

CHAPTER EIGHT

The land use plan is a guide for the physical development of the City of Harrodsburg and unincorporated areas within Mercer County. It is based upon goals outlined during the preparation of the plan and policy recommendations developed to achieve them. The goals establish a vision of the city and county and should be representative of how citizens and governing officials would like life in Mercer County to be in the future. It is the duty of the planning commission, governing bodies and citizens to edit, refine, adopt, enlarge and alter these previously stated goals in order to develop policy recommendations for future development. Policy recommendations are included in this chapter as development and growth guidelines. They represent procedures to be followed if the city and adjacent unincorporated areas in Mercer County are to develop in accordance with the stated goals.

The land use plan is presented as one of the final chapters of the comprehensive plan because it utilizes the findings and recommendations of all of the preceding chapters. Specific application of the guidelines to new development in the city and county will occur through amended zoning, subdivision regulations and through the day-to-day development decisions of the planning commission and legislative bodies.

The process of developing land use policy guidelines includes an analysis of present land use patterns, assessment of the problems associated with these land use trends, and recommendations for future land use. A general evaluation of existing land use patterns is discussed first and is based upon generalized existing land use maps prepared during the planning process. Next, a future land use map for the city and unincorporated areas within Mercer County are presented along with policy recommendations to guide future land use decisions. It is important to note that although land use data are reported relative to political boundaries, land use trends do not respect such boundaries. Land use activities occurring at the edge of one political subdivision influence the demand for similar activities on the opposite side of the boundary in another political subdivision. Therefore, development activities occurring in Harrodsburg portend change in the unincorporated areas of Mercer County. The same is true for areas of other adjacent counties.



Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. This will be the basis from which recommendations for future land use are developed. Overall settlement patterns will be summarized, followed by a discussion of the existing land use patterns of Mercer County and the City of Harrodsburg. For both the existing and future land use discussions, the general land use classifications described in the following paragraphs will be used.

LAND USE CATEGORIES

RESIDENTIAL LAND USES- Existing residential land uses are grouped into three categories: low density, medium density and high density. Low density residential includes newer single family development on lots larger than the smaller traditional lots developed within the city. The medium density residential category typically accounts for subdivisions and single family dwellings developed on smaller lots. This category may also include small concentrations of duplex development. High density residential includes large duplex developments, multi-family units and mobile home parks.

Large lot rural estate developments, typically, associated with agricultural operations are accounted for under agricultural and open space land uses. It is important to note that it is not the intention of this plan to automatically allow development to occur at the upper end of density ranges in consideration of future residential development. Rather, the density of development should be determined by the residential development policies contained in the future land use section of this plan. The land use categories used in this plan are purposefully broad. The density ranges for residential development are intended to communicate that proposed development within each density range must also be consistent with the planning commission's goals and objectives, residential development policies, and appropriately served with adequate infrastructure. The specific listing of uses permitted and their densities in residential districts are determined by the Greater Harrodsburg-Mercer County Planning Commission, Harrodsburg City Council, and Mercer County Fiscal Court in the adopted Zoning Ordinances.

GENERAL COMMERCIAL LAND USES- All existing commercial land uses fall into this category and are described as follows:

Retail commercial land use consists of those types of establishments, their attendant buildings and lot areas which are used in the retail sale of merchandise for personal, household or farm consumption and the rendering of services which are incidental to that sale.

Office commercial land use is comprised of those types of establishments, their attendant buildings, and lot areas which contain businesses primarily engaged in rendering financial, insurance, real estate and specialized professional services. Examples are banking establishments, real estate offices, law offices and the like.

Service commercial land uses generally consist of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the rendering of all personal business, repair and amusement services not otherwise included in the office category and not involving the sale of specific merchandise (except incidentally). Examples are barber and beauty shops, dry cleaning establishments, appliance repair shops, and commercial amusement services.

Wholesale commercial land use generally consists of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the selling of merchandise in large quantities to retail commercial operations; to industrial or professional users; or to other wholesalers or acting agents in buying merchandise for or selling merchandise to such users.

NEIGHBORHOOD SHOPPING CENTERS- The purpose of this land use classification is to identify existing shopping centers as well designate areas that would be suitable for this type of large scale commercial development. Areas within this designation must have appropriate access to major transportation routes and utilities. An example of this type of development is Beaumont Shopping Center.

INDUSTRIAL LAND USES- An industrial land use is that type of establishment, its attendant buildings and lot area which is primarily engaged in the mechanical or chemical transformation of organic or inorganic substances into new products whether the products are sold back into the manufacturing process or sold wholesale or retail. Uses primarily engaged in the warehousing storage of commodities and landfilling, recycling and other primary waste handling facilities are also included in the industrial classification.

PUBLIC/INSTITUTIONAL/RECREATIONAL LAND USES-Public



and semi-public land uses are defined here to include three categories of uses: (1) all enterprises engaged in providing transportation services, communication services or utilities; (2) public buildings and lands, including government buildings, public schools and public park and recreational facilities; (3) semi-public land uses that serve the public but are not government owned, including churches, private schools, hospitals, cemeteries, charitable and social service organizations. Semipublic uses are typically scattered throughout the city and planning area.

AGRICULTURAL AND OPEN SPACE LAND USES- All land which is used agriculturally (including residential structures) or is undeveloped is included in this category. Within the City of Harrodsburg, there are not many areas devoted to active or inactive agricultural uses. For this reason, most areas in city limits under this classification are typically shown as residential on the future land use map. It is also important note that some of the undeveloped land in the county is steep with slopes of 12-20 percent or more. These lands are not well suited to urban-type development, though potential uses for these lands may include passive recreation or very large lot single family or estate development.

MERCER COUNTY EXISTING LAND USE

As described in the environmental section of the Comprehensive Plan, the county is located southwest of Lexington in central Kentucky in the Outer Bluegrass Physiographic region and has a land area of 250 square miles. The land use pattern in Mercer County is structured by topography and location of the transportation network, Harrodsburg, Burgin and unincorporated small rural communities. The most intensive land development has occurred in and around the population centers where the greatest demand for non-agricultural uses typically occur and on properties suitable for development where infrastructure (roads and utilities) are available. There are a number of small rural communities which have been developed in Salvisa, Mayo, Terrapin, Ebenezer, Tablow, Dugansville, Cornishville, McAfee, Duncan, Bohon, Kirkwood, Nevada, Stewart, and Dixville. In addition, resort related development has occurred in the southeast portion of the county along Herrington Lake.

AGRICULTURAL USE- The majority of land in Mercer County is devoted to active and inactive agricultural uses. The importance of agricultural uses to the economy is demonstrated by Mercer County ranking tenth (10th) out of 120 Kentucky counties for alfalfa hay production and fourteenth (14th) for tobacco. Cash receipts for agriculture in the year 2001 were 24.6 million dollars which places the county 47th in the state. Mercer County's tobacco production significantly contributes to Kentucky being the leading burley tobacco producing state in the nation. In addition, it is important to note that there are numerous properties designated under the PACE (Purchase of Agricultural Conservation Easements) Program or as Agricultural Districts.

