

**GEORGETOWN - SCOTT COUNTY
COMPREHENSIVE PLAN**

Volume One

URBAN LAND USE ELEMENT

RURAL LAND USE ELEMENT

TRANSPORTATION ELEMENT

COMMUNITY FACILITIES ELEMENT

SADIEVILLE ELEMENT (1996)

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GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN
VOLUME I - 2006 UPDATE

ACKNOWLEDGEMENTS

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

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Melissa Gregory Jimmy Richardson Helen W. Mitchell Greg Hampton

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Drew Ardary, Planner	Rhonda Cromer, Planner
Benjamin Krebs, Engineer	Perry Johnston, Engineering Technician
John Carter, Senior Engineering Technician	Kevin Combs, Engineering Technician
Earl Smith, GIS Manager	Todd Reidenbach, GIS Technician
Jeremy Manning, GIS Analyst/IT Specialist	Charlie Perkins, Attorney and Secretary
Mary Snyder, Office Manager	Carolyn Martin, Administrative Asst.

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Bill Jenkins	Connie Minch	
Rhonda Cromer - Planner		

APPROVALS

The 2006 Georgetown-Scott County Comprehensive Plan was adopted by the Georgetown-Scott County Planning Commission On April 12, 2007

The 2006 Georgetown-Scott County Comprehensive Plan was adopted by the Scott County Fiscal Court On April 26, 2007

The 2006 Georgetown-Scott County Comprehensive Plan was adopted by the Georgetown City Council On May 29, 2007

The 2006 Georgetown-Scott County Comprehensive Plan was adopted by the Sadieville City Commission On May 22, 2007

The 2006 Georgetown-Scott County Comprehensive Plan was adopted by the Stamping Ground City Commission On May 1, 2007

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES**

APRIL 12, 2007

The regular meeting was held in the Scott County Courthouse on April 12, 2007. The meeting was called to order by Chairperson Barry Brock at 6:00 p.m. Present were Commissioners Mike Bradley, Melissa Gregory, Greg Hampton, Janet Holland, John Lacy, and Jimmy Richardson, Planning Director Michael Sapp, Assistant Director Eric Larson, Planners Drew Ardary and Rhonda Cromer, Engineer Ben Krebs, and Attorney Charlie Perkins. Absent was Commissioner Robert Hopkins.

Chairman Brock noted that Helen Mitchell has resigned as a Planning Commissioner so that she may take care of her elderly mother. He thanked her for her admirable service to the community, on both the Planning Commission and the Board of Adjustment.

Motion by Gregory, second by Hampton, to approve the March invoices. Motion carried.

Motion by Lacy, second by Holland, to approve the March 8, 2007 minutes. Motion carried.

With the addition of Personnel Issues under New Business, motion by Richardson, second by Holland, to approve the April agenda as presented. Motion carried.

Postponements/Withdrawals

Mr. Brock reported that the Juett Property Amended Cluster Subdivision, Lake Forest Phase 1, Brown Property Townhomes, and the Whispering Hills RV Campground applications have been postponed to the May meeting.

Motion by Lacy, second by Holland, to accept the four items for postponement. Motion carried.

Consent Agenda

Representatives of the Paynes Landing Amended, Ward Hall Property Amended, and Kevin Turner Property applications agreed to their respective conditions of approval, and no concerns about the projects were expressed by the Commission or the public.

Motion by Holland, second by Gregory, to approve the three (3) items on the Consent Agenda subject to their respective conditions of approval. Motion carried.

ZMA-2007-06 Longview Land Company – Rezoning request for 42 acres from A-1 (Agricultural) to R-1A PUD (Single-family residential), located west of Galloway Road and north of U.S. 460 W. (Frankfort Road). PUBLIC HEARING

Chairman Brock opened the public hearing.

Ms. Cromer reviewed the staff report, stating that the request is in compliance with the Comprehensive Plan because of a specific exception for this property from the general policy of discouraging expansion of PUDs in the rural area.

It was noted that all required documentation regarding notice requirements was submitted.

Bill Pulliam, applicant, clarified that the access will be from the Longview Golf Course entrance, not Longview Drive in Longview Estates.

Jim Nance, Galloway Road resident, expressed concern that the drainage problem on his property and on Galloway Road will be worse. Mr. Pulliam stated that the new master plan shows an executive golf course on the corner of U.S. 460 and Galloway, instead of houses, which should alleviate that concern. In fact the drainage from this 42 acres will drain to a pond to the west and away from Galloway Road.

There being no further concerns, Chairman Brock closed the public hearing.

Motion by Lacy, second by Holland, to recommend approval of the rezoning request for 42 acres from A-1 to R-1A PUD, based on its compliance with the Comprehensive Plan, and subject to the four (4) conditions of approval. By roll call vote, motion carried 6-0.

PSP-2006-75 Crestwood Ironworks, LLC – Preliminary Subdivision Plat for twenty-one (21) cluster residential lots on 500 acres zoned A-1, located on the south side of Ironworks Road near Etter Lane.

Bruce Lankford, representing the applicant, submitted documentation regarding notice requirements. Mr. Perkins stated that an inspection of the site revealed that the sign meets the criteria in the ordinance, but the topography of the site prevents it from being seen from Ironworks Road. The applicant was willing to relocate the sign and postpone the hearing to the May meeting. He stated that Mr. Lankford indicated that the person who brought attention to the matter did receive notice and are present at the meeting, but Mr. Perkins suggested still

postponing the hearing. Mr. Bruce Smith, representing the Newton family, felt it was appropriate to postpone the matter.

Motion by Lacy, second by Holland, to postpone the application to the May meeting. Motion carried.

PSP-2007-13 Victoria Estates, Phase 3B, Section B-1, Block 2 – Preliminary Subdivision Plat for 14 single family residential lots, located on the west side of Overlook Pass in Victoria Estates Subdivision.

Mr. Ardary reviewed the staff report, including the variance regarding the length of the cul-de-sac.

William Daugherty, representing the applicant, agreed with the fourteen (14) conditions of approval.

Motion by Richardson, second by Gregory, to approve the Preliminary Subdivision Plat, including the requested variance, subject to the fourteen (14) conditions of approval. Motion carried.

PSP-2007-14 Pursel Property – Preliminary Subdivision Plat for five single family detached residential lots on 26.92 acres, located on the north side of Johnson Mill Road, just east of its intersection with Crumbaugh Road.

Mr. Ardary reviewed the staff report, including the requested variance regarding spacing between driveways.

The access agreement between Tracts 1 and 2 was discussed.

Brent Combs, Thoroughbred Engineering and representing the applicant, stated that they intend to record only two of the tracts for transfer to their two children, and asked that the improvements to Johnson Mill be delayed until the remaining three tracts are sold. Chairman Brock stated that the road would need improved even if just one tract were recorded. Mr. Perkins agreed that each tract shown on a final plat must have road improvements to its frontage.

Chairman Brock suggested added an eighth condition stating that, as final plats are submitted, a note shall be shown on the plat stating that road improvements to the frontage of those lots will be completed prior to recording of the plat. The applicant agreed to the condition.

Motion by Bradley, second by Richardson, to approve the Preliminary Subdivision Plat, including the requested variance, subject to the eight (8) conditions of approval. Motion carried.

PDP-2007-08 Great Crossing Cell Tower – Preliminary Development Plan for 250' free standing lattice telecommunication tower, located approximately 1,000 ft. south of U.S. 460 W. (Frankfort Road).

Mr. Ardary reviewed the staff report, including the requested variances. He noted that the variance for the access easement was stricken.

Adam Howell, Nextel Partners, agreed with the thirteen (13) conditions of approval.

Larry Wood, adjoining property owner, expressed concern about the possible health hazard of living close to a cell tower, and felt that the applicant or school board should have discussed the matter with them.

Commissioner Lacy expressed concern about the setback variances. Commissioner Holland expressed concern about the location of the tower in the event that it would fall. Mr. Howell stated that it would only fail in a catastrophic disaster which would also destroy the surrounding property. Matt Ward, Nextel Partners, provided for the record a letter from the manufacturer indicating that the tower meets the federal structural standards.

Mr. Ardary reviewed the KRS 100 statute that limits the authority of the Planning Commission in the placement of cellular communication towers. The first limitation prohibits the Planning Commission from regulating placement on the basis of the environmental effects of radio frequency emissions, which addresses Mr. Wood's concern.

Mr. Howell stated that there will be two carriers on the tower thus far.

Commissioner Bradley felt that the requested setback variances are not justified. Mr. Howell stated that the School Board indicated that they cannot accommodate the tower if the setbacks cannot be reduced to the requested distances.

Motion by Lacy, second by Gregory, to approve the Preliminary Development Plan, to provide better wireless communication and networking opportunities to Scott County students, subject to the thirteen (13) conditions of approval, and including the three (3) variances regarding setbacks. Motion carried 4-2, with Richardson and Bradley dissenting.

2006 Comprehensive Plan Update – PUBLIC HEARING

Chairman Brock opened the public hearing.

Mr. Sapp presented the 2006 Comprehensive Plan. He specifically reviewed areas that have changed on the updated Land Use Map, including three properties to be added to

the urban service boundary. He reviewed the efforts that will continue this year to provide on-going updates.

Carolyn Oldfield, Rural Committee member, stated that the Conservation District in Scott County has over 200 followers who have signed a petition stating that they want to learn more about farmland preservation programs.

With no other comments from the Commission or public, Chairman Brock closed the public hearing.

Motion by Lacy, second by Bradley, to recommend approval of the 2007 Comprehensive Plan and Land Use Map as presented. By roll call vote, motion carried 6-0.

Mr. Sapp introduced Eric W. Larson, the new Assistant Director of Development Services.

Personnel Issue

Motion by Gregory, second by Richardson, to go into Executive Session to discuss personnel matters. Motion carried.

Motion by Gregory, second by Richardson, to come out of Executive Session. Motion carried.

Motion by Bradley, second by Holland, to approve full time status for Todd Reidenbach, GIS Technician, and Perry Johnston, Engineering Technician. Motion carried.

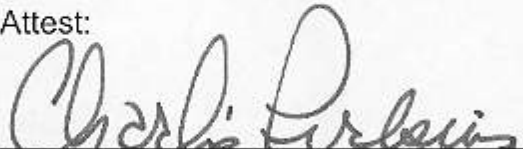
The meeting was then adjourned.

Respectfully,



Barry Brock, Chairperson

Attest:



Charlie Perkins, Secretary

SCOTT FISCAL COURT
RESOLUTION NO 07-02

WHEREAS, after all required notices, consultation, review and public hearing, the Georgetown/Scott County Planning and Zoning Commission adopted its recommended 2006 update to the Comprehensive Plan at its regular meeting held April 12, 2007 at 6:00 p.m. The recommended 2006 update includes the revision and reporting of the Goals and Objectives for each required element of the Plan; and

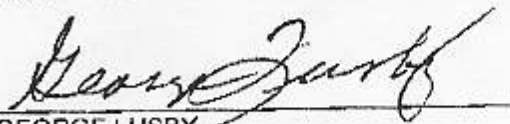
WHEREAS, after required notices, review and consultation, the update to the Comprehensive Plan was presented to the Scott Fiscal Court at its regular meeting held April 13, 2007.

NOW, THEREFORE, BE IT RESOLVED BY THE SCOTT FISCAL COURT AS FOLLOWS:

That the Georgetown/Scott County Planning & Zoning Commission's recommended 2006 update to the Comprehensive Plan was approved and adopted as appropriately providing guidance for the public and private actions and decisions to assure the development of public and private property in the most appropriate relationship, pursuant to KRS 100.083, et seq.

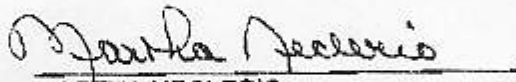
The foregoing Resolution was adopted by motion of MR. HUGHES with a second by MR. HOFFMAN and approved by the UNANIMOUS vote of the Scott Fiscal Court during its regular meeting held April 26, 2007.

APPROVED AND ADOPTED BY:



GEORGE LUSBY
SCOTT COUNTY JUDGE EXECUTIVE

ATTESTED BY:



MARTHA NECLERIO
SCOTT FISCAL COURT CLERK

CITY OF GEORGETOWN
RESOLUTION 07-011
Sponsor: Mr. Thompson

A RESOLUTION OF THE CITY OF GEORGETOWN ADOPTING AND
APPROVING THE 2006 UPDATED CITY OF GEORGETOWN-SCOTT COUNTY
COMPREHENSIVE PLAN

WHEREAS, the City of Georgetown-Scott County Planning Commission has prepared the 2006 update of the Comprehensive Plan, including revisions to the goal and objectives; and

WHEREAS, the Planning Commission adopted the 2006 update of the Comprehensive Plan at its regular meeting held April 12, 2007; and

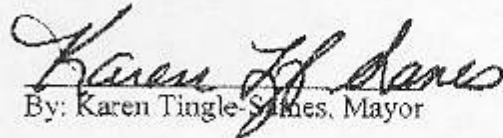
WHEREAS, the Planning Commission has recommended the 2006 update to the City of Georgetown for adoption.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GEORGETOWN AS FOLLOWS:

1. That the City hereby adopts the 2006 revised Georgetown-Scott County Comprehensive Plan, including the goals and objectives as set forth therein.

This RESOLUTION was approved by vote of the City Council, City of Georgetown on the 29th day of May, 2007.

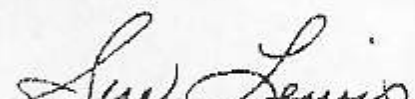
CITY COUNCIL OF GEORGETOWN


By: Karen Tingle-Simes, Mayor

Approved as to form and legality:


Patricia K. Foley, City Attorney

ATTESTED BY:


Sue Lewis, City clerk/Treasurer

CITY OF SADIEVILLE
RESOLUTION NO. 2007-03

WHEREAS, after all required notices, consultation, review and public hearing, the City of Georgetown - Scott County Planning Commission adopted its recommended 2006 update of the Comprehensive Plan at its regular meeting held April 12, 2007 at 6:00 p.m. The recommended 2006 update includes revision and reporting of the Goals and Objectives for each required element of the Plan; and


WHEREAS, after required notices, review and consultation, the update to the Comprehensive Plan was presented to the City of Sadieville City Commission at its special meeting held May 22, 2007.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SADIEVILLE CITY COMMISSION AS FOLLOWS:


That the Georgetown - Scott County Planning Commission's recommended 2006 update to the Comprehensive Plan was approved and adopted as appropriately providing guidance for the public and private actions and decisions to assure the development of public and private property in the most appropriate relationship, pursuant to KRS 100.083, et. seq.

The foregoing Resolution was adopted by motion of Mayor Wagoner, with a second by Commissioner Reese, and approved by the unanimous with 0 opposing vote of the City of Sadieville City Commission during its special meeting held May 22, 2007.

APPROVED AND ADOPTED BY:


Rob Wagoner
Mayor, City of Sadieville

ATTESTED BY:


Cynthia Foster
Sadieville City Clerk

CITY OF STAMPING GROUND
RESOLUTION NO. 07- 003

WHEREAS, after all required notices, consultation, review and public hearing, the City of Georgetown - Scott County Planning Commission adopted its recommended 2006 update of the Comprehensive Plan at its regular meeting held April 12, 2007 at 6:00 p.m. The recommended 2006 update includes revision and reporting of the Goals and Objectives for each required element of the Plan; and

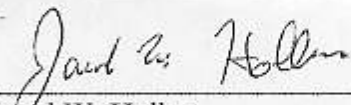
WHEREAS, after required notices, review and consultation, the update to the Comprehensive Plan was presented to the City of Stamping Ground City Council at its regular meeting held May 1, 2007.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF STAMPING GROUND CITY COUNCIL AS FOLLOWS:

That the Georgetown - Scott County Planning Commission's recommended 2006 update to the Comprehensive Plan was approved and adopted as appropriately providing guidance for the public and private actions and decisions to assure the development of public and private property in the most appropriate relationship, pursuant to KRS 100.083, et. seq.

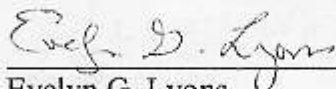
The foregoing Resolution was adopted by motion of Chad Smith, with a second by Frank Farr, and approved by the (unanimous) [# to #, with _____ opposing] vote of the City of Stamping Ground City Council during its regular meeting held May 1, 2007.

APPROVED AND ADOPTED BY:



Jared W. Hollon
Mayor, City of Stamping Ground

ATTESTED BY:



Evelyn G. Lyons
Stamping Ground City Clerk

GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN VOLUME I - 2006 UPDATE

EXECUTIVE SUMMARY

OVERVIEW

This document is Volume I of the 2006 Update of the Georgetown-Scott County Comprehensive Plan. The purpose of the plan, in addition to providing a “snapshot” of where Scott County is in terms of its growth management, is to provide decision-makers throughout the county guidance in their efforts to develop and implement consistent and constructive growth policy decisions - decisions that will result in responsible economic and civic benefit to the citizens of Scott County.

The Kentucky Tourism Cabinet projects that Scott County will experience a continuing county-wide annual growth rate of approximately 8.7% as measured from 2005 to 2010. U.S. Census Bureau statistics indicate a projected average county-wide growth rate through 2030 of 9.1% annually. Based on raw statistics provided by the public school system, school enrollment increased an average of 3.54% annually between 2000 and 2005, and is expected to continue at or above that pace for the duration of the 5-year planning window envisioned by this plan. In addition, housing starts show an average annual growth rate of 6% over the same period. This translates to a steady increase in the need for community facilities and services at the rate of approximately 9% per year to keep pace with the projected growth. Ideally, these facilities and services will be put in place just prior to the time they are needed. For this to occur, however, broad planning and budgeting activities at all levels of government throughout Scott County must be initiated in the short term in order to provide for the growth in advance of its arrival.

Growth projections notwithstanding, a number of significant developments are already on the horizon that will most certainly impact life within Scott County. For example, the announced expansion of Toyota into assembly of its hybrid automobiles and its looming emergence as the world’s number one carmaker indicate a continued opportunity. The arrival of the World Equestrian Games in 2010, well within the planning window addressed by this update of the Comprehensive Plan, also paints a picture of substantial growth and opportunity for all areas of Scott County, particularly when the “ramp-up” and “follow-up” activities associated with this world event are considered.

Volume I of the Comprehensive Plan Update is organized into four individual chapters, each of which focuses on one of the required elements of the plan as prescribed by Kentucky statutes. Chapter 1 addresses Urban Land Use; Chapter 2 addresses Rural Land Use; Chapter 3 contains information regarding the Transportation network; and Chapter 4 describes needs and plans associated with Community Facilities-related organizations, activities, and services. Each chapter contains a set of related goals and objectives based on a common principle that, taken together, will

move Scott County forward by ensuring realistic deliberations concerning growth decisions in the future. By using a series of citizen advisory committees in partnership with the professional staff in the Planning and Zoning office, a concerted effort has been made to ensure balance, fairness, and an accurate reflection of community desires in the goals and objectives set forth in this Comprehensive Plan.

URBAN LAND USE

The Urban Land Use Element makes up Chapter One of this volume of the 2006 Comprehensive Plan Update. In summary, it confirms the fact that Scott County continues to experience rapid change and demonstrate great potential. This Element outlines a plan for guiding growth in a direction that will help accomplish future economic and service delivery goals for Scott County for the benefit of its citizens and municipalities. The goal statements, as detailed in this and other elements of the Comprehensive Plan, seek to incorporate and balance the many issues facing Scott County. They are based on the following fundamental principle:

Fundamental Principle For Urban Land Use:

The Fundamental Principle for managing growth within Scott County is to produce a positive impact on the overall quality of life throughout the County and achieve a proper balance between the property rights of individuals and the rights and needs of the general public and community.

The Growth and Land Use Plan will encourage and guide opportunities for growth and help achieve goals for improving aspects of the community such as the economy, social diversity, and public services. It will also help manage growth to conserve and enhance our fiscal, historic, and environmental resources. For the purposes of this plan, urban areas are defined as those areas of Scott County that are within incorporated or defined Urban Service Boundaries.

The Urban Land Use Element contains five major sections including: Goals and Objectives, Growth Projections, Urban Service Boundaries, a Land Use Plan addressing urban growth and development, and Special Planning Areas – a section identifying specific areas of the county that warrant special planning attention due to their condition and growth potential.

Section I, the Goals and Objectives section sets the goals and establishes the policies that will guide future growth and land use in the urban areas of Scott County. It includes recommended goals and objectives for growth, urban form, and open space. Section II, Growth Projections, provides projections for population growth and land needs that are the foundation for managing growth and the Land Use Plan. It summarizes the many factors evaluated during the planning process, such as growth trends; capabilities to provide public infrastructure and services; foreseeable future events that could affect growth; and the desires and attitudes of Scott County citizens about growth. In Section III, the reader will learn about the actions and recommendations associated with establishing or adjusting Urban Service Boundaries within the county. The decision criteria to be used in developing recommendations regarding the extent of and adjustments to defined Urban Service Boundaries within Scott County are described in full in this section. The actual decision criteria used are found in Appendix C of this element. Section IV of the Urban Land Use Element,

the county's Urban Land Use Plan, outlines aspects of the general plan for land use, particularly but not exclusively in the urban areas of Scott County. Finally, in Section V of this element Special Planning Areas are addressed. Here the reader will find summary descriptions of the specific areas requiring special attention or having or needing to have small area plans developed. The continuing need for collaboration between organizations and implementing a balanced approach to land use issues while giving due consideration for historic and environmentally sensitive areas and issues, is stressed and supported by the goals and objectives in this section.

RURAL LAND USE

In Chapter 2 of the Comprehensive Plan readers will find the goals and objectives associated with Rural Land Use issues and areas. These goals and objectives are based on the following fundamental principle:

Fundamental Principle For Rural Land Use:

The guiding principle for management of growth and development in rural areas of Scott County is that actions taken and decisions made result in a proper balance between the needs of development associated with community growth, and the continuing need to preserve and protect Scott County's rural, agricultural, and historical assets for the benefit of the community as a whole.

It is a fact that Scott County continues to experience rapid change and great growth potential, particularly in its rural areas. The Rural Land Use Element of the Georgetown-Scott County Comprehensive Plan proposes a plan for guiding growth in the rural areas of Scott County in a direction that will help accomplish future goals and promote economic growth throughout Scott County. For the purposes of this plan, rural areas are defined as those areas of Scott County that are unincorporated and/or outside of defined Urban Service Boundaries. The goal statements, as detailed in this and other elements of the Comprehensive Plan, seek to incorporate and balance the many growth related issues facing Scott County. The goals, growth projections, and land use plan will encourage and guide opportunities for growth and help achieve goals for improving all aspects of the community such as the economy, social and economic diversity, and delivery of public services. It will also help decision makers manage growth so as to conserve, protect, and enhance our fiscal, historic, agricultural, and environmental resources.

The major sections of the Rural Land Use element include Goals and Objectives, Growth Projections and Land Needs, and a proposed Land Use Plan for Rural Areas. In Section I -- Rural Development and Preservation – Goals and Objectives, the reader will find proposed goals, and supporting and implementation objectives, along with recommendations for policies and programs that will balance rural development and preservation needs with other Scott County development activities. There is a strong community consensus that preservation of our agricultural heritage means protecting prime farmland and water resources, yet residents of rural Scott County also wish to preserve the financial options provided by development. Section II of this element provides projected population growth and housing and residential land needs that constitute the foundation for growth and land use management within Scott County. It summarizes the many factors

evaluated in the planning process, such as growth trends; capabilities to provide public infrastructure and services; foreseeable future events that could affect growth; and the desires and attitudes of Scott County citizens about growth. Section III, the Rural Land Use Plan, contains summary descriptions of Land Use Categories and Special Planning Areas including those areas for which special attention may be warranted and for which Area/Neighborhood Development Plans should be considered. This section also contains the recommended policy and standards framework for guiding growth in rural areas of Scott County.

TRANSPORTATION

Chapter 3 of Volume I contains the Transportation Element of the Georgetown-Scott County Comprehensive Plan. This element of the Georgetown-Scott County Comprehensive Plan consists of “goals and objectives” as required by KRS 100.193, and establishes the county-wide transportation plan for the future as required by KRS 100.187. The Transportation Element is based on an analysis of the adequacy of existing and proposed transportation facilities needed to accommodate existing and projected development within the Georgetown and Scott County community as required by KRS 100.191.

The Transportation Element will help to guide public and private land development decisions, serve as a basis for the dedication of public rights-of-way when land is subdivided, re-zonings are sought for more intense uses, conditional use permits are requested, or other activities involve the creation or significant expansion of use, and guide the prioritization of local and State transportation improvement projects. The overall purpose of the comprehensive plan will be realized as the goals and objectives of this and other chapters are adopted and supported by the various local legislative bodies within Scott County.

The information contained within this element is intended to assist the Planning Commission, State and local government officials, developers, and citizens in understanding the transportation system contained within Scott County and its municipalities. A broad understanding of the transportation network is essential with respect to making sound decisions regarding investments in and prioritization of transportation related construction and maintenance projects. These decisions affect virtually all of the residents of Scott County and should be made with all deliberation and the best information available. The information in this chapter documents the structure, classification schemes, and levels of service for the existing transportation network within the county. It will help the reader understand the complexities of the transportation network and the opportunities for improvement throughout the 10-year planning window envisioned by the Comprehensive Plan.

