

Future Land Use Map - Description of Uses

Land Use	Characteristics	Locational Criteria
Agriculture/ Tourism Density varies, typ >10 ac lots (Ag)	Typically includes large parcels of land that are used to cultivate crops and nursery stock, to raise animals and/or to provide farm-related products. Tourism uses capitalize on natural resources, including event centers, camping areas, hunting, fishing, etc. Residential developments should be clustered and have an adequate buffer from agricultural operations.	Located on the outskirts of the community and along the South Platte River corridor. It is important to buffer agricultural uses from other uses because agricultural production may include a variety of potential hazards including heavy farm equipment, irrigation ditches, herbicides, pesticides, livestock, and open burning.
Rural Residential <1 unit/acre (Ag, E)	Low-density development, characterized by single-family dwellings on spacious lots, often with agricultural or recreational uses in proximity.	Limited public infrastructure and services due to low population density. Focus on preserving open space, rural character, and agricultural viability.
Low Density Residential 4-8 units/acre (A, A1)	Represents the traditional development pattern in "Old Town" Kersey. Housing types may include single-family homes, duplexes, townhomes, mother-in-law units, etc.	Neighborhoods may be bounded by major streets with direct connections to parks, trails, schools, and neighborhood centers. Neighborhoods should be internally served by a system of collector and local streets, as well as sidewalks and pedestrian/bike paths.
Medium Density Residential 6-16 units/acre (B)	Higher density neighborhoods that are primarily residential but may include complementary small-scale commercial and recreational uses. A mixture of housing types is present including single-family homes, townhouses, and multi-family homes.	Close to major arterials and transit systems, bounded by major streets with direct connection to work, shopping and leisure activities. Neighborhoods should be internally served by a system of collector and local streets, as well as sidewalks and pedestrian/bike paths.
Downtown (C, S) 1-3 stories, residential up to 16 units/ac	This is a linear commercial district with complementary residential (i.e. commercial uses on the bottom floor and residential or office space on upper levels) and civic uses that are primarily oriented to 1 st Street, Hill Street, or the railroad. Architecture include a harmonious blend of materials like brick, glass, and wood create a visually captivating streetscape.	Along 1 st Street, extends to the west and east along the Latham Ditch/railroad corridor. The corridor's commercial viability relies on careful planning for automobiles, but it should be designed and improved to accommodate pedestrians, bicycles, and transit as well. Because of the heavy truck traffic, special design features may be necessary for the buildings to be accessible and visible to someone driving by, while also practical for transit, bicycle, and pedestrian use.
Recreation/ Tourism	Areas that may be significantly impacted by the floodplain, that can provide a variety of uses that are compatible with the natural environment.	The type and intensity of uses are limited due to the floodplain and limited public infrastructure and must consider the risk that floods pose to public safety and property.

Future Land Use Map - Description of Uses (continued)

Land Use	Characteristics	Locational Criteria
<p>Kersey Regional Business Center</p> <p>(C1, D, S)</p>	<p>Serve as important job center within the town. Typical uses may include business parks, large scale commercial (i.e. "big box retail), industrial and a variety of complementary uses to meet the needs of employees such as business services, high density residences, convenience retail, childcare, lodging and restaurants.</p>	<p>Employment area uses must be adequately buffered from less intense uses. Traffic generated should not pass through residential areas. Sites should have access to one or more major arterials and highways capable of handling heavy truck traffic. Railroad access may also be used. Due to the scale of these developments, location and transition and buffering between lower-density uses is important to shield quieter uses from noise, traffic, lights, etc. Developments must have well-integrated utilities, transportation and open space networks that encourage pedestrian flow with smart design. Intensity does not mean sacrificing quality. Architectural and site design standards still apply, ensuring these areas are attractive, well-integrated parts of the Kersey community.</p>
<p>Open Space/ Park</p>	<p>Public gathering spaces that include plazas, parks, natural areas, and major trail corridors.</p>	<p>Small parks and plazas should typically be bounded by local streets and within walking and bicycling distance of most park users. Users should not have to cross a major arterial to access the park.</p> <p>Community parks should be located to serve several neighborhoods and should be easily accessed from major streets. Homes and businesses should surround and face parks to provide casual surveillance.</p>
<p>Public/ Institutional Facility</p>	<p>Civic uses such as government offices, police and fire stations, libraries, recreation, and cultural facilities. Uses may also include churches and educational facilities. Public facilities should be inviting public spaces that serve as informal gathering areas, with an appearance reflecting their intended use.</p>	<p>Located in central locations that are highly visible focal points and "community shapers." The site design, landscaping and architecture shall express the public space's permanence and importance, contribute to Kersey's community identity and be easily accessible by automobile, bicycle, and foot.</p>
<p>Trail</p>	<p>Trails provide connections to destinations within neighborhoods and the community. The trails are primarily used for short to moderate distances and accommodate a wide range of trail users.</p>	<p>Trails are located away from roadway travel corridors and should utilize special treatments when intersecting roadways.</p>