

**Georgetown Scott County Comprehensive Plan Steering Committee
October 25, 2022, Minutes**

The meeting was called to order at 4:00 p.m. Present Committee members were Alonzo Allen, Jack Conner, Joe Pat Covington, Rick Hostetler, Les Jarvis, Kim Menke, Robert Conway (for Debbie Osborne), Tom Prather, Mary Singer, and Mark Sulski. Director Joe Kane, Commission Engineer Ben Krebs, and Planners Elise Ketz and Matt Summers were present.

Introduction

Motion by Alonzo Allen, seconded by Jack Conner to approve the August 23, 2022 meeting minutes. Motion passed unanimously.

Motion by Rick Hostetler, seconded by Les Jarvis to approve the September 27, 2022 meeting minutes. Motion passed unanimously.

Greenbelt Development Area

Summers presented the Greenbelt Development Area (GDA) plan proposed for the 2022 Comprehensive Plan. The 1991 Comp Plan established the greenbelt along the 820 contours and some parcel lines. The 1991 Comprehensive Plan included a map of the “Greenbelt Development Area”, or GDA, between Lexington Road and the CSX Railroad line (hereby noted as the GDA-East).

The ESC was previously agreeable to a greenbelt being the areas 100 feet from the floodplain or 250 feet from Cane Run (whichever is greater) with a contingency that the greenbelt is at least a minimum of 2 feet above the floodplain elevation. The changes to the areas and greenbelt layout would most be noticed along the west properties, where the 820 contour was no longer a logical boundary. The 2022 greenbelt is proposed to follow the Cane Run Creek floodplain and related buffers as stated previously in the areas west of Lexington Road and the property lines in the areas east of Lexington Road. The Urban Service Boundary (USB) would be on the inside of the greenbelt, and all areas within the greenbelt and further south would be restricted to more low-density, agricultural-style developments.

Summers discussed the land uses proposed in the GDA. FLU types expected to be within the GDA are mixed use (commercial & higher density residential), commercial, medium or low density residential, and quasi-public areas. For certain areas already developed, the FLU designations remain the same.

The GDA maps show proposed collector roads between existing and possible road stubs and land uses, multi-use trails, and treelines of significant growth. Jack Conner asked about the road connections through the land uses in the GDA. Summers clarified that the road connections would be expected to be made within the areas in some form, but do not necessarily need to follow the routes shown.

Summers addressed the GDA areas between Paynes Depot Road and Lexington Road (hereby noted as GDA-Central). Areas directly adjacent to the bypass are denoted as medium density residential. In addition, Staff expects collector road connections within GDA-Central to align with existing road stubs along McClelland Circle.

Summers addressed the GDA areas between Frankfort Road and Paynes Depot Road (hereby noted as GDA-West). Staff expects a Neighborhood Center to be located west of the intersection of McClelland Circle and Paynes Depot Road along McClelland Circle. The FLU types in this area would include mixed-use and quasi-public developments.

Covington asks specifically that, as part of the GDA plan or a specific G&O, that there be an emphasis on greater trail connections be made available through the community. He stresses the importance of having connections from the Lisle Road Soccer Complex to Cardome, downtown to and through West Main Street, to the schools, and all park properties. From there, there should be initiatives to connect to Sadieville, Stamping Ground, the Reservoir, WMA, and other properties throughout the county. Conner commented that for years the community has had interest in maintaining the greenbelt areas and trail opportunities.

Sulski asks if this policy should be expanded to all areas with floodplain on it. If done, it would establish a clear precedent that all properties with creek access must have the ability for the public to access it. Kane added that, if the USB were to be expanded in areas west of the western bypass loop, a similar exercise to the GDA would be undertaken by staff and presented to the ESC.

Allen asked if GDA plan is informed by the population and land use projections to 2040. Summers clarified that the FLU designations are based on expected population growth within a 10 year horizon, or to 2030.