As with the other plan elements, the goals and objectives established for the county transportation network are based on an overriding fundamental principle. That Fundamental Principle is:

Fundamental Principle For Transportation:

The guiding principle for decisions made regarding the transportation network within Scott County is that such decisions are made based on due-diligence and with an eye toward striking a proper balance between the needs of the public and the need to encourage and manage growth throughout the county. Decisions should result in a safe and modern transportation network that serves the needs of an increasingly mobile public, maintains and supports community commerce and integrity, and is sensitive to the historic and environmental aspects of Scott County.

Chapter Two, Section 1, Supporting Information, will assist the reader in understanding the remainder of the document. It provides context, and key terms and their definitions as used throughout the Transportation Element. In Section II, Transportation Goals, Objectives, Policies, and Standards, the general goals, objectives, policies, and standards that have been developed and adopted by the Planning Commission and its staff to guide decision-makers are outlined. Function-specific goal statements are included for Transportation Adequacy, Roadway System Access, Land Use, Roadway Location, Air Service, Rail Facilities, and Phasing and Coordination. Specific Project Priorities, Section III of this planning element, describes the “on-the-ground” application of the goals, objectives, policies, and standards to current and future transportation network improvements. It provides a prioritized list of those improvement projects considered most important to enhancing the quality of life for Scott County Citizens. The Kentucky Six-Year Highway Plan is the centerpiece for this section, and incorporates the bulk of the Scott County goals for construction. Municipal goals are also included for Georgetown, Sadieville, and Stamping Ground. In Section IV, Implementation Method, readers will discover the principle methods proposed for funding the planned transportation improvements.

COMMUNITY FACILITIES

Chapter 4 of Volume I of the Georgetown-Scott County Comprehensive Plan is the Community Facilities Element of the Plan. This element describes in general terms the facilities and services situation as it currently exists and outlines projected needs for the next five-years. It also contains summary information contained within the capital plans of the various departments responsible to provide services throughout the county. If implemented this plan will provide decision-makers with much of the information they need to properly manage what is considered a steady and inevitable pattern of growth throughout the county and its municipalities. This element of the Comprehensive Plan also provides information about the major types of public infrastructure and services that will be needed to accommodate expected growth and accomplish the goals of the Comprehensive Plan. The primary purpose of Chapter 4 is to provide a broad information base from which a coordinated capital improvement program can be developed. The intent is to encourage and facilitate informed choices by decision-makers. For each type of service or facility, this element of the plan describes standards (where they exist) for adequate services and facilities; the current environment and deficiencies; a projection of future needs; and the implications of various alternatives for meeting those needs.

Community Facilities Element, Section 1, includes Goals, Objectives, and Implementing Actions, and outlines the comprehensive goals, objectives, and implementing actions, or “next steps” needed to move forward in the effort to achieve the aims of the Comprehensive Plan, including recommendations from the community at large. Each of the major departments and agencies that function as facilities and/or services providers of Community Facilities and Services is represented in Section II of the Community Facilities Element. These profiles contain forward-looking prioritized plans for developing and maintaining their respective levels of service to the community over the next 5-10 years. The profile sections also contain department-specific goals and objectives that will facilitate achievement of the general goals and objectives contained in Section 1. These goals and objectives are established within the framework of the following Fundamental Principle:

Fundamental Principle For Community Facilities:

Growth throughout Scott County over the next five-years is inevitable. The question regarding growth is not “if” but rather “when, where, and how much.” Given that reality, to meet the facilities and services needs of the future, the fundamental principle that guides decision-makers is the absolute requirement for ongoing collaboration between and among agencies and municipalities with respect to planning and developing capital budgets and their associated investment in facilities and services.

APPENDICES

At the end of Volume I are appendices that contain pertinent background, explanatory and clarifying information that will help the reader understand context and detail associated with various other sections of the document.

GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN

Volume I Chapter One

URBAN LAND USE ELEMENT

SCOTT COUNTY - GEORGETOWN - SADIEVILLE - STAMPING GROUND

2006

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URBAN LAND USE ELEMENT SUMMARY

Fundamental Principle:

The Fundamental Principle for managing growth within Scott County is to produce a positive impact on the overall quality of life throughout the County and achieve a proper balance between the property rights of individuals and the rights and needs of the general public and community.

Scott County continues to experience rapid change and great potential. The Growth and Land Use Element outlines a plan for guiding growth in a direction that will help accomplish future goals for Scott County. The goal statements, as detailed in this and other elements of the Comprehensive Plan, seek to incorporate and balance the many issues facing Scott County.

The Growth and Land Use Plan will encourage and guide opportunities for growth and help achieve goals for improving aspects of the community such as the economy, social diversity, and public services. It will also help manage growth to conserve and enhance our fiscal, historic, and environmental resources. For the purposes of this plan, urban areas are defined as those areas of Scott County that are within incorporated or defined Urban Service Boundaries.

The major sections of this element of the Georgetown-Scott County Comprehensive Plan are as follows:

SECTION I – GOALS AND OBJECTIVES

Section I of the Urban Land Use Element of the Comprehensive Plan sets the goals and establishes the policies that will guide future growth and land use in the urban areas of Scott County. It includes recommended goals and objectives for growth, urban form, and open space.

SECTION II – URBAN GROWTH PROJECTIONS

Section II of the Urban Land Use Element provides projections for population growth and land needs that are the foundation for managing growth and the Land Use Plan. The statistical basis for these projections are the 2000 and 2005 U.S. Census Reports, and the Scott County Socio-Economic Report produced by the Georgetown-Scott County Planning Commission. This section summarizes the many factors evaluated in the planning process, such as growth trends; capabilities to provide public infrastructure and services; foreseeable future events that could affect growth; and the desires and attitudes of Scott County citizens about growth.

SECTION III – URBAN SERVICE BOUNDARIES

Section III contains the recommendations regarding the extent of and adjustments to defined Urban Service Boundaries within Scott County. Appendix C of this element contains the adopted criteria for evaluating applications for adjustments to the Urban Service Boundaries.

SECTION IV – LAND USE PLAN

Section IV outlines aspects of the general plan for land use, particularly but not exclusively in the urban areas of Scott County.

SECTION V – SPECIAL PLANNING AREAS

Section V includes summary descriptions of the areas requiring special attention or having or needing to have small area plans developed.

URBAN LAND USE ELEMENT
SECTION I
GOALS AND OBJECTIVES

Fundamental Principle:

The fundamental principle for managing growth within the urban areas of Scott County is to produce a positive impact on the overall quality of life throughout the County and achieve a proper balance between the property rights of individuals and the rights and needs of the general public and community.

GOALS AND OBJECTIVES FOR GROWTH

The following goals address the major challenges facing Scott County and reflect the community's desires about the future, particularly with respect to urban growth.

- 1. Growth is used to promote a balanced cross-section of cultures and income levels, resulting in a vibrant and interesting community.**
- 2. County and City leaders continually work to improve collaborative planning efforts with other communities in the region.**
- 3. The identity and integrity of the individual communities within Scott County and their respective opportunities for an enhanced quality of life are preserved and retain the “sense of place.”**

Supporting Objectives:

- a. Buffering and other effective forms of differentiation are used to help define adjacent neighborhoods.
 - b. Preserve development and neighborhood aesthetics by including “pocket parks” and other types of open space within and between neighborhoods.
- 4. Cities and towns within Scott County develop and maintain their individual characters, while the vitality of downtown Georgetown, Sadieville, and Stamping Ground are enhanced.**
- Supporting Objectives:
- a. Encourage municipalities to review, in a timely manner, existing zoning ordinances and make adjustments that allow for diverse and creative zoning areas that protect and enhance the individual character of their communities.
 - b. Encourage municipalities to develop and maintain accessible inventories of their historically and culturally significant areas and buildings.

5. Opportunities for growth are supported in urban areas throughout the county.

Supporting Objectives:

- a. City and County governments actively cooperate to capitalize on or promote growth opportunities through collaborative efforts, e.g., regional infrastructure development projects, cooperative services delivery, interlocal agreements, etc.
- b. Proactively reach out to surrounding counties to develop mutually beneficial projects and programs that leverage resources.

6. Decisions regarding sustainable growth are carefully coordinated with necessary public expenditures and revenue sources in order to provide for adequate public facilities and services, aid in capital budget planning processes, and ensure prudent and efficient use of public investments.

Supporting Objectives:

- a. Each municipality will develop policies and guidelines for reviewing and evaluating annexation opportunities and actions. Such policies and guidelines should, at a minimum, be based on the following four general criteria:
 - Consider Available Land – Consider the available land and current consumption rate using the most recent 3-year average. Decision-makers should also remain informed as to the quantity of land approved for future residential development within the existing city limits.
 - Consider Available Services – Every development has an incremental effect on service capacity. This is represented as a quantifiable summary of the incremental impact on existing services and schools of developments as they build out as well as the potential of new developments for annexation.
 - Require Adequate Public Facilities – Growth should not exceed the ability of the city/county to provide services at acceptable levels of coverage. The effect of residential growth on school capacities should also be considered. Annexations should be timed to assure that acceptable levels of city/county services can be maintained.
 - Require Adequate Funding For Facilities – Growth must be financially sustainable. Annexation that increases the need for additional public facilities should contribute toward payment for those facilities. Fee revenue would be set aside for construction of additional emergency services facilities to meet the inevitable demand for those services.
- b. Develop an annexation policy that is consistent with development of capital budgets as outlined in the Community Facilities Element of the Comprehensive Plan.
- c. Conduct such research as is appropriate and develop a framework of processes and procedures regarding the use of impact fees and/or privilege fee systems.

7. Fair and reasonable public sector fiscal measures are in place that support the infrastructure needs of communities resulting from growth.

Supporting Objectives:

- a. Governments at all levels cooperate in the adoption of balanced, fair, equitable, and incentive-based approaches to finance and pay for the development, expansion, and maintenance of roads, schools, water, sewer, and emergency services facilities; and, revenue and financing mechanisms have been established to pay for necessary infrastructure costs, and ensure that those costs are shared proportionately by those segments of the population served by improvements.

- b. Develop and adopt “privilege fee” type guidelines to determine proportionate cost shares.

8. Review land use designations and update as needed on a routine basis.

Supporting Objectives:

- a. Promote interaction between planning elements.
- b. Work to assure consistency between the various decision-making criteria.
- c. Develop and implement supporting policies and procedures as necessary.

GOALS AND OBJECTIVES FOR URBAN FORM

Residential Districts

Housing goals and objectives are intended to produce positive outcomes for housing prices, availability and choice, availability of housing for low-income households, and neighborhood stability.

1. A variety of housing types and densities is available throughout urban areas for all income levels.

Supporting Objectives:

- a. Land Use Patterns: Municipalities will encourage a variety of housing types and densities, including mixed-use developments that are well-served by public transportation and close to employment centers, services, and amenities. In particular, they will promote the placement of higher-density housing near public transportation and shopping, and in designated neighborhoods and districts.
- b. Housing Supply: Municipalities will encourage public and private, for-profit and non-profit sectors to develop and maintain an adequate supply of single and multiple family housing, including mobile homes and manufactured housing that is proportionately balanced to the wage of their labor force.
- c. Accessory Housing Units: The City will recognize accessory housing units as a viable form of additional, and possibly affordable, housing and will develop policies designed to facilitate their development while protecting existing residential neighborhood character.
- d. Special Needs Housing: The housing needs of all special populations within the community should be met. Residential-care facilities, shelters, group homes, elderly housing, and low-income housing should be dispersed throughout the Georgetown urban area and Scott County.

2. Municipalities encourage creation and expansion of affordable housing opportunities and preservation of existing housing stock.

Supporting Objectives:

- a. Affordable Housing Information: Municipalities will collect, maintain, and disseminate information and vital statistics on housing affordability such as cost demand and supply of affordable housing stock.
- b. Incentives: Municipalities will support and encourage the private development of affordable housing by offering incentives and reducing government barriers to the construction of additional units. Strategies may include the following:
 - i. Sales/use tax rebates
 - ii. Financial subsidies

- iii. Streamlined review procedures
- c. Development Practices: Scott County municipalities will seek opportunities to develop and modify land use regulations and permit processes that make project approval timelines achievable, and densities and mitigation costs more predictable.
- d. Preservation of Neighborhoods: Scott County municipalities will work toward retaining existing affordable housing stock through conservation efforts of older residential neighborhoods.
- e. Distribution of Affordable Housing: Municipalities will encourage a community-wide distribution of affordable housing in all neighborhoods in order to promote diverse neighborhoods.
- f. Displacement: Scott County municipalities will explore ways to mitigate the impact upon residents displaced through the closure or conversion of either a manufactured housing park or conversion of rental apartments, particularly single room occupancy units, to condominium or other uses.
- g. Impact of New Policies and Regulations: Municipalities will assess the effects of new policies and regulations, or changes to existing policies and regulations, on housing development costs and overall housing affordability in order to achieve an appropriate balance between housing affordability and other objectives such as urban design quality, maintaining neighborhood character, and protecting public health, safety and welfare.
- h. Historic Residences: Scott County and its cities and towns will explore opportunities to combine development efforts with historic preservation, placing priority on preserving existing residential structures of historic value.
- i. Supply of Land: Municipalities will seek ways to maintain an adequate supply of land for affordable housing through proactive techniques.
- j. Neighborhood Stability: Is maintained and enhanced to the maximum extent possible.
- k. Development Practices: The character of stable residential neighborhoods should be preserved through neighborhood planning assistance to neighborhood organizations, and supportive regulatory techniques.

Commercial Districts

1. The size and scale of business within Commercial Districts varies with new development and redevelopment including a mix of uses and avoiding large, single-use buildings, and dominating parking areas.

Supporting Objectives:

- a. New Development: New development in Commercial Districts will be encouraged to locate and design buildings such that a percentage of building fronts directly face adjacent streets, provide a mix of types and sizes of businesses, provide pedestrian-oriented site design, and incorporate convenient, safe and attractive parking areas into the block.
- b. Infill/Redevelopment Land Use: Retail, offices, restaurants, entertainment, residential, and other high pedestrian-generating uses will be encouraged.
- c. New Large “Big Box” Retail Establishments: Large retail establishments will be permitted in Commercial Districts only in community or regional scale shopping centers. Large retail establishments will be required to meet a basic level of architectural variety, compatible scale, pedestrian and bicycle access, and mitigation of negative impacts.

- d. Commercial District Design: The design of Commercial Districts should provide for convenient access, efficient and cost effective pedestrian and vehicular circulation, and comfortable pedestrian environment in selected nodes.
- e. Existing Strip Commercial Corridor Development: Municipalities will encourage and support the gradual evolution of existing auto-dominated strip commercial areas to compact multi-modal-oriented mixed-use places with enhanced walking connections between destinations.
- f. Pedestrian Access: Pedestrian environment within Commercial Districts will be supported by connecting them to adjoining uses. Buildings should be oriented both to public streets and to internal streets, with parking areas located internally on the property, or behind the building when possible.
- g. Commercial District Access: Commercial Districts will be accessible by all modes of travel, including bicycle, pedestrian and automobiles.
- h. Arterial Crossings: Improve pedestrian/bicycle linkages across arterial streets and along commercial corridors. Pedestrian travel routes should be clearly identified and distinguished from motorized vehicle traffic through parking areas, streets, and along building frontages.
- i. Linking Neighborhoods with Adjacent Commercial Districts: New models for retail development will be necessary to combine the needs of “walkable” neighborhoods with large-scale retail centers. Pedestrian and bicycle linkages from surrounding neighborhoods to Commercial Districts will be strengthened, particularly at key transit stop locations. Pedestrian access will be provided from nearby residential neighborhoods to the Commercial Districts from multiple directions. Walkways will be aesthetically pleasing, safe, and convenient to the extent practicable.
- j. Parking Improvements: Land devoted to surface parking lots in existing developed areas should be reduced to the extent possible, over time, such as through construction of structured parking or provision of additional on-street parking facilities. Pedestrian/bicycle linkage through existing parking lots to commercial destinations should be improved as opportunities arise.

Community Appearance and Design

1. **Each addition to the street system will be designed with due consideration given to the visual character and experience of the citizens who will use the street system and adjacent property. Together, the layout of the street network and the streets themselves will contribute to the character, form, and scale of the city in which they are located.**

Supporting Objectives:

- a. Street Design Standards: All new public streets must conform to the accepted street standards. Alternative street designs may be approved by municipalities where they are needed to accommodate unique situations, such as important landscape features or necessary safety, accessibility and maintenance requirements.
- b. Street Layout: New streets will make development an integrated extension of the community. The street pattern will be simple, interconnected, and direct, and avoid circuitous routes. Multiple routes should be provided between key destinations. Streets

should be located to consider physical features and create views and prominent locations for civic landmarks such as parks, squares, and schools.

- c. Streetscape Design: All new streets will be functional, safe, and visually appealing. Shade trees, landscaped medians and parkways, public art, and other amenities will be included in the streetscape.
- d. Street Tree Design: Street trees should be used in a formal architectural fashion to reinforce, define, and connect the space and corridors created by buildings and other features along the street. Canopy shade trees will constitute the majority of tree plantings, and a mixture of tree types will be included, arranged to establish partial urban tree canopy cover. Existing trees will be preserved to the maximum extent feasible.
- e. Street Lighting: Lighting fixture design and illumination should be tailored to match the context of the street. Lighting levels should be designed to emphasize the desired effect and not the light source, avoiding sharp contrast between bright spots and shadows, and spillover glare.
 - i. The City should explore new design options for the type of fixtures available for use within any street condition, which enhance the street environment by establishing a consistent style with height, design color and finishes.
 - ii. Residential street light fixtures will be designed for human, pedestrian scale while providing an adequate level of illumination for safety.
 - iii. Where higher pedestrian activity occurs, such as associated with neighborhood or community centers, a combination of lighting options should be considered – such as exists in the Downtown with high mount fixtures for broad distribution of light within the street, and with smaller pedestrian-oriented fixtures along the sidewalk corridors.
 - iv. Public spaces, such as plazas, civic buildings, outdoor spaces, parks and gateway landscapes, should be designated to be functional, accessible, attractive, and comfortable.
- f. Civic Buildings and Grounds: Civic facilities – such as community buildings, government offices, recreation centers, post offices, plazas, libraries and schools – should be placed in central locations as highly visible focal points. The urban design and architectural quality should express permanence, importance and respect for broad citizen preferences and community identity. Major public buildings should have a civic presence enhanced by their height, mass and materials. In addition, public buildings should:
 - i. Be accessible by motorized vehicles, bicycles and pedestrians.
 - ii. Be integrated into a setting that includes generous landscaping and/or public outdoor spaces.
- g. Public Space Design: Mixed-use commercial and civic design proposals should incorporate design components related to public outdoor space including pedestrian circulation, plazas, pocket parks, sitting areas, children’s play areas and public art.
- h. Entryways: Community entryways will be enhanced and accentuated at key entry points including interstate interchange areas, and other major arterial streets leading into the city. Commercial developments create a powerful impression of the city, both individually and taken together as a whole. While corporate franchise and chain stores will remain vital and recognizable, commercial development will be designed to contribute to distinct visual quality and uniqueness.

- i. Modification of Standardized Commercial Architecture: Commercial buildings will demonstrate a reflection of local values with site-specific design. Standardized architectural prototypes will be modified, if necessary, so that the City’s appearance remains unique. Development will not consist solely of repetitive design that may be found in other communities.
- j. Compatibility with Surrounding Development: Proposed commercial buildings must contribute to the positive character of the area. Building materials, architectural details, color range, building massing and relationships to street and sidewalks will contribute to a distinctive local district corridor, or neighborhood.
- k. Crime Prevention and Security: Security and crime prevention will continue to be important factors in urban design. A natural approach to crime prevention is important in the design and layout of new development. Natural crime prevention means the natural community surveillance results from visibility and observation by citizens who feel a sense of ownership of the community. These qualities will continue to be fostered by the urban design of development. Anonymous environments, hidden areas, difficult access, etc. will be addressed and avoided.
- l. Lighting and Landscaping: Security lighting should generally be at low, even levels to create comfortable area-wide visibility and not highly contrasting bright spots and shadows.
- m. Role of Municipalities: Municipalities will sustain city-owned facilities and city-initiated programming, and assist local arts organizations by providing administrative consultation, marketing expertise, technical assistance, and box office services.
- n. Types of Projects: The City will provide, maintain, and operate historic and cultural facilities. A full range of performing, historical, and visual arts programs will be produced and presented.

Employment Districts

1. Employment Districts are locations for basic employment.

Supporting Objectives:

- a. Uses include light manufacturing, offices, corporate headquarters, and other uses of similar character.
- b. These Districts include a variety of complementary uses such as residential, business services, convenience retail, child care and restaurants.
- c. They are designed to encourage non-auto travel, car- and van-pooling, and transit use and to have an attractive appearance – allowing them to locate adjacent to residential neighborhoods.

2. Employment Districts are major employment centers in the community.

Supporting Objectives:

- a. These districts include a variety of complementary uses to meet the need of employees, such as business services, convenience retail, lodging, child care, recreation, housing and restaurants.
- b. By design they encourage non-auto travel, car- and van-pooling, and telecommuting.
- c. Their attractive appearance allows them to locate adjacent to residential neighborhoods and along primary entryways into the community.

- d. Range of Employers: Employment Districts will vary in size and structure to meet the requirements of a wide range of employers, from small business to those that need relatively large parcels of land to accommodate their facilities.
- e. Primary Uses: Primary uses in an Employment District will include:
 - i. Research facilities, testing laboratories, offices and other facilities for research and development
 - ii. Light industrial uses
 - iii. Hospitals, clinics, nursing and personal care facilities
 - iv. Regional, national, or international headquarters of a services producing organization
 - v. Vocational, business or private schools and universities
 - vi. Professional office
 - vii. Finance insurance and real estate services
 - viii. Other uses of similar character
- f. Secondary and Supporting Uses: Secondary and supporting uses will also be permitted in an Employment District, but should be secondary in magnitude to the primary use. Permitted secondary uses will be limited to:
 - i. Hotels/motels
 - ii. Sit-down restaurants
 - iii. Convenience shopping centers
 - iv. Child care centers
 - v. Athletic clubs
 - vi. Single family and multi-family housing
 - vii. Other accessory buildings and uses
- g. Transitional Land Uses: A transition of lower intensity land uses should be provided at the edges of Employment Districts, in areas adjacent to residential neighborhoods. Land use boundaries should be placed at mid-block locations rather than along streets, so that buildings facing each other are compatible and transitions between uses are gradual.
- e. “Walkable Destinations”: Secondary and supporting uses in an Employment District will be accessible to and located within easy walking distance of major employment concentrations.
- f. Districts Design: Development will form a coherent attractive business park setting in each District. The organizing element of a District will either be a clear unifying network of streets and sidewalks, or a system of campus-like outdoor space with connecting walkway spines. The pattern will focus on common destinations, particularly, day care facilities and convenience shopping centers.
- g. District Seams: A District will not evolve in isolation from the surrounding community. The seam between a District and the larger community may consist of a boundary of natural features or landscaped grounds, but with connection to adjacent neighborhoods, which can be shared with adjoining areas, such as day care, outdoor spaces, and convenience shopping centers.
- h. Redevelopment/Infill: There will be future infill and redevelopment of existing employment centers. As non-compatible businesses vacate, new development planned for Employment Districts should be designed to complement the character of the surrounding area.

- i. Site Design: The design character of employment facilities should be reflective of a business park or campus setting, compatible with adjoining uses, with full landscaping of parking perimeter and building edges to buffer the impacts of large facilities. Recreation, parks, and open space areas should be incorporated into the design, as well as pedestrian linkages to city trails.

Industrial Districts

1. Industrial Districts provide places for a wide range of industrial and commercial uses that do not need or are not suited to high public visibility.

Supporting Objectives:

- a. **Land Uses:** Industrial land uses such as manufacturing, assembly plants, primary metal and related industries, vehicle-related commercial uses such as auto repair, maintenance and storage, other types of commercial operations warehouses, outdoor storage yards, and distribution facilities are appropriate for an Industrial District. Industrial Districts should include a variety of flexible sites for small local, and startup business and industry, as well as large national or regional enterprises. Generally, the characteristics that differentiate an Industrial District from an Employment District are:
 - i. Relatively smaller workforces than Employment Districts
 - ii. Emphasis on commercial truck or rail traffic
 - iii. Characteristics such as outdoor work and storage areas.
- b. **Supporting Uses:** Supporting uses, such as restaurants, day care, convenience retail, services, and housing, will be located internally or immediately adjacent to and within walking distance of Industrial Districts.
- c. **Land Use Transition:** Lower intensity land uses that can help form a transition between an Industrial District and adjacent districts and residential neighborhoods should be located at the edges of the district. Certain types of supporting uses could help achieve this transition.
- d. **Design Character and Image:** Building and site improvements in Industrial Districts may be simple, practical, and more vehicle-oriented than in other districts and may lack a uniform design theme or character. Development standards should allow for metal buildings, tilt-up buildings, and similar large span construction and aprons of pavement for work and storage. Parking lots and outside storage will be screened from streets and other public spaces with fencing and/or landscaping. Outdoor spaces and amenities for pedestrians may be relatively simple to meet the practical needs of workers. However, perimeter streetscape design standards will be consistent with other parts of the community.
- e. **Transportation Improvements:** Transportation improvements should support the efficient movement of commercial truck traffic from Industrial Districts to the arterial street system via an internal connector (or collector) street system. Transportation improvements may include rail access in some districts.

Infill/Redevelopment

1. Infill: Vacant and underdeveloped land in the older parts of the city is developed or redeveloped in a manner that is compatible with viable existing development and the long term character and goals for the area.

