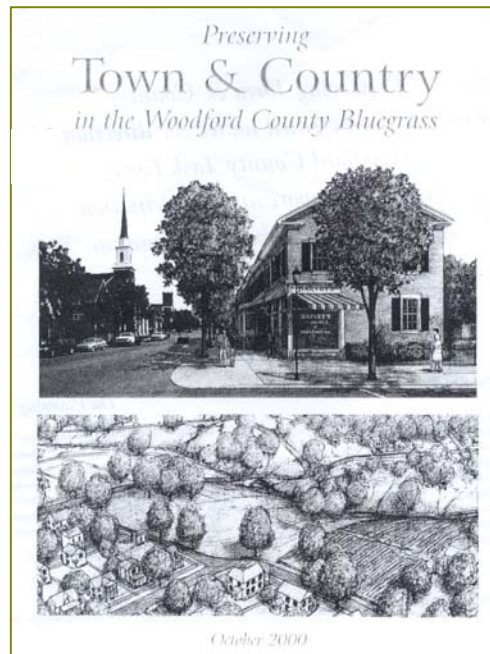


## II. Planning Summary

The starting point for this project was to review and gain an understanding of Versailles' previous and ongoing planning efforts. By identifying key goals of these efforts, this project works to accomplish and further said goals and guidelines. The Versailles' community and officials are proactive and involved when it comes to planning for their city's future. They have constructed many plans and guiding documents that reflect the ideas of traditional town development. A reoccurring theme is that transportation and land use improvements are a desire, but not at the cost of the community's character. By knowing the community's vision for itself, it was possible to address its transportation needs in creative ways that both increase its travel network's efficiency, while at the same time enhancing and reinforcing its traditional character and charm. Brief summaries of the reviewed documents are as follows:

### A. Preserving Town and Country in the Woodford County Bluegrass

In late 2000 and early 2001, a Woodford County task force along with a group of planning consultants created this document. The study addresses growth issues and concerns, and offers up solutions and ideas to appropriately address the County's future. Its focus is on the entire county, but it goes into detail in regards to the City of Versailles. Through a series of workshops and charrettes, the public assisted the task force and planners in coming up with desired plans and ideas for different sections of Versailles. Each of these areas is detailed below.



#### Growth

This study views growth as a natural progression. It supports good growth as an alternative to "no growth vs. pro growth." By establishing a set of desired goals and a preservation strategy, developers know what the County residents want, and can deliver such projects. The main ideas that came from this study address where and how the residents want to see their city grow. The top three suggestions were:

1. Revitalize Downtown
2. Build and Restore Real Neighborhoods
3. Transform the Auto-Oriented Strip

The idea behind most of the document goals is to preserve and enhance the area's existing character, while accommodating sustainable growth. The study endorses compact mixed-use urban development that is highly accessible to pedestrians and autos alike. Throughout the document there is a supported theory of reducing auto dependency. Making communities walkable gives residents and tourists more travel and recreation options, as well as reducing auto congestion and the need for infrastructure improvements and expansions. By reducing auto infrastructure characteristic amenities can be preserved and pollution can be reduced.

### Downtown

*Stated Goal: Revitalize and fine-tune the historic fabric.*

The document focuses primarily on policy strategies to help the downtown business owners compete against the outlying auto oriented shops. There are however, some physical recommendations to help foster a return to downtown. These include making the downtown more accessible to both pedestrians and autos. The idea was that by creating additional links, and enhancing the existing ones, people could reach downtown more easily and safely, and have a better experience in doing so.

### Lexington Street

*Stated Goal: Transform the auto-oriented strip.*

The current Lexington Street design pattern solely caters to the automobile, and even in that function it is inefficient. Parking and access points are almost entirely undefined, creating a hostile environment for pedestrians and autos alike. Currently it is home to strip type development, and given its existing nature, auto access business is the only type that is likely to locate there.

Redesigning the nature of this area starts by implementing some physical projects. Making the area safe for pedestrians by adding sidewalks, creating an access management plan, allowing on street parking, and interconnecting parking lots are the stated desires. After these improvements are in place confidence by investors and businesses will raise. Eventually, this area is hoped to become a viable extension of, and entryway to downtown.

