

AN ORDINANCE OF THE MADISON COUNTY FISCAL COURT, KENTUCKY AMENDING THE LAND USE REGULATIONS OF MADISON COUNTY,

WHEREAS, the Madison County Planning Commission recommends to the Fiscal Court to adopt certain Transportation Corridor Districts as provided for in K.R.S. 82.660, and Section 402.8 of the Madison County Land Use Regulations;

WHEREAS, the said Transportation Corridor District is designed to protect and enhance the economic and aesthetic character of selected transportation corridors by ensuring proper planning and management principles are followed for future development;

WHEREAS, the Madison County Planning Commission recommends to Fiscal Court that the portion of the Robert R. Martin By Pass located within County jurisdiction be identified on the Land Use Map as a Transportation Corridor;

WHEREAS, the Madison Fiscal Court authorizes the Madison County Office of Planning and Development to change and/or update the Land Use Map to identify the Transportation Corridor District.

SECTION I

SEE ATTACHED MAP FOR SPECIFIC LOCATION...

SECTION II

That the County Clerk cause this ordinance to be published in accordance with the appropriate Kentucky Revised Statues.

DATE OF FIRST READING: October 26, 2004

MOTION BY: Billy Ray Hughes

SECONDED BY: Roger Barger

VOTE: YES NO

JUDGE, KENT CLARK	✓
MAGISTRATE LARRY COMBS	✓
MAGISTRATE ROGER BARGER	✓
MAGISTRATE WILLIAM TUDOR	✓
MAGISTRATE BILLY RAY HUGHES	✓

DATE OF SECOND READING: Nov. 9, 2004

MOTION BY: Billy Ray Hughes

SECONDED BY: Roger Barger

VOTE: YES NO

JUDGE, KENT CLARK ✓  
MAGISTRATE LARRY COMBS ✓  
MAGISTRATE ROGER BARGER ✓  
MAGISTRATE WILLIAM TUDOR ✓  
MAGISTRATE BILLY RAY HUGHES ✓

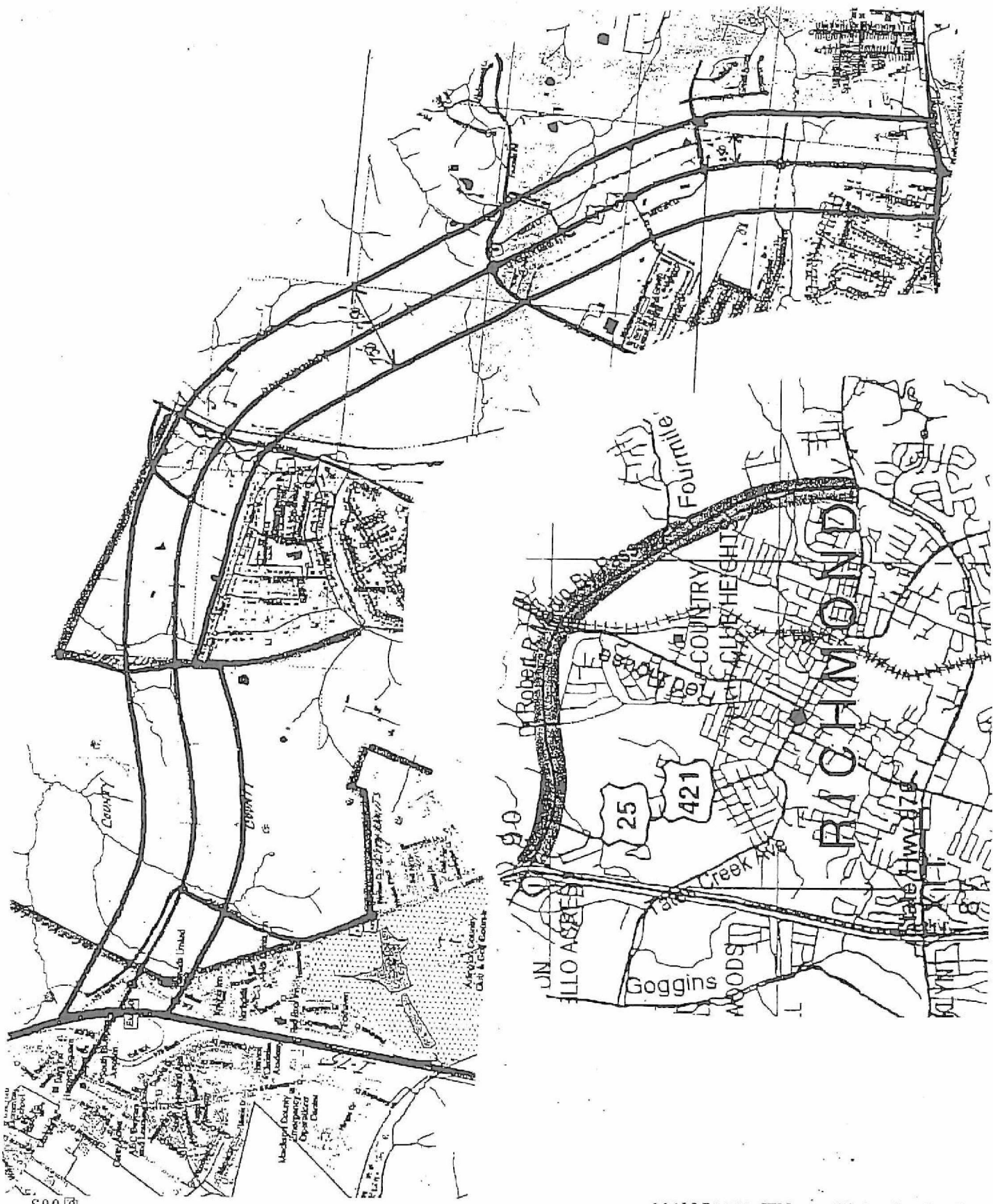
Kent Clark  
MADISON COUNTY JUDGE EXECUTIVE

Attest:  
William E. Hubbard  
MADISON COUNTY CLERK



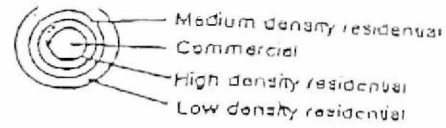


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4. **CONCEPTUAL LAND USE:** Provide transitional land uses around access points, with an interior commercial core surrounded by higher density, medium density, and lower density residential rings.



1. **ACCESS POINTS:** Limit the number of direct access points onto the bypass, locating them where different ownerships converge.

2. **POTENTIAL COMMERCIAL AREAS:** Concentrate commercial development around the intersections of the bypass and major arterials/collectors such as Four Mile Rd., Redhouse Rd., Hwy. 52, Third St. Lane, and West Main.

3. **CONCEPTUAL PLAN FOR INDIRECT ACCESS ONTO THE BYPASS:** Provide adjacent property owners with access to the bypass by means of parallel service roads constructed as development takes place.

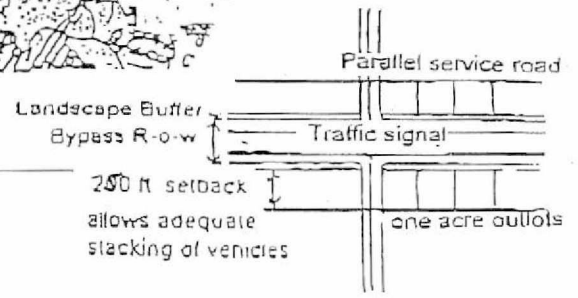


FIGURE 14. North Richmond Bypass Plan.