

# GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN 2016

## LAND USE PLAN POLICIES

### SUMMARY

This section describes the policies for existing and future land use, subdivision and development patterns 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.

**Future Land Use Map:** The Future 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.

### LAND USE PLAN CATEGORIES

**Agricultural:** This category is the general designation of rural lands – those outside of the urban service boundaries and existing rural cluster subdivisions and rural subdivisions. 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.

**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.

**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.

**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.

**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.

**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.

**Mixed Use:** Mixed use areas are identified on the Future Land Use Map and specific small area plans are proposed for those mixed use areas that will illustrate their context and anticipated types and scale of uses anticipated for those areas. 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 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.

**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.

**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.

**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.

## LAND USE POLICIES

### **Commercial Corridor Land Use and Design:**

Highway commercial development along major Georgetown commercial corridors should be enhanced by consistent signage, higher quality building material standards, targeted landscaping and increased pedestrian infrastructure investment to link commercial corridors to surrounding residential areas. Adopting special design criteria, such as for signs, architecture, and landscaping, along commercial corridors. A study of this issue could lead to special policies that would overlay the land use policies recommended below.

### **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.

**High-Density Residential Areas**

1. High-density residential uses including master planned apartment projects should be located in mixed use areas or within a 1/4 mile of a mixed use edge or along and with direct access to urban arterials or collector roadways.
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.

**Infill Development Fees:**

In downtowns and identified infill areas, development 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.)

**Infrastructure Improvements: (Northern Expansion Area)**

As the final leg of the Northwest Bypass is completed, and development begins to occur in the Northern Expansion 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.

**New Development:**

- a. 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.
- b. Reductions or elimination of contributions or fees in downtowns or designated infill are allowed.
- c. Appropriate development fees shall be calculated and collected, and the benefits of modifying studied.

**Planned Unit Developments (PUDs)**

1. A PUD Ordinance should be adopted setting out the development expectations and requirements for Planned Unit Developments using the following general policies.
2. 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.

3. 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.
4. 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.
5. 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. 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.
6. 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.
7. Land may be requested to be reserved for up to two years for school sites, regional parks, civic sites and other public uses, if a facility is shown on the Community Facilities Master Plan.

### **Residential Development**

1. 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.
2. Lot widths below 60' for single-family detached homes shall require alleys providing side or rear access to garages.
3. 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.

### **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.

## **Area-Specific Policies**

### **Mixed Use 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.

### **Mixed Use Area 2: (West Georgetown)**

The west Georgetown mixed use area is south of US460 and the Taylor Farm. It is currently 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.

### **Mixed Use 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.

#### **Mixed Use 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 planed 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 missed 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.

#### **Mixed Use 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.

## URBAN LAND USE ELEMENT 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.

**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. 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. **Bypass Commercial Development** - In keeping with Comprehensive Plan findings concerning growth, and the recognition of the long term purpose of the bypass was to provide efficient movement of vehicles, commercialization of the bypass should not be generally encouraged except at the major collector or arterial intersections.
  - 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, subject to the design of such developments providing 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 Lemons Mill Corridor, Northern Bypass Expansion Area, and identified Mixed Use areas. 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.