Supporting Objectives:

- a. Develop and adopt infill development incentive districts and develop an infill incentive districts incentive plan that includes new development prototypes and design guidelines.
- b. Amend the Zoning Ordinances to allow consideration of modification to zoning ordinance standards within the adopted infill development incentive districts as conditional use requests rather than variances. Such standards might include some adjustment of height, parking, setbacks and coverage requirements that apply city-wide

and are designed for suburban and not urban locations. Public hearings on each case would still be required.

- c. Establish an interdepartmental infill subcommittee team to provide assistance in expediting and processing plans, and resolving issues.
- d. Develop policies and recommendations to encourage compatible infill development for single-family detached and attached housing, multiple family housing, live/work housing, neighborhood retail, and office and industrial uses. Identify ways to provide parks/open space, and recreation opportunities. These policies and recommendations should be based on analysis of the market dynamics of infill projects in various locations within the infill development incentive districts. All infill development should encourage alternative modes of transportation.
- e. Provide financial assistance to development that meets the published criteria with the infill development incentive districts.
- f. Develop programs for eliminating blight and encourage redevelopment.

New Development's Financial Responsibility:

1. **New development in Scott County and its municipalities does not place a financial burden on existing development.**

Employment and Population Balance:

1. **Development of each area potential is encouraged by distributing a diversity of employment and housing in a way that achieves a balanced city-wide plan, and that is consistent with commute travel patterns and the current character of each developed area.**

GOALS AND OBJECTIVES FOR OPEN SPACE

1. **Open space within Scott County, its municipalities, the designated Urban Service Boundaries, and regionally is protected in order to provide habitat essential to the conservation of plants, animals, and their associated ecosystems for the general benefit of the citizens.**

Supporting Objectives:

- a. **Open Space System:** Municipalities within Scott County will have a system of publicly-owned open space to protect the integrity of wildlife habitat and conservation sites, protect corridors between natural areas, preserve outstanding examples of their diverse natural heritage, and provide a broad range of opportunities for educational, interpretive, and recreational programs to meet community needs.
- b. **Urban Development:** Municipalities within Scott County conserve and integrate open lands into the developed landscape by directing development away from natural habitats and features and by using innovative planning design and management practices. When it is not possible to direct development away from natural habitats and features, they should be integrated into the developed landscape in a manner that conserves their integrity. If integration will not effectively conserve the integrity of the natural habitats and features, then either on-site or off-site mitigation will be applied.

- c. Public Programs: To promote understanding and enjoyment of local and regional open lands through appropriate recreational activities, formal and non-formal education and interpretive programs are available through appropriate opportunities for education, scientific research, nature interpretation, fishing, wildlife observation, hiking, and other appropriate recreational activities.
- d. Partnerships: To promote the development of effective local and regional partnerships with other governmental organizations and private sector for the protection and preservation of locally and regionally valued open spaces. It will also seek the cooperation and assistance of citizens, business, community groups, conservation organizations, and governmental agencies in the development and implementation of programs to protect and preserve local and regional open space.
- e. Inventory: The City and County will develop and maintain a data inventory on local and regional open lands to aid the City and the public in decisions about these areas, including management of publicly-owned lands.
- f. Land Acquisition and Management: Promote the acquisition and management of land and water to preserve, protect, and enhance natural areas.
- g. Internal Departmental and Agency Coordination: The City and County will coordinate open space programs within the City and region to maximize public benefit and explore ways of integrating open space protection into ongoing City and County programs.
- h. Ecosystems Management: The City and County will manage, maintain and enhance public open space and natural areas to ensure the ongoing conservation of plants and animals in need of protection and their associated ecosystems, to control the invasion and spread of undesirable non-native plants, improve aesthetics, and provide opportunities for appropriate public use.
- i. Conflicts: The City and County will manage conflicts between people and natural areas through site design, public information and education, habitat manipulation, and plant and animal population management techniques.
- j. Public Involvement: The City and County will involve citizens in planning the management of public open spaces.
- k. Funding: The City and County will seek alternative funding sources to implement open lands policies and programs, including private, State, and Federal grants and donations of money, property and in-kind services.
- l. Access: The City and County will design trail routes in open lands to enhance access to recreation while minimizing ecological impacts. Determination of type of trail or suitability for access will be made dependent on potential ecological impacts and recreation needs. Special attention will be given to environmentally sensitive trail design, location, and construction.

2. Open Space is used as a primary tool to provide the County and its incorporated areas with a well defined edge, establish community separators, direct growth, and preserve rural character.

Supporting Objectives:

- a. Conservation Tools: Promote the purchase of open space, conservation easements, and/or development rights and use other tools such as development regulations and planning for the purpose of defining and protecting community edges.

- b. Access: Cities within Scott County will ensure that development provides and maintains access to public open space areas, where appropriate.
- c. Community Buffer: Strategic open lands that serve as community separators outside the Urban Service Boundary will be identified for either public ownership or other land conservation measures.
- d. Coordination: The City and County will actively work with local, regional, State and Federal agencies, as well as private entities, to acquire large tracts of key open space in the region.

3. A variety of recreational opportunities is provided to the community through a diverse and interconnected framework of open space including parks, trails, and natural areas.

Supporting Objectives:

Corridors: Trails along streams and drainageways should be dispersed throughout the County, provide public access and link neighborhoods, parks, activity centers, commercial centers, and streets where compatible with natural habitat values utilizing environmentally sensitive trail design techniques.

Urban Public Space: Small pocket parks, public plazas, and sidewalk gathering places should include “street furniture” such as benches and be incorporated into urban design for Downtown Districts, Small Area Plans, and Residential Districts throughout the County.

Community Horticulture: Cities will encourage and support the establishment of community vegetable gardens, ornamental gardens, and other horticultural projects to provide food, beautification, education and other social benefits.

URBAN LAND USE ELEMENT

SECTION II

SCOTT COUNTY GROWTH PROJECTIONS

PROJECTED POPULATION GROWTH

All indicators show a positive and even accelerating growth rate across Scott County. Given this fact, a substantive understanding of the factors affecting growth in Scott County is fundamental for decision-makers regarding their planning and land use responsibilities. An understanding of factors such as raw and projected population and economic growth rates and timing, and new jobs, housing requirements, and business and education development activities that are inevitable for Scott County is important for guiding decisions on the amount of land that will be needed for future development, how that land should best be used, and the phasing of public improvements necessary to match the pace of development and meet the needs of a growing community. This section of the Urban Land Use Element is designed to help county and municipal officials form a viable statistical basis for such a decision-making process.

This Comprehensive Plan is based upon an extensive evaluation of all currently available information on Scott County's growth patterns, both historic and projected. Statistical estimates are based on both the 2000 and 2005 updates of the U.S. Census Bureau data. These statistics reflect actual historical records and estimated growth projections from 1970 through 2030 and are presented based on calculated increments of five years. It should be noted that any growth rate estimate will be affected by the occurrence of subsequent events. The planning process has made every effort to foresee and assess the possible impacts of such events over the next 5-10 years in order to make this information as useful as possible to the future decision-making processes.

UNDERSTANDING GROWTH FACTORS

For future population projections through 2030, a range of growth possibilities was considered:

- Growth rate is the speed at which growth occurs; presented either as actual measured data or calculated estimates.
- Low growth rate assumes a slower growth than the calculated historical trend.
- Medium growth rate assumes a moderate annual rate that essentially tracks historical trends.
- High growth rate assumes a more rapid or accelerating rate of growth that generally exceeds historical trends. This rate would typically result from higher absorption of new workers due to strong economic growth and other growth-inducing factors.
- Cumulative growth is the difference between current population levels and population levels as measured over a given period of time, presented as raw statistical data.
- Projected growth is growth rate statistical data based on actual historical data extrapolated to predict levels of growth over time.
- Urban growth is growth within established Urban Service Boundaries.
- Rural growth is growth within unincorporated areas of Scott County and/or outside of defined Urban Service Boundaries.

- Municipal growth is that growth that occurs within the corporate limits of a given municipality.

HISTORICAL AND PROJECTED GROWTH RATES

Table 2-1

YEAR	ACTUAL POPULATION	LINEAR POPULATION ESTIMATES	GROWTH RATE (%)	GROWTH RATE (Raw)	GROWTH RATE (Cumulative)
1970	17948	17948	0	0	0
1975	19881	21010	10.8	1933	1933
1980	21813	24071	9.7	1932	3865
1985	22724	27133	4.2	911	4776
1990	23634	30195	4.0	910	5686
1995	27634	33257	16.9	4000	9686
2000	33380	36318	20.8	5746	15432
2005	39380	39380	18.0	6000	21432
<i>2010</i>		<i>42442</i>	<i>7.8</i>	<i>3062</i>	<i>24494</i>
<i>2015</i>		<i>45503</i>	<i>7.2</i>	<i>3061</i>	<i>27555</i>
<i>2020</i>		<i>48565</i>	<i>6.7</i>	<i>3062</i>	<i>30617</i>
<i>2025</i>		<i>51627</i>	<i>6.3</i>	<i>3062</i>	<i>33679</i>
<i>2030</i>		<i>54689</i>	<i>5.9</i>	<i>3062</i>	<i>36741</i>

Table 2-1 -- Analysis

- Accelerating actual growth rate since 1990
- Actual growth rate historically exceeds projected growth rate
- Average actual growth rate 1970-2005 = 10.6%
- Average projected growth rate 2010-2030 = 6.8%
- Average combined growth rate 1970-2005 = 9.1%
- Kentucky Tourism Cabinet projected growth rate for Scott County = 8.7%
- Statistical projections indicate a moderate growth rate county-wide with an annual population increase of approximately 3062. However, it should be noted that the data indicates that, historically, actual growth exceeds projections by a significant margin. The combined growth rate of 9.1% is the recommended planning number.
- Assumptions – The statistics contained in Table 2-1 above are either raw numbers or linear (straight-line) projections and assume no significant changes to the historical growth patterns. Events such as Toyota expansion, significant new industry influx, the World Equestrian Games, and economic stability in neighboring counties do have the potential to impact the rate and timing of growth within Scott County.

GROWTH IMPACTS: HOUSING AND RESIDENTIAL LAND

Based on 2000 statistical Census Bureau data, the average Scott County household size is 3.01 people. This level is expected to hold steady, averaging slightly more than 3 people per household, through 2030. In 2000 an estimated 12,743 residences existed in Scott County. Based on 2005 population levels and the current average household size, an estimated 15,752 residences are currently located within the county. Given linear projections on general population growth (9.1%) approximately 1,731 new housing units will be needed each year to meet the anticipated demand over the next 5-10 years county-wide. Based on 2000 housing availability levels and projected growth rates, a total of 17,712 units will be required by 2020, and a total of 20,449 units need to be in place by 2030. Land requirements for commercial and light industrial concerns can also be expected to increase proportionately.

Based on a relatively low density of three units per gross acre county-wide, approximately 577 acres of developable land will be needed each year to accommodate projected growth demands for residential housing through 2010.

GROWTH IMPACTS: SCHOOLS

The average Scott County resident in 2000 was 33 years old. Typically, this is the age group in the middle of their “family building” years and steady growth can be expected in the supply of school age children throughout the planning window. Less than 10% of the population is 65 years of age or older. The Scott County Public School System reports an actual historical student enrollment annual growth rate of 3.54%. However, this does not account for students who attend non-public school establishments. Most indications are that the number of students in these situations is increasing. It can safely be assumed that based on indicated growth rates in the general population, the number of students attending school in Scott County will exceed the recorded historical rates and require accelerated facility building and expansion projects. The highest percentage of the school age population will be the elementary and middle school age groups, ages 5-14, followed closely by students of high school age, 15-18.

GROWTH IMPACTS: URBAN – RURAL – MUNICIPAL

While growth will occur county-wide, the most rapid growth will likely take place in urban areas, those areas within defined Urban Service Boundaries, and will most likely be centered in (expanded) existing and planned developments. All Scott County municipalities are expected to share in the increased population. Unincorporated areas of the county are expected to experience steady growth but at a rate slightly below (8.9%) the projected county average (9.1%). As of 2005, in terms of urban growth, the three incorporated municipalities within the county, Georgetown, Sadieville, and Stamping Ground, constitute approximately 64% of the total county population. Thus the county-wide trend is toward urbanization of the general population.

2000 Census data indicate that the population of Georgetown was 18,080 in 2000 and is projected to be 21,230 by 2010. This amounts to approximately 56% of the total county population as projected at that time. The growth rate in Georgetown has significantly accelerated since 1990 when population statistics showed its population to be 11,414. If the current growth rate continues,

the population of Georgetown will have increased nearly 86% over the 20-year period between 1990 and 2010. The population increase is projected to continue through the 2030 statistical window to approximately 27,531, which indicates a more modest growth rate over the next 20 years. It is a safe assumption to accept that the bulk of the Scott County population will continue to be centered in the Georgetown area and that the county as a whole will continue to attract new residents from neighboring areas, particularly Fayette County due to elevated housing and property costs there, and the continued favorable commuting patterns between these two urban employment centers. It is also reasonable to project that the bulk of the rural growth will occur in the northern reaches of Scott County due to the availability of land parcels and their favorable prices.

2005 records indicate the Sadieville population, within the existing city limits, to be approximately 300 people. The greater Sadieville planning area population is approximately triple that contained within the city limits. These numbers are slightly higher than the 2000 projections, and in fact represent a sharp increase in growth rate since 1980. The growth rate in Sadieville is slightly higher at 9.7% than the projected county average and is expected to accelerate over the next five years due to expanded infrastructure availability, planned annexation and reclassification activities, and known development plans.

Census records indicate the Stamping Ground population, within the existing city limits, to be approximately 566 people. The average projected growth rate in Stamping Ground is 8.4% through 2030, lower than the 9.1% projected county average. However, steady growth is predicted for the greater Stamping Ground Urban Service Boundary area.

GROWTH IMPACTS: TRANSPORTATION AND COMMUTING PATTERNS

Growth trends indicate a steady march toward a more urban Scott County. The majority of the county's population now resides within the respective Urban Service Boundaries of the existing municipalities. Further, the projections indicate that these urban areas will experience a slightly higher growth rate than will the more rural areas of the county. Development of streets and roads that serve to provide access from development areas to collectors and arterials, and connectors between municipalities and employment centers may need to receive the higher priority, if choices have to be made in that regard.

Most Scott County residents work within Scott, Fayette, and Harrison counties. However, the county also draws its workforce from as many as 43 counties in the greater Bluegrass, Central, and Northern Kentucky areas. Scott County workers also travel to as many as 14 other counties in Central and Northern Kentucky for their employment. The majority (67%) of Scott County commuters enjoy a one-way commute time of less than 25 minutes. Commute times, for the most part, are considered reasonable but careful planning will be required to maintain these levels as the traveling population increases and county and city streets become more crowded more often and for longer periods of time.

URBAN LAND USE ELEMENT
SECTION III
URBAN SERVICE BOUNDARIES

SUMMARY

This section of the Plan sets policies and makes recommendations for Urban Service Boundaries within Scott County. An Urban Service Boundary (USB) is a line that indicates the extent of future urban development that will require city services (sewer, water, police, fire, etc.). The Urban Service Boundaries for a given municipality include those properties that can be developed to urban uses and densities and annexed to those cities within the current planning period.

Public services include, among other things, water, sewage collection and treatment, transportation facilities, and police and fire protection, which are typically provided by city or county governments. Governments can pay for these services only through user fees or taxation. For successful urban development within urban service boundaries, no such development should be approved except upon the condition of annexation. Annexation is necessary to provide the revenue streams required to cover the cost of urban services over the long term and should include all new urban development.

Policies should also encourage annexation of existing industrial and commercial development areas. Industrial and commercial development requires a level of services, especially for sewer, roads, and fire and police protection, that can best be provided by government. For these reasons, each city's incorporated boundary should eventually be co-extensive with all developed lands within their respective Urban Service Boundaries.

Maps showing the Urban Service Boundaries for incorporated areas within Scott County, and supporting information on how those boundaries were developed are included in Appendix A and Appendix C respectively.

URBAN SERVICE BOUNDARIES GOALS AND OBJECTIVES

The Goals and Objectives listed in Section I also help guide decisions about Urban Service Boundaries. Those goals have suggested objectives for evaluating and selecting the most appropriate locations for the boundaries. These objectives as well as those found below can guide the Planning Commission as amendments to Urban Service Boundaries are proposed in the future.

General:

1. Supply: Maintain an adequate supply of developable land to accommodate anticipated growth and allow sufficient market flexibility.
2. Location: The Urban Service Boundary for each city should be located so as to allow for the most cost-efficient provision of public facilities and services.
3. Selection Criteria: Formalize the use of the criteria adopted by the Planning Commission Urban

Land Use Subcommittee in September 2006. (Ref. Appendix C, page 6)

4. Annexation: Annexation policies should reinforce the Urban Service Boundary. Development within urban service boundaries that requires public services should be annexed.
5. Deviations: In certain unique and very limited situations, the Planning Commission may wish to consider and allow minor deviations from the recommended USB location to avoid a substantially unjust outcome for particular properties. These limited situations could include properties where pre-existing zoning for urban development extends outside the proposed USB; or properties that would be divided by the boundary to create parcels that would be otherwise unusable for any reasonable purpose. However, in making these minor adjustments, the concept and integrity of the USB must be maintained.
6. Small Area Development: Additional small area development plans may need to be considered for US 62W and US 25S, and other similar corridors as they become community concerns to the Transportation and Rural Subcommittees.

URBAN SERVICE BOUNDARY RECOMMENDATIONS

Georgetown:

1. The location of the Urban Service Boundary for Georgetown should not be extended south beyond the greenbelt or further into the Royal Spring Aquifer Recharge Area than the amended 1994 USB limits.
2. The Urban Services Boundary should not be extended east beyond the Lanes Run watershed.
3. The Urban Service Boundary should not be extended north beyond the current limit.
4. The Georgetown USB should be adjusted by adding the following three parcels to the existing boundary:
 - a. USB-2006-01 Whitaker Land Company – 146 acres, bounded on the south by the existing Georgetown USB, I-75 to the east, Price Farms to the north and the Norfolk-Southern Railroad to the west. The proposed purpose is for future residential development. Inclusion is recommended based on existing natural and containing boundaries, the presence of public services and facilities and the fact that it also fits desired growth patterns for the area.
 - b. USB-2006-02 JCD Properties, LLC – 38.66 acres, south of US 460 (Frankfort Road), immediately west of the intersection of US 460 and the existing Bypass (McClelland Circle), and west of the Bypass. The proposed future use is commercial or as determined by the Planning Commission. Inclusion is recommended based on compatibility with the existing USB and contiguous development and consistency with the original intent for development of the adjoining property.
 - c. USB-2006-04 West Brothers Property – 62.17 acres, bounded by US 25 North (north of and adjacent to Anne Mason Elementary School and Royal Spring Middle School) and across from Stonehedge Subdivision. The proposed future land use will be as determined by the Planning Commission. Inclusion is recommended based on existing natural features and containing boundaries, the presence of public services and facilities and the fact that it also fits desired growth patterns for the area.

Sadieville:

No changes are recommended to the existing Sadieville Urban Service Boundary.

Stamping Ground:

No changes are recommended to the existing Stamping Ground Urban Service Boundary.

ANNEXATION POLICY

In order to provide an environment conducive to successful urban development, no development within Urban Service Boundaries should be approved except upon the condition of annexation.

Urban development requires urban services. For the purpose of this policy statement, urban development includes industrial and commercial development of all kinds and residential development on lots consistent with the residential classifications under the *Zoning Ordinance*. Urban development in the context of this discussion does not include residential development on five-acre tracts.

Urban development is concentrated land use. This kind of development must occur where urban services are available. Without urban services, further development cannot and should not occur and existing development cannot flourish. Urban services include, among other things, water, sewage treatment, transportation facilities, police and fire protection. With few exceptions, these services are provided by municipal governments. Municipal governments can pay for these services only through user fees or taxation. Without both income streams, the cost to the user is increased and the long term prospects for adequate services are reduced.

Annexation is necessary to provide for urban services over the long term. While most newly-constructed public facilities are installed by developers, the obligation for long term maintenance and capacity falls to the city. To afford the city the reasonable opportunity to meet this enormous responsibility, urban services must be contiguous and well planned to reduce long term costs and provide maximum service per dollar invested. These services and the development using them must be located within the city's taxing jurisdiction in order to place responsibility for supporting the city and its systems on the development which benefits from them. This policy also assures the city's ultimate control over its public service system.

Existing urban development should be annexed. Policies encouraging annexation of existing industrial and commercial development must be adopted to combat the obstacles to annexation created by state law and the reluctance customarily exhibited by development owners outside the incorporated city limits. This reluctance results from developments outside the city limits receiving some urban benefits without the tax obligation faced by similar developments inside the city limits. This "free ride" is enticing, but short lived. Without sufficient revenue to upgrade and maintain the system, the City's infrastructure must eventually decline. A city cannot depend on new development and new revenues to always cover the shortfall in revenues.

Proposed development which could not locate within the service area would not be permitted. Requiring annexation of all new development would limit the area to be served, since annexed territory must be contiguous to current city limits. This limitation in area would result in more service per dollar spent. The only arguable exception to this rule would be developments which are self-sufficient, i.e., development which requires no capital investment by the city or its agencies in the present or future. A city must also consider annexation of single-family residential developments, even those not within the path of new development, when the absence of certain urban services has created a threat to public safety. An example of the type of threat which may justify annexation is the large-scale failure of septic tanks in a single-family residential development. The city may be the only entity able to provide the necessary relief. Annexation in this instance is based on the general welfare of a city and its environs as a whole.

The Urban Service Boundary and the city's incorporated boundary should be co-extensive. The urban service area concept is ineffective if urban services cannot be provided throughout the designated area. The city is responsible for providing most urban services. The city, however, cannot provide long-term urban services throughout the designated area on user fees alone. The city must also collect tax revenues from its entire service area in order to capitalize the long-term cost of providing maintenance and capacity for urban services throughout the urban service area.

DEVIATIONS FROM URBAN SERVICE BOUNDARY RECOMMENDATIONS

In certain unique and very limited situations, the Planning Commission may consider and allow minor deviations from the recommended Urban Service Boundary location to avoid a substantially unjust outcome for particular properties. These limited situations could include properties where pre-existing zoning for urban development extends outside the proposed Urban Service Boundary; or properties that would be divided by the boundary to create parcels that would be otherwise unusable for any reasonable purpose. However, in making these minor adjustments, the concept and integrity of the Urban Service Boundary must be maintained.

URBAN LAND USE ELEMENT
SECTION IV
URBAN LAND USE PLAN

SUMMARY

This section describes the policies for services for existing and future subdivisions in urban or incorporated municipalities within Scott County. For the purposes of this plan, urban areas are defined as those areas of Scott County that are within the incorporated city limits or inside of defined Urban Service Boundaries. The following sections clarify policies concerning expansion, incorporation, and service provision.

LAND USE PLAN CATEGORIES

Land Use Map: The Land Use Map and related text including goals, policies, and recommendations, propose the best land use mix for the long-term benefit of the community. The map also reflects existing land use deemed likely to be long-term. The best land use mix often means preserving property for future uses such as more dense housing types, schools and parks, and shopping and employment uses since single-family development typically precedes these uses. Failure to create a long-term balanced land use mix makes it more expensive to provide public services and facilities, and creates longer trips and more traffic congestion for residents.

Agricultural: This category is the general designation of rural lands – those outside of the urban service boundaries, rural planned unit developments, the Western Rural Residential Area, and the Northern Private Urban Service Area. This category allows use of land for production of agricultural or horticultural crops, and for dwellings for persons engaged in the agricultural use on the tract at a maximum density of one dwelling unit per five acres. This also allows rural residential use (dwellings for sale or lease to the public) in "cluster subdivisions" and agriculture-related businesses.

Residential: This category allows residential uses and those home occupations, small-scale businesses, and institutions that will not detract from the basic residential integrity of the neighborhood. A future effort should create "small area plans" for areas with potential for new development or infill, to identify appropriate locations for housing of low, medium, and high density, and for schools, parks, neighborhood commercial areas, etc. There are currently two residential designations on the future land use map.

Urban Residential: This subcategory allows for more dense residential uses within the Urban Service Boundary.

Rural Residential: This subcategory allows for less dense residential uses outside of the Urban Service Boundary and unincorporated areas.

Commercial: This Comprehensive Plan recognizes the importance of encouraging commercial growth in Scott County to diversify the economy and provide for a more self-sufficient community. The hierarchy of commercial uses and standards proposed will give flexibility for new commercial development while providing for appropriate locations in relation to roads and other land uses. Where possible, new commercial growth should be concentrated and planned as a unit, rather than "strip"-type development.

Industrial: Employment uses within the Urban Service Boundary are intended to provide concentrated areas of high quality employment facilities for uses such as light and heavy manufacturing, warehousing and distribution, indoor, screened, and outdoor storage, and a wide range of other industrial services operations.

Quasi-Public: This land use category includes prominent facilities that benefit the public and do not fit well into other categories. Such land uses are characteristically large and distinctive facilities that are service oriented. These facilities contribute to the general welfare of the entire community. Public/ Institutional uses include public facilities such as schools, fire stations, and government offices; cemeteries; private educational institutions; and private recreation facilities. Churches and similar institutions may be included here if they are large; otherwise, they are included with the surrounding or adjacent uses.

Commerce/Business and Technology: This land use is designed to accommodate a wide range of uses including professional, business, governmental and medical offices, corporate headquarters, and uses that rely on advanced scientific and engineering capabilities. This land use is also designed to accommodate related limited light manufacturing and production facilities that could benefit from locations in or adjacent to the North Georgetown Employment Center (Triport and Lanes Run Business Park), and the Royal Springs Aquifer Recharge Area.