The most significant changes of agricultural land have occurred with the development of residential subdivisions near the city limits of Harrodsburg along existing county roadways where adequate infrastructure (water and sewer) are available as shown by the expansion and annexation of Brentwood Subdivision. Other newer residential development has occurred in Salvisa (Deer Run Estates and Salvisa Heights), Rainey Estates in Talmage, and expansion of Bright Leaf Estates located south of city limits.

RESIDENTIAL USE- As described above, the conversion of agricultural land into residential land uses has resulted in development adjacent to the city limits of Harrodsburg or strip commercial development along existing roadways. This type of development ranges from modest single family mobile homes and stick built houses to larger estate homes. Newer subdivision development containing moderately to upper scale housing has also occurred in the county as a result of the minimum acreage requirement being reduced from 5 acres to 2.5 acres. This development pattern, while offering a desirable rural or estate lifestyle at low densities, poses service delivery, traffic safety, and environmental problems at greater densities; especially, where septic tanks are utilized in large concentrations. For these reasons, rural growth patterns and their consequences should be examined in greater detail as the sewer services are extended in the future. Residential development located on Herrington Lake is predominately resort oriented.



COMMERCIAL USE- The low density residential character of Mercer County, outside of Harrodsburg and Burgin, does not create sufficient demand or justify the enhancement of sizable commercial operations. Therefore, most commercial operations in the county consist of small gas stations, and convenience/grocery stores to serve the needs of a limited number of people. The majority of residents in rural Mercer County rely upon the Harrodsburg downtown area and commercial district to provide retail services.

PUBLIC/INSTITUTIONAL/RECREATIONAL USES- There are five (5) major public/institutional/recreational land uses in the county outside of the incorporated areas. The most notable recreational/institutional use is Shakertown located in the eastern part of the county. Anderson-Dean Park is the newest and largest recreational facility in the county. Lake Herrington also provides a great deal of recreational opportunities with several marinas, and campgrounds being available. In addition, Bright Leaf Golf Course on the southern most tip of the county provides golfing and lodging. The main public institutions within the county are Mercer County schools located directly adjacent to Harrodsburg. Other public and semi-public uses, especially churches, are located throughout the county.

INDUSTRIAL USE- The majority of industrial uses located in Mercer County are located in the city limits of Harrodsburg. However, there are some industrial uses outside of city limits. The most visible industrial use is the Mercer Stone Company quarry located just east of Harrodsburg city limits. The second major industrial use is Kentucky Utilities Power Plant located on Lake Herrington.

U.S. 127 BY-PASS LAND USE- The majority of land adjacent to the by-pass is currently open space or being used for agricultural purposes with some scattered residential development. In addition, there are two (2) industrial developments adjacent to the by-pass. The first is Mercer Stone Company located on KY 152. The second industrial development, the Harrodsburg/Mercer County Industrial Park, is located on the spur of the by-pass, west of U.S. 127. Corning and Hitachi are also in close proximity to this area.

HARRODSBURG EXISTING LAND USE

Harrodsburg, the county's largest city and county seat, is located in the south-central area of the county and is approximately four (4) miles north of the Boyle County line. The city began with the development of the older central business district with clusters of residential housing. In recent years this district has expanded to include most areas on U.S. 127. Many older homes along this corridor have been replaced with or converted to businesses. Development along this corridor without the use of frontage roads and access management techniques has resulted in a highly congested area.

The City of Harrodsburg has experienced continued growth over the past sixty (60) years with no periods of decline. However, it is important to note that there has been a moratorium in effect for Harrodsburg that has restricted wastewater tap-ins over the past several years. For this reason, more development has occurred in the county with growth being stunted in the city. With the lift of the moratorium there will be an increase in development pressure in areas in or adjacent to the city (where public water and sewer services are available) and along the U.S. 127 by-pass adjacent to city limits.

AGRICULTURAL USE- There are a few scattered areas of agricultural use within the city limits. It is assumed that these areas will slowly transition into more urban uses as the wastewater sanctions are lifted and development pressures increase.

RESIDENTIAL USE- Residential development originally occurred near the commercial center of Harrodsburg. However, with the steady growth of the city, new subdivision development has occurred on the northern most portion of the incorporated area. Although the city has annexed some of these areas, a moderate amount of residential development has occurred just beyond city limits to the north along US 127 and to the south along KY 152. There are several mobile home parks within city limits which are mostly concentrated near the railroad tracks on the west side of Harrodsburg.



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COMMERCIAL USE- Commercial development began in Harrodsburg's historic central business district which still remains a vital part of the city. This central business district consists of government buildings, banking institutions, legal offices, and specialty shops. However, in recent years, strip commercial development has extended to include most of US 127 and continues beyond city limits. Development in these areas consists of gas stations, fast food restaurants, two large strip malls containing big box retailers grocery stores and shops. Some residences along the US 127 corridor have been converted to commercial uses or home businesses.

PUBLIC/INSTITUTIONAL/RECREATIONAL-Public land uses in the city limits include the Mercer County Courthouse (and County Annex), City Hall (and City Annex), Police Department, Fire Department, Road Maintenance Garage, and the Humane Society. The Harrodsburg Independent School System operates two (2) schools on a single campus and the Evan Harlow School on KY 152. The Mercer County library is located in the heart of the Harrodsburg downtown area. Park facilities include Ft. Harrod State Park, Y.M.C.A., Mercer County Fairgrounds, Lion's Park, Old Towne Park and Veteran's Park. Each school also has recreational facilities available.

INDUSTRIAL USE- Harrodsburg has the largest concentration of industrial development in the county. This industrial development begins at the north westerly tip of the city limits and extends diagonally across the Norfolk Southern railroad tracks. Major industrial development includes the Harrodsburg/Mercer County Industrial Park on Moberly Road, Hitachi Automotive Products, Inc., Signet Products, CDR, and Corning Incorporated.

FUTURE LAND USE INTRODUCTION

The Future Land Use Plan is intended as a guide for the physical development of the Mercer County. The plan includes proposals for the amount and location of land that will be needed as growth and development continues. Its purpose is to serve as a basis for creating an environment or pattern of development where the various uses of land compliment rather than conflict with each other.

The future land use plan includes both the future land use map and the asso-

ciated text. It is important to note that the map and text should be used together when making land use decisions. Exhibit I and II located as the last pages of the plan are the future land use maps for Mercer County and the City of Harrodsburg. Exhibit III is the Comprehensive Open Space Map that is to be used in conjunction with the land use maps when reviewing development proposals in areas identified for future open space and recreational opportunities. In some areas the map shows that little or no change from the existing land use pattern is anticipated.

In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five (5) to ten (10) years due to unpredictable economic trends and other factors such as the extension of water and wastewater services. Rezoning of various areas consistent with future land use designations may therefore become appropriate at various times throughout or beyond the five (5) to ten (10) year planning period as conditions warrant. Nevertheless, the maps indicate areas deemed most suited to future urban development when it occurs.

The second major element of the future land use plan are the land use policy recommendations included in the text. These policies supplement the maps by providing a framework for managing and directing the changes that will occur during the planning period. Application of policy guidelines will help determine when an area is ready for the changes anticipated on the land use map. At times, application of the policy guidelines may indicate the appropriateness of changes not anticipated on the land use map, thus necessitating an amendment to the zoning map prior to granting a development request.