### Uptown

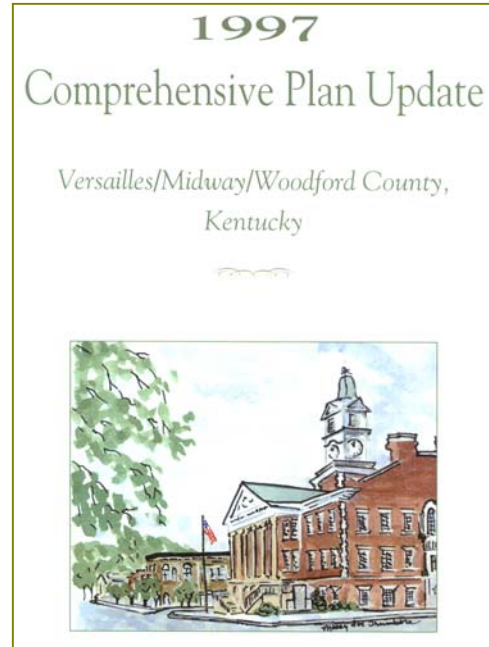
*Stated Goal: Redevelop Versailles Center with mixed-use neighborhoods.*

When the Preserving Town and Country in the Woodford County Bluegrass document was completed, uptown was home to large, underutilized strip developments. The study advocated transforming this area into a mixed-use development that could function as a city activity node. Currently, a new Versailles Center is being constructed in this area that will begin the first steps of making the documents stated goals a reality. The key will be to continue this type of compact mixed growth in future expansions, and to provide adequate pedestrian and auto linkages throughout the development.

Additional work is currently underway to implement the concepts set forth in the *Preserving Town and Country in the Woodford County Bluegrass* study. These concepts are a key factor in maintaining and reestablishing the traditional character that the residents and community leaders are striving to attain.

## **B. Comprehensive Plan Update – 1997**

The 1997 Versailles/Midway/Woodford County Comprehensive Plan Update was prepared by the Planning Commission and by the Bluegrass Area Development District. While it has only been adopted for 4 years, citizens and local officials desire some changes. Several sections of the plan may be revisited and revised in the near future. These are primarily tied to future land use location and makeup. As such, the sections that were used as reference for this plan's recommendations are primarily the adopted Goals and Objectives. These goals and objectives fairly broad, and are widely accepted (and will most likely be the goals and objectives for future Comprehensive Plan updates). Those goals and objectives that pertain to this project's scope are as listed below.



### Commercial Development - Goals and Objectives

Goal: To understand and accommodate the various levels of commercial needs of the cities of the county.

Objective:

- Discourage strip commercial activities along major traffic arteries unless specifically designated in the Land Use Plan.

### Transportation - Goals and Objectives

Goal: Provide for an efficient transportation system, including highways, rail facilities, sidewalks, and bicycle paths capable of moving goods and people in a safe manner.

Objectives:

- Coordination and planning of future subdivision designs so as to facilitate proper traffic circulation.
- Improvement of traffic conditions and circulation within the County by encouraging, where appropriate and conducive to the character of the existing neighborhood, the extension of dead-end streets, loop streets and the widening of existing substandard thoroughfares.

Community Facilities - Goals and Objectives

Goal: Monitor the rate of growth to determine if existing development as well as all proposed new developments will be provided the necessary, desirable and advantageous community services and facilities in an orderly and efficient manner. These services and facilities shall include, but not be limited to, solid waste disposal, sewer and water systems, fire and police protection, health services, parks and recreation, schools, and historical and cultural activities.

Objective:

- Continue to encourage the development of additional recreational facilities to serve the public.

General Land Development - Goals and Objectives

Goal: Provide for the proper organization of land use and physical relationship thereof that will provide for an increasingly safe, healthy, and convenient environment in which the residents of the County may live and work.

Objectives:

- Future land development should be encouraged to be located in centralized compacted patterns rather than decentralized sprawled patterns.
- Develop standards for landscaping and buffering that will utilize techniques for the purpose of improving the aesthetic and functional quality of new development and minimize the friction between incompatible urban land uses.

Downtown Areas - Goals and Objectives

Goal: To encourage the restoration and strengthening of the Central Business Districts of Versailles and Midway as the activity centers of Woodford County.