Hostetler had concerns on the impact the GDA would have on private property rights, saying that it limits their rights to use the properties as they feel appropriate. Summers clarified that GDA-East would not have any changes and that GDA-Central and West was actually increased when compared to the current greenbelt, increasing a landowner's ability to develop their land. The uses within and south of the greenbelt are operating as either A-1 Agricultural uses by right or as A-1 Agricultural conditional uses.

Robert Conway expressed concerns about the US-25 corridor south of Georgetown. He stated that many of the properties are assumed to be high value, but many are no longer functioning as horse or working farms. He stated that there is further development in Lexington almost to the shared county line, and that when the land runs out in Lexington, people will look to Scott County to continue that trend. He is concerned about how protected the US-25 corridor is from becoming Nicholasville Road. He asked specifically about the Kentuckiana Farm (4701 Georgetown Road) would be prevented from an urban style use. Summers stated that the greenbelt and USB boundaries make it difficult to develop at an urban density but would not prevent individuals from subdividing parcels into 5-acre lots or pursuing

uses permitted or conditionally permitted in the A-1 zoning district. Kane commented that if there was notable concerns, the county could apply for a scenic byway designation similar to the connection between Lexington and Paris along US-68.

Covington asked about road improvements at the county line along US-25. While it is part of the 6-year plan, the cost is upwards of 100 million dollars and requires extensive investment and work on the front end before it would be executed. The population growth in both cities would require improvements as the area is highly congested.

Staff expects to expand the amount FLU-Industrial category but given the intensity of uses determined that the land use category is not suited in the GDA. Covington also asks about the capacity to designate areas around Paynes Depot Road and I-64 as industrial, similar to how Midway consolidates a large portion of their industrial areas in the area. While not entirely feasible in the short term, he asks about considering it as part of the long-range planning.

Neighborhood Centers

Summers presented the Neighborhood Centers concept. He stated that the areas selected had the potential to develop due to proximity to existing infrastructure, major arterials, public facilities, goods, services, and employment opportunities. The areas are anticipated to be well suited for diverse commercial developments that would serve the Neighborhood Center and the surrounding community. He stated that the intent is to develop to a point where residents would not need a car in order to satisfy many daily needs. When built out, the areas would be expected to be highly efficient, constructed to fit the surrounding area, and offer access to quality and appropriately sized parks and open space areas. In areas that are already at least partially developed, new development should fit with the existing character of the surrounding neighborhoods and developments.

Covington expressed concerns with the connections to and through sites. In areas where the transportation has been identified as overwhelmed already by existing demands, it would be illogical to further complicate the transportation system. He is concerned that the high density areas would result in increased automobile-bike or automobile-pedestrian accidents. Summers stated that, in particular to the Cherry Blossom Centre Neighborhood Center, the expectation is for the Lexus Way extension to alleviate the traffic congestion and for the state to offer improvements to Connector Road as part of their 6-year plan for the area to include sufficiently sized pedestrian and walkway routes. In other areas, the surrounding community is not built out so the infrastructure needed would be expected to grow with the Neighborhood Center as it is built out.

Menke stated that complexes that are constructed in this area and others need to be self sufficient with daycares, offices, small groceries, and other features. Menke asked about golf cart traffic from residents who live in the Cherry Blossom Village, stating that there will need to be enforcement to prevent overlap or conflicts between automobiles, pedestrians, and bicyclists and the golf carts. If

enabled in a Neighborhood Center with key arterials, golf carts would be an additional factor that would result in an unsafe environment.

Conner expressed concerns about the FLU-Commerce/BIT at the Champion Way & Interchange 127 Neighborhood Center. He stated that the access is difficult and could not appeal to a Commerce/BIT style development. Summers stated that the designation is subject to change after the EDSP is finalized.

Mobility Project Activity

Kane introduced the mobility projects activity. ESC members were encouraged to discuss areas within Georgetown, Sadieville, and Stamping Ground as well as the county as a whole which require additional consideration to improve traffic and transportation access. Staff has separated comments into 7 categories, listed below.