In addition to determining the appropriate location and intensity of various land uses, the policy guidelines provide a framework for reviewing and ensuring the quality of new development. They also assist the planning commission in regulating the impacts of new development on surrounding uses, the environment and existing public service delivery systems. These policies will be implemented through amendment of the Zoning Ordinances and Subdivision Regulations, and review of subdivision and site plan development proposals.



BASIC ASSUMPTIONS

Basic assumptions about future social and economic conditions in the county and city underlie the formulation of goals, objectives and policies upon which this plan is based. These basic assumptions, some of which have been stated or implied in previous chapters are as follows:

1. Economic growth will continue in the county as a result of infrastructure improvements and existing development pressures. Current growth rates are likely to slow, as national and regional growth rates slow.
2. Population growth will continue in response to economic opportunities, location near transportation routes and cost-of-living factors. Some of this growth will result from a natural increase in population with most population shifts resulting from in-migration. In the near term, population growth may continue to outpace economic growth unless there are major changes in the economy. No major natural or economic catastrophes are anticipated during the planning period.
3. The major transportation mode in the county and city will continue to be the private automobile, with supplemental publicly funded transportation becoming more widely available. Therefore, the provision of a functional, efficient, multi-modal transportation system will become increasingly important to the planning area.
4. The topography and environmentally sensitive areas of the county will continue to be a major factor in determining appropriate and economically feasible development patterns, including type and intensity throughout the county.
5. As a result of new and continuing federal and state initiatives, environmental protections will become a significant aspect of the development process; especially in terms of storm water runoff. This factor, combined with economic and topographic constraints may affect the type, intensity, location, timing or cost of new development.
6. Projected national and regional demographic trends show a decline in the number of workers and children in relation to total population by the end of the next decade. At the same time, quality of life aspects of community

living are becoming more important to workers and their families. Maintaining and improving quality of life factors will therefore be critical to attracting and retaining jobs and workers in the future.

7. Future growth in and adjacent to Harrodsburg will be contingent upon the adequate resolution of inflow and infiltration into the wastewater treatment system.

8. Pressure for residential and commercial development will continue in conjunction with regional economic development, transportation and infrastructure improvements. The quality of these developments will continue to be a major issue as the community strives to maintain its unique character and heritage.

MERCER COUNTY FUTURE LAND USE

Exhibit I, located in the back of the plan, is the Future Land Use Map for the unincorporated areas of Mercer County. As discussed in the existing land use section of this plan, agriculture is an important sector of the economy in Mercer County. In order for the county to continue to benefit from an agricultural economy, land must be reserved for this use and be protected from encroachment of urban and indiscriminate residential uses. This is important especially for those areas that consist of prime farmland or designated as PACE or Agricultural Districts. In addition, many of these areas are historic or contribute to the scenic qualities of Mercer County. Therefore, it is important to implement regulations which preserve the character and integrity of these resources. Preservation of these areas can also enhance tourism. On the future land use map areas that should remain agricultural are shown in white.

It is also recommended that land use controls be implemented which preserve agricultural land outside of the city limits and areas where urban services will be available in the near future. Two exceptions with this development policy would be the rural community areas and those areas, especially adjacent to the U.S. 127 by-pass, which can be adequately served with water and sewer in the future. Development of the existing rural communities and areas adjacent to the U.S. 127 by-pass are addressed more specifically in the *Location Principles and Policies for Future Land Uses* Section of this plan.



In consideration of the population projections for the county and analysis of future housing needs, the predominate type development for Mercer County is expected to remain residential in nature. Assuming a 2010 population of 22,549 (as projected by the Kentucky State Data Center), a 9% vacancy rate, a 1% group quarters rate, and 2.4 persons per household, 10,229 housing units will be the minimum needed in Mercer County by the year 2010. As there were 9,289 units in 2000 with an additional 510 units constructed since then, a minimum of 430 additional units will be needed by 2010. It is important to note that these figures were developed for the entire county including incorporated areas, so not all of these units are likely to develop outside of the urban services area. Areas for consideration of residential development include those areas between the by-pass and Harrodsburg city limits and those areas near existing rural settlements.

With the lifting of sewer sanctions, the pressure for intensive commercial or industrial development is likely. This type of development should only be permitted in areas defined on the future land use map, where appropriate infrastructure is available, and applicable overlay guidelines can be followed. In addition, open space areas identified on Exhibit III, should be incorporated into the design of development proposals with improvements being made or additional easements or right-of-way being dedicated prior to final approval of the planning commission.

FUTURE LAND USE OBJECTIVES

The principle objective of the Land Use Plan for Mercer County is to contain urban development into areas where urban services are either presently existing or to areas where such services can easily be extended without undue cost. Urban development includes, but is not limited to industrial, commercial, high density residential and concentrated single family uses. It generally does not include agricultural uses and their related housing. This objective accomplishes two (2) basic purposes:

1. Future development will have minimal impact upon the direct and indirect costs of providing government services and will thereby enable government to provide a high standard of service to current and future residents.
2. Prime agricultural and scenic areas will be protected from residential and commercial urban sprawl.

HARRODSBURG FUTURE LAND USE

Exhibit II depicts the Future Land Use Map for Harrodsburg and the immediate surrounding area. Land use in the city and adjacent planning area has the potential to be significantly impacted by the lifting of sewer sanctions for the first time since the U.S. 127 by-pass was completed. Therefore, there will be increasing pressure for the city to extend water and sewer services along the by-pass and gateway areas in order to accommodate additional residential, commercial, and industrial development. These changes, if not properly managed, could significantly impact not only existing land uses adjacent to the U.S. 127 by-pass, but also downtown Harrodsburg. If current development policies are not changed to specifically regulate development in this area, it is likely that strip or stand alone commercial development will occur. This type of development will not only detract from downtown Harrodsburg, aesthetically and economically, but also results in poor land use planning. Without the use of proper access management techniques, appropriate signage, landscaping, and design requirements, it is almost certain to result in a “linear carnival” atmosphere where additional traffic congestion which could possibly impede the functionality of the by-pass as a roadway which is designed to carry traffic at higher rates of speed. In short, development without implementation of an overlay district in the by-pass area has the potential to provide a poor entrance into the community and give visitors the impression that gas stations and fast food are the only amenities offered by the City of Harrodsburg. In addition to impending development pressures along the U.S. 127 by-pass, appropriate infill development in the city’s historic and Renaissance Kentucky District and redevelopment of other existing uses will be primary future land use issues. For this reason, future land use development policies have been developed to specifically address these areas as described in the following *Location Principles and Policies*. In addition, it is also important to note that open space areas identified on Exhibit III, should be incorporated into the design of development proposals with improvements being made or additional easements or right-of-way being dedicated prior to final approval of the planning commission.



LOCATION PRINCIPLES AND POLICIES

General principles relating to the location of urban land uses provide a reference for the planning commission in the development of a Land Use Plan and other tools to promote orderly and systematic growth within Mercer County. Principles for the major types of land uses are provided below as guidelines for the consideration of zone change requests. These policies and the land use map should be utilized together in consideration of these requests. The map should provide the planning commission with the preferred land use for a site, while the written development policies serve as guidelines by which to review the development plan to ensure conformance with the comprehensive plan and determine the appropriate district classification.

