

Workshop #2 Responses to Trends and Issues

Workshop Date—November 21, 2002

Workshop #2 Responses to Trends and Issues

Versailles • Midway • Woodford County Planning Commission

Woodford Resources: Land, Water and Air.....Mobility

Special points of interest:

- More than 60 people attended the second Goal Setting Workshop for the 2003 Plan Update
- Wayne Bennett, AICP presented an overview of the Mobility and Woodford Resources Background Studies
- Water quality in the Kentucky River and the strategies to address the US 62 corridor between Versailles and Midway were just two of many issues discussed.
- Workshop participants discussed trends and issues and recorded their responses and suggestions.

Inside this Newsletter

- Blue Group Responses
- Red Group Responses
- Black Group Responses
- Green Group Responses
- Common Themes Among Responses

A copy of the Background Reports, Summary Newsletter and this Response Summary (in PDF format), can be downloaded from woodfordcountyplanningandzoning.com



Participants in Goal Setting Workshop

The Plan Update Process

The Trends and Issues to be addressed in this Workshop are an outcome of two of six Background Studies. These studies are being prepared for the Comprehensive Plan Update. Other studies include: People, Jobs & Housing; Regional Coordination; Community Facilities and Ser-

vices; and The Use of Woodford Lands.

The purpose of Background Studies is to review historical trends and current conditions, and identify issues and opportunities for the community to address in the planning process.

Trends, issues and opportunities provide a “stepping-off” point for the community. This information is helpful in measuring the success of prior plans and fine-tuning goals and objectives. This is a necessary first step in updating the Versailles, Midway and Woodford County

Mobility in the Woodford Bluegrass



The Kentucky River is a major source of drinking water for Woodford Counties. Who will protect this resource?

“Woodford County is near a point of transition in terms of its population and employment characteristics.”



What is the condition of Woodford's streams and groundwater?

Blue Group

Consider route from Ntown Route to Military Pk/Shannon Run (South of Sycamore)
 Extend existing roads to create alternate routes and more choices
 Extend Park St. to Elm Street

KY 33/US 62 North to US 60
 Belleview (?) to Crossfield Drive
 Marsailles to KY 33
 Bluegrass Parkway to I-64
 Re-designate 62 (Midway Road) to eliminate trucks
 Stop “spite” strips which prevents

connectivity...examples: Bryanwood and McDavid, Derby Mills, and Stonegate and Laneswell
 Incorporate sidewalks, bike/pedestrian paths as requirement in all new residential, commercial, industrial and all rural
 Funding—Impact fees & User fees ?

Red Group

Property taxes (?)
 Mass Transit
 High priority—Improvement of existing
 Lower priority—new roads
 Safety of roads
 Low Access—No New Circle
 Funding Issues
 Bicycles—Pedestrian
 Responsibilities—Do developer’s supply some cost?
 Impact fees
 Road design with restrictions on collector streets and access
 Preservation of historic districts and scenic roads

Tax impacts on arterial roads—US 62/US 33 Connector
 Eco Agri-Tourism sensitivity (Paris Pike)
 Southern Versailles Ring Road—to be further researched for

- To be possible connector
- Do we need it
- Should it stop at Huntertown Road or out to US 60
- Connectivity critical to development

Preservation of scenic character and identity—not Lexington
 Mass transit as an option
 Development regulations

Public Funding, purchase of development rights, increased preservation easements, identify opportunities, historical overlay protection
 Implement development guidelines recommended by the Task Force
 No extension of Bluegrass Parkway
 Address road shoulder, effects on eco-tourism, issue of federal vs. county owned
 Re-route trucks from US 62 to US 127
 Bluegrass Parkway—traffic research, eco-tourism, equine, historic preservation

