion Way. Construction of the new interchange roads includes a multi-use path on the south side of the road between Champion Way and Cherry Blossom Way. There are single-family and townhome residential lots currently planned south of the new road. The mixed use area will be appropriate for a mix of larger highway commercial retail uses that can serve the local area but also can be accessed by the improved road connections and proximity to

the interstate. Area should be planned as a unit rather than piecemeal and include safe, pedestrian and bicycle friendly boulevard or other entrances leading from the residential areas to the south. A high degree of landscaping, signage control park land and open space would be appropriate as well as pedestrian and bicycle infrastructure and connections. Buildings and outlots should be organized around a central focal point and face internal roads or pedestrian features where practical. Mixed use residential or medium-high density residential uses would be appropriate to the rear of the commercial with access to open space park lands and with residential connections to the commercial areas. This area would be appropriate for a larger lifestyle center that could serve the northern and eastern Georgetown areas as well as serve the regional market. Currently the population of Georgetown is likely not large enough to support another large Commercial Center. Feasible development of this property may be 5-10 years away. Future development should include planned pedestrian improvements to connect to future adjoining residential areas. A high-density residential component could be included within this area.

Neighborhood Center Area 4: Connector Road/Old Oxford

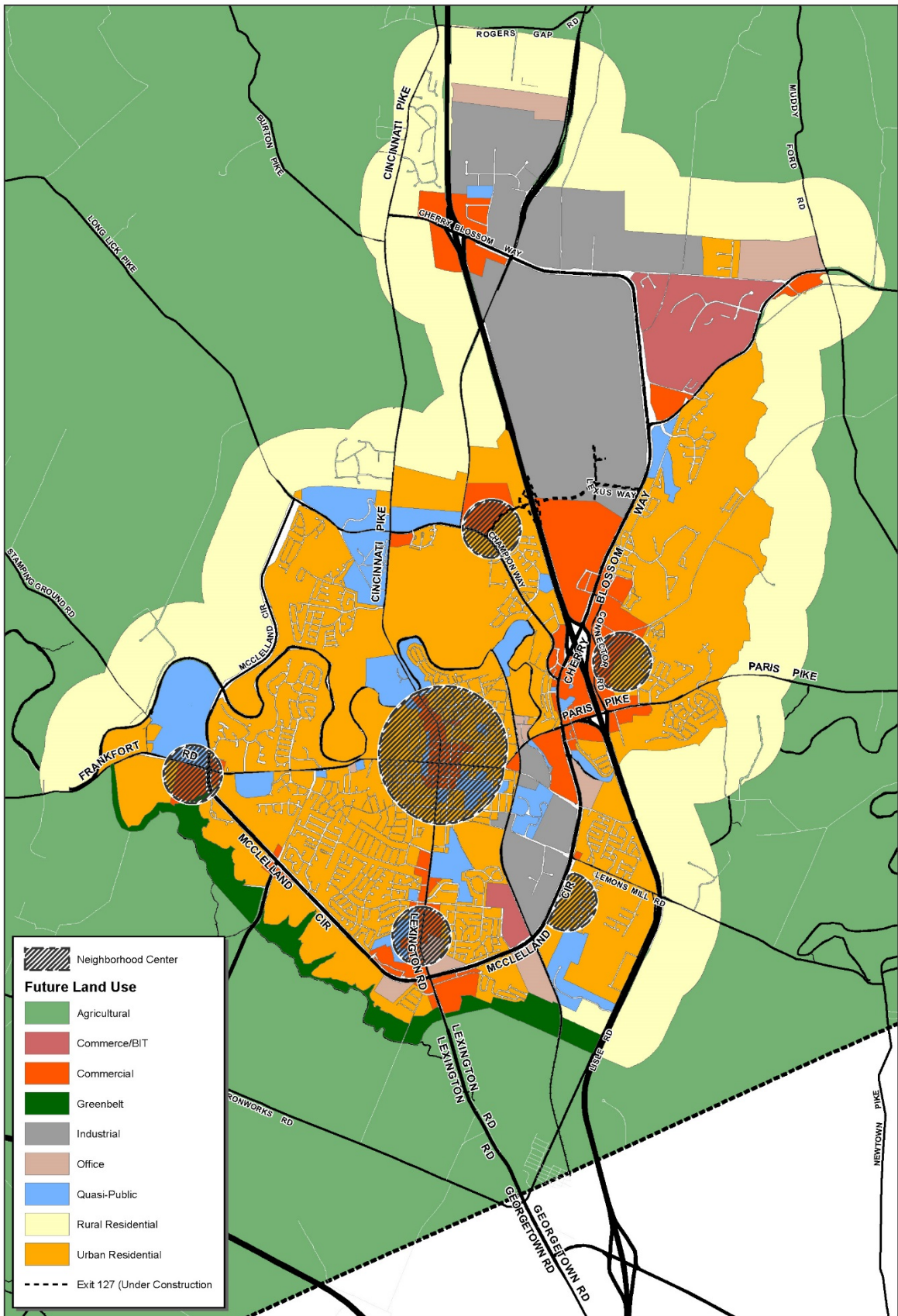
The NE Georgetown traffic study completed in 2012 called for the widening and improvement of Old Oxford Road and the extension of a collector roadway from connector road to US 460. The area includes highway commercial uses to the west along the I-75 service road (connector road) Big Box planned and developed areas are to the west. Residential areas predominate to the north and east.

This area includes two large parcels, one was planned for a major big box development and fronts Connector Road and US 460. The other parcel is the Finley property, long planned for commercial land uses but currently zoned agricultural and used agriculturally and rural residential. The future development of this area offers an opportunity to provide a secondary collector roadway from Magnolia Drive to US 460, but also could develop as a civic and mixed use center knitting together the multiple neighborhoods east of I-75.

Development would require improvements to Old Oxford Road from Connector Road to Magnolia and the extension of Magnolia to US 460. Uses could be Commercial and mixed use residential/office around a central square or focal point on the Finley property with medium-high density residential transitioning to the single-family residential in Rocky Creek and Villages of Lanes Run. Park land, bicycle and pedestrian improvements could connect the area to adjoining development and the Legacy Trail Toyota loop. Commercial outlots may be appropriate with road improvements and coordination along US 460 or Connector Road. The area needs to be planned as a unit rather than piecemeal in pod like development.

Neighborhood Center Area 5: Amerson Lemons Mill

This area is largely planned with a vertically mixed use project approved with a new collector road and traffic light proposed through the center town center commercial area. Plan will open up a new roadway to the Lemons Mill residential areas, relieve some pressure on Lemons Mill Road and provide community commercial uses to serve the area. A section of the Legacy Trail is proposed to bisect the site. A high quality streetscape and safe pedestrian connections to adjoining neighborhoods, schools and parks must be maintained throughout the development of this area.



Georgetown Neighborhood Centers (Proposed)