GENERAL PRINCIPLES FOR ALL NEW DEVELOPMENT

1. All new development shall meet all applicable federal, state and local standards regulating the impact of development on land, air, water, historic resources or natural areas in the county.
2. Development should be contiguous to already built-up areas to minimize costs of public facilities such as water, sewer, police and fire services. Provision of these services should be contingent upon these areas being annexed into the City of Harrodsburg.
3. No lot shall be created by any subdivision of property that will result in a failure of any lot, existing structure or activity on land to conform to any applicable city or county regulations.
4. Where land conditions are in doubt, it shall be the responsibility of the developer to prove the feasibility of development upon the land in compliance with federal, state and local regulations and/or standards.
5. All development shall utilize and retain natural topography and vegetation in the development design and layout to the extent practicable. Where required, additional land shall be dedicated (or developed) within designated areas as shown on Exhibit III.
6. Development of hillside areas at flat land densities and standards create problems of unstable cuts and fills due to excessive grading. In general, development of this type creates potential problems of erosion, slippage, street design, storm water drainage, sewage disposal, water supply and access for fire fighting. In order to reduce these problems, the over development of slope areas should be avoided unless specific evidence or a geotechnical report is issued to the contrary. In addition, no principal structure should be proposed or constructed on a hillside fill area

unless such areas meet compaction standards.

7. No development should be allowed to be built in designated 100-year floodplain areas, sinkholes or other environmentally sensitive areas.

8. The protection of structures and sites that have historical value is encouraged during rehabilitation activities and infill development.

9. Areas of critical environmental importance, areas of high ecological sensitivity, and areas containing unique features shall be preserved in the development process, especially in the area identified as the Kentucky River Conservation Area on Exhibit III.

10. Compatibility standards as specified in the following land use development policies and zoning ordinance shall be followed. These standards shall require more intensive uses locating next to less intense uses to provide buffering to protect the less intense use from the impacts of noise, glare, dust, vibration, odors, traffic or other vehicular use and visual appearance. Acceptable buffers may include any combination of fencing, deciduous and/or evergreen plantings, open space, earthen mounding, etc. as accepted and approved by the planning commission in the development plan process.

AGRICULTURAL DEVELOPMENT POLICIES

In recent years, especially since the minimum lot size has been decreased in agricultural areas, an increasing amount of land has been subdivided into lots for residential use in the unincorporated areas of the county under current agricultural zoning. This type of residential development has two (2) major disadvantages. First, it makes inefficient use of the land, creating subdivisions with lots one (1) acre in size which are difficult for homeowners to maintain. In addition, groundwater contamination is likely to occur with the concentrated use of septic systems, especially in karst areas. Second, it threatens the viability of prime agricultural lands, as conflicts arise with residential uses.

There are several alternatives to this type of development which should be considered by Mercer County. The first would be to increase the minimum lot size. The advantages of this would be to reduce residential development in areas used for agricultural purposes and maintain larger lot sizes more suitable for agricultural use. It is generally accepted that a minimum of ten (10) acres is needed for most agricultural enterprises to be economically viable. The disadvantages of this option are that it greatly increases development and housing costs.



A second alternative to five (5) to ten (10) acre lots would be Conservation or Cluster zoning for residential subdivisions. In this scenario, a concentrated area of housing is permitted in exchange for set aside open areas. Instead of twenty (20) houses scattered over twenty (20), five (5) acre lots, twenty (20) houses could be placed on five (5) to ten (10) acres with smaller lots. The remaining ninety (90) acres would then be used for open space, agricultural or recreational use. This type of subdivision accommodates residential development while preserving open space. The disadvantages are that more complicated legal mechanisms must be used to insure that open areas are not developed and providing alternative wastewater disposal methods.

A third solution is to only permit residential development which is adjacent to city limits and can adequately be served with urban services. However, the solution to current development trends in agricultural areas may be a combination of options. Recommendations should be developed as part of an overall review of current zoning regulations. County officials should be directly involved in such a study as the Mercer County Fiscal Court will ultimately have to approve any changes to the zoning ordinance.

The following criteria should be considered when development in agricultural areas is proposed:

- 1. Soils.** Soils considered to be prime farmland by the U.S. Department of Agriculture are of major importance in providing food and fiber. They have properties favorable for economic production of high yields of crops with minimal inputs of economic resources. Farming these soils results in the least damage to the environment. Deterring urban development from areas with prime soils should be encouraged to be consistent with the goals related to agriculture. Many areas exist within the Mercer County planning area where prime soils are not located. Development of a residential nature in these areas will not greatly impact agricultural production.
- 2. Previous Land Use.** A good method for determining which lands are no longer agriculturally viable is by looking at when the land was most recently farmed. Land currently being farmed or farmed within the last year may still be economically productive while land not farmed for the last five (5) years may have lost its utility.

3. Surrounding Land Use. Reducing conflict between various land uses is a central concern especially in those areas located adjacent to existing PACE or Agricultural Districts. Farming requires use of heavy noisy machinery and produces dust that can be disturbing to non-farm rural residents. On the other hand, farmers may be disturbed by vandalism to crops and fences that may occur when large numbers of people live near their operations. Residential developments should be discouraged in areas where little previous residential development has occurred and in areas directly adjacent to PACE and Agricultural Districts.

4. Availability of Urban Services. This indicator is concerned with the costs of providing additional public services to previously undeveloped areas. Development in areas located great distances from existing city services, police and fire protection is not only inefficient but cause the cost of providing the services to increase. As the minimum acreage was decreased from five (5) acres to one (1) acre numerous residential developments have occurred in the unincorporated areas of the county where wastewater services are currently unavailable. This type of subdivision development should be discouraged.

5. Type and Width of Road. This is another indicator of public service costs. New development on narrow, unpaved roads will eventually require road improvements. An orderly plan for road improvements is the most desirable and cost efficient method of managing public road systems. Consequently, rural residential development should be located near or along already improved roads. Although, lots for residential development should not front directly on collector or arterial roads.

EXISTING RURAL SETTLEMENT DEVELOPMENT STRATEGY

Throughout the rural areas of Mercer County, there exist small settlements or communities that possess a strong historical, physical, and social identity. These settlements, as designated on the Mercer County Future Land Use Map, are characterized by public recognition of their existence, limited urban services, low density of development and a desire of the residents to maintain the identity of their community.

In order for these settlements to continue to exist, provisions must be made for limited, low density residential expansion. This allows young people in the community to form new households and permits the replacement of housing that has become physically unsound.



Where such settlements exist and where fire protection, a public water supply, electrical service and environmental conditions are conducive to the safe and effective operation of septic systems are available, it is proposed that limited and controlled residential rehabilitation, redevelopment, and expansion be permitted and encouraged.