Black Group

We like (country, bucolic, curvy, local) roads—don’t want to lose them to accommodate others driving through
 Consider scenic byways and historic districts
 Ban the use of ring road—we are not E-Town
 Do not build a ring road
 Where is public transportation i.e., alternative transport systems
 Remove federal highway designation for US 62 /Midway Road i.e., discourage through trucks—

alternate: Lawrenceburg to 64 via 127
 Follow Dover-Kohl Plan for Lexington Road or—we like Paris Pike and fewer curb cuts
 Support for task force work on subdivision development
 Development ongoing responsibility for infrastructure requirements
 Avoid development that cannot be supported by existing rural roads.
 Concern about larger roads as incentive to/for the wrong kinds of jobs (e.g. low paying, industrial instead of professional)
 Minimize through traffic

Need for Regional (planning, watching, concern)
 Don’t extend Bluegrass Parkway through what we value
 Enforce speedlimits/post speed limits better as part of making roads safer (regrading, lower speed limits, re-evaluate speed limits)
 More stringent inspections and fee as revenue and as moves toward quieter, safer streets
 Minimize subdivision access to major arteries as improvement to traffic flow, pollution control
 Traffic calming on urban streets
 Shrink urban service boundary

Green Group

Agriculture (equine, tourism) equals economic foundation of Woodford
 Fundamental infrastructure should evolve around the existing agricultural industry
 Bring current roads up to minimum standards before building new ones
 New dev. should pay own way
 Impact fees (various forms) and/or assessments should be explored

Provide services for regional transportation/Minimize local impact to regional services
 Deal with changes—new roads? Make them toll roads.
 Need new position—road facilitator to co-ordinate between communities
 County should have ability to decide changes /alterations to roads- need more influence over KTC
 Keep federal status of US 62 be-

tween Versailles and Midway because of funding..or, Take out of federal system to control hazardous truck traffic to protect corridor
 Protect historic districts from new road construction
 Pre-designate and pre-design majority of future streets within the USA
 Don’t widen roads just to handle through traffic—concentrate on roads that serve Woodford Countians

Woodford Resources: Land, Water and Air

Black Group

Recognize agricultural and equine contributions to county: quality of life and economic

Link to agri-tourism as resource

Bring ideas about alternatives/adjuncts to agriculture farm owner "success stories" and options

Involve absentee owners—financial contributions and links to community

PACE/BG Conservancy support adding PDR program in County—toward what values?

Importance of a well thought out program—what land, values, viewsheds vs agricultural preservation, transfer vs outright purchase

Who bears cost of infrastructure improvements (sewers, package plants, etc.)

Increase developer obligation to address environmental ramifications

Allow community response time to check on environmental ramifications

Check on septic systems—ongoing

Educate on long term economic and environmental soundness of septic requirements

Regs on septic locations vis a vis—creeks, streams, etc.

Air: link to big roads and stoplights

Concern for future—industrial emissions monitoring, industrial water use, air blows in from other counties

Rural roads and landscapes—back to Dover-Kohl recommendations and task force guidelines for maintaining rural, bucolic ...

Constrict Urban Service Boundary



Woodford's rural roads, stone walls and scenic character should be protected as means of supporting agri-tourism

Blue Group

Look at other states or models and try to determine how to find alternatives to tobacco.

Market the equine industry through a "model" horse farm, the wine industry, organic farming and specialty agriculture

Incentives to encourage conservation & preservation

Kentucky River Watershed Governance

Drinking water, pollutants, quality, quantity, recreation and commercial

Feeder tributaries

Preserve & maintain rural roads and

stone fences thru legislation or designation and rails to trails

Red Group

Top priority—protect agriculture and horse farms

Hunting preserves/access

Promote alternative agricultural uses, e.g., wineries, organic farming methods

No industrial/factory farms

Favor PDR's, protective easements, etc.

Miscellaneous—inspect and maintain storm sewer runoff, subdivision drainage and sanitary requirements.