I. County-Wide

- a. Integration of the Legacy Trail
- b. Pedestrian additions along all state roads
- c. Multiple access points to public facilities
- d. Increased operations of public transit to and from employment and commercial areas to major neighborhood areas
- e. Cross road connections, traffic calming, and walking paths between neighborhoods
- f. Rails to trails throughout county
- g. Traffic calming and pedestrian pathways along arterials
- h. Inter-neighborhood connectivity
- i. Gateway improvements and unified signage

II. County Locations

- A. East of Georgetown USB and/or I-75, between Cynthiana Road (US-62) and south county line; including Oxford Village, Newtown and New Zion communities
 - a. KYTC Improvements to US-460 between Georgetown & Paris
 - b. Further extension of Lexus Way to Paris Pike and/or Newtown Pike

- c. Improvements to Old Oxford Road from USB boundary to Newtown Pike
- B. North of Georgetown USB, between I-75 and/or north county line and Cynthiana Road (US-62); including City of Sadieville USB
 - a. Trail connection to Sadieville and/or WMA
 - b. KYTC Improvements to Porter Road (KY-32) at I-75
- C. North of McClelland Circle (KY-1143) and West of Georgetown USB, between I-75 and Stamping Ground Road (KY-227) and/or Cedar Road (KY-368) to west and north county lines; including City of Stamping Ground USB
 - a. Road straightening and speed management along Stamping Ground Road & Cedar Road
 - b. Connect Long Lick Pike to the northwest bypass near Walnut Creek Estates
 - c. Stamping Ground: Sidewalk improvements in downtown
- D. West of Georgetown USB and/or I-75, between Stamping Ground (KY-227) and/or Cedar Road (KY-368) and south county line; including US-25 Corridor, portions of Lisle Road, US-62 & I-64 intersection, and Zion Hill and Spindletop communities
 - a. Trail access to Cane Run Creek
 - b. Walkability along US-25

III. Within Georgetown USB

- E. East of CSX Railroad Tracks, between Triport Industrial Park and Jodhpur Lane, including Lisle Road Soccer Complex, I-75 (excluding KY-620 exit), and Toyota
 - a. Connector road improvements from Paris Pike to Cherry Blossom Way
 - b. Old Oxford Road improvements from Connector Road to USB
 - c. KYTC improvements to US-460 with pedestrian amenities
 - d. Lexus Way extension from Cherry Blossom Way to Old Oxford Road
 - e. Improved accessibility to and from Georgetown Industrial Park
 - f. Georgetown Downtown: Improve roads and sidewalks
 - g. Cross pedestrian connections across US-460 to commercial areas at Cherry Blossom

- h. Improved road conditions of Triport Road and connections to Cherry Blossom Way
 - i. Sims Pike, Delaplain Road and Old Delaplain Road widening from USB and possible connection to Industry Road
- F. West of CSX Railroad, between McClelland Circle (KY-1143) and/or Cherry Blossom Way and Cane Run Creek and/or Greenbelt boundary, including public facilities along Betsy Way, I-75 corridor between county line and including KY-620 exit, and Lanes Run Business Park
- a. Improvements and widening to Cherry Blossom Way Spur commercial areas
 - b. Additional East-West connection between McClelland Circle and US-25
 - c. Improvements to Long Lick Pike from US-25 to McClelland Circle
 - d. Connections to between from Colony and Derby Estates
 - e. Connections between Derby Estates and McClelland Circle and between Derby Estates and new SCHS site
 - f. West Main Street improvements from Downtown to Great Crossing public facilities
 - g. Connection between Etter Lane and Mary Lynn Drive
 - h. Greenbelt Development Areas trails

Additional & Concluding Comments

Kane addressed next steps. He stated that the FLU maps and draft policies will be presented at the November 22, 2022 meeting. Kane reiterated that the ESC meetings would remain on the fourth Tuesday of the month.

There being no further business, the Meeting was adjourned by Kane at 5:45pm.