RESIDENTIAL DEVELOPMENT POLICIES

The following are general principles that apply to all residential development:

1. The increase or decrease of density can function as a transition between incompatible land uses.
2. Residential development should be of a very low density and rural in character in areas where urban services (especially public sewers) cannot economically be provided and are not anticipated to be provided within the planning period.
3. Permitted residential densities shall be calculated on the basis of net developable land, excluding street rights-of-way, steeped sloped areas, other public land dedication and shall be compatible with adjacent land uses.
4. In areas where residential development occurs along ridge tops or valleys with adjacent steep sloped areas, lot frontages should be wide enough to prevent the formation of long narrow lots with little room between houses. This piano key type of development should be avoided as it results in higher densities of housing than planned for the area.
5. Residential areas shall generally be located away from incompatible land uses such as large commercial or industrial sites, railroad tracks or other uses characterized by high traffic volumes, odor, noise, dust or dirt, inappropriately intense lighting and any other nuisance created by these types of uses.
6. Residential subdivisions at densities greater than one (1) unit per two (2) acres must be served by central water and public sanitary sewer systems.
7. Within the range of allowable residential densities (as specified in the Mercer County and Harrodsburg Zoning Ordinances) for a given residential zone, the maximum permitted density for a zone change request shall be determined by referring to the Comprehensive Plan Future Land Use Map and by using the following criteria:

Soils and Slope Assessment

- Acreage in different soil groups.
- Acreage in slopes if varying degrees
- Other physical limitations of the site (floodplain, karst topography, etc.)

Characteristics of road network serving the development

- Distance from the nearest state or federal highway with available capacity to absorb projected increases in traffic due to proposed new development. Traffic analysis is suggested for higher density developments and should be provided by the developer upon request from the planning commission prior to the approval of the development proposal.
- Distance from a publicly maintained road of at least eighteen (18) feet in width with available capacity to absorb the projected increases in traffic due to the proposed development.

Characteristics of the access road:

- a. Hard surfaced, state maintained road
- b. Hard surfaced, city/county maintained road
- c. Gravel surfaced, city/county maintained through road
- d. Gravel surfaced, city/county maintained dead-end road
- e. Public or private road not publicly maintained

Community Services/Public Facilities Assessment

- Percent of adjacent and surrounding area developed
- Distance to nearest development within an unincorporated area
- Compatibility with adjacent or surrounding development, in terms of type, intensity and nature or existing or planned land uses.
- Access to central water supply with available capacity to serve the proposed development
- Access to central wastewater treatment facility with available capacity to serve the proposed development
- Distance to 1) a fire department and/or 2) a fire hydrant.
- Distance to a public school facility with capacity to accommodate additional students at the projected date of project completion.
- Distance to nearest neighborhood shopping center



Design

- Residential units should not be located facing directly on or have access directly to arterial or major collector roads.
- Adequate buffering and/or building setbacks shall be required where residential uses abut arterial or major collector roads or existing industrial or commercial uses.
- Each residential area or neighborhood should be served internally only by minor streets that discourage through traffic. These minor streets should channel local traffic into collector streets that serve to connect several neighborhoods with major thoroughfares.
- Residential developments should offer amenities in the form of greenspace/recreation areas, varied topography, attractive vegetation and good views, avoiding sites that are low, poorly drained or with slopes exceeding 12 percent.
- All residential development shall be required to provide adequate off-street parking, street lighting, sidewalks (or other alternative pedestrian routes).
- Infill housing development should be compatible (in size, design, construction materials, etc.) with existing homes and neighborhoods.
- Open Space/Recreational areas should be developed or dedicated as part of residential development in designated locations as shown in Exhibit III.

COMMERCIAL/PROFESSIONAL OFFICE DEVELOPMENT POLICIES

1. Existing commercial activities, which are presently located in areas that are not desirable for commercial development or expansion, should either be redeveloped or stabilized (not expanded).
2. Commercial areas should be accessible to major traffic arteries; however, new curb-cuts should be kept to a minimum by requiring commercial facilities to share frontage roads, service access areas or parking lots.
3. Concentrated clusters of stores, as opposed to linear developments, along major thoroughfares should be encouraged, as they are more convenient and tend to protect overall property values.
4. Buffering or screening shall be required when a commercial area is proposed next to existing residential areas. Trees, landscaping, benches

and other site amenities should be incorporated into the design.

5. Commercial development should be designed to include sidewalks or other alternative routes for pedestrians, bicycles and disabled people. Open Space/Recreational areas should be developed or dedicated as part of commercial/professional office development in designated locations as shown in Exhibit III.

6. Commercial signs should not be a visual nuisance or safety hazard to vehicular traffic.

7. Commercial design shall include adequate parking facilities with entrances and exits from major streets that minimize interference with traffic flow.

8. Limited mixing of commercial and residential uses is encouraged as part of a Planned Unit Development or instances such as second floor apartments are desirable above first floor commercial uses. However, such mixing should be well planned and regulated as part of the planning commission's review process.

9. All commercial development proposals shall include an assessment of impacts on the environment, on existing service systems, traffic patterns and on adjacent properties.

NEIGHBORHOOD SHOPPING CENTER DEVELOPMENT POLICIES

In addition to the general commercial development policies, the following issues should be addressed in the development of neighborhood shopping centers:

1. Development of neighborhood shopping centers should be allowed when it can be proved that the need clearly exists. Redevelopment of existing shopping centers should occur (where there are vacancies) prior to developing new shopping centers.

2. There should be a smooth transition between the commercial area and adjacent land uses. This transition should reflect existing architectural and residential character.

3. Neighborhood shopping centers should be developed according to appropriate shopping center standards in order to ensure attractive, stable, convenient places to shop and to permit maximum benefit and support of shopping centers from compatible uses and community facilities. Appropriate standards include the following:



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- a. Internal traffic circulation and adequate parking. Large parking lots shall be adequately landscaped. Where possible, parking areas should be dispersed throughout the site and/or located to the rear and side of the development with minimal view to the motoring public.
- b. Screened loading and unloading areas that cannot be viewed by the motoring public or adjacent residential areas.
- c. Pedestrian circulation within the proposed development and between the commercial area and adjacent neighborhoods and other public facilities. Open Space/Recreational areas should be developed or dedicated as part of neighborhood shopping center development in designated locations as shown in Exhibit III.
- d. Buffering from less intense adjacent uses
- e. Adequate setback from the street right-of-way.
- f. Where adjacent to residential areas, lighting and loud speaker systems (where allowed) should be non-obtrusive.

HARRODSBURG CENTRAL BUSINESS DISTRICT DEVELOPMENT POLICIES

The central business district of each city typically functions as the historic focal point of the community as well as serving a variety of functions including retailing, entertainment, administration and government. In addition to the general commercial development policies, development policies for the central business district in Harrodsburg should encourage:

- 1. An efficient and compact place in which to move about and conduct business. The central business district functions more efficiently if shopping and other activities are oriented to the pedestrian. Convenient parking lots and sidewalks are a necessity. Therefore, any development or redevelopment of properties in this area shall provide adequate sidewalks and parking facilities. Parking facilities should be provided to the rear and side of lots in order to minimize the visual impact of these uses.
- 2. The central business district should be an attractive place in which to shop in order to provide shoppers with facilities that are pleasant and convenient. The development of a safe and attractive pedestrian environment in the Harrodsburg central business district shall be encouraged.
- 3. Infill development or redevelopment of an area within the central business district should be compatible with the historic context of the area and consistent with existing structures in scale, mass, design and streetscape.