Investigate the extent and severity of stormwater runoff and agricultural pollution

Conflict between recreational uses and

associated pollution and water quality) five states have outlawed motorized boating on water supply streams)

Conservation zones should merit the name—enforcement

Protect historic rural features, stone walls, scenic byways

Trees are important to agriculture based tourism—"country roads"

Green Group

Recognize, as an agricultural community, that non-point source pollution is our greatest threat

Encourage "clean" industries such as tourism, research labs, light industry, agri-business, wine industry

Create sewer districts countywide, i.e., sycamore—with assessments to pay for improvements

Create above to test and monitor septic systems—straight pipes, etc.

Agriculture and equine industry should continue to play a major role in agri-tourism, architectural review board for agricultural area (historic agricultural districts), farmers market, welcome

center that centers on agriculture and cultural tourism

Protect the viewsheds in ag districts (by county purchase of development rights)

By all possible means

Take strong role in regional discussion, prioritization and resolution of Kentucky River issues

Repair locks and dams and dredge river for recreational purposes and water supply and flood control

Regional water treatment system—closer to head waters for pre-treatment

Monitor sink holes to protect karst system from construction

Monitor sink holes on farms from pollution

Protect natural formations, i.e., pali-

sades along Kentucky River, from development

Support water testing—KY River water watch

Have County jail develop a training program for dry laid stone walls

Inventory of stone fencing in northern section or entire county

Locally funded PDR or PACE program

Reexamine USA Boundary for precise location with GIS mapping

Rezone all land within the USA to reflect urban land uses

Add more specific designations within the zoning classifications

Make the USA permanent and increase the USA to BG Parway

For the most part, however, the Plan (Current) concentrates on improving cooperation among local interests, as well as increasing Woodford's share of the Bluegrass Tourism Pie."



Road design standards should be adapted to complement the context—in this case Old Frankfort Pike traverses farms and rural countryside.

The 2003 Plan Update

Versailles • Midway • Woodford
County Planning Commission

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“Preserving Town and Country in the Woodford Bluegrass”

Common Themes—Mobility

The responses of all the workshop groups indicated some common interests and concerns, or “themes”, among the participants. Although this is not an exhaustive list, some of the themes are briefly described below.

Theme—Focus on Improving Existing System of Roads

Existing roads should be brought up-to-standard and priorities established for when and how major roads are expanded to created to handle regional traffic

Theme—Roadway Design is Important

Road design standards should be adapted to the environmental character of the area—and functional classification should be a secondary consideration—except where a conflict would compromise safety.

Theme—Funding Road Improvements

Development should pay its own way....public should pay for preservation tools, i.e, scenic viewshed easements, preservation of historic districts, etc.

Theme—Reclassify US 62—Midway Road (Versailles to Midway)

Need to remove truck traffic from this road due to capacity and safety issues and current Federal designation is barrier to accomplishing that objective. Alternative truck routes should be considered in conjunction with administrative reclassification.

Theme—More Local Involvement in Transportation System Decisions

Regional coordination involving Woodford officials, and additional cooperation from the Kentucky Transportation Cabinet needed in order to fine tune transportation decisions to local conditions.

Common Themes—Woodford Resources: Land, Water and Air

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Theme—Protect the Resources That Count—Agriculture and Equine

Promote alternative agricultural uses as one means of protecting these resources, but also develop other direct means such as locally funded purchase of development rights or purchase of agricultural conservation easements programs. The historic and scenic characteristics of the County that support agri-tourism and equine industry development should also be included in protection programs.

Theme—Woodford’s Responsibility to the Kentucky River

Woodford County should be more involved in activities to enhance water quality and preservation of river resources. Water testing activities and preservation of the palisades along the river are two of those activities.

Theme—Land and Water Conservation

Non-point source pollution of Woodford streams and groundwater resources is recognized a key issue. Sources of pollution that should be researched and evaluated include: septic tanks systems, agricultural runoff, etc. Woodford should adapt its economic development efforts to environmental friendly activities.

WOODFORD COUNTY KENTUCKY