This land use designation is intended to provide sites in a campus- or park-type setting with an emphasis on internal connection and access, natural characteristics and open space preservation, and buffering of adjacent, less intensive land use. This land use is also intended to encourage originality and flexibility in development and ensure that development is properly related to its site and to the surrounding developments. This type of land use is intended to provide space for research facilities, pilot plants, prototype production facilities, and manufacturing operations requiring a high degree of continual or recurrent application of scientific input and activity as an integral part of the manufacturing process.

Downtown: The purpose of this land use designation is to provide areas for commercial activities concentrated within the central business districts of Georgetown, Sadieville, and Stamping Ground. This land use should be the focal point of community activity and should encourage local enterprises, government activities, and community services. Additionally, it encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separate from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots.

Mixed Use: Land patterns, particularly as they impact transportation requirements, greatly affect air quality. Protecting and enhancing air quality should be important considerations in municipal land use and transportation planning. By co-locating land uses and encouraging multi-modal

transportation choices, cities help the community and individuals benefit from reduced traffic congestion, improved air quality, more opportunities for exercise and socialization, more integrated urban design, and an improved quality of life. Good land use planning facilitates multi-purpose trips and shared parking. It locates schools next to parks and restaurants near offices, housing and theaters, and libraries and day-care near jobs, housing, or shopping. It encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separated from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots.

Future Small Area Plans: This land use designation includes geographic areas which need further land use analysis due to the complexity of the physical and historic uses. These identified areas will require a future small area plan.

Office: This category includes services which are provided within the confines of offices, such as the following major uses: financial and credit institutions, security and commodity brokers, holding and investment companies, architectural and engineering firms, legal and medical services, insurance and real estate agents and other related professional services.

Greenbelt: This open space land will be established at the time an overall property is zoned for development. Uses shall be those of the Agricultural category.

LAND USE POLICIES

Infill Development Fees:

In identified infill, development incentive district fees may be waived and development standards modified based on conditional use permits, public hearings, and adopted plans for the district in question. (Prior to adopting a plan, adopted redevelopment area, specific or neighborhood plans may be used.)

New Development:

- a. The bonding capacity of existing development is used for construction of facilities until revenues from new development are available.
- b. New development is required to contribute any additional public facilities within or adjacent to the development that are needed to serve that development and are consistent with policy on proportionality, with appropriate exceptions consistent with the other goals and policies of the Comprehensive Plan.
- c. Reductions or elimination of contributions or fees in infill incentive districts are allowed.
- d. Appropriate development fees shall be calculated and collected, and the benefits of modifying studied.

Infrastructure Improvements:

As the Northwest Bypass is completed, and development begins to occur in the area, more detailed study should be given to the infrastructure needed to support development: traffic improvements, water and sewer lines, street lighting, storm drainage, park and recreation facilities, etc. The study should create an overall development plan for the area and strategies to fund needed land acquisition and infrastructure. It is evident that in some areas major street improvements will be needed for new development that would generate substantial traffic.

Special Commercial Land Use and Design:

The relationship between proposed highway commercial development along U.S. 460, from the East Main turnoff through the I-75 interchange, and redevelopment/historic preservation efforts in downtown Georgetown should be carefully studied. New highway commercial development along U.S. 460 should enhance downtown efforts rather than draw energy away from them. This could be accomplished by carefully distinguishing the types of uses suitable to the two commercial locations and adopting special design criteria, such as for signs, architecture, and landscaping, along U.S. 460. A study of this issue could lead to special policies that would overlay the land use policies recommended below.

Urban Development:

All types of urban development as listed herein shall be confined to lands within Urban Service Boundaries, designated rural planned unit developments, the Western Rural Residential Area, and the Northern Private Urban Service Boundary.

Highway Buffering Standards:

The following policies should be included as standards in the *Zoning Ordinance* and *Subdivision and Development Regulations*.

1. Residential development along the bypass and I-75 should be screened for both visual and acoustic purposes. Screening should substantially soften visual and noise impacts upon adjacent uses, especially residential. It is recognized that buffer screening cannot completely eliminate visual and noise impacts.
2. Setback requirements should be established based upon the use, but no less than 100 feet along the bypass and I-75. Intensive uses will require greater setbacks due to potential noise impacts. Similar setback requirements (100 ft.) should also apply to ramps along the interchanges and major intersections.

Area-Specific Policies

Area 1:

Land Uses: Area 1 is most suited to highway commercial use, with the understanding that existing uses would be considered consistent with this designation. However, uses accessed from East Main Street, rather than U.S. 460, should be neighborhood commercial to be compatible with Area 2 and adjacent residences.

Infrastructure: The East Main/U.S. 460 intersection should be improved to support development in other areas (although this improvement may not be necessary for additional development in Area 1).

Area 2:

Land Uses: This corridor is a good location for commercial uses that could serve the existing residential neighborhood and employees of nearby industries. Such uses should be compatible with the railroad, should not be traffic-intensive, and should support, rather than degrade,

residential areas. Redevelopment should be encouraged by phasing out the auto salvage operation (auto repairs could remain if well screened and operated to minimize conflicts with surrounding uses, but should not expand) and improving the appearance of the Kentucky Transportation Cabinet shed or finding a more suitable location. Redevelopment proposals should preserve the brick commercial buildings on Maddox Street, if feasible. The portion of the study area fronting on Avondale Avenue should remain medium-density residential, unless an area-wide study indicates that the entire neighborhood should have a lower-density designation in keeping with existing densities. In 2006 the Maddox Street block was identified for redevelopment in conjunction with uses compatible with the Georgetown College.

Infrastructure: Area 2 will need both public and private investment to encourage redevelopment. Maddox Street and its connections across the railroad should be improved. The street could be extended south to Clayton Avenue, and the grade-separated crossing there could be upgraded to increase capacity, visibility, and pedestrian safety. One drawback is that existing homes would have to be removed to extend the street. Another alternative would be to create a grade-separated crossing at Jackson Street and continue the street through to a major new street in Area 5. East Main Street should be improved with a grade-separated crossing as well. Screening and safety measures should be installed along the railroad. New development that would significantly increase traffic in Area 2 should not occur until Maddox Street and the East Main/U.S. 460 intersection are improved. Upgrading of the railroad crossings could await development of areas east of the railroad.

Area 3:

The area west of Fountain Avenue, and extending south to Lemons Mill Road, should remain residential. If access is improved from Area 3 east to the proposed bypass, the portion of the area east of Fountain Avenue could be developed with new light industrial uses. If access remains as it is, the designation of this portion of the area should be residential as well, and existing commercial/industrial uses could expand only if this would not generate significant additional traffic. Proposals for redevelopment should preserve the Taylor Seed buildings if feasible.

Area 4:

Land Uses: There are many possibilities for this area. The old quarry property, because of its proximity to Elkhorn Creek and in keeping with policies in the Environmental Quality Management Element, should be redesignated "Environmentally Sensitive Light Industry." Continued heavy industrial activities are grandfathered as non-conforming uses. The Southern States property fronting on U.S. 460 should continue the highway commercial designation of Area 1. Other properties north of East Main Extended should also be Environmentally Sensitive Light Industry due to proximity to the creek.

Infrastructure: Major road improvements are needed before this area could sustain new development: widening and improvement of East Main, with a grade-separated railroad crossing and improvement of the East Main/U.S. 460 intersection; or as an alternative to full East Main improvements, upgrading of the quarry road to a standard public road with a signalized intersection at U.S. 460. New or significantly expanded businesses that would use the U.S. 460/Eastside Drive/Quarry Road intersection should participate in the funding to upgrade the intersection, with the same participation requirements that have accompanied development approvals on the north

side of U.S. 460 using this intersection.

Recreation Facilities: Thought should also be given to locating a neighborhood recreational facility at the site between the quarry and East Main Street, which could offer passive (picnicking, etc.) and sports activities for eastern Georgetown residents and employees of nearby businesses. The site would be central to its users, yet separate enough that noise and nighttime activity would not bother residents. The parks and recreation master plan will help define the need for such a facility and the best location.

Area 5:

Land Uses: There are two potential land uses. First, Environmentally Sensitive Light Industrial uses would be compatible with the aquifer recharge area and with nearby residential uses, with proper buffering. Secondly, this area is suitable for expansion of Georgetown College.

Infrastructure: Road improvements are also required to support new development in Area 5. In addition to the East Main improvements listed under Area 4 and the alternative Clayton Avenue or Jackson Street improvements described under Area 2, a collector road connecting East Main and Lemons Mill would likely be needed. Road improvements should be designed to ensure that increased traffic would not be funneled primarily through Clayton Avenue and surrounding residential neighborhoods, but would be directed toward the bypass.

URBAN LAND USE ELEMENT
SECTION V
SPECIAL PLANNING AREAS

SMALL AREA DEVELOPMENT PLANS

North Broadway Redevelopment Area Plan:

A conceptual plan is under development for the area of North Broadway generally extending from its intersection with Main Street in downtown Georgetown north to the North Elkhorn Creek bridge, and from the Royal Spring Branch on the west to just east of Hamilton Street. While changes to this concept plan are likely as it develops, it is recommended that steps be taken to move the plan forward to its next logical level and keep the discussion underway.

The overall goal of this small area plan is to highlight and enhance the unique character of the North Broadway corridor and its surrounding neighborhoods to support an economically viable commercial district and protect the community's educational, financial, and emotional investments in historic resources.

Objectives for this plan include:

1. Create a distinctive and attractive image for the area that will enhance the historic and architectural character of the buildings.
2. Encourage pedestrian and tourism use of the downtown area by creating safe and comfortable routes between parking areas, surrounding neighborhoods, and throughout the business and historic districts.
3. Create outdoor spaces where social activities and special events can be easily conducted and attended.
4. Protect the traditional role of the downtown Georgetown area as the center for government, financial, and religious institutions and services, and support its evolving role into a center for tourism, specialty retail, and residential areas that provide for a unique living environment.
5. Provide a link from Georgetown College to the Royal Springs Park and Greenway.
6. Connect residential neighborhoods to the enhanced greenways.
7. Encourage redevelopment and upgrading of the existing commercial strip by improving appearances and connections with surrounding neighborhoods.
8. Protect the water quality of Royal Spring Branch and the North Elkhorn Creek.
9. Provide a gradual transition from areas zoned highway commercial to recreational commercial and medium density residential, encouraging an appropriate mix of residential and small business.
10. Reduce the visual and traffic impacts of the commercial and industrial sites.

Old Oxford Road Study:

Complete a comprehensive study of the area around Old Oxford Road to determine if current directions are appropriate or if adjustments need be made.

Southern Greenbelt:

Concept: Maintain the long-term urban service boundary on the south side of Georgetown, reinforced with the greenbelt. The greenbelt is absolutely essential to the Southern USB. The policies for urban development along the bypass should create a transition to southern farmlands that will be compatible with continued agricultural activities and will be sensitive to the character of the area. The area south of Georgetown is prime farmland and a significant scenic area, with several successful horse farms that have signaled their intent to remain in agriculture by entering into agricultural districts. These areas should be protected as such.

GMWSS Sewer Master Plans should encourage agricultural preservation goals and the concept of the southern greenbelt. Provision of sewer service through a Cane Run Interceptor is inconsistent with the objectives of the southern greenbelt. Strategies to preserve the integrity of the Georgetown USB and foster the long-term viability of the greenbelt concept include:

- Reinforce the long-term integrity of the USB by establishing a greenbelt as the boundary between urban and rural land uses;
- Provide a reasonable transition from urban to rural land uses south of Georgetown;
- Protect the prime agricultural properties south of the bypass from detrimental effects of abutting urban uses; and
- Substantially eliminate the impacts of such urban development that would encourage further extension of the USB and loss of prime farmlands to the south.

The 820 contour along the Cane Run Creek and a matching of the existing greenbelt line for the properties in the southeastern area will be the general limit of the USB. The presence of a greenbelt will allow development at urban intensity on the area that is nearer to the bypass. In order to develop the property nearer to the bypass, it would be necessary to formally establish the greenbelt area to ensure long-term protection of this land. The greenbelt properties would have the same use and subdivision rights as A-1 lands. This proposal fairly balances the development requests of the property owners with the need to create the greenbelt. See Appendix A – Reference Maps for Land Use and Greenbelt locations. In 2006 the east side of this area was proposed as “mixed use” to transition the existing residential area on the east end of Southgate Drive and provide some non-traditional buffer from the railroad.

West Georgetown:

Concept: Respect wishes of farm owners within agricultural districts to remain in farming. Remove agricultural districts from the USB, unless owners have expressed a desire to develop (Ward Hall and farm). The western urban area needs special treatment because of significant historic resources and prime agricultural lands.

By State law agricultural districts cannot be annexed. Since one of the overall USB policies recommends that all development within the USB should be annexed, agricultural districts should not be considered part of the USB. The current urban service boundary follows the proposed bypass, and should continue this route, yet excluding the agricultural districts.

East Georgetown:

Concept: Respect the USB at the Lanes Run Basin watershed line. Include within the USB the three five-acre tracts which abut the existing USB as a minor deviation. Further expansion eastward or north of current limits is not necessary at this time. A greenbelt of similar characteristics to the one created with the development of the Southeast and Southwest areas of the USB should be created with the development of the Lanes Run Basin. The Lanes Run Basin small area plan offers an example of greenbelt creation techniques. The small area plan for land uses, streets, utilities, buffering and conservation areas should be fully detailed.

North Georgetown And Toyota Area:

Concept: Retain the current line as the USB from I-75 to the west.

In the long-term future, as the northern part of the City develops and the northwest bypass becomes a reality (e.g., when it is included in KYTC 6-year plan), consider extending the USB further north along U.S. 25 toward Delaplain. The Urban Service Boundary around the Delaplain interchange and Cherry Blossom Way should remain. All new development and existing commercial and industrial development should be annexed as opportunities arise.

Although further expansion of the Georgetown Urban Service Boundary is not needed within the current planning period, the long range plan for Georgetown should consider expansion northward toward Delaplain. This area can be served by gravity sewer to Wastewater Treatment Plant #1, if capacity is available, and there is generally a lower proportion of prime farmland northward beyond the current USB than east, west, or south of Georgetown.

The industrial and commercial uses near Toyota and the Delaplain area need city services (police, fire, road maintenance, etc.). At this time there is sufficient vacant land at the Delaplain interchange for future commercial needs. Land at the interchange and toward U.S. 25 could be added to the USB in the future if major industrial expansions and locations increase the need for trucking and related highway service facilities beyond the capacity of available land.

Existing residential developments of Moonlake and Stonehedge are currently receiving County services. Annexation could be warranted if the sewage treatment problem or other serious deficiencies require City assistance to resolve.

Dry Run Study Area:

The Georgetown-Scott County Planning Commission has proposed a pilot project for watershed planning that will encompass properties within the City of Georgetown and Scott County. One of the results of this pilot project is the completion of a Small Area Development Plan designed to address the definition of the watershed, hydrologic model, land use (Comprehensive Plan) elements, and Best Management Practices (BMP's) in the area known as the Dry Run Watershed Basin.

The Dry Run Watershed Basin consists of approximately 8000 acres (12.5 square miles), and is located generally north of downtown Georgetown at the confluence of Dry Run Creek and North Elkhorn Creek (i.e., Moss Park and Bi-Water Farm). The basin extends north towards and

including approximately one-half of the Toyota Motor Manufacturing of Kentucky (TMMK) property. It also includes Anne Mason Elementary School, Derby Estates, Scott County Fire Station #1, and Harbor Village. Approximately one-third of the proposed study area is located within the current Georgetown Urban Service Boundary (USB) which has the potential for expansion, per the Comprehensive Plan process, to over one-half of the study area within ten years.

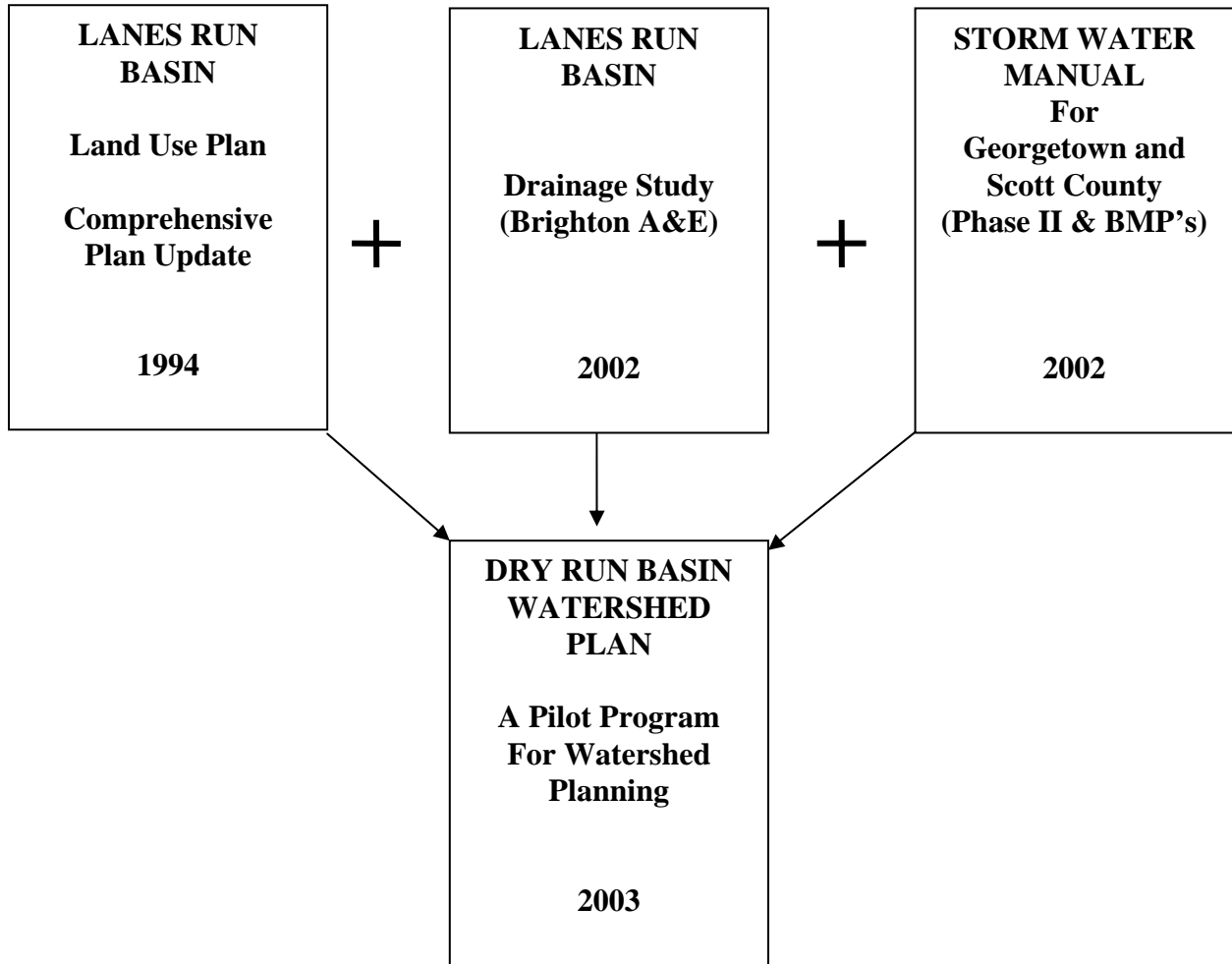
Based on development projections, the Dry Run Basin is an area identified for significant future growth and urban development within the City of Georgetown and central Scott County. Several factors are present that will guide growth into this basin. These include construction (completion) of Champion Way, construction and population of Anne Mason Elementary School, installation of a sanitary sewer trunk line and related infrastructure, and construction of the proposed Northwest Bypass connecting U.S. 460 at Western Elementary/Canewood to Cherry Blossom Way/Delaplain Road at I-75 (exit 129). This area was also identified as a growth corridor during the 1991 Comprehensive Plan review.

The City of Georgetown acquired and updated a hydrologic model for the Lanes Run study area as part of its Business Park Development Plan. As noted in the Lanes Run Study, “a hydrologic study was performed on Lanes Run (creek) to demonstrate that the proposed Georgetown Business Park will not increase the peak flow rate of Lanes Run.” The overall conclusions of the study, based on a series of design elements for the Business Park and subsequent developments including Cherry Blossom Golf, Rocky Creek Development and Wyndamere, are that flow rates are reduced by constructing a series of retention and detention basins, including water quality features. The ultimate goal of the study and any future updates is to minimize or reduce the severity of flood damage to downstream properties by reducing the flow rates for major storm events. This study was also supplemented by a Storm Water Manual for Georgetown and Scott County. This manual details water quality and quantity designs, and requirements for new developments and is designed to be one part of an overall storm water plan for the area, and provide an appropriate means of maintaining the integrity and durability of existing and proposed storm water systems within our neighborhoods and developments.

The following is a diagram illustrating the components of the Dry Run watershed plan, using the documents and manuals adopted by the City of Georgetown and Scott County. Note – similar components would be used in creating a unified watershed plan for the Dry Run Basin.

ADOPTED COMPONENTS FOR LANES RUN DRAINAGE BASIN

The following studies and/or ordinances have been adopted that would be the equivalent of the proposed Dry Run Basin Watershed Plan. The three (3) elements that would create a similar document in the Lanes Run Drainage Basin include: The Lanes Run Basin Land Use Plan (component of the 1994 and 1996 Comprehensive Plan), Lanes Run Basin Drainage Study, and Storm Water Manual for Georgetown and Scott County.



Once completed, the watershed and small area development plan would provide a long range plan for development within this area. The Watershed Plan would be a proactive measure to guide development and storm water management, and to establish water quality features (BMP's) including open space, riparian areas, trail linkages, etc. The plan would also provide the baseline elements for a drainage study that would be used by the design and development community as they propose various developments within the basin area.

PROPOSED COMPONENTS

Specific components of the watershed plan include the following:

1. Watershed Characterization Assessment (WCA)
 - 1.1. Research existing natural resource information on the Dry Run Watershed
 - 1.2. Stream Corridor Assessment (SCA)
 - 1.3. Develop GIS of Watershed Characterization Results
2. Watershed Protection and Restoration Strategy (WPRS)
 - 2.1. Develop GIS mapping of areas to be protected and restored based on WCA
 - 2.2. Prepare WPRS maps and report
3. Hydrologic Computer Model for Channel Protection
 - 3.1. Develop Hydrologic Computer Model of the existing Watershed
 - 3.2. Model Land Use Alternatives
 - 3.3. Prepare report of Model findings and map of proposed land use(s) and required BMP's
4. Develop Dry Run Watershed Small Area Plan as part of the Comprehensive Plan
 - 4.1. Land Use(s) and BMP's
 - 4.2. Watershed Protection and Restoration Strategy
 - 4.3. Adopt Future Land Use Map, BMP's, and WPRS into the Dry Run Watershed Small Area Plan – Comprehensive Plan
 - 4.4. Adopt and/or amend *Zoning Ordinance*, regulations and/or overlays in compliance with the Dry Run Watershed Plan
5. BMP Technology Transfer (Watershed Planning as a BMP)
 - 5.1. Develop presentation, including PowerPoint and maps
 - 5.2. Present at conferences
 - 5.3. Present to interested groups
 - 5.4. Write article on Dry Run Watershed Protection and Restoration Plan

SPECIAL PLANNING AREAS

1. **Designated Agricultural Districts:** These properties are not within the Urban Services Boundary and are planned for Agricultural uses only.
2. **Ward Hall and Farm:** The Ward Hall property is an historic resource of local, state, and national significance. The property is currently in an Agricultural District, and was included within the USB with recognition that non-agricultural development can occur only if the property is removed from the Agricultural District. The property is designated on the land use plan as residential. This recognizes, however, the policy of the Historic Resource Management Element to encourage preservation of Ward Hall, the other historic buildings on the farm, and some surrounding open space and to maintain public use or access. It is unlikely to be financially feasible to maintain Ward Hall through tour revenues alone, and planned land uses should have the flexibility to allow public and/or private development that would accomplish the purpose of preservation of Ward Hall and would be compatible with the residential

character of the surrounding area. Examples could include conference or office space and tourism/entertainment facilities such as a hotel, museum, or restaurant. These could be in combination with residential uses.