Any plans for development or redevelopment should focus on the preservation and revitalization of the area, keeping a similar mixture of land uses. In addition, improvements in the central business district should be consistent with the goals established for the city's Renaissance Kentucky District. Encroachment of commercial or industrial uses into established residential neighborhoods is discouraged.

4. The development of a variety of activities within the central business district shall be encouraged to enhance its appeal for human interaction.

Additional Recommendations:

It is recommended that the planning commission conduct a study to: 1) determine the unique characteristics of the Harrodsburg Central Business District; 2) establish design guidelines in order to maintain the area's scale, streetscape, building orientation and mass; 3) create ways in which to increase the diversity of commercial activities and services in order to encourage use of the downtown at times other than standard business hours; and 4) expand the jurisdiction of the Harrodsburg Architectural Review Board to regulate demolition, rehabilitation, and infill development in this area.

HISTORIC DISTRICT RECOMMENDATIONS AND DEVELOPMENT POLICIES

It is recommended that the planning commission establish Historic District zoning or overlay districts for each of the areas identified in the Housing and Historic Preservation Chapter of the plan in order to regulate land use changes and proposals for infill development. Requirements for these areas should be based upon studies to: 1) determine the unique characteristics and potential historic resources in each neighborhood; 2) establish design guidelines in order to maintain the neighborhood's scale, streetscape, orientation and mass; 3) establish the types of uses that are permissible in each overlay without being detrimental to the character of the neighborhood. Until specific overlay guidelines can be established for these areas, general development policies are as follows:

1. Conversion of structures from residential to commercial or other uses shall be discouraged and only allowed where the proposed use is compatible (for example: home offices, small service related businesses) with existing residences. Auto-related businesses and other highway commercial uses are not appropriate in these areas.



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2. Development proposals that include the demolition or significant alteration of existing structures, especially those historic in nature or architecturally significant to the character of the neighborhood, shall be discouraged in order to preserve the integrity of these overlay areas.
3. Parking areas shall be placed to the rear or side of buildings and appropriately landscaped in order to minimize the visual impact of land use changes.
4. Signage shall be minimal and aesthetically pleasing for any proposed use in the overlay areas in order to minimize impacts to the character and integrity of these neighborhoods.
5. Development proposals that include alteration of existing buildings or construction of new buildings (infill development) shall ensure that the design is compatible with existing structures, take into consideration the overall character of the neighborhood, and the site's original use. More specifically, infill development or building alterations must be designed to be compatible with the following: 1) setbacks of existing structures in the neighborhood, 2) overall streetscape, 3) building height, 4) massing and roof pitch, 5) materials used, and 6) fenestration (window opening, scale and pattern).

INDUSTRIAL DEVELOPMENT POLICIES

All future industrial development should be located in the planned industrial areas, as defined by the Mercer County Industrial Authority in Harrodsburg. Additional industrial development in unincorporated areas of Mercer County, especially areas not served by public utilities, is not encouraged.

Sufficient high quality industrial site and facilities exist in Harrodsburg. It is anticipated that the industrial park and other designated industrial areas are sufficient to meet the needs of new Mercer County industries for the planning period. New industrially zoned land should be located adjacent to the existing industrial park, or in the general vicinity. All new sites should be evaluated against the Urban Land Use Location Principles for industry described in the previous section of this chapter.

Some small industrial-type home occupations and agricultural accessory uses should be permitted in agricultural districts as conditional uses. These small industries should include services related to agricultural activities such as farm implement repair, ham curing, limited warehousing, etc. Home occupations in agricultural districts should be flexible but moderately restrictive. The following are specific industrial development policies:

1. Existing industrial activities, which are presently located in areas that are not desirable for industrial development or expansion, should either be redeveloped or stabilized (not expanded).
2. Industries should be located in planned industrial parks or adjacent to an existing industry to form industrial clusters.
3. Land, which can be most advantageously used for industrial purposes, should be identified and reserved for industrial use and encouraged to be exclusively used for such purposes. Small pockets of light industrial uses may be desirable in areas where existing commercial activities have a similar impact to adjacent uses.
4. Industrial sites should have good access to highways and when required, rail facilities.
5. Industrial areas should be located in areas served by or capable of being served by water, public sewer, gas and electricity within the planning period. The availability and sufficient size must be a prerequisite for an industrial use.
6. Industrial developments shall provide adequate buffering between proposed uses and adjacent existing or zoned commercial and residential uses. These sites should also be separated from other areas by such buffers as major highways, railroad lines, parks, greenways or natural geological features. In addition, landscaping and beautification of all industrial sites shall be required. Open Space/Recreational areas should be developed or dedicated as part of industrial development in designated locations as shown in Exhibit III.
7. Enough land should be provided for industrial operations, future expansions, off-street parking, loading and unloading.
8. All applications for new or expanded industrial development shall include an assessment of impacts on the environment, existing service systems and adjacent properties. This assessment shall include:
 - a. Impacts on land, air quality, surface and ground water, historic resources and natural areas.
 - b. Impacts on community service systems, including water, wastewater, traffic, schools, police, fire and recreation.
 - c. Impacts on adjacent land uses, including noise, traffic, glare, dust, odors, vibrations and visual appearance at the property line of the proposed use.



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PUBLIC AND SEMI-PUBLIC DEVELOPMENT POLICIES

Public facilities such as schools, city and/or county administrative buildings, fire stations, etc. should be designed so as to compliment the areas in which they are located. They should be convenient to the population served while at the same time creating the least possible conflict with adjoining uses. Particular importance is attached, therefore, to adequate site size to accommodate future as well as existing needs. Buildings should be properly related to parking and service areas and the streets must have adequate capacity to handle the circulation requirements of the facility.

Utility development policies are an important part of a land use plan. These policies can be used to control and guide development by encouraging development where utility services are available. Due to extreme topographical conditions, sparse population, and/or remoteness of many areas of the county, it is often cost prohibitive and impractical to extend public utilities to those areas. The following policies are recommended to guide future utility extensions:

1. Adequate utilities should be extended on a priority basis to all areas within the planning area that are urban in character (and within the service areas of the respective utility providers). Those sites within the city that are currently unserved shall be the first priority. The utilities extended into urban or urbanizing areas should meet health and safety standards, including fire-fighting capability.
2. All new developments whether they are residential, commercial, industrial, or recreational in character should have the proper utilities installed by the developer whether private or public.
3. The extension of utilities of proper capacity in designated growth areas should precede development or be installed at the time development occurs.
4. The use of underground utilities should be encouraged where feasible.
5. When utility construction equipment, materials or hardware are stored out of doors, the site shall be screened and landscaped in such a manner as not to detract from the surrounding area.