Objective:

- To promote circulation systems which will encourage pedestrian movement in downtown areas while minimizing pass-through vehicular traffic.

Neighborhood Development - Goals and Objectives

Goal: To encourage the concept of planning and development at the neighborhood level within Versailles, Midway, and the approved small communities of Woodford County which are unincorporated.

Objectives:

- Support strong, functional neighborhoods through planning and land use regulations designed to encourage the stability of existing neighborhoods.
- Plan the development of new residential areas around the neighborhood concept by developing new areas as a neighborhood within itself, or by integrating it into an established neighborhood.

Location Principles for Proposed Land Uses

This section of the Comprehensive Plan Update outlines some basic desired guidelines for future land use location and design. Those principles that are applicable to this study are as follows:

All New Development

- New future development should be contiguous to previously built-up areas to minimize costs of public facilities such as water, sewer, police, and fire services.
- All new development proposed in conjunction with the completion of a new arterial street or interchange should be tied to the actual construction of such proposal and the eventual provision of public services and infrastructure to the area.

Residential Development

- Residential development should be accessible to a full range of community facilities, including schools, churches, parks, and playgrounds; in particular, high density residential development proposals shall address the issue of open space and play areas.
- It should also be located on a street system which provides convenient access to neighborhood facilities and adjoining major thoroughfares and yet is designed to discourage through and nonresidential traffic; high density residential development shall be required to be located on or near an arterial or major collector street.

Rural Residential Development

- Rural residential development proposals must be appropriate for the existing rural road capacity, which can include, but is not limited to, road width, level of service, traffic counts, traffic safety (accident reports). All of these factors must be considered when reviewing a rural residential proposal.

All Commercial/Professional Office Development

- Convenient but separate from industrial and residential uses (there is a “Neighborhood Business District” that applies to businesses located within neighborhoods).
- Accessible to major traffic arteries.
- Concentrated in clusters rather than developed in linear fashion along major thoroughfares.
- Required to provide buffering or screening when adjacent to an existing or proposed residential area and along street frontage.
- Designed so as to minimize vehicular congestion and encourage pedestrian movement; including where appropriate, circulation patterns for bicycles and for handicapped persons; the provision of adequate landscaping, benches, and other site amenities; clear regulations to prevent signs from being a nuisance or a traffic hazard; containing adequate on and off street parking

facilities as appropriate; and with entrances and exits which minimize interference with traffic flow and loading areas.

#### Highway Commercial Development

The following statements and questions shall be taken into consideration by the Planning Commission concerning all future highway commercial development.

- Does the additional traffic generated result in the need to widen adjacent streets, requiring purchase of commercial frontage, and / or create vehicular turning movements, which interrupt through traffic and create serious traffic hazards?
- Does the proposal create a mixture of homes and commercial uses that may depreciate land values for both?
- Highway commercial developments should occur in compact clusters rather than in linear strips along major highways and in areas where such location is desirable and compatible with street patterns, traffic movement, and existing and proposed land uses?

#### All Industrial Development

- Located so as to have good access to highways, as well as rail and river facilities, if necessary; industries which generate large volumes of traffic should be located on major arterials in order to avoid the routing of large traffic volumes through residential areas or central business districts.

#### Public/Semi Public Land Uses

- Major parks and large open spaces should be located so as to take advantage of natural or unusual features of the landscape, as well as accessible to major traffic arteries.

#### Transportation/Circulation

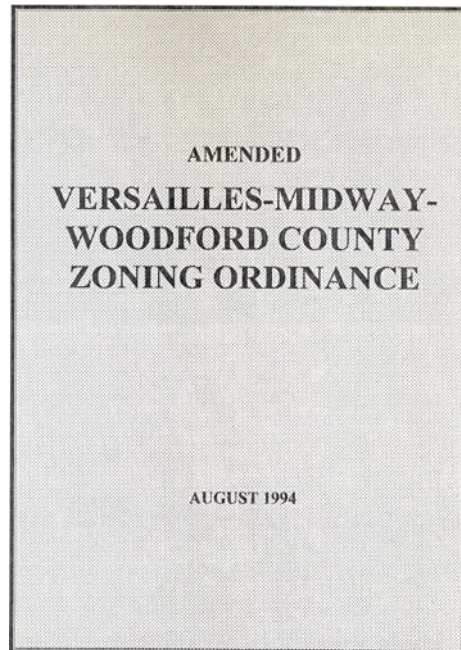
- Streets should conform to and encourage the land use development planned for the area.
- Major streets should go around, rather than through, residential areas; residential streets should be designed to discourage through traffic, but be inter-connected in such a fashion to allow interior circulation for access to neighborhood facilities, such as schools, neighborhood parks, and neighborhood groceries. Inter-connected streets must be wide enough to accommodate added through traffic.
- Frontage roads will be encouraged where possible in conjunction with all new commercial and/or industrial development and as areas are being redeveloped; new curb cuts will be minimized.
- Circulation will be improved where possible in conjunction with new development by the extension of dead-end streets and widening of existing thoroughfares where needed.
- Landscaping and/or buffering will be encouraged within city, county, and state rights-of-way.