3. **Old Hospital:** The old hospital on West Main also has historic and community significance and needs similar flexibility. The current land use designation is "Professional Office," the extent of which is limited to the area currently zoned. There is potential to expand the area designated for office use, or to allow other uses such as those listed for Ward Hall, if this would help accomplish preservation and reuse of the old hospital building. Residential uses, elderly housing, or congregate (nursing) care are also possibilities. However, these uses should be consistent with policies concerning maintaining the overall residential and historic character of the West Main Historic District (see Downtown Plan) and with the ability of West Main Street to accommodate the traffic.
4. **Bypass Route:** To the extent possible, the route of the northwest bypass right-of-way should be reserved and protected from development that could interfere with placement of the road or unnecessarily add to ROW costs. This is necessary to ensure that an arterial of such importance to the community can be constructed in the future. The Kentucky Transportation Cabinet should be consulted to determine an approximate location and width of Right-of-Way in development areas, and no permanent new development should occur therein.
5. **Southern Greenbelt Development Area:** The proposed land uses for this area are discussed in the Small Area Plan section above.
6. **Downtown Georgetown and Surrounding Corridors:** See the Downtown Plan Element of the Comprehensive Plan for land use and zoning proposals for the B-3 zoned area and surrounding corridors on North and South Broadway and East and West Main.
7. **Georgetown College:** The Downtown Plan calls for a joint planning study between the College, City of Georgetown, and the Planning Commission to generally identify expansion areas for the College.
8. **North Georgetown Employment Center:** The North Georgetown Employment Area consists of Toyota, approved industrial sites at Louisville Forge, Delaplain and Brueck Industrial Parks, and the Toyota Impact Area. The North Georgetown Employment Center is intended to provide industrial and related uses in such a manner that they are compatible with the surrounding rural area, through use of buffer areas, landscaping, and increased building and use setbacks. The Toyota setbacks and landscaping can serve as an example for buffering along Cherry Blossom Way, with recognition of the unusually large size of this site and capability to provide large setbacks.
 - a. Land Uses: Proposed land uses in the North Georgetown Employment Center are light industry, environmentally-sensitive light industry as necessary to allow septic systems, and heavy industry. There should also be potential for support uses such as offices or truck storage and repair, where these are related to industrial uses.
 - b. Impact Area: A portion of the Impact Area has been rezoned from industrial to multi-family residential. Future development of this residential property must be sensitive to the fact

that industrial development could border the site. The Toyota Impact Area includes those properties so designated in 1987 and shown on the land use plan. These generally are properties north and east of Cherry Blossom Way. I-2 uses are appropriate in the Impact Zone only where they would not cause impacts to properties outside the urban service boundary that would substantially interfere with farming activities or create substantial justification for further urban conversion beyond the USB. The following must be demonstrated prior to approvals of any zone changes in the Impact Area:

- i. Demonstrate the availability of sewer service and sewage treatment plant capacity for the proposed project, with the exception that properties zoned environmentally-sensitive light industry and receiving a conditional use permit for use of septic systems need not make this showing.
 - ii. Provide a plan for location and buffering of land uses which would contain substantial urban impacts within the property and protect properties planned agricultural from substantial urban impacts.
9. **Maddox/East Main Extended Neighborhood Plan:** The area currently zoned I-2 in the vicinity of East Main Extended, Maddox Street, and Lemons Mill Road was the subject of a neighborhood plan adopted in 1988. The plan studied existing land uses and proposed future land uses in keeping with the transitional (residential to light industry) nature of the area and the constraints on access. The neighborhood plan is incorporated in this Comprehensive Plan in the Appendix. Minor revisions were made to bring the neighborhood plan into agreement with the land use proposals of the 1991 Comprehensive Plan. In 2006, the Maddox area was identified for redevelopment in conjunction with uses compatible with the college. It is proposed for a small area plan.
10. **Commercial Area, Northwest I-75/U.S. 62 Intersection:** Because of its proximity to the interstate interchange at U.S. 62, the Whitaker property between the collector road and I-75 can be considered for a regional commercial center or other land uses, with the exact boundary and acreage to be determined through a small area plan or planned unit development, with consideration for benefits to the community and coordination between the land use plan and the master transportation plan.
11. **Greenbelt Area Development Plan:** This plan is intended to further implement the goals, objectives, and policies of the Comprehensive Plan and the Greenbelt Ordinance, including but not limited to those concerning expansion of the Georgetown USB to the south and east, establishment of a greenbelt to reinforce the long-term integrity of the USB, and protection of the Royal Spring Aquifer Recharge Area. This plan is based on the adopted Greenbelt Ordinance. The locations of the various greenbelt areas are shown on maps included in Appendix A.
- a. **Land Uses -** The location of the southwestern greenbelt incorporates the screening provided by natural topography and tree rows, the floodplain of the Cane Run Creek, and sufficient setback and fencing to contain the potential detrimental effects of urban development, as described in the Greenbelt Ordinance. Land uses shall be those of the agricultural category. Existing tree rows should be preserved and supplemented where

necessary to provide year-round screening from the visual impact of urban development on properties outside the USB. The location of the eastern greenbelt is shown on the adopted Lanes Run Basin area plan. Techniques for developing this greenbelt are contained in the text of the Lanes Run Basin development plan. Through a Planned Unit Development, there can be minor variations in the greenbelt location if the objectives of the Comprehensive Plan and Greenbelt Ordinance are substantially met.

- b. **Commercial Development** - In keeping with Comprehensive Plan findings concerning growth needs for commercial land and the policy that commercialization of the bypass should not be generally encouraged except at the major intersections of U.S. 25 and U.S. 460, no additional area of commercial land is proposed. Additional land east of the intersection and south of the bypass is proposed as mixed use to encourage further residential development to transition existing residential development on the east end of Southgate Drive and provide some non-residential development to buffer from the railroad. No additional areas of commercial uses are proposed in the Lanes Run Basin. (Properties along the bypass designated residential or industrial have the potential for consideration of neighborhood commercial.
 - c. **Residential** - The Southern Greenbelt Land Use Maps designate those properties along the southwestern bypass as proposed for residential uses. The adopted Lanes Run Basin area plan shows the location of proposed residential uses.
 - d. **Parks and Recreation** - Because of the presence of greenbelt open space, properties in the Southern Greenbelt Development Area should not be subject to the park and recreation standards in the Community Facilities Element or any requirements to provide public or private park lands. Design of such developments should encourage low impact recreational use of the greenbelt.
 - e. **Public Improvements** - In order to reinforce the long-term nature of the greenbelt, urban services (with the exception of water service) should be available only to areas designated for urban use. Infrastructure (including streets and sewers) in those areas should not be designed or located for future extension into the greenbelt area, except solely for cluster subdivisions.
12. **Washington/Bourbon:** East Washington Street and Bourbon Street, specifically the area east of North Mulberry Street, west of Paris Pike, south of Bourbon Street, and north of East Washington Street, is in transition and feeling redevelopment pressures. In 2006, it was selected as an area for which a small area plan is to be developed.
13. **East Main Extended Area:** This small area plan was a Commission-initiated action to revise the Comprehensive Plan to reflect more appropriate land use policies for the East Main Extended area. The East Main Extended area was previously designated Industrial in the Comprehensive Plan. During the 1991 Comprehensive Plan Update process, the small area plan was revised based upon public hearings held on February 14 and 28 and March 14, 1991. The revision reflected changes in the area since 1988, such as the bypass construction, and

brought the plan into consistency with the goals and objectives and land uses of the new Comprehensive Plan.

Land Uses And Development Potential – The area is divided into five study areas, based on uses, access, and development potential. Maps contained in Appendix A – Reference Maps generally describe existing land uses for this area. Area specific descriptions are as follows:

Area 1: Existing uses are mainly commercial, including Hamilton Oil and a new mini-market at the corner of East Main and U.S. 460. The East Main/U.S. 460 intersection is inadequate for present traffic, much less for additional traffic, and has limited options for realignment of the intersection, but it could be signalized for greater safety.

Area 2: Uses are a mix of residential and commercial. The area along Maddox Street and the railroad is transitional and dilapidated, but along adjacent streets the housing improves and becomes a solid residential neighborhood. There are several old brick buildings in and next to the area that seem worthy of preservation -- the tool repair shop, plumbing supply building, and tobacco warehouse. These are suitable for commercial or community uses. The Kentucky Transportation Cabinet has an equipment storage shed at the southern end of Maddox and an open storage area of highway paint cans. Poor access will impede redevelopment of this area. Maddox Street should be upgraded and connections to Clayton Avenue and across the railroad to the east should be improved. The area is not suitable for development that would generate substantial traffic, noise, or other impacts that would degrade adjacent residential neighborhoods. Although existing zoning is industrial, at the 1988 public hearing, residents stated that industrial uses would not be compatible with nearby homes, and expressed interest in neighborhood commercial development instead. In 2006, this area was identified as needing a small area plan.

Area 3: This area is a mix of residential, commercial, and light industrial uses, including Taylor Seed Company, Carbide Products, and a church. A vacant lot owned by Carbide is managed by Parks and Recreation as a ball field. Inadequate access and the need to protect residential neighborhoods are major planning issues for this area. Before additional non-residential growth could occur, street improvements are needed to direct traffic away from residences and toward the proposed bypass. Preservation of the Taylor Seed buildings should also be supported.

Area 4: The development potential of the large agricultural tract in this area has been constrained by poor access, which the bypass will substantially improve. Presently, East Main Street is inadequate and traffic must funnel through the unsafe Main Street/U.S. 460 intersection or cut through the quarry road to U.S. 460.

Area 5: This area is mainly agricultural, with the same access problems as Area 4. Uses near the railroad include a large Kentucky Transportation Cabinet building and yard for storing construction equipment and materials, a mobile home park, and an auto repair and salvage yard. All are accessed by a dangerous at-grade railroad crossing from Maddox Street. The auto salvage yard is unsightly and would discourage new development in Area 2. Other uses include a church between Clayton Avenue and Lemons Mill Road. Uses

adjacent to the area are light industrial (Johnson Controls and Georgetown Industrial Park). These are generally low-impact industries (except for traffic) with open space buffers around them.

SPECIAL PLANNING ISSUES

Neighborhood or Small Area Plans:

The Commission should follow up this Comprehensive Plan with more detailed neighborhood or small area plans, especially for major undeveloped sectors of Georgetown with potential for short-term development, such as the southwest, the eastern expansion area, and the Whitaker property to the north. The Commission should also consider the preparation of neighborhood or small area plans where large scale development is proposed. This should apply to all proposed urban land uses. Vehicular circulation, land use, open space, utilities, buffer areas, storm water drainage facilities, recreation and community facilities, among other elements, should be included in the neighborhood or small area plans.

Highway Buffering Standards:

The following policies should be included as standards in the *Zoning Ordinance* and *Subdivision and Development Regulations*.

1. Residential development along the bypass and I-75 should be screened for both visual and acoustic purposes. Screening should substantially soften visual and noise impacts upon adjacent uses, especially residential. It is recognized that buffer screening cannot completely eliminate visual and noise impacts.
2. Setback requirements should be established based upon the use but no less than 100 feet along the bypass and I-75. Intensive uses will require greater setbacks due to potential noise impacts. Similar setback requirements (100 ft.) should also apply to ramps along the interchanges and major intersections.

Planned Unit Developments:

The use of planned unit developments and higher density housing development types should be encouraged within urban service boundaries to preserve and protect significant natural features, open space, recreation areas and to provide improved living environments. The provision of open space for recreation or resource protection is an acceptable means of offsetting reductions or variances in existing standards.

GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN

Volume I Chapter Two

RURAL LAND USE ELEMENT

SCOTT COUNTY - GEORGETOWN - SADIEVILLE - STAMPING GROUND

2006

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RURAL LAND USE ELEMENT

SUMMARY

Fundamental Principle:

The guiding principle for management of growth and development in rural areas of Scott County is that actions taken and decisions made should result in a proper balance between the needs of development associated with community growth, and the continuing need to preserve and protect Scott County's rural, agricultural, and historical assets for the benefit of the community as a whole.

Scott County continues to experience rapid change and great growth potential. This Rural Land Use Element of the Georgetown-Scott County Comprehensive Plan outlines a plan for guiding growth in the rural areas of Scott County in a direction that will help accomplish future goals for Scott County. Rural areas are defined as those areas of Scott County that are unincorporated or outside of defined Urban Service Boundaries.

The goal statements, as detailed in this and other elements of the Comprehensive Plan, seek to incorporate and balance the many growth related issues facing Scott County. The goals, growth projections, and land use plan will encourage and guide opportunities for growth and help achieve goals for improving all aspects of the community such as the economy, social and economic diversity, and delivery of public services. It will also help decision makers manage growth so as to conserve, protect, and enhance our fiscal, historic, and environmental resources.

The major sections of this element of the Plan are as follows:

SECTION I - RURAL DEVELOPMENT AND PRESERVATION – Goals and Objectives

Section I, Rural Development And Preservation – Goals and Objectives, contains goals and supporting and implementation objectives, along with recommendations for policies and programs that will balance rural development and preservation needs with other Scott County development activities. There is a strong community consensus that preservation of our agricultural heritage means protecting prime farmland and water resources, yet residents of rural Scott County also wish to preserve the financial options provided by development.

SECTION II - GROWTH PROJECTIONS

Section II provides a statistical framework for decision makers regarding growth in Scott County. It outlines the historical and projected population growth and suggests housing and residential land needs that are the foundation for the growth and land use management within Scott County. This section summarizes the many factors evaluated in the planning process, such as growth trends; capabilities to provide public infrastructure and services; foreseeable future events that could affect growth; and the desires and attitudes of Scott County citizens about growth.

SECTION III - RURAL LAND USE PLAN

Section III contains summary descriptions of the Land Use Categories and Special Planning Areas including those areas for which special attention may be warranted and for which Area/Neighborhood Development Plans should be considered. This section also contains the recommended policy framework for guiding growth in rural areas of Scott County.

RURAL LAND USE ELEMENT
SECTION I
RURAL DEVELOPMENT AND PRESERVATION

Fundamental Principle:

The guiding principle for management of growth and development in rural areas of Scott County is that actions taken and decisions made should result in a proper balance between the needs of development associated with community growth, and the continuing need to preserve and protect Scott County's rural, agricultural, and historical assets for the benefit of the community as a whole.

GOALS AND SUPPORTING OBJECTIVES:

1. A Comprehensive Countywide Farmland Preservation Program Exists And Is Maintained For Currency.

Supporting Objectives:

- a. Create a Planning Committee for the Farmland Preservation Program (January, 2007)
- b. Initiate development of a Purchase of Development Rights (PDR)/Transfer of Development Rights (TDR) model by July, 2007.
- c. Begin the PDR/TDR program implementation effort in FY 2008.
- d. Define and develop agricultural districts/zones based on "prime" farmland and other valued criteria (Reference Strategic Farmland, Soils Maps, and LESA).
- e. Develop fundraising strategies for sustaining program activities and services.
- f. Organize and conduct an annual countywide workshop on Farmland Preservation.

2. The Economic Well-Being Of All Rural Property Owners Is Actively Encouraged And Promoted Through Land Uses That Enable Financial Gain Via Agricultural Activities.

Supporting Objectives:

- a. Create a Scott County "Right-To-Farm" Ordinance that includes disclosure of all possible perceived nuisances.
- b. Create an agricultural advocates committee to establish a policy and operations environment that maintains and enhances a viable agricultural base that includes at a minimum:
 - Development of road signage, e.g. safety, agriculture, attractions and destinations;
 - Promotion of agri-tourism;
 - Promotion of on-farm markets; and,
 - Development of incentives for farming operations.

3. Water Quality Is Protected Through Consistent Application Of “Best Management Practices.”

Supporting Objectives:

- a. Best Management Practices include those official guidelines and practices promulgated by recognized authoritative sources including the Kentucky Natural Resource Public Protection Cabinet, i.e., Division of Water, Division of Waste, the USDA Natural Resources Conservation Service, and Local Government through local ordinances.
- b. Continue to promote and protect the Royal Springs Recharge Area and county karst topography areas.
- c. Discontinue use of private wastewater treatment package plants.
- d. Continue financial programs that support USDA Natural Resources Conservation Service (NRCS) programs that assist landowners with water quality issues.
- e. Update the existing Stormwater Management and Erosion Control ordinances to address current development issues.
- f. Update County floodplain maps.
- g. Protect highly erodible and hydric soil types e.g., Lowell, Eden, Dunning, and Newark.

4. Access To The Regional (Urban And Rural) Transportation System Provides Safe, Economical Mobility And Accessibility For Citizens And Goods.

Supporting Objectives:

- a. Develop and approve a Vehicular Traffic Access Management Plan by December, 2007.
- b. Initiate development of a highway capacity assessment to be used in reviewing and evaluating proposals for developments located in unincorporated areas of the county.
- c. Encourage the adoption and application of a strong access management plan.
- d. Develop and implement an access management strategy aimed at managing growth and creating a safer and more efficient transportation system.
- e. Maintain the aesthetic character of rural roads.
- f. Encourage the designation of a regional system of equine/bike/walkways along identified open space corridors.
- g. Encourage the development and adoption of long-range capital improvement programs by local political jurisdictions consistent with the goals of the Comprehensive Plan.
- h. Develop a system that accurately assesses the true cost of proposed developments upon local government services within the county.

5. A Continuing Program Is Developed And Implemented That Protects Environmentally Sensitive Areas.

Supporting Objectives:

- a. Develop an environmental impact plan.
- b. Protect karst topography areas, watersheds, wetlands, groundwater, springs, and riparian corridors and other aquatically related resources.
- c. Update the Sinkhole Ordinance by June, 2007.
- d. Protect prime farmland soils e.g., Ashton, Huntington, Mawry, Nicolson, and Lowell ‘B’.

e. Protect air quality.

6. Develop A Comprehensive Cultural Resource Plan Exists That Protects Environmental Aesthetics And The Historic Character Of The Rural Landscape.

Supporting Objectives:

- a. Develop a countywide stone fence preservation and protection ordinance and continue the stone fence cost-share program.
- b. Pursue scenic byway designations.
- c. Create and maintain a historical resource inventory for Scott County and its incorporated areas that includes but is not limited to: stone fences, barns and farms, historical sites and residential structures, mills, dams, and springs, and native species of plants and trees.
- d. Promote planting of native species of trees, plants, and grasses.
- e. Require planting of regionally specific native plants and trees in landscape buffer zones as recommended by appropriate authorities, as contained in an updated County planting guide.

7. Conflicts Between Agricultural And Non-Agricultural Land Uses Are Minimized To The Maximum Extent Possible.

Supporting Objectives:

- a. Update agricultural zoning classifications to include an A-5 (“large lot”) Residential Uses category.
- b. Continue to require landscape buffer areas between differing land uses.
- c. Require developers to provide perimeter fencing on 5-10 acre tracts adjacent to A-1 land using standard 48” “diamond mesh” fencing and as otherwise defined in the prevailing version of Kentucky’s fencing law, including establishment of maintenance agreements appropriate for each instance.
- d. Beginning January, 2007, revisit the Rural Cluster Ordinance annually for the purpose of ensuring that it promotes effective rural conservation and provides for compatibility with the traditional Scott County countryside, and minimizes impacts to farmland, the environment (especially water quality), and public services.

IMPLEMENTATION OBJECTIVES FOR RURAL PRESERVATION AND DEVELOPMENT

1. **Establish Rural Development and Preservation Programs:** The following program specific objectives establish the purpose and define the recommended strategies for managing rural growth and land use.
 - a. Regular review of rural subdivision standards for compatibility with preservation objectives, with recurring revision as needed.
 - b. Promote cluster development as an alternative to 5-acre tract development. This practice would allow smaller lots with septic systems to be clustered on a property minimizing impacts to prime farmland and environmental resources, saving as much as 80 percent of the overall acreage from subdivision. One acre minimum lots would be clustered in one

area, with Health Department approval, and four acres per each dwelling unit would be preserved for agriculture.

- c. Adopt a policy that strongly supports agricultural districts outside of, but not within, urban service boundaries. This would ensure that urban service boundaries will not encompass areas that do not have development potential.
- d. Encourage voluntary donation or purchase of scenic, historic, and natural resource related easements in targeted “protected” areas. This would preserve targeted sensitive lands and allow property owners to benefit from tax reductions and take advantage of other incentives.

2. **Establish Policies For Existing Planned Unit Developments In Rural Areas:** This objective outlines the policy framework for providing urban-type services in rural parts of Scott County. It is intended to clarify policies concerning expansion, incorporation, and service provision.

- a. **Public and Private Services** – Zoning requests are approved under the assumption that services would be privately provided by the developers and/or homeowners, and would not become a burden on county revenues. Police and fire services are the County’s responsibility. However, all other improvements and services should continue to be privately provided until incorporation occurs.
- b. **Incorporation – Northern Private Service Areas:** Mallard Point differs from the Longview area in that the former has been approved as a more complete community, with neighborhood and commercial zoning, and a range of housing densities. The subdivision already has sufficient population to incorporate, which has been considered by homeowners.
- c. **Western Rural Residential Areas** – The Longview/Homestead/Victoria Estates projects are considered to be rural residential subdivisions in an inappropriate location within a prime farmland area with inadequate services and infrastructure. The area is less likely to grow as a balanced community and incorporate. The Planning Commission should not take actions to actively encourage growth in these subdivisions, because of the impacts to roads and surrounding prime farmland.
- d. **Expansion** – None of the existing rural PUDs are recommended for expansion, as both areas have more than enough units approved for the planning period, with the following specific exceptions. No further expansion is possible for the Longview, Homestead, and Victoria Estates subdivisions under rural development policies, and urban development in these areas should be strictly limited to properties currently zoned for such. However, the 100-acre tract now surrounded on three sides by the existing Homestead and Longview developments (Soards) may be included in this already approved development. Such inclusion should be on the same terms and conditions that were imposed on those developments originally.

RURAL LAND USE ELEMENT

SECTION II

SCOTT COUNTY GROWTH PROJECTIONS

PROJECTED POPULATION GROWTH

All indicators show a positive and even accelerating growth rate across Scott County. Given this fact, a substantive understanding of the factors affecting growth in Scott County is fundamental for decision-makers regarding their planning and land use responsibilities. An understanding of factors such as raw and projected population and economic growth rates and timing, and new jobs, housing requirements, and business and education development activities that are inevitable for Scott County is important for guiding decisions on the amount of land that will be needed for future development, how that land should best be used, and the phasing of public improvements necessary to match the pace of development and meet the needs of a growing community. This section of the Urban Land Use Element is designed to help county and municipal officials form a viable statistical basis for such a decision-making process.

This Comprehensive Plan is based upon an extensive evaluation of all currently available information on Scott County's growth patterns, both historic and projected. Statistical estimates are based on both the 2000 and 2005 updates of the U.S. Census Bureau data. These statistics reflect actual historical records and estimated growth projections from 1970 through 2030 and are presented based on calculated increments of five-years. It should be noted that any growth rate estimate will be affected by the occurrence of subsequent events. The planning process has made every effort to foresee and assess the possible impacts of such events over the next 5-10 years in order to make this information as useful and relevant as possible to the future decision-making processes.

UNDERSTANDING GROWTH FACTORS

For future population projections through 2030, a range of growth possibilities was considered:

- Growth rate is the speed at which growth occurs presented either as actual measured data or calculated estimates.
- Low growth rate assumes a slower growth than the calculated historical trend.
- Medium growth rate assumes a moderate annual rate that essentially tracks historical trends.
- High growth rate assumes a more rapid or accelerating rate of growth that generally exceeds historical trends. This rate would typically result from higher absorption of new workers due to strong economic growth and other growth-inducing factors.
- Cumulative growth is the difference between current population levels and population levels as measured over a given period of time, presented as raw statistical data.

- Projected growth is growth rate statistical data based on actual historical data extrapolated to predict levels of growth over time.
- Urban growth is growth within established Urban Service Boundaries.
- Rural growth is growth within unincorporated areas of Scott County and/or outside of defined Urban Service Boundaries.
- Municipal growth is that growth that occurs within the corporate limits of a given municipality.

HISTORICAL AND PROJECTED GROWTH RATES

Table 2-1

YEAR	ACTUAL POPULATION	LINEAR POPULATION ESTIMATES	GROWTH RATE (%)	GROWTH RATE (Raw)	GROWTH RATE (Cumulative)
1970	17948	17948	0	0	0
1975	19881	21010	10.8	1933	1933
1980	21813	24071	9.7	1932	3865
1985	22724	27133	4.2	911	4776
1990	23634	30195	4.0	910	5686
1995	27634	33257	16.9	4000	9686
2000	33380	36318	20.8	5746	15432
2005	39380	39380	18.0	6000	21432
2010		42442	7.8	3062	24494
2015		45503	7.2	3061	27555
2020		48565	6.7	3062	30617
2025		51627	6.3	3062	33679
2030		54689	5.9	3062	36741

Table 2-1 -- Analysis

- Accelerating actual growth rate since 1990
- Actual growth rate historically exceeds projected growth rate
- Average actual growth rate 1970-2005 = 10.6%
- Average projected growth rate 2010-2030 = 6.8%
- Average combined growth rate 1970-2005 = 9.1%
- Kentucky Tourism Cabinet projected growth rate for Scott County = 8.7%
- Statistical projections indicate a moderate growth rate countywide with an annual population increase of approximately 3062. However, it should be noted that the data indicates that, historically, actual growth exceeds projections by a significant margin. The combined growth rate of 9.1% is the recommended planning number.
- Assumptions – The statistics contained in Table 2-1 above are either raw numbers or linear (straightline) projections and assume no significant changes to the historical growth patterns. Events such as Toyota expansion, significant new industry influx, the World Equestrian Games, and economic stability in neighboring counties do have the potential to impact the rate

and timing of growth within Scott County.

GROWTH IMPACTS: URBAN – RURAL – MUNICIPAL

While growth will occur county-wide, the most rapid growth will likely take place in urban areas, those areas within defined Urban Service Boundaries, and will most likely be centered in (expanded) existing and planned developments. All Scott County municipalities are expected to share in the increased population. Unincorporated areas of the county are expected to experience steady growth but at a rate slightly below (8.9%) the projected county average (9.1%). As of 2005, in terms of urban growth, the three incorporated municipalities within the County, Georgetown, Sadieville, and Stamping Ground, constitute approximately 64% of the total county population. Thus the county-wide trend is toward urbanization of the general population.