U.S. 127 BY-PASS FUTURE LAND USE AND DEVELOPMENT POLICIES

A U.S. By-Pass Committee was formed in February of 1995 to comprehensively examine the by-pass and make recommendations to the planning commission and legislative bodies on the future development of the area. Since the study is too voluminous to be included in the comprehensive plan, the Harrodsburg U.S. By-Pass study should be referred to for more detailed information regarding future land use around the by-pass. The recommendations contained in the plan establish the primary development policies for this area. The recommendations of this committee which specifically address future land use and development policies are summarized as follows:

1. Annexation by the City of Harrodsburg to the outer by-pass right-of-way.
2. Creation of Gateways into the City of Harrodsburg.
3. Development of a greenway and Scenic U.S. 68 overlay districts (as shown on the Harrodsburg Future Land Use Map).
4. Pursuit of funding for the development of pedestrian ways and bikepaths.
5. Adoption of requirements for the installation of buffers and landscaping in all development in the county and the city, especially in the by-pass area.
6. Require the use of street trees for developments which intersect the by-pass.
7. Creation of a more stringent sign ordinance for the county and the city that requires the use of centralized signage around the by-pass.
8. Limitation on new street intersections with the by-pass with the use of shared service and frontage roads with requirements for the extension of existing streets.
9. Encourage innovative subdivision design by incorporating the concepts of Planned Unit Development (PUD) and Cluster or Conservation Subdivisions into city and county ordinances.
10. Any development that occurs surrounding the by-pass shall be connected to city services (water and sewer) subject to the economic feasibility of the city providing these services.
11. Permit limited residential development on the inside of the by-pass first where city services can be efficiently extended.
12. Allow limited and aesthetically pleasing commercial development at designated by-pass intersections. These commercial developments should be clustered and should meet stringent access, setback, signage and landscaping requirements. Commercial development on U.S. 68 shall be compatible with the Harrodsburg Historic and Renaissance Kentucky Districts.



Upon further study by the planning commission it was determined that alternative and more flexible zoning provisions should be established for this area in order to prevent indiscriminate development while also giving the planning commission greater flexibility as market conditions change along the by-pass and areas adjacent to the by-pass. For this reason, it is recommended that all properties adjacent to the by-pass (as shown on the Harrodsburg Future Land Use Map) be delineated as the By-Pass Development District (BPD) in the city and county zoning ordinances.

The purpose and intent of this district is the following:

1. The provision of a permissive and alternative zoning procedure for innovative, mixed use, residential, commercial, industrial or other type of development.
2. To implement the coordination of transportation planning and development in order to maintain the functionality of the U.S. 127 By-Pass.
3. To facilitate the planned development of the area consistent and compatible with local and regional demographic/socioeconomic trends, existing land uses as well as to enhance the city's economic and service capacity.
4. To require the preservation of scenic and historic corridors in order to minimize the visual impact of development upon view sheds from the public roadway.
5. To encourage a more useful pattern of open space by facilitating developments that incorporate linkages with existing parks, schools, and residential areas into their design.
6. Allow the planning commission flexibility to determine the types and location of uses that are compatible in the by-pass area as market conditions change.

Since the By-Pass Development District (BPD) would be implemented as an overlay zone, there are always underlying zones that serve as a reference point to determine principally permitted uses, accessory and conditional uses. However, if certain uses, not normally permitted in an underlying zone, are compatible, the By-Pass District may be flexible to allow these uses. When uses not normally allowed in the underlying zone are permitted, the planning commission shall establish and enforce design guidelines for these developments. Specific community impacts for development shall also be addressed. The development shall be capable of proving

substantial value to the community over what would be conventionally permitted.

The following general development guidelines shall be established for this area:

1. The development shall generally conform to the adopted Comprehensive Plan with respect to type, character, and intensity of use and impact on public facilities, services, and road network. All development shall be concentrated on portions of the site which do not directly abut the U.S. 127 by-pass. Deviation from the Comprehensive Plan is dependent upon whether the site is part of an urban service area for public infrastructure and upon provision of public facilities and services. The applicant/developer must also mitigate the impact of the proposed development on these infrastructure systems.
2. A greenway shall be required for any development adjacent to the by-pass. The planning commission will establish and enforce a performance standard which will require the screening of the development from the view of the motoring public. This screening may consist of natural features, existing vegetation, planted vegetation or landscaping features. Where such screening features cannot be feasibly be provided due to topography, additional setbacks may be required. Open Space/Recreational areas should be developed or dedicated as part of development in designated locations as shown in Exhibit III.
3. The planned development shall be compatible or made to be compatible (buffering, landscaping, architecturally, etc.) with existing land uses.
4. The planned development shall be located in an area in which transportation, police, fire protection, other public facilities (including sanitary sewer) are provided, or will be available and adequate for the uses proposed. The developer shall make provisions for such facilities or utilities which are not presently available or shall construct such facilities for the eventual connection to a public system.
5. The development may not contaminate the air, surface or ground water, or contribute to storm water runoff problems.
6. Any commercial or industrial uses that create objectionable noise (blasting), glare or odors shall be discouraged unless these negative impacts can be mitigated through buffering or other means.
7. A site inventory shall be conducted prior to submittal of a site development plan. The inventory shall include text and map information indicating soil types and their locations and development limitations; existing drainage features including water-courses, natural vegetative cover, including tree stands and the general type and size of trees, any existing utilities on site; identification and location of any existing structures, historic sites, any existing easements and other significant site features.



MIXED USE DEVELOPMENT POLICIES

The intent of this land use designation is to provide a permissive, flexible and alternative classification for innovative, mixed use developments only if they are designed properly and community impacts are addressed. This land use designation allows for the combination of differing uses not normally located near each other under conventional land use planning, but would permit these combinations of uses if design standards or controls are in place to make the uses compatible. In addition, it is the purpose of this district to eliminate sprawling strip commercial development by creating compatible clusters of commercial, office, and residential uses while also facilitating multi-modal transportation and convenience to those residing in the development.

Mixed Use Developments shall be located in areas designated on the Comprehensive Plan Future Land Use Map and consistent with the General Development and Design Policies as listed below. Overall approval criteria should consider whether the site is part of an urban service area for public infrastructure and upon the provision of public facilities, services, and roads by the applicant to mitigate the impact of the proposed development on these infrastructure systems.

General Development Policies

1. Mixed Land Use Developments shall efficiently utilize the site, and shall protect and preserve the scenic assets and natural features by incorporating existing trees, streams, and topographic features into the site design. The development shall include the provision that designated natural areas, scenic areas (views/vistas), and developmentally sensitive areas as identified in the Comprehensive Plan will constitute permanent open space or be dedicated to public or semi-public organizations for recreational use.
2. Mixed Use Developments must provide interconnected open spaces, recreational areas, and opportunities for multi-modal transportation (i.e. sidewalks, walking trails, bicycle trails, etc.), especially in areas identified in Exhibit III. The installation of open/space recreational improvements should occur as part of the development process.
3. Prior to zone change approval, each developer or applicant should define in detail the type of residential and commercial uses proposed for the site. Commercial, office, and indoor/outdoor recreational uses should be allowed only if they appear on a neighborhood scale and are oriented toward conveniently serving the commercial, office, and indoor/outdoor recreational needs of the residents.
4. A variety of housing types is encouraged. However, where there is a mixture of densities within one development, housing shall be clustered by density type. In

no case should there be a mixing of densities within a residential cluster. For example, single family homes shall not be sited directly adjacent to duplexes, apartment complexes, etc. within the same cluster.