Future Transportation Plan

The future transportation plan component of the Comprehensive Plan Update covers some projects that have already been implemented, as well as some that have been studied and not recommended for further development. Currently the US 62/KY 33 Connector is under construction and has a set number of curb cuts. The proposed Bluegrass Parkway interchange on Huntertown Road has been analyzed and not recommended for further development. The policies for this plan include a number of items that work to increase traffic efficiency and connectivity of transportation routes. As mentioned in previous sections of the Comprehensive Plan Update, one key point is that stub and dead end streets should be extended and connected where beneficial.

**C. Versailles-Midway-Woodford County  
Zoning Ordinance – August 1994**

The *Versailles-Midway-Woodford County Zoning Ordinance* is one of the primary governing documents for Versailles. It outlines zones, uses, placement standards, signage regulations, and all other requirements that are legally enforceable. As such, it is this document that most needs amending and updating to closer match Versailles' more recent planning initiatives. Most notably for this study, building placement standards, connectivity measures, landscaping requirements, and signage regulations need to be re-examined, and updated to further the goals established by recent planning efforts. Since the zoning ordinance is a legally binding, and enforceable document, it is of utmost import to revise and add sections to attain the desired goals. Unless regulations and guidelines are enforceable, it is very difficult to convince developers and landowners to follow such rules and regulations.

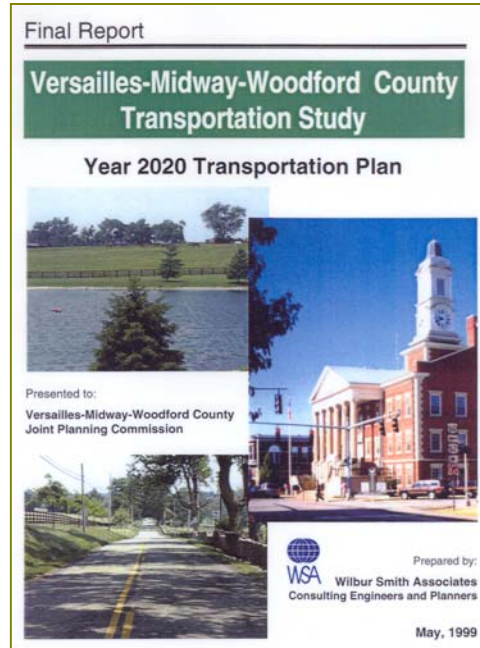


The priority list for revision would include incorporating the building placement and design standards, landscaping standards, and sidewalk standards, as detailed in the *New Woodford County Urban Code*. Another need includes revising the sign ordinance to closer match community desires (smaller in size, more uniform in appearance, etc.). These items carry the most significance in that, if amended, new development would follow the revised regulations, and thus areas in Versailles will begin to appear as desired. Given the mass of new development under construction, it can be expected that there is more to occur in the near future.

**D. Versailles-Midway-Woodford County  
Year 2020 Transportation Plan – May 1999**

In 1997, after the completion of the Comprehensive Plan Update, the Versailles-Midway-Woodford County Planning and Zoning Commission had this study completed to get better details on its transportation system and to develop an implementation schedule for recommended improvements. The study is a broad-brush look at the existing roadway network, and alternatives for those roadway improvements needed to address current and future traffic volumes.