2000 Census data indicate that the population of Georgetown was 18,080 in 2000 and is projected to be 21,230 by 2010. This amounts to approximately 56% of the total county population as projected at that time. The growth rate in Georgetown has significantly accelerated since 1990 when population statistics showed its population to be 11,414. If the current growth rate continues the population of Georgetown will have increased nearly 86% over the 20-year period between 1990 and 2010. The population increase is projected to continue through the 2030 statistical window to approximately 27,531 which indicates a more modest growth rate over the next 20 years. It is a safe assumption to accept that the bulk of the Scott County population will continue to be centered in the Georgetown area and that the county as a whole will continue to attract new residents from neighboring areas, particularly Fayette County due to elevated housing and property costs there, and the continued favorable commuting patterns between these two urban employment centers. It is also reasonable to project that the bulk of the rural growth will occur in the northern reaches of Scott County due to the availability of land parcels and their more favorable prices.

2005 records indicate the Sadieville population, within the existing city limits, to be approximately 300 people. The greater Sadieville planning area population is approximately triple that contained within the city limits. These numbers are slightly higher than the 2000 projections, and in fact represent a sharp increase in growth rate since 1980. The growth rate in Sadieville is slightly higher at 9.7% than the projected county average and is expected to accelerate over the next five years due to expanded infrastructure availability, planned annexation and reclassification activities, and known development plans.

2000 census records indicate the Stamping Ground population, within the existing city limits, to be approximately 566 people. The average projected growth rate in Stamping Ground is 8.4% through 2030 or slightly lower than the 9.1% projected county average. However, steady growth is predicted for the greater Stamping Ground Urban Service Boundary area based on known development plans.

GROWTH IMPACTS: HOUSING AND RESIDENTIAL LAND

Based on 2000 statistical Census Bureau data, the average Scott County household size is 3.01 people. This level is expected to hold steady, averaging slightly more than 3 people per household, through 2030. In 2000 an estimated 12,743 residences existed in Scott County. Based on 2005 population levels and the current average household size, an estimated 15,752 residences are currently located within the county. Given linear projections on general population growth (9.1%) approximately 1,731 new housing units will be needed each year to meet the anticipated demand over the next 5-10 years county-wide. Based on 2000 housing availability levels and projected growth rates, a total of 17,712 units will be required by 2020, and a total of 20,449 units need to be in place by 2030. Land requirements for commercial and light industrial concerns can also be expected to increase proportionately. Based on a relatively low density of three units per gross acre county-wide, approximately 577 acres of developable land will be needed each year to accommodate projected growth demands for residential housing through 2010.

GROWTH IMPACTS: SCHOOLS

The average Scott County resident in 2000 was 33 years old. Typically, this is the age group in the middle of their “family building” years and steady growth can be expected in the supply of school age children throughout the planning window. Less than 10% of the population is 65 years of age or older. The Scott County Public School System reports an actual historical student enrollment annual growth rate of 3.54%. However, this does not account for students who attend non-public school establishments. Most indications are that the number of students in these situations is increasing. It can safely be assumed that based on indicated growth rates in the general population, the number of students attending school in Scott County will exceed the recorded historical rates and require accelerated facility building and expansion projects. The highest percentage of the school age population will be the elementary and middle school age groups, ages 5-14, followed closely by students of high school age, 15-18.

GROWTH IMPACTS: TRANSPORTATION AND COMMUTING PATTERNS

Growth trends indicate a steady march toward a more urban Scott County. The majority of the county’s population now resides within the respective Urban Service Boundaries of the existing municipalities. Further, the projections indicate that these urban areas will experience a slightly higher growth rate than will the more rural areas of the county. Development of streets and roads that serve to provide access from development areas to collectors and arterials, and connectors between municipalities and employment centers may need to receive the higher priority, if choices have to be made in that regard.

Most Scott County residents work within Scott, Fayette, and Harrison counties. However, the county also draws its workforce from as many as 43 counties in the greater Bluegrass, Central, and Northern Kentucky areas. Scott County workers also travel to as many as 14 other counties in Central and Northern Kentucky for their employment. The majority (67%) of Scott County commuters enjoy a one-way commute time of less than 25 minutes. These commute times, for the

most part, are considered reasonable but careful planning will be required to maintain these levels as the traveling population increases and county and city streets become more crowded more often and for longer periods of time. The continuing lack of transportation alternatives in the county results in 94% of all non-commercial travel being conducted in private vehicles – 82% of which contain two or fewer occupants.

RURAL LAND USE ELEMENT
SECTION III
RURAL LAND USE PLAN

SUMMARY

This section describes the policies for services for existing and future subdivisions in rural or unincorporated areas of Scott County. For the purposes of this plan, rural areas are defined as those areas of Scott County that are unincorporated or outside of defined Urban Service Boundaries. The following sections clarify policies concerning expansion, incorporation, and service provision.

LAND USE PLAN CATEGORIES

Land Use Map: The Land Use Map and related text including goals, policies, and recommendations, propose the best land use mix for the long-term benefit of the community. The map also reflects existing land use deemed likely to be long-term. The best land use mix often means preserving property for future uses such as more dense housing types, schools and parks, and shopping and employment uses since single-family development typically precedes these uses. Failure to create a long-term balance land use mix makes it more expensive to provide public services and facilities, and creates longer trips and more traffic congestion for residents.

Agricultural: This category is the general designation of rural lands – those outside of the urban service boundaries, rural planned unit developments, the Western Rural Residential Area, and the Northern Private Urban Service Area. This category allows use of land for production of agricultural or horticultural crops, and for dwellings for persons engaged in the agricultural use on the tract at a maximum density of one dwelling unit per five acres. This also allows rural residential use (dwellings for sale or lease to the public) in "cluster subdivisions" and agriculture-related businesses.

Residential: This category allows residential uses and those home occupations, small-scale businesses, and institutions that will not detract from the basic residential integrity of the neighborhood. A future effort should create "small area plans" for areas with potential for new development or infill, to identify appropriate locations for housing of low, medium, and high density, and for schools, parks, neighborhood commercial areas, etc. There are currently two residential designations on the future land use map.

Urban Residential: This subcategory allows for more dense residential uses within the Urban Service Boundary.

Rural Residential: This subcategory allows for less dense residential uses outside of the Urban Service Boundary and unincorporated areas.

Commercial: This Comprehensive Plan recognizes the importance of encouraging commercial growth in Scott County to diversify the economy and provide for a more self-sufficient community. The hierarchy of commercial uses and standards proposed will give flexibility for new commercial development while providing for appropriate locations in relation to roads and other land uses. Where possible, new commercial growth should be concentrated and planned as a unit, rather than "strip"-type development.

Industrial: Employment uses within the Urban Service Boundary are intended to provide concentrated areas of high quality employment facilities for uses such as light and heavy manufacturing, warehousing and distribution, indoor, screened, and outdoor storage, and a wide range of other industrial services operations.

Quasi-Public: This land use category includes prominent facilities that benefit the public and do not fit well into other categories. Such land uses are characteristically large and distinctive facilities that are service oriented. These facilities contribute to the general welfare of the entire community. Public/ Institutional uses include public facilities such as schools, fire stations, and government offices; cemeteries; private educational institutions; and private recreation facilities. Churches and similar institutions may be included here if they are large; otherwise, they are included with the surrounding or adjacent uses.

Commerce/Business and Technology (BIT): This land use is designed to accommodate a wide range of uses including professional, business, governmental and medical offices, corporate headquarters, and uses that rely on advanced scientific and engineering capabilities. This land use is also designed to accommodate related limited light manufacturing and production facilities that could benefit from locations in or adjacent to the North Georgetown Employment Center (Triport and Lanes Run Business Park), and the Royal Springs Aquifer Recharge Area.

This land use designation is intended to provide sites in a campus or park type setting with an emphasis on internal connection and access, natural characteristics and open space preservation, and buffering of adjacent, less intensive land use. This land use is also intended to encourage originality and flexibility in development, and to ensure that development is properly related to its site and to the surrounding developments. Quasi-Public land use is intended to provide space for research facilities, pilot plants, prototype production facilities, and manufacturing operations requiring a high degree of continual or recurrent application of scientific input and activity as an integral part of the manufacturing process.

Downtown: The purpose of this land use designation is to provide areas for commercial activities concentrated within the central business districts of Georgetown, Sadieville, and Stamping Ground. This land use should be the focal point of community activity and should encourage local enterprises, government activities, and community services. Additionally, it encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separate from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots.

Mixed Use: Land patterns, particularly as they impact transportation requirements, greatly affect air quality. Protecting and enhancing air quality should be important considerations in municipal land use and transportation planning. By co-locating land uses and encouraging multi-modal transportation choices, cities help the community and individuals benefit from reduced traffic congestion, improved air quality, more opportunities for exercise and socialization, more integrated urban design, and an improved quality of life. Good land use planning facilitates multi-purpose trips and shared parking. It locates schools next to parks and restaurants near offices, housing and theaters, and libraries and day-care near jobs, housing, or shopping. It encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separated from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots.

Future Small Area Plans: This land use designation includes geographic areas which need further land use analysis due to the complexity of the physical and historic uses. These identified areas will require a future small area plan.

Office: This category includes services which are provided within the confines of offices, such as the following major uses: financial and credit institutions, security and commodity brokers, holding and investment companies, architectural and engineering firms, legal and medical services, insurance and real estate agents and other related professional services.

Greenbelt: This open space land will be established at the time an overall property is zoned for development. Uses shall be those of the Agricultural category.

SPECIAL PLANNING AREAS -- RURAL

1. **Scott County Airport:** The Scott County airport is located on U.S. 460 East, near the Bourbon County line. A primary concern for the new airport is that only compatible agricultural land uses should be permitted within the 65 ldn noise contours beyond the ends of the runways. Compatible agricultural land uses would include 5-acre tracts, but residential subdivisions at greater density would not be compatible. Additionally, the airport should not become an impetus for surrounding commercial or industrial development. The level and type of aviation use for the new airport is not expected to promote or support commercial or industrial activity on the surrounding area. The airport property is large enough to accommodate necessary commercial and service needs, at least within the next five years. The airport development will not provide the infrastructure, such as sewer or road improvements that would be needed to support surrounding commercial, industrial, or residential development. Both industrial and commercial land is amply provided for within the Georgetown Urban Service Boundary. In general, urban growth around the new airport would be inconsistent with rural development and preservation policies. Only compatible agricultural land uses should be permitted within the sensitive noise contours of the airport. All services incidental to or necessary to support the new airport shall be limited to the airport property.
2. **U.S. 25 S./Fayette Border:** There is a concentrated area of existing development near the

Scott/Fayette county boundary, including Sam's Restaurant, International Transformer Corporation, and several small businesses and mobile home parks. Expansion of urban uses in this area would be inconsistent with the rural development and preservation policies. Any expansion must be limited to residential development that is legally grandfathered from current policies, and such expansion should not set precedent for further urban development that is inconsistent with this Comprehensive Plan. Limited infill of commercial businesses has been allowed, consistent with the policies for neighborhood commercial use in rural areas. All uses should be encouraged to connect to the existing water and sewer services if feasible.

SMALL AREA PLANS:

Sadieville – I-75/KY-32 Interchange:

This area is located on the westernmost edge of the Sadieville Urban Service Boundary and is planned to be developed into the commercial and services area for Sadieville and the surrounding area. A small area development plan for this area would guide the inevitable development that will occur here during the next five years.

Sadieville – Historic Downtown:

The historic downtown Sadieville area is defined in the Bluegrass Tomorrow Regional Economic Report as a “stressed” area. It currently contains a mixed development of substandard and modern housing, several historic buildings, and a downturned Main Street area in need of a major renewal effort. A Main Street/Neighborhood Development Plan needs to be developed and funded for this area.

Georgetown Northwest Bypass:

The area north and west of Georgetown that has been identified for the new alignment of the remainder of the Georgetown By-pass will become highly susceptible to the impact of rapid development. Planning now, in advance of construction, is of critical importance.

Scott County Reservoir:

The primary source of water for Scott County is the Royal Springs Aquifer. Portions of the County are also served by Kentucky American Water. Secondary supplies are acquired as needed from the City of Frankfort via a pipeline from the west. Scott County needs to develop a new primary source of water due to the sensitivity of the Royal Springs Aquifer and the dependent nature and cost of secondary sources. Benefits of this effort would include a self controlled source, a source costing 35% to 50% less per gallon than existing sources, and a dependable source for the rapidly growing service needs within Scott County. For nearly 20 years, a reservoir has been proposed in northwest Scott County, specifically, north of Longlick and east of US 32 on Lytles Fork. Once completed, the reservoir will impound water on approximately 285 acres and be capable of producing 4 million gallons per day. Construction of the reservoir is dependent on permitting by the Kentucky Division of Water and the United States Army Corps of Engineers. The County is currently negotiating the permit terms and performing the required Environmental and Alternate Water Supply Analyses. Construction

timeframe is anticipated to be 5 years and would include approximately 12 miles of water lines to deliver the water to Georgetown's current distribution system.

The proposed Scott County Reservoir and its surrounding area will need special attention with respect to establishment and development. A defined plan for this area including a land use analysis of the surrounding area, completed in advance of development, will help ensure that the area is developed in a balanced and mutually beneficial way.

Dry Run Study Area:

The Georgetown-Scott County Planning Commission has proposed a pilot project for watershed planning that will encompass properties within the City of Georgetown and Scott County. One of the results of this pilot project is the completion of a Small Area Development Plan designed to address the definition of the watershed, hydrologic model, land use (Comprehensive Plan) elements, and Best Management Practices (BMP's) in the area known as the Dry Run Watershed Basin.

The Dry Run Watershed Basin consists of approximately 8,000 acres (12.5 square miles), and is located generally north of downtown Georgetown at the confluence of Dry Run Creek and North Elkhorn Creek (i.e., Moss Park and Bi-Water Farm). The basin extends north towards and including approximately one-half of the Toyota Motor Manufacturing of Kentucky (TMMK) property. It also includes Anne Mason Elementary School, Derby Estates, Scott County Fire Station #1, and Harbor Village. Approximately one-third of the proposed study area is located within the current Georgetown Urban Service Boundary (USB) which has the potential for expansion, per the Comprehensive Plan process, to over one-half of the study area within ten years.

Based on development projections, the Dry Run Basin is an area identified for significant future growth and urban development within the City of Georgetown and central Scott County. Several factors are present that will guide growth into this basin. These include construction (completion) of Champion Way, construction and population of Anne Mason Elementary School, installation of a sanitary sewer trunk line and related infrastructure, and construction of the proposed Northwest Bypass connecting US 460 at Western Elementary/Canewood to Cherry Blossom Way/Delaplain Road at I-75 (exit 129). This area was also identified as a growth corridor during the 1991 Comprehensive Plan review.

The City of Georgetown acquired and updated a hydrologic model for the Lanes Run study area as part of its Business Park Development Plan. As noted in the Lanes Run Study, "a hydrologic study was performed on Lanes Run (creek) to demonstrate that the proposed Georgetown Business Park will not increase the peak flow rate of Lanes Run." The overall conclusions of the study, based on a series of design elements for the Business Park and subsequent developments including Cherry Blossom Golf, Rocky Creek Development and Wyndamere, are that flow rates are reduced by constructing a series of retention and detention basins, including water quality features. The ultimate goal of the study and any future updates is to minimize or reduce the

severity of flood damage to downstream properties by reducing the flow rates for major storm events. This study was also supplemented by a Storm Water Manual for Georgetown and Scott County. This manual details water quality and quantity designs, and requirements for new developments and is designed to be one part of an overall storm water plan for the area, and provide an appropriate means of maintaining the integrity and durability of existing and proposed storm water systems within our neighborhoods and developments.

PROPOSED COMPONENTS

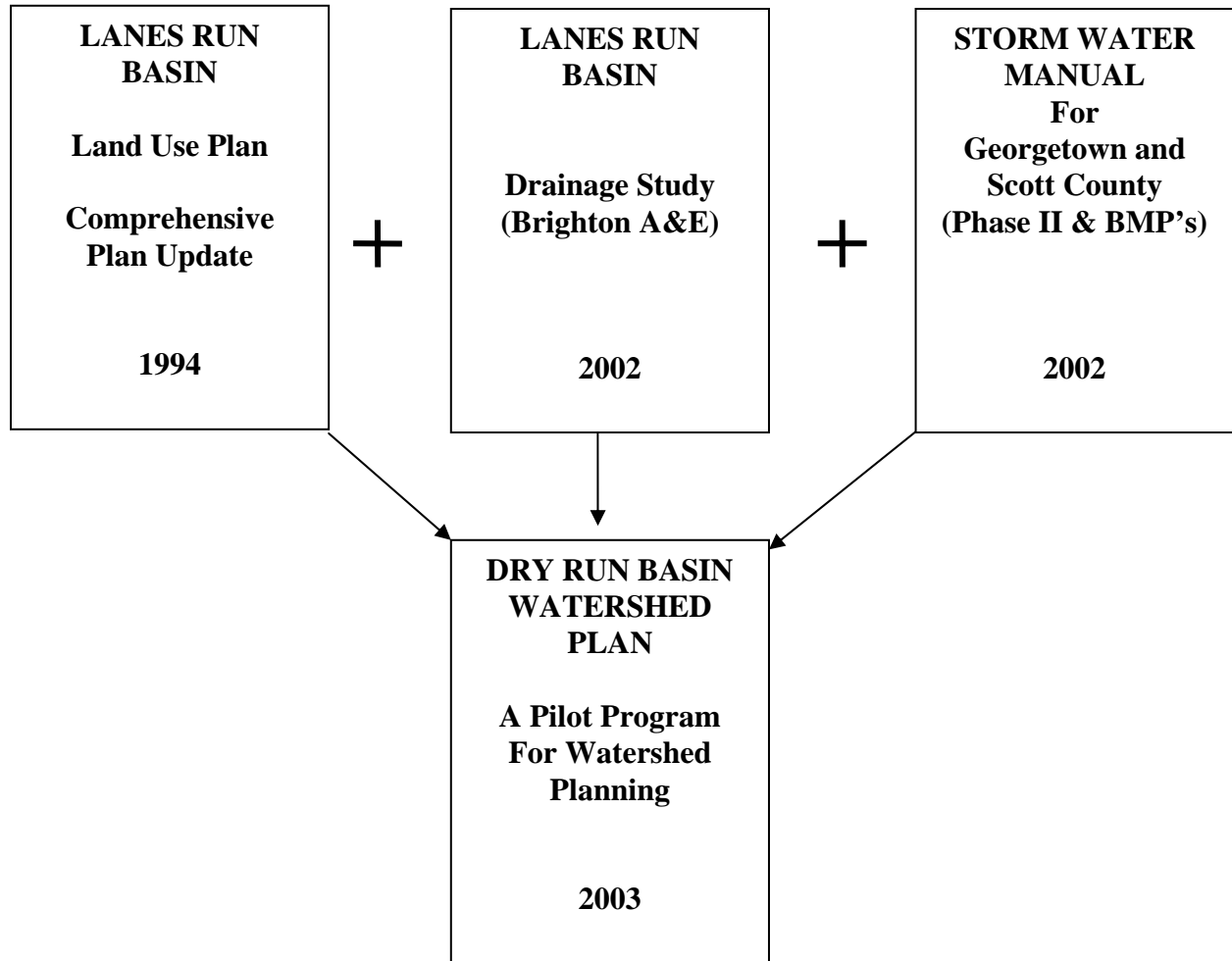
Specific components of the watershed plan include the following:

1. Watershed Characterization Assessment (WCA)
 - 1.1. Research existing natural resource information on the Dry Run Watershed
 - 1.2. Stream Corridor Assessment (SCA)
 - 1.3. Develop GIS of Watershed Characterization Results
2. Watershed Protection and Restoration Strategy (WPRS)
 - 2.1. Develop GIS mapping of areas to be protected and restored based on WCA
 - 2.2. Prepare WPRS maps and report
3. Hydrologic Computer Model for Channel Protection
 - 3.1. Develop Hydrologic Computer Model of the existing Watershed
 - 3.2. Model Land Use Alternatives
 - 3.3. Prepare report of Model findings and map of proposed land use(s) and required BMP's
4. Develop Dry Run Watershed Small Area Plan as part of the Comprehensive Plan
 - 4.1. Land Use(s) and BMP's
 - 4.2. Watershed Protection and Restoration Strategy
 - 4.3. Adopt Future Land Use Map, BMP's, and WPRS into the Dry Run Watershed Small Area Plan – Comprehensive Plan
 - 4.4. Adopt and/or amend *Zoning Ordinance*, regulations and/or overlays in compliance with the Dry Run Watershed Plan
5. BMP Technology Transfer (Watershed Planning as a BMP)
 - 5.1. Develop presentation, including PowerPoint and maps
 - 5.2. Present at conferences
 - 5.3. Present to interested groups
 - 5.4. Write article on Dry Run Watershed Protection and Restoration Plan

The following is a diagram illustrating the components the Dry Run watershed plan, using the documents and manuals adopted by the City of Georgetown and Scott County. Note – similar components would be used in creating a unified watershed plan for the Dry Run Basin.

ADOPTED COMPONENTS FOR LANES RUN DRAINAGE BASIN

The following studies and/or ordinances have been adopted that would be the equivalent of the proposed Dry Run Basin Watershed Plan. The three (3) elements that would create a similar document in the Lanes Run Drainage Basin include: The Lanes Run Basin Land Use Plan (component of the 1994 and 1996 Comprehensive Plan), Lanes Run Basin Drainage Study, and Storm Water Manual for Georgetown and Scott County.



Once completed, the watershed and small area development plan would provide a long range plan for development within this area. The Watershed Plan would be a proactive measure to guide development, storm water management, and establishing water quality features (BMP's) including open space, riparian areas, trail linkages, etc. The plan would also provide the baseline elements for a drainage study that would be used by the design and development community as they propose various developments within the basin area.

North Broadway:

A conceptual plan is under development for the area of North Broadway generally extending from its intersection with Main Street in downtown Georgetown north to the North Elkhorn Creek bridge, and from the Royal Spring Branch on the west to just east of Hamilton Street. While changes to this concept plan are likely as it develops, it is recommended that steps be taken to move the plan forward to its next logical level and keep the discussion underway.

The overall goal of this small area plan is to highlight and enhance the unique character of the North Broadway corridor and its surrounding neighborhoods to support an economically viable commercial district and protect the community's educational, financial, and emotional investments in historic resources.

Objectives for this plan include:

1. Create a distinctive and attractive image for the area that will enhance the historic and architectural character of the buildings.
2. Encourage pedestrian and tourism use of the downtown area by creating safe and comfortable routes between parking areas, surrounding neighborhoods, and throughout the business and historic districts.
3. Create outdoor spaces where social activities and special events can be easily conducted and attended.
4. Protect the traditional role of the downtown Georgetown area as the center for government, financial, and religious institutions and services, and support its evolving role into a center for tourism, specialty retail, and residential areas that provide for a unique living environment.
5. Provide a link from Georgetown College to the Royal Springs Park and Greenway.
6. Connect residential neighborhoods to the enhanced greenways.
7. Encourage redevelopment and upgrading of the existing commercial strip by improving appearances and connections with surrounding neighborhoods.
8. Protect the water quality of Royal Spring Branch and the North Elkhorn Creek.
9. Provide a gradual transition from areas zoned highway commercial to recreational commercial and medium density residential, encouraging an appropriate mix of residential and small business.
10. Reduce the visual and traffic impacts of the commercial and industrial sites.

West Georgetown Plan:

Concept: Respect wishes of farm owners within agricultural districts to remain in farming. Remove agricultural districts from the USB, unless owners have expressed a desire to develop (Ward Hall and farm). The western urban area needs special treatment because of significant historic resources and prime agricultural lands.

By State law, agricultural districts cannot be annexed. Since one of the overall USB policies recommends that all development within the USB should be annexed, agricultural districts should not be considered part of the USB. The current urban service boundary follows the proposed

bypass, and should continue this route, yet excluding the agricultural districts.

GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN

Volume I Chapter Three

TRANSPORTATION ELEMENT

SCOTT COUNTY - GEORGETOWN - SADIEVILLE - STAMPING GROUND

2006

TRANSPORTATION ELEMENT
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TRANSPORTATION ELEMENT

SUMMARY

The information contained within the Transportation Element of the Georgetown-Scott County Comprehensive Plan is intended to assist the Planning Commission, State and Local Government Officials, Developers, and Citizens in understanding the transportation system contained within Scott County and its municipalities. A broad understanding of the transportation network is essential with respect to making sound decisions regarding investments in and prioritization of transportation related construction and maintenance projects. These decisions affect virtually all of the residents of Scott County and should be made with all deliberation and the best information available.

The information in this chapter documents the structure, classification schemes, and levels of service for the existing transportation network within the county. It is intended to help the reader understand the complexities of the transportation network and the opportunities for improvement throughout the 10-year planning window envisioned by the Comprehensive Plan.

FUNDAMENTAL PRINCIPLE:

The guiding principle for decisions made regarding the transportation network within Scott County is that such decisions are made based on due-diligence and with an eye toward striking a proper balance between the needs of the public and the need to encourage and manage growth throughout the county. Decisions should result in a safe and modern transportation network that serves the needs of an increasingly mobile public, maintains and supports community commerce and integrity, and is sensitive to the historic and environmental aspects of Scott County.

Section I, Supporting Information, is designed to help the reader understand the remainder of the document. It provides context, and key terms and their definitions as used throughout the Transportation Element. A working knowledge of transportation element “language” will assist readers and decision-makers in their efforts to make viable and forward-thinking decisions regarding the transportation network in Scott County.