5. Mixed Use Developments shall not hinder nor deter development or surrounding undeveloped properties in accordance with the adopted Comprehensive Plan. Where different land uses or development densities exist adjacent to or within the site, substantial buffers and transitions between the mixed use development and the adjacent use must be provided.
6. The Mixed Use Development shall be located in an area in which transportation, police, and fire protection, other public facilities and utilities, including sanitary sewerage are provided, or will be available and adequate for the uses proposed. The applicant shall make provision for such facilities or utilities which are not presently available or shall construct such facilities for the eventual connection into a public system.
7. The development will not have an adverse impact on the surrounding area and will be harmonious and compatible with adjacent uses. The term compatibility refers to, but is not limited to, size, scale, mass, architectural design, and landscaping.
8. The Mixed Use Development fully complies with the minimum requirements contained in the Zoning Ordinance and Subdivision Regulations.
9. The mixed use development must not adversely affect the public health, safety, and welfare.

Design Policies for Mixed Use Developments

Mixed Use Developments shall be assessed in terms of the design standards contained specified below:

1. **Height:** the height of any structure shall be compatible with the existing buildings in the area, and proposed structures within the project site;
2. **Placement or location of buildings:** Consideration should be given to the most appropriate location of buildings based upon access and direct visibility. The location of any building should not interrupt a continuous visual pattern from public view or a public street. Building location should be planned to accomplish a transition with the landscaped, pedestrian, and parking areas. Building setbacks can vary in order to allow appropriate building location. The setback on the perimeter of the Mixed Use Development shall be large enough to protect the privacy and amenity of adjoining uses both existing and anticipated.



3. **Preliminary Building Design or Architecture:** Buildings should be designed in the same architectural style as if part of a large commercial, residential, or office center. Individual buildings not part of the larger development should be compatible with surrounding structures. The architectural theme shall also relate to existing structures on the project site and adjacent sites, especially if such existing structures are historic. The use of architectural guidelines is required for multi-phased projects.
4. **Scale:** Consideration shall be given to the scale of each building and architectural detail; which relates to the size of an individual and the natural environment. In general, Mixed Use Developments shall have a pedestrian scale and orientation. In rendering a zone change decision, emphasis shall be placed on mass and how it relates to open space.
5. **Elevation:** The elevation of any site or structure should be determined by the grade of any existing or proposed public road. Consideration should be given to the relationship between the width and height of the front, side, and rear elevations of any building from a public road. Exposed foundations from a public street should be minimized.
6. **Historic and Prehistoric Features:** Historic features on the project site shall be retained, utilized and incorporated into the overall project design if physically and economically feasible.
7. **Streetscape:** The streetscape of a Mixed Use Development should be designed in detail specifying lighting, placement of street trees, and street furniture (benches, wastebaskets, etc.).
8. **Focal Point:** Any opportunity for a strong, central focus should be studied and developed. These central places are usually a key to establishing community identity.
9. **Paved Surfaces:** Emphasis should be placed on preserving at a reasonable rate the amount of open space. The interior road system, sidewalk system, and parking lot should be designed with this in mind. Paved surface refers to cement, brick pavement, asphalt, cobblestone, or other similar type surfaces. Parking areas should be treated with decorative elements, fence or wall extensions, plantings, and berms as other means to screen parking areas from public view or soften their visual impact. Although it is recommended that parking areas be dispersed throughout the site and located to the rear of structures, all large parking lots shall be designed with landscaped islands. Parking lots and driveway aisles should be either asphalt or concrete. Landscaped entrances with trees and bushes should be encouraged near the entrances of the development.

10. **Fences, Walls, and Landscaped Berms:** Consideration should be given to brick walls, fences, and landscaped berms, which would produce a continuous cohesive wall of enclosure on a lot line or adjacent to a road. These fences and walls shall be designed and maintained in relationship with the character of the surrounding land uses and structures.
11. **Landscaping:** Consideration should be given to the predominance of a quality and quantity of landscaping and an emphasis shall be given to streetscape areas, buffer zones, and the provision of significant landscaping (in terms of the size of landscaped areas, and quantity and quality of landscape materials) within the proposed developed portions of the site. Landscaping details will be evaluated on the entire site and surrounding any proposed structure and shall be reviewed in relation to adjacent properties. A special attempt should be made to preserve the existing vegetation and scenic areas, if any and encourage additional open space for the public's benefit. Existing topography, significant tree cover, and water courses/bodies shall be largely preserved and incorporated into the project design, where appropriate, and should be consistent with the remainder of these regulations. Plantings should be used to soften the impact of parking and loading areas. Plant material should be selected on the basis of texture and color and for its ultimate growth to provide a visual screen for the public.
12. **Grading.** All mature vegetation, prime agricultural soils, floodplains, wetlands, and steep slopes shall be protected from excessive clearing, grading, filling and construction activities. In addition, new construction on prominent hilltops or ridges is discouraged.
13. **Open Space and Recreational Uses.** Planned Unit Developments shall make a provision for preserving open space and devoting an appropriate portion of the site to meet the recreational needs of the residential population and required in Exhibit III areas.
14. **Signage:** Signage should be designed to protect the visual order of any site and to minimize the impact of adjacent properties. Consideration should be given to the number, location, size, and height of any building mounted sign or freestanding sign. A consistent signage theme shall be provided within the Mixed Use Development.
15. **Utilities:** All utility service lines to the building and possible main lines to or within the site shall be located and installed underground where feasible.



16. **Detention/Retention Ponds or Lakes:** Large detention/retention ponds or lakes should be discouraged in the front yard or in an area viewed from a public street if not used for both stormwater management and aesthetic purposes. Smaller detention/retention ponds or lakes appropriately designed and landscaped should be encouraged and distributed throughout the site and may appear in the front yard or in an area viewed from a public street. Surface drainage and floodwater retention shall be planned to not adversely impact the adjoining properties.
17. **Transportation Design:** Principal vehicular access shall be from major streets and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. Maximum separation of vehicular traffic on major roads from pedestrian and recreational areas shall occur. The provision of transportation connections (street connections, pedestrian paths and sidewalks, bicycle facilities) shall be provided in all Mixed Use Developments unless physically unfeasible or undesirable due to land use characteristics. Rural roadside character shall be preserved by avoiding development fronting directly into existing public roads. Buffer zones shall be established along scenic corridors and roadways.
18. **Multi-Modal Transportation System:** Mixed Use Developments shall incorporate multi-modal transportation elements in the development, depending on the foreseeable needs of future residents and users of the site, and the relationship of the project site to the community at large especially in Exhibit III areas. Such multi-modal elements may include provisions for mass transit stops or stations, car pooling lots, pedestrian and bicycle paths and lanes, bicycle parking areas, etc. The proposed pedestrian circulation system should be designed to assure that pedestrians can walk safely and easily on the site, between properties and activities or special features within the open space system. All roadside footpaths should connect with off road trails, which in turn should link with potential other, measures shall be taken to mitigate the impact of the uses upon each other.