The Versailles-Midway-Woodford County Transportation Study Year 2020 Transportation Plan was compiled by Wilbur Smith Associates in May 1999. The goals of this study are to provide for an efficient transportation system, including highways, rail facilities, sidewalks, and bicycle paths capable of moving goods and people in safe manner. Its objectives are the coordination and planning of future subdivision designs so as to facilitate proper traffic circulation, as well as the improvement of traffic conditions and circulation within the County by encouraging, where appropriate and conducive to the character of the existing neighborhood, the extension of dead-end streets, loop streets and the widening of existing substandard thoroughfares.



**Future Projects**

According to the Kentucky Transportation Cabinet's Six-Year Plan, state funds are committed to two projects in Woodford County, one of which provides \$12 million for the right-of-way, utilities, and construction of the connector road between KY 33 and US 62 on the southwest side of Versailles, which will work to reduce congestion in Versailles.

As part of the study, an analysis was performed on Huntertown Road, which is a two-lane arterial that originates in the southeast corner of downtown Versailles and terminates at US 60. The existing conditions in terms of arterial and intersection levels of service cause concern for future development, particularly at its intersection with US 60. Three future scenarios were examined: no further development, full build-out of all undeveloped land along Huntertown Road, and construction of a new interchange with Huntertown Road and the Bluegrass Parkway.

Traffic accident records were examined for Woodford County, including Versailles. However, data for accidents along local and country roads are not

state-maintained and were not available for inclusion in the Study. A number of high-accident locations were identified within and around Versailles. Public involvement was a component of the study as well. One issue raised as a result of public involvement was that of interconnectivity within and surrounding the community. Specific concerns voiced by the public were the desire for links between streets and improved access to Huntertown Road.

#### Proposed Safety and Spot Improvements

A number of improvements were proposed for the transportation system in Versailles. Safety and spot improvements on local and county roads, as well as state and federal roads within Versailles are listed as follows:

- Add reflectors and guardrails to curves on Big Sink Road, \$40,000;
- Add signs and pavement markings to railroad crossing on Paynes Mill Road, \$5,000; and
- Add reflectors and warning signs for curves on Paynes Mill Road, \$10,000.
- Pass an ordinance to prevent through trucks on US 60 downtown, \$10,000;
- Reconstruct and delineate intersection of US 60 and KY 1659, \$100,000;
- Reconstruct intersection of US 62 and KY 1964, consider for potential signal location, \$100,000;
- Reconstruct US 60/US 60X intersection, \$200,000;
- Reconstruct curb and gutter and consolidation of driveways along US 60, \$500,000;
- Improve intersection of US 60 and Huntertown Road, \$100,000;
- Improve intersection and upgrade traffic signal at US 60 and Shannon Run Road, \$50,000; and
- Upgrade and improve traffic signals at locations on Lexington Street and US 62, \$150,000.

#### Proposed Major Highway Improvements

Major highway improvements are also proposed along local and county roads as well as state and federal roads as part of the Study. These are as follows:

- Extend Huntertown Road to Morgan Street, \$400,000;
- Extend Marsailles Road to KY 33, \$2,000,000;
- Widen and extend Martin Luther King, \$1,200,000;
- Construct Pedestrian/Bike Path between Parks, \$500,000;
- Extend Crossfield Drive to Laval Heights, \$600,000;
- Straighten curves along Big Sink Road, \$2,200,000;
- Extend Tincher Drive to US 60/US 60X, \$1,000,000;
- Extend McDavid Drive to meet Bryanwood, \$100,000;
- Realign Paynes Mill to meet Paddock Place, \$700,000;
- Widen Huntertown Road and add Pedestrian/Bike path, \$12,000,000;
- Connect Briarwood to Shannon Run Road, \$600,000;
- Construct US 60 Frontage Roads, \$3,000,000;
- Extend Paddock Place to KY 33, \$4,000,000;

## **Community and Transportation System Plan**

### **Southern Versailles**

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- Widen Interstate 64 to 6 lanes, \$50,000,000;
- Extend Bluegrass Parkway to I-64, \$60,000,000;
- Construct Connector from US 62 to US 60, \$15,000,000;
- Build new interchange at Huntertown Road, \$6,000,000; and
- Widen US 62 and add Pedestrian/Bike path, \$7,000,000.

Given the scope of this study, the projects outlined were not looked at in depth. As such, some of the cost estimates are general and not focused on specific locales.