Section II, Growth Projections, presents information regarding the anticipated growth rates and patterns for the duration of the current planning window. Section II provides a statistical framework for decision-makers regarding projected growth in Scott County. It outlines the historical and projected population growth and suggests housing and residential land needs that are the foundation for the growth and land use management within Scott County. This section summarizes the many factors evaluated in the planning process, such as growth trends; capabilities to provide public infrastructure and services; foreseeable future events that could affect growth; and the desires and attitudes of Scott County citizens about growth. Section II provides projections for population growth, land needs and the transportation network that will be required to support those needs. The statistical bases for these projections are the 2000 and 2005 U.S. Census Reports, and the Scott County Socio-Economic Report produced by the Georgetown-Scott County Planning Commission.

Section III, Transportation Goals, Objectives, Policies, and Standards, outlines the general goals, objectives, policies, and standards that have been developed and adopted by the Planning Commission and its staff to guide decision-makers. Function-specific goal statements are included for Transportation Adequacy, Roadway System Access, Land Use, Roadway Location, Air Service, Rail Facilities, and Phasing and Coordination.

Section IV, Project Priorities, describes the “on-the-ground” application of the goals, objectives, policies, and standards to current and future transportation network improvements. It provides a prioritized list of those improvement projects considered most important to enhancing the quality of life for Scott County Citizens. The Kentucky Six-Year Highway Plan is the centerpiece for this section, and incorporates the bulk of the Scott County goals for construction. Municipal goals are also included for Georgetown, Sadieville, and Stamping Ground.

Section V, Implementation Method, outlines the principle methods for funding the planned transportation improvements.

The Planning Commission will keep on file all of the associated study and planning material related to the above sections. Future planning decisions that relate to the transportation network will be based on all available information.

TRANSPORTATION ELEMENT
SECTION I
SUPPORTING INFORMATION

INTRODUCTION

The Transportation Element of the Georgetown-Scott County Comprehensive Plan consists of “goals and objectives” as required by KRS 100.193, and the transportation plan for the future as required by KRS 100.187. The Transportation Element is based on an analysis of the adequacy of existing and proposed transportation facilities needed to accommodate existing and projected development within the Georgetown and Scott County community as required by KRS 100.191.

The Comprehensive Plan Transportation Element is intended to: (1) guide public and private land development decisions; (2) serve as a basis for the dedication of public rights-of-way when land is subdivided, rezonings are sought for more intense uses, conditional use permits are requested, or other activities involve the creation or significant expansion of use; and (3) guide the establishment and prioritization of local and state transportation improvement programs and projects.

The overall purpose of the county comprehensive plan will be realized as the goals and objectives of this and other chapters are adopted and supported by the various local legislative bodies within Scott County. The Georgetown-Scott County Joint Planning Commission will adopt and promote the goals, objectives, policies, and standards governing functional classification figures and future transportation plan statistics. It should be noted that standards as contained within this plan are advisory only and will not necessarily be adopted or approved by the Planning Commission as part of the Transportation Element.

FUNDAMENTAL PRINCIPLE:

The guiding principle for decisions made regarding the transportation network within Scott County is that such decisions are made based on due-diligence and with an eye toward striking a proper balance between the needs of the public and the need to encourage and manage growth throughout the county. Decisions should result in a safe and modern transportation network that serves the needs of an increasingly mobile public, maintains and supports community commerce and integrity, and is sensitive to the historic and environmental aspects of Scott County.

KEY TERMS AND DEFINITIONS

This section of the plan contains definitions for terms relevant to the Transportation Element of the Georgetown-Scott County Comprehensive Plan.

Acronyms:

ADT – Average Daily Traffic
BASE – Base Level of Service Standard
FHA – Federal Highway Administration
KRS – Kentucky Revised Statutes
LOS – Level of Service
USB – Urban Service Boundary
V/C – Volume-To-Capacity Ratio

Adequacy Analyses:

Adequacy Analysis data deals with the adequacy of the existing roadway network within Georgetown and Scott County. It generally focuses on arterial and collector roadway systems and addresses three categories of concern; functional, geometric, and structural.

Capacity:

Capacity is defined as the maximum hourly rate at which persons or vehicles can traverse a point or uniform section of a lane or roadway during a specified time period. It is evaluated and expressed in terms of the ratio of average arrival flow rate (demand) to capacity (V/C ratio).

Capacity – Reserve:

Reserve Capacity is the reserve, or unused, capacity in traffic movement at a given intersection or traffic lane.

Constrained Roadways:

Constrained roadways fall into two categories, physical and policy. Physically constrained roadways are those where needed improvements are made uneconomical due to the acquisition of structures or the adverse impact on historic structures. Policy constrained roadways are those that a policy-making body has determined cannot or should not be improved. Constrained roadways are designated by resolution of the appropriate local legislative body with land use control authority.

Development - Final Approval:

Final Development Approval is the recording of a subdivision plat or the approval of an occupancy permit for a development plan. The level of commitment required of a developer becomes more definitive and stringent as the development approaches occupancy.

Developments -- Large:

- Large Residential - Those in excess of 45 dwelling units.
- Large Retail Or Office - Those in excess of 30,000 square feet of building space.
- Large Industrial - Those in excess of 100 employees or 150,000 square feet of building space.
- Large Institutional Or Public Use - Those generating in excess of 300 trips during the street peak hour.

Development – Urban:

Urban development is concentrated land use. The term “urban development” includes industrial and commercial development of all kinds and residential development on lots consistent with the residential classifications under the zoning ordinance. Urban development in the context of this discussion does not include residential development on five-acre tracts.

Federal-Aid System:

The Federal-Aid System was established to assist in funding eligible road construction and maintenance projects. It is a reimbursement program that provides the majority of funding for construction and maintenance of roadways throughout Scott County. Projects that benefit the federal Interstate Highway System may be funded at up to 90 percent of costs. Most projects on arterial and collector roadways are supported by this funding program which provides up to 75 percent of the cost of a given project. The remaining 25 percent is the responsibility of state and local governments. The Commonwealth of Kentucky provides matching funds for Federal-Aid Highway projects through its State Administrative System. Highway projects not on a federal or state system must be implemented and maintained through local funding mechanisms.

Functional Roadway Classifications:

Based on Federal Highway Administration Guidelines three functional classifications are used to differentiate roadways – Arterials, Collectors, and Locals. These three classifications are assigned according to a given roadways proportion of service to “mobility” versus “land access,” i.e., the proportion of roadway use that serves to provide for vehicular mobility or access to land parcels. Variations within the three primary classifications are addressed by attaching “major” and “minor” subclassification descriptors. The broad functional classifications are defined as follows: (See Figure 1-1 for additional detail)

- 1) *Arterials* – Serve to move people between major destinations, favoring mobility over access. They are designed to provide a higher degree of mobility over longer trips. Arterials offer high operating speeds, optimal levels of service, and feature access controls.
- 2) *Collectors* – Place equal emphasis on mobility and land access, providing access to arterials and minor destinations. Collectors serve a dual role in that they not only provide access to arterials, they provide for short trip travel. They provide acceptable levels of mobility as well as access to abutting property; therefore intermediate design speed and open access are required.
- 3) *Locals* – Primarily serve abutting properties and provide a route to collectors. Mobility and high speeds are not required.

FIGURE 1-1

HIGHWAY FUNCTIONAL CLASSIFICATION - PROPORTION OF SERVICE -		
ARTERIALS (Mobility over Access)	Access	←—————→ Mobility
COLLECTORS (Balanced Mobility and Access)	Access →————→	←————→ Mobility
LOCALS (Access over Mobility)	Access →————→	Mobility

Goal – Transportation:

For the purposes of this plan Transportation Goals are written as statements of fact (i.e., true/false) so as to promote measurement as to whether the reality is consistent with the intent. If a given goal statement is held to be true, according to the reality on the ground, then the goal has been achieved. Goals are intended to be “end statements” that are the culmination of their associated objectives.

Level of Service – Base Standard (BASE):

The BASE LOS expresses the minimum level of acceptable service for a given intersection or roadway segment. See Table 1-1 below for specific standards information.

TABLE 1-1

BASE LEVEL OF SERVICE STANDARDS			
Rural Principal and Minor Arterials		Rural Major and Minor Collectors and Local Roads	
Signalized Intersections	V/C Ratio of 0.90 and Delay LOS “C”	Signalized Intersections	V/C Ratio of 0.80 and Delay LOS “C”
Unsignalized Intersections including approaches from Side Roads	Delay LOS “C”	Unsignalized Intersections including approaches from Side Roads	Delay LOS “C”
Roadway segment between intersections	V/C Ratio below 0.6 or LOS “D”	Roadway segment between intersections	V/C Ratio below 0.6 or LOS “D”

Level of Service – Delay (Urban):

Level of Service (LOS) refers to the average stopped delay per vehicle for the different movements within an intersection. It is a measure of adequacy associated with signalized intersections, usually within urban areas. Levels of Service range from A to F and are defined as qualitative measures that describe the operational conditions within a traffic stream as well as their perception by motorists and/or passengers. They generally describe conditions in such terms as speed and travel time, freedom of maneuver, traffic interruptions, comfort and convenience, and safety.

Level of Service – Unsignalized Intersections:

LOS ratings at unsignalized intersections range from A to F and are based on the reserve or unused capacity of the traffic movement land in question. The analysis method takes into consideration gaps in conflicting traffic movements. See Table 1-2 for specific LOS descriptions.

TABLE 1-2

LEVEL OF SERVICE DESCRIPTIONS FOR UNSIGNALIZED INTERSECTIONS		
Reserve Capacity (vehicular capacity during peak hour)	Level Of Service	Expected Delay to Minor Street Traffic
> 400	A	Little or no delay
300 – 399	B	Short traffic delays
200 – 299	C	Average traffic delays
100 – 199	D	Long traffic delays
0 – 99	E	Very long traffic delays
(a)	F	Very long traffic delays
(a) When demand volume exceeds capacity, extreme delays will be encountered with “queuing” which may cause severe congestion and affect other traffic movements in the intersection.		

Level of Service – Rural Two-Lane Roadways:

LOS ratings for rural two-lane roadways are expressed in terms of the percentage of passing sight distance which is the primary factor influencing the capacity of the roadway. Pavement and shoulder width are considered secondary factors.

Maintenance Responsibilities:

State and local jurisdictions are responsible for maintaining roadways. The Kentucky Transportation Cabinet, Department of Highways maintains roadways designated as Interstate Highways, U.S. Highways, and State Highways. All other roads, both urban and rural, are maintained locally.

Objectives – Transportation:

For the purposes of this plan, Transportation Objectives are written as statements of fact (i.e, true/false) so as to be measurable. If a given objective statement is held to be true as written, according to the reality on the ground, then it can be considered to have been achieved. Objectives are intended to be conditional statements that when completed and combined, result in a given goal being reached. They can be viewed as “sub-goals”.

Peak Hour(s):

The timeframe during which the highest measured count included in the Average Daily Traffic count is recorded. This number can also be expressed as the low and high extremes as measured during a given day. AM and PM peak numbers can also be expressed individually.

Phase Categories:

- D = Design
- R = Right-Of-Way Acquisition
- U = Utility Relocation
- C = Construction

Planning Window:

The timeframe addressed by the Comprehensive Plan. This version of the Georgetown-Scott County Comprehensive Plan addresses a 5-year update window.

Policy – Transportation:

Policy statements are intended to be “directives” that establish the rules guiding implementation of the Comprehensive Plan.

Programmed For Construction:

Programmed for Construction means the transportation facility will be under construction within three years for local roads, and within six years for state roads.

Project Funding Codes and Categories:

APD – Federal Appalachian Development Highways
BRA – Federal Bridge Acceleration Funds (Demo)
BRO – Federal Bridge Replacement - On System
BRX – Federal Bridge Replacement - On/Off System
BRZ – Federal Bridge Replacement - Off System
CM – Federal Congestion Mitigation Funds
FH – Federal Forest Highway Funds
GAR – Garvee Bond Debt Service FD53
HES – Safety-Hazard Elimination
HPP – High Priority Projects
IM – Federal Interstate Maintenance Funds
JM1 – Garvee Bonds I-65 Rehabilitation
JM2 – Garvee Bonds I-75 Rehabilitation
JM3 – Garvee Bonds I-64 Rehabilitation
KYD – Federal Demonstration Funds Allocated To Kentucky
NH – Federal National Highway System Funds
RRP – Safety-Railroad Protection
RRS – Safety-Railroad Separation
SAF – Federal Safety Funds
SHN – Federal STP Funds Dedicated To Henderson
SLO – Federal STP Funds Dedicated To Louisville
SLX – Federal STP Funds Dedicated To Lexington
SNK – Federal STP Funds Dedicated To Northern Kentucky
SP – State Construction Fund
STP – Federal Statewide Transportation Program Funds
TE – Federal Transportation Enhancement Program Funds

Rural Area:

For the purposes of the Georgetown-Scott County Comprehensive Plan, Rural Areas are defined as those areas located in unincorporated areas of Scott County or outside of designated Urban Service Boundaries.

Rights-of-Way (Dedicated and Reserved):

A right-of-way is a certain minimum distance as measured from the established centerline of the existing/proposed road that is reserved or dedicated to the appropriate governing body on all minor and major subdivision plats in accordance with prevailing standards required for the functional classification of the road. These rights-of-way are typically used for required and/or anticipated roadway, bikeway, walkway, and utility and maintenance purposes.

Roadway Adequacy:

The ability of a given roadway to carry traffic is determined by analysis of its capacity and its level of service. The type of adequacy analysis required varies between urban and rural areas. In urban areas intersections provide the primary control of traffic flow. In rural areas the percent of passing site distance is the primary control of traffic flow. Both of these factors are affected by features unique to each intersection or roadway segment.

Roadway Classification Categories:

Roadways are classified by type, funding level, maintenance, and their ability to carry traffic.

- *Access Roadways:* Access roadways exist to provide access from a given local location to larger more controlled access roadways, such as arterials and collectors.
- *Rural Roadways:* Rural Roadways occur outside the corporate or accepted limits of a given metropolitan area.
- *Rural Local Roads:* Rural Local Roads provide access to and movement from individual sites. Typically, they include roads within subdivisions, small towns, industrial parks, and back roads found throughout the rural area. They often are narrow and have no lane designation, and may consist of graveled surfaces.
- *Rural Major Collectors:* Rural Major Collectors serve principal and minor arterials and distribute traffic to minor collectors. They serve a collectors dual role by supporting trips of short length and providing indirect access to abutting properties.
- *Rural Minor Arterials:* Rural Minor Arterials are typically two-lane highways that provide links between communities and connections between collectors and principal arterials. These roadways sometimes parallel rural principal arterials and serve traffic traveling between smaller urban areas.
- *Rural Minor Collectors:* Rural Minor Collectors provide linkages between the many farms, subdivisions, and rural communities to the major collectors that provide direct routes to the arterials and the urban communities. As such, they serve the collectors dual purpose function of providing access to abutting properties and trips of typically short duration.
- *Rural Principal Arterials:* Rural Principal Arterials are interstate highways, expressways, and limited four-lane highways traversing the unincorporated countryside. They are generally used for high-speed trips between major destinations.

Significant Deterioration:

An increase in average daily trips using a given facility of greater than 5 percent when a constrained facility has reached a volume-to-capacity ratio of 1.00 or an LOS “E”, OR when proposed development is anticipated to result in a reduction of the pre-existing LOS by 1 or more levels.

Standards – Transportation:

For the purposes of this plan, Standards are written as statements of measure or quality. They are intended to provide the guidance used to gauge whether compliance or conditions of quality have been successfully achieved.

Truck Route Designations:

Class AAA – This is the primary classification for truck highways and allows for a gross load limit of up to 80,000 pounds.

Class AA – Allows for a gross load limit of up to 62,000 pounds.

Class A – Allows for a gross load limit of up to 44,000 pounds.

Traffic Congestion Areas:

Areas in which existing roads routinely operated below minimum service level requirements.

Traffic Impact Study:

Traffic Impact Studies define and describe the expected impact of traffic on a given development.

Traffic Management Plan:

Traffic Management Plans describe how the impacts on a development as described in a given Traffic Impact Study will be handled/remediated.

National Network System:

The Surface Transportation Act of 1982 designated highways included within this system as truck routes for larger vehicles.

Urban Area:

For the purposes of this plan, urban areas are defined as those areas located within incorporated municipalities and/or within approved Urban Service Boundaries.

Urban Collector Streets:

Urban Collector Streets carry traffic to the arterials from residential and commercial areas. They provide a secondary connecting link between the local streets and the nearest major streets and highways, and are typically used for trips of shorter length.

Urban Local Streets:

Urban Local Streets provide for direct access to residential, commercial, industrial, or other abutting land uses, and for local traffic movements. They provide routes through subdivisions and residential areas and connect to collectors and arterials. Typically, Urban Local Streets are the most numerous in the urban classification category.

Urban Minor Arterial Streets:

Urban Minor Arterial Streets are roads that provide direct access to the principal arterials. They feature restricted speeds and generally are used to support shorter trips, typically being used to get somewhere directly within the community they serve or to gain access to an urban principal arterial.

Urban Principal Arteries:

Urban Principal Arteries are used for “express”, high-speed travel from point to point within an urban area. Examples include: bypasses, interstate highways, and limited access four-lane expressways. These roadways provide for the expeditious movement of high volumes of traffic between areas and/or across, around, or through the city or urban area.

Urban Roadways:

Urban Roadways occur within the corporate limits or the accepted limits of a given metropolitan area.

Volume-To-Capacity (V/C) Ratio (Signalized Intersections):

Volume-To-Capacity ratios represent the volume of vehicles on an intersection approach or designated group of lanes serving a particular movement, divided by the calculated capacity of the intersection approach or designated group of lanes. A ratio of 0.90 to 1.0 indicates that the intersection or designated group of lanes is approaching its capacity and that consideration should be given to the need for improvements. A ratio of 1.0 or greater indicates that an improvement is definitely needed. V/C ratios are usually applied to signalized intersections.

TRANSPORTATION ELEMENT

SECTION II

SCOTT COUNTY GROWTH PROJECTIONS

PROJECTED POPULATION GROWTH

All growth indicators show a positive and even accelerating growth rate across Scott County. Given this fact, a substantive understanding of the factors affecting growth in Scott County is fundamental for decision-makers regarding their planning and land use responsibilities, particularly as they apply to development of the county transportation network. Fundamental to good decision making is a grasp of factors such as raw and projected population and economic growth rates, timing, and location. These factors, along with the location of the new jobs, housing, business and education development activities that are inevitable for Scott County provide the context in which the guiding decisions about the county's transportation network must be made. Clearly, a safe and accessible transportation network will be needed to support future development, the phasing of public improvements necessary to match the pace of that development, and thus meet the needs of a growing community particularly as they relate to the movement of people, goods and services. This section of the Transportation Element is designed to help county and municipal officials form a viable statistical basis for such a decision-making process.

This Comprehensive Plan is based upon an extensive evaluation of all currently available information on Scott County's growth patterns, both historical and projected. Statistical estimates are based on both the 2000 and 2005 updates of the US Census Bureau data. These statistics reflect actual historical records and estimated growth projections from 1970 through 2030 and are presented based on calculated increments of 5-years. It should be noted that any growth rate estimate will be affected by the occurrence of subsequent events. The planning process has made every effort to foresee and assess the possible impacts of such events over the next 5-10 years, in order to make this information as useful and relevant as possible to the decision-making processes.

UNDERSTANDING GROWTH FACTORS

For future population projections through 2030, a range of growth possibilities was considered:

- Growth rate is the speed at which growth occurs, presented either as actual measured data or calculated estimates.
- Low growth rate assumes a slower growth than the calculated historical trend.
- Medium growth rate assumes a moderate annual rate that essentially tracks historical trends.
- High growth rate assumes a more rapid or accelerating rate of growth that generally exceeds historical trends. This rate would typically result from higher absorption of new workers due to strong economic growth and other growth-inducing factors.
- Cumulative growth is the difference between current population levels and population levels as measured over a given period of time, presented as raw statistical data.
- Projected growth is growth rate statistical data based on actual historical data extrapolated to predict levels of growth over time.
- Urban growth is growth within established Urban Service Boundaries.

- Rural growth is growth within unincorporated areas of Scott County and/or outside of defined Urban Service Boundaries
- Municipal growth is growth that occurs within the corporate limits of a given municipality.

HISTORICAL AND PROJECTED GROWTH RATES

Table 2-1

YEAR	ACTUAL POPULATION	LINEAR POPULATION ESTIMATES	GROWTH RATE (%)	GROWTH RATE (Raw)	GROWTH RATE (Cumulative)
1970	17948	17948	0	0	0
1975	19881	21010	10.8	1933	1933
1980	21813	24071	9.7	1932	3865
1985	22724	27133	4.2	911	4776
1990	23634	30195	4.0	910	5686
1995	27634	33257	16.9	4000	9686
2000	33380	36318	20.8	5746	15432
2005	39380	39380	18.0	6000	21432
2010		42442	7.8	3062	24494
2015		45503	7.2	3061	27555
2020		48565	6.7	3062	30617
2025		51627	6.3	3062	33679
2030		54689	5.9	3062	36741

Table 2-1 -- Analysis

- Accelerating actual growth rate since 1990
- Actual growth rate historically exceeds projected growth rate
- Average actual growth rate 1970-2005 = 10.6%
- Average projected growth rate 2010-2030 = 6.8%
- Average combined growth rate 1970-2005 = 9.1%
- Kentucky Tourism Cabinet projected growth rate for Scott County = 8.7%
- Statistical projections indicate a moderate growth rate countywide with an annual population increase of approximately 3062. However, it should be noted that the data indicates that, historically, actual growth exceeds projections by a significant margin. The combined growth rate of 9.1% is the recommended planning number.
- Assumptions – The statistics contained in Table 2-1 above are either raw numbers or linear (straightline) projections and assume no significant changes to the historical growth patterns. Events such as Toyota expansion, significant new industry influx, the World Equestrian Games, and economic stability in neighboring counties do have the potential to impact the rate and timing of growth within Scott County.

GROWTH IMPACTS: TRANSPORTATION AND COMMUTING PATTERNS

Growth trends indicate a steady march toward a more urban Scott County. The majority of the county's population now resides within the respective Urban Service Boundaries of the existing municipalities. Further, the projections indicate that these urban areas will experience a slightly higher growth rate than will the more rural areas of the county. Development of streets and roads that serve to provide access from development areas to collectors and arterials, and connectors between municipalities and employment centers may need to receive the higher priority, if choices have to be made in that regard.

Most Scott County residents work within Scott, Fayette, and Harrison counties. However, the county also draws its workforce from as many as 43 counties in the greater Bluegrass, Central, and Northern Kentucky areas. Scott County workers also travel to as many as 14 other counties in Central and Northern Kentucky for their employment. The majority (67%) of Scott County commuters enjoy a one-way commute time of less than 25 minutes. These commute times, for the most part, are considered reasonable but careful planning will be required to maintain these levels as the traveling population increases and county and city streets become more crowded more often and for longer periods of time. The continuing lack of transportation alternatives in the county results in 94% of all non-commercial travel being conducted in private vehicles – 82% of which contain two or fewer occupants.

GROWTH IMPACTS: URBAN – RURAL – MUNICIPAL

While growth will occur countywide, the most rapid growth will likely take place in urban areas, those areas within defined Urban Service Boundaries, and will most likely be centered in (expanded) existing and planned developments. All Scott County municipalities are expected to share in the increased population. Unincorporated areas of the county are expected to experience steady growth but at a rate slightly below (8.9%) the projected county average (9.1%). As of 2005, in terms of urban growth, the three incorporated municipalities within the county, Georgetown, Sadieville, and Stamping Ground, constitute approximately 64% of the total county population. Thus the countywide trend is toward urbanization of the general population.

2000 Census data indicate that the population of Georgetown was 18,080 in 2000 and is projected to be 21,230 by 2010. This amounts to approximately 56% of the total county population as projected at that time. The growth rate in Georgetown has significantly accelerated since 1990 when population statistics showed its population to be 11,414. If the current growth rate continues the population of Georgetown will have increased nearly 86% over the 20-year period between 1990 and 2010. The population increase is projected to continue through the 2030 statistical window to approximately 27,531 which indicates a more modest growth rate over the next 20 years. It is a safe assumption to accept that the bulk of the Scott County population will continue to be centered in the Georgetown area and that the county as a whole will continue to attract new residents from neighboring areas, particularly Fayette County, due to elevated housing and property costs there and the continued favorable commuting patterns between these two urban employment centers. It is also reasonable to project that the bulk of the rural growth will occur in the northern reaches of Scott County, due to the availability of land parcels and their favorable prices.

2005 records indicate the Sadieville population, within the existing city limits, to be approximately 300 people. The greater Sadieville planning area population is approximately triple that contained

within the city limits. These numbers are slightly higher than the 2000 projections, and in fact represent a sharp increase in growth rate since 1980. The growth rate in Sadieville is slightly higher at 9.7% than the projected county average and is expected to accelerate over the next five years due to expanded infrastructure availability, planned annexation and reclassification activities, and known development plans.

2000 census records indicate the Stamping Ground population, within the existing city limits, to be approximately 566 people. The average projected growth rate in Stamping Ground is 8.4% through 2030 or slightly lower than the 9.1% projected county average. However, steady growth is predicted for the greater Stamping Ground Urban Service Boundary area based on known development plans.

GROWTH IMPACTS: HOUSING AND RESIDENTIAL LAND

Based on 2000 statistical Census Bureau data, the average Scott County household size is 3.01 people. This level is expected to hold steady, averaging slightly more than three people per household, through 2030. In 2000, an estimated 12,743 residences existed in Scott County. Based on 2005 population levels and the current average household size, an estimated 15,752 residences are currently located within the county. Given linear projections on general population growth (9.1%) approximately 1,731 new housing units will be needed each year to meet the anticipated demand over the next 5-10 years countywide. Based on 2000 housing availability levels and projected growth rates, a total of 17,712 units will be required by 2020, and a total of 20,449 units need to be in place by 2030. Land requirements for commercial and light industrial concerns can also be expected to increase proportionately.

Based on a relatively low density of three units per gross acre countywide, approximately 577 acres of developable land will be needed each year to accommodate projected growth demands for residential housing through 2010.

GROWTH IMPACTS: SCHOOLS

The average Scott County resident in 2000 was 33 years old. Typically, this is the age group in the middle of their “family building” years and steady growth can be expected in the supply of school age children throughout the planning window. Less than 10% of the population is 65 years of age or older. The Scott County Public School System reports an actual historical student enrollment annual growth rate of 3.54%. However, this does not account for students who attend non-public school establishments. Most indications are that the number of students in these situations is increasing. It can safely be assumed that based on indicated growth rates in the general population, the number of students attending school in Scott County will exceed the recorded historical rates and require accelerated facility building and expansion projects. The highest percentage of the school age population will be the elementary and middle school age groups, ages 5-14, followed closely by students of high school age, 15-18.

TRANSPORTATION ELEMENT
SECTION III
TRANSPORTATION GOALS, OBJECTIVES, POLICIES, AND STANDARDS

TRANSPORTATION GOAL ON ADEQUACY

Efficient, safe, convenient and coordinated movement of people and goods within Scott County and between its communities, while minimizing adverse social, economic, and environmental impacts, and maintaining the historic, cultural, and environmental quality and characteristics valued by county residents.

<u>Supporting Objectives:</u>	<u>Implementing Policies:</u>	<u>Operating Standards:</u>
<p><i>Adequacy:</i> All new developments and changes in use are supported by streets, roadways, and trails adequate to handle both vehicular and non-vehicular traffic generated by the new development or use change in question.</p>	<p>Roadway design and construction shall be sufficient to safely handle the existing and anticipated mix and volume of traffic.</p> <p>Georgetown and Scott County shall develop and maintain formalized procedures by which developers shall contribute their proportional share of improvement costs for transportation facilities necessary to accommodate the anticipated impact of any proposed development.</p> <p>The public may contribute to the cost of transportation improvements required for developments:</p> <ol style="list-style-type: none"> a. When the transportation improvement or the development contributes to a community-wide objective such as the improvement of a transportation facility to serve substantial through-traffic movement above that generated by the development; b. To provide an inducement to developers of low and moderate cost housing; or, 	<p>In addition to the standards listed herein, all standards recognized and accepted by the Georgetown-Scott County Planning Commission as being associated with transportation facilities adequacy are applicable to requirements of this plan whether incorporated directly or by reference.</p>

<i>(Supporting Objectives cont.)</i>	<i>(Implementing Policies, cont.)</i>	<i>(Operating Standards cont.)</i>
<p>Level of Service: All non-constrained streets within Scott County operate at a LOS “C” or better by 2011.</p>	<p>c. To provide financial incentives for the redevelopment or rehabilitation of older areas of the community.</p> <p>Traffic impact studies are required for “large” developments or “traffic congestion areas” to determine the magnitude of roadway improvements required to accommodate traffic generated by the proposed development while maintaining the Base Level of Service Standards. Such studies shall consider existing traffic volumes during the highest street peak hour, traffic generated by developments having received final development approval, programmed roadway improvements of adopted roadway improvement programs, traffic generated by the proposed developments and normal traffic growth. The Planning Commission may optionally require the inclusion of traffic generated by preliminary approved developments which will proceed to the final development approval stage with reasonable certainty.</p> <p>Prior to development approval, developers are required to verify/establish the correct Level of Service (LOS) for the area in which the development will take place. Once the correct LOS has been determined developers must maintain or enhance the LOS for the subject development as defined by the accepted and applicable standards in place at the time development begins.</p>	<p>Minimum Level of Service –</p> <ol style="list-style-type: none"> 1) The minimum acceptable peak hour operating Level of Service standards for non-constrained streets within Urban Service Areas shall be Level of Service “D” for all arterial streets and “C” for all collectors. 2) The minimum acceptable peak hour operating Level of Service standards for non-constrained streets outside of Urban Service Areas shall be LOS “D”.

<p><i>(Supporting Objectives cont.)</i></p>	<p><i>(Implementing Policies, cont.)</i></p> <p>The Base Level of Service Standards (BASE) as defined herein shall apply to all activities pertaining to street and roadway improvement, programming, and design unless variances are specified under other policies contained within this Comprehensive Plan.</p> <p>Roadways that are physically or environmentally constrained or legislatively prohibited from expansion due to their historic, environmental, or cultural character will operate at a Volume-to-Capacity ratio of 1.00 or an LOS “E”. However, no development permit shall be issued that would cause significant deterioration of the traffic carrying capacity of constrained roadway segments or that would violate generally accepted traffic engineering practices concerning safety.</p> <p>Road or street intersections or segments may operate at a volume-to-capacity ratio or LOS lower than the BASE standard (but not lower than a volume-to-capacity ratio of 1.00 or LOS “E”) unless the developer has made a contractual agreement to make the necessary improvements required to bring the intersection or segment to the minimum BASE standard.</p> <p>All developments with record plat approvals or issued building permit before final adoption of the updated Comprehensive Plan by the jurisdiction in which the development lies shall be exempted from meeting the LOS standards set forth in the applicable policies.</p>	<p><i>(Operating Standards cont.)</i></p> <p>3) BASE Level of Service –</p> <ul style="list-style-type: none"> a) Urban Principal and Minor Arterials <ul style="list-style-type: none"> i) Signalized intersections – volume-to-capacity ratio of 0.90 and delay -- LOS “D”. ii) Unsignalized intersections, including approaches on side streets -- LOS “D”. iii) Roadway segment between intersections -- LOS “D”. b) Urban Collector and Local Streets <ul style="list-style-type: none"> i) Signalized intersections – volume-to-capacity ratio of 0.80 and delay -- LOS “C”. ii) Unsignalized intersections, including approaches on side streets -- LOS “C”. iii) Roadway segment between intersections -- LOS “C”. c) Rural Principal and Minor Arterials <ul style="list-style-type: none"> i) Signalized intersections – volume-to-capacity ratio of 0.90 and delay -- LOS “C”. ii) Unsignalized intersections, including approaches on side streets -- LOS “C”. iii) Roadway segment between intersections -- LOS “C”, or a volume-to-capacity ratio below 0.6. d) Rural Major and Minor Collectors and Local Roads <ul style="list-style-type: none"> i) Signalized intersections – volume-to-capacity ratio of 0.80 and delay -- LOS “C”.
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<i>(Supporting Objectives cont.)</i>	<i>(Implementing Policies, cont.)</i>	<i>(Operating Standards cont.)</i>
Capacity: The capacity and safety of existing roadways is preserved through proper intersection spacing, driveway location, and adequate sight distances and off-street parking.	<p>In addition to the dedication of rights-of-way, developers shall be responsible for improvements to roadways passing through, adjoining, or providing access to their development to the extent improvements are needed to meet the minimum BASE LOS Standard.</p> <p>Safety concerns always override traffic carrying capacity concerns because the former involves life issues and the latter merely convenience issues.</p> <p>The community shall maximize existing roadway capacity and safety and reduce peak hour congestion by implementing traffic operational improvements to the extent feasible.</p> <p>Provision for adequate off-street parking shall be included in all development proposals.</p>	<p>ii) Unsignalized intersections, including approaches on side streets -- LOS "C".</p> <p>iii) Roadway segment between intersections -- LOS "C", or a volume-to-capacity ratio below 0.6.</p> <p>Adequate storage and turning bays, as described in the Kentucky Transportation Cabinet Design Manual, should be provided for all developments generating more than fifty (50) trips per day on arterials and collectors.</p>
Right-Of-Ways: Adequate right-of-ways are provided to accommodate both required and anticipated roadway, walkway, bikeway, and utility and maintenance improvements.	<p>Developers shall dedicate adequate rights-of-way for streets and roadways running through and abutting to their various developments.</p> <p>The community shall provide for safe bicycle and pedestrian use in planning its transportation facilities, and shall promote safe bicycle and pedestrian movement in its development proposals.</p>	The amount of a given right-of-way is based on roadway functional class and abutting zoning, and may be implemented through the subdivision regulations.

<p><i>(Supporting Objectives cont.)</i> Design And Construction: Roadway, walkway, and bikeway systems are designed and constructed based on pre-defined and approved standards.</p>	<p><i>(Implementing Policies, cont.)</i> Horizontal and vertical alignment shall ensure safe movement of traffic through use of adequate sight distances around curves and on hills given the anticipated speeds and traffic volumes.</p> <p>Access to roadway systems is limited to properly designed and safe entrances.</p> <p>The community shall implement low cost improvements to improve safety on rural roads including shoulder stabilization, minor widening when resurfacing, signing, guardrail replacement, minor realignments on tight curves, reducing hills to improve sight distances, extending culverts and improving drainage ditches farther from the edge of pavement, and adding centerline and roadway edge markings on heavier traveled roads.</p> <p>Developers shall share access points to existing arterial and rural collector roadways to the extent practicable.</p> <p>Adequate access shall be provided for emergency vehicles.</p> <p>Street patterns for “local streets” shall discourage through traffic and high speeds.</p> <p>Design standards on vertical and horizontal curves, pavement widths, curbs, sidewalks, and bikeways shall be set forth in the subdivision regulations.</p>	<p><i>(Operating Standards cont.)</i> Roadway Entrances: To be deemed adequate, required sight distance for entrances to roadway systems within Urban Service Boundaries must be based on future functional class, speeds, and traffic volumes, include a thirty-five (35) foot sight triangle at the property line for all streets, and a twenty-five (25) foot triangle for all driveways. Greater site triangle distances may also be required on rural roads due to higher speeds.</p> <p>Intersection Spacing:</p> <ol style="list-style-type: none"> 1. Intersections along a principle arterial (rural major or minor collector) must be located a minimum of 1,600 feet from any other intersection along that principal arterial (rural minor arterial, or rural major or minor collector). <ol style="list-style-type: none"> a. Single-family residential lots and apartment complexes are prohibited from direct access to a principal arterial or a rural minor arterial, except by service roads. b. Service roads in nonresidential development observe the intersection spacing of the principal arterial. 2. Intersections along an urban minor arterial must be located a minimum of 1,000 feet from any other intersection along that minor arterial. <ol style="list-style-type: none"> a. Single-family residential lots are prohibited from direct access to an urban arterial, except by service roads.
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	<p style="text-align: center;"><i>(Implementing Policies, cont.)</i></p> <p>Developers shall be fully responsible for the construction of all roadways contained within the interior of their development area.</p> <p>Movement of pedestrians or bicyclists shall be given due consideration in every instance.</p>	<p style="text-align: center;"><i>(Operating Standards cont.)</i></p> <p>b. Service roads, apartment complexes, and nonresidential development shall observe the intersection spacing of the minor arterial.</p> <ol style="list-style-type: none"> 3. Intersections along an urban collector must be located a minimum of 1,000 feet from any intersecting arterial and 800 feet from any intersecting collector. Driveways shall be located not less than fifty (50) feet from an intersection for single-family lots. 4. The spacing between intersections on local streets shall be 250 feet from centerline to centerline. Nonresidential development shall generally not have access to local streets. 5. The adequacy of the number and size of entrances shall be based on the proposed use and adequacy of the street system. 6. Single-family subdivisions of 200 dwelling units or more shall have at least two entrances or a divided median entrance. 7. Divided median entrances should be at least 500 feet in length, or of such length needed to reach the first cross-street intersection. <p>Parking:</p> <ol style="list-style-type: none"> a. Building expansions requiring Planning Commission approval shall provide adequate off-street parking based on current standards. b. Consideration and implementation of cross-parking agreements in meeting joint parking requirements is permitted.
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		<p style="text-align: center;"><i>(Operating Standards cont.)</i></p> <ul style="list-style-type: none"> c. Parking locations shall be within 500 feet of the primary use and must not require the patron to cross an urban arterial or a rural collector except in B-3 zoning areas. d. Appropriate signage detailing on-street “No Parking” zones shall be provided.
<p><u>Rationale:</u> Streets and roads should have adequate capacity such that new development does not cause or compound traffic congestion. As development occurs roadway improvements may be required to maintain a reasonable Level-Of-Service and take into consideration changes caused by the proposed development, development that may already be underway, or development that is under consideration in the immediate future. The use of pre-defined standards as contained in this Comprehensive Plan and other referenced federal, state, county, and local regulatory documents guide and govern the functional class of a given transportation facility, abutting zoning, adjacent use, existing and anticipated traffic volumes, and the composition of traffic. Adherence to such standards enhances the planning and design process, improves budgeting and prioritization efforts, and ensures that the desired results will be achieved.</p>		

TRANSPORTATION GOAL ON RURAL ROADWAY SYSTEM ACCESS

A rural road system is available that provides access between and among rural areas, to the regional (urban and rural) transportation system, and safe, economical mobility and accessibility for citizens and goods.

<u>Supporting Objectives:</u>	<u>Implementing Policies:</u>	<u>Operating Standards:</u>
Initiate development of a highway capacity assessment to be used in reviewing and evaluating proposals for developments located in unincorporated areas of the county.	Implementing policies for this goal will be developed over time by the Georgetown-Scott County Planning Commission, Transportation and other subcommittees as a subset of this Transportation Goal.	Operating Standards for this goal will be developed over time by the Georgetown-Scott County Planning Commission, Transportation and other subcommittees as a subset of this Transportation Goal.
Encourage the adoption and application of a strong access management plan.		
Develop and implement an access management strategy aimed at managing growth and creating a safer and more efficient transportation system.		
Maintain the aesthetic character of rural roads.		
Encourage the designation of a regional system of equine/bike/walkways along identified open space corridors.		
Encourage the development and adoption of long-range capital improvement programs by local political jurisdictions consistent with the goals of the Comprehensive Plan.		
Develop a system that accurately assesses the true cost of proposed developments upon local government services within the county.		
<p><u>Rationale:</u> There is a continuing need for coordinated local, county, and state roadway capital improvement programs to exist that ensure the public has access to a safe and adequate transportation network. Because it is safe to assume that the amount of public funding available for construction and maintenance of such a network will always be limited, policies and procedures that encourage collaborative project development and prioritization will be needed. These policies and procedures need to provide for a fair, balanced, and deliberate approach to ensuring the continuing availability of an adequately functioning transportation network that meets the needs of the community.</p>		

TRANSPORTATION GOAL ON LAND USE

The arterial and collector street system provides access to high intensity development.

<u>Supporting Objectives:</u>	<u>Implementing Policies:</u>	<u>Operating Standards:</u>
<p>Locate large residential, commercial, and industrial developments on the arterial or collector street systems to mitigate the effects of large land uses on the transportation network.</p>	<p>Large residential, commercial (retail and office), industrial, and institutional or public use developments shall be located on urban or on rural arterial or collector roads only.</p>	<p>In addition to the standards listed herein, all standards recognized and accepted by the Georgetown-Scott County Planning Commission as being associated with land use location as related to transportation facilities are applicable to requirements of this plan whether incorporated directly herein or by reference.</p> <p><u>Large Residential Developments:</u> are those in excess of 45 dwelling units.</p> <p><u>Large Retail Or Office Developments:</u> are those in excess of 30,000 square feet of building space. Those in excess of 100,000 square feet of building space shall be located on urban or rural arterials. Large retail or office developments in excess of 300,000 square feet of building space shall be located on urban or rural arterials within one-quarter mile of a freeway exchange.</p> <p><u>Large Industrial Developments:</u> are those in excess of 100 employees or 150,000 square feet of building space. Large industrial developments in excess of 300 employees or 450,000 square feet of building space shall be located on principal arterial streets, or rural minor arterial or major collector roads within one-quarter mile of a freeway exchange.</p>

<i>(Supporting Objectives cont.)</i>	<i>(Implementing Policies, cont.)</i>	<i>(Operating Standards cont.)</i>
Do not route traffic from non-residential uses through residential uses on local streets.	Access roads to arterial and collector roadways shall not be routed through lower intensity or residential use areas.	<p>Those in excess of 900 employees or 1,000,000 square feet of building space shall be located on urban principal arterial streets or a rural minor arterial or major collector road within one-quarter mile of a freeway interchange.</p> <p><u>Large Institutional Or Public Uses:</u> are those generating in excess of 300 trips during the street peak hour.</p>
Do not route traffic from higher intensity residential uses through lower intensity uses, except where the roads have sufficient capacity and appropriate design to accommodate the traffic.	<p>Access to arterial roads in Urban Service Boundaries shall be provided by frontage or service roads.</p> <p>Access from nonresidential, higher intensity development areas may pass through residential areas on local streets only if those streets are capable of accommodating the anticipated traffic in terms of both design and capacity, and are part of a unified development under the same initial ownership.</p>	The Urban Service Boundary rather than the limits of the incorporated area serves as the urban versus rural differentiator.
<p><u>Rationale:</u> This goal is aimed at addressing the cumulative effects of land uses on the transportation network and encouraging such uses to be placed where they can best be accommodated. The first priority regarding placement of development is to encourage it to be located where roadways are already adequate, followed by locations where public roadway improvements are already programmed, followed by other areas where improvements will be needed and for which developers will pay the costs.</p>		

TRANSPORTATION GOAL ON ROADWAY LOCATION

The final traffic circulation pattern for a given project area protects community and neighborhood integrity.

<u>Supporting Objectives:</u>	<u>Implementing Policies:</u>	<u>Operating Standards:</u>
<p>The intended character of neighborhoods is preserved and protected by preventing intrusion of through traffic on urban streets and discouraging through traffic on urban collector streets unless those streets have been planned and designed for such traffic.</p>	<p>Arterials shall be located and designed so as not to sever or fragment existing neighborhoods or land which could be developed for defined neighborhoods.</p> <p>Through traffic in neighborhoods shall be discouraged through the use of accepted traffic management techniques such as signage and landscape and roadway design.</p>	<p>All standards associated with the locational aspects of transportation facilities as recognized and accepted by the Georgetown-Scott County Planning Commission are applicable to requirements of this plan whether incorporated directly herein or by reference.</p>
<p>Development of transportation systems that preserve and protect environmentally sensitive areas and historic landmarks and structures, and enhance community aesthetic values is assured by proper planning and project execution.</p>	<p>Trucks are prohibited on urban local and collector streets except for the purposes of local delivery.</p> <p>Upon completion of the Georgetown Bypass, only heavy trucks making local deliveries are permitted on streets inside the Bypass.</p> <p>All new and improved roadways shall be designed and constructed so as to be compatible with the surrounding development, complement adjacent development, and provide an aesthetically pleasing visual experience to the user and adjacent areas.</p> <p>Landscaping provided along roadways shall maintain or enhance the quality of the environment within the Urban Service Areas.</p>	

<p><i>(Supporting Objectives cont.)</i></p>	<p><i>(Implementing Policies, cont.)</i></p> <p>Transportation improvements that have the effect of encouraging development in environmentally sensitive areas as identified in the Comprehensive Plan are to be avoided to the maximum extent possible.</p> <p>When no feasible alternative exists for the improvement or construction of roadways to or through historic or environmentally sensitive areas, design and construction methodology shall be used that minimizes adverse impacts to the maximum extent possible.</p> <p>New roads shall be designed so as to prevent and control soil erosion, minimize the destructive secondary impacts of clearing, grubbing, and storm water run-off, and avoid unnecessary changes in drainage patterns.</p>	
<p>Proper functioning of streets, walkways, or bikeways, and for emergency vehicles, access to, from, and through all developments is accomplished by linking interior facilities with systems already built or planned in the surrounding areas.</p>	<p>Due consideration will be given to the need to balance the desire of a given neighborhood to prohibit all through traffic and the desire of the community to be served by an adequately functioning transportation network.</p> <p>Adequate street stubs for future roadway connections shall be included in all subdivision developments.</p>	
<p><u>Rationale:</u></p> <p>In the final analysis, a successful roadway development project is defined by the absence of conflict between its intended purpose and its final use. The perception of success is largely a factor determined by the freedom of movement by the community using the roadway facility, and that is determined by functionality, does the roadway adequately serve its intended purpose, without an undue impact on the surrounding community. Introduction of traffic vehicles and volume in excess of available capacity and in contrast with the surrounding environment negates the other, more positive, quality-of-life aspects of a given community.</p>		

TRANSPORTATION GOAL ON AIR SERVICE

Adequate provision is made for adequate, safe, and convenient air transportation service for Scott County.

<u>Supporting Objectives:</u>	<u>Implementing Policies:</u>	<u>Operating Standards:</u>
A general aviation facility is maintained that meets the general air transportation needs of the residents and businesses in Scott County.	Runways and navigation systems in use are sufficient for the type and level of service/operations anticipated or proposed for a period of <u>twenty years</u> beyond the approval date of this Comprehensive Plan.	All standards associated with the design, construction, operation, and maintenance of Air Service transportation facilities as recognized and accepted by the Georgetown-Scott County Planning Commission are applicable to requirements of this plan whether incorporated directly herein or by reference.
Adequate ground and parking facilities exist for all aviation facilities.	Direct access shall be provided for all arterials and rural major collectors from general aviation facilities.	
Expansion of general aviation facilities are located so as to minimize adverse impacts on the surrounding area, and include flight path options that minimizes adverse impact on sensitive areas and provides adequate clear and safety zones.		A formal “Small Area Development Plan” is recommended for completion for the airport and the area immediately surrounding it.
Allow only compatible agricultural land uses within the approach zones of a general aviation airport, with due consideration being given to future air traffic characteristics and requirements, (e.g. 65 Ldn noise contour for a 100 to 1 glide slope, 1000’ runway extension, etc.).	Only industrial and commercial uses are permitted on airport property. Subdivision of land for residential purposes in proximity to an airport, particularly with respect to airport approach paths, is prohibited.	
Maintain currency and compliance with all applicable federal and state guidance regarding airport design and operations.	FAA Design Standards, Part 77, and KRS requirements are adopted as guiding documents.	FAA Design Standards, Part 77; KRS Requirements

Rationale:

No statistics compiled to date indicate any decline in the need for an adequate air transportation facility in Scott County. In fact, the arrival of the World Equestrian Games to the county in 2010 indicate a suddenly critical need for review and enhancement of the existing facility and an action plan to bring it and the surrounding area into a position appropriate for welcoming the equestrian world to Scott County. This facility now constitutes a “hot spot” with respect to the county transportation network.

TRANSPORTATION GOAL ON RAIL FACILITIES

Development of rail facilities is compatible with their surrounding areas.

<u>Supporting Objectives:</u>	<u>Implementing Policies:</u>	<u>Operating Standards:</u>
New rail lines do not pass through or within a distance that causes adverse noise impact on residential areas.		All standards associated with the design, construction, operation, and maintenance of Rail transportation facilities as recognized and accepted by the Georgetown-Scott County Planning Commission are applicable to requirements of this plan whether incorporated directly herein or by reference.
New rail facilities are treated as heavy industrial uses with respect to location and compatibility with surrounding areas.		
When a railroad is abandoned, due consideration is given to opportunities for public use before allowing the right-of-way to revert to abutting landowners.		

Rationale:

Railways retain both a historical and practical value with respect to their place in the Scott County transportation network. From a historical perspective, their continued presence and preservation of their historical role and remaining facilities present opportunities for adding context and flavor to communities throughout the county. Their current functionality needs to be protected so that they can remain an economically viable transportation alternative, particularly with respect to the movement of goods and support of the county’s major employers.

TRANSPORTATION GOAL ON PHASING AND COORDINATION

Transportation system capital improvements are coordinated with planned future land uses and other capital improvement programs, recognizing physical and fiscal constraints.

<u>Supporting Objectives:</u>	<u>Implementing Policies:</u>	<u>Operating Standards:</u>
<p>Effective and ongoing coordination efforts are established and maintained with the Kentucky Transportation Cabinet to encourage and facilitate implementation of local Transportation Plans and their priorities.</p>	<p>The Comprehensive Plan shall be reviewed at least annually for consistency to the extent possible with the Kentucky Transportation Cabinet’s Six-Year Highway Capital Improvement Program.</p> <p>Scott County and its incorporated areas will review their annual roadway improvement programs at least annually for consistency with one another and all components of the Comprehensive Plan and amended them as necessary to ensure consistency.</p> <p>Standard methodology and criteria shall be used to establish major roadway improvement and bridge replacement priorities. This methodology and criteria shall include but not necessarily be limited to consideration of such factors as safety and accident data, traffic volume statistics, existing deficiencies, and creation of an improved rural road network that connects Scott County’s cities, smaller towns, Interstate 75, the City of Lexington, and other major cities in bordering counties.</p>	<p>In addition to the standards listed herein, all standards associated with the phasing and coordination aspects of transportation facilities as recognized and accepted by the Georgetown-Scott County Planning Commission are applicable to requirements of this plan whether incorporated directly herein or by reference.</p> <p>Proposed and approved roadway improvement programs support and enable achievement of the growth goals for major areas as defined in the Comprehensive Plan and are reviewed annually for this purpose.</p>

<p align="center"><i>(Supporting Objectives cont.)</i></p> <p>Right-of-way and transportation corridor requirements are designated and reserved as necessary to support existing and future transportation needs.</p>	<p align="center"><i>(Implementing Policies, cont.)</i></p> <p>Rights-of-way shall be dedicated at appropriate locations in accordance with the Future Transportation Map using width standards as established within the Comprehensive Plan and applicable subdivision regulations for all developments requiring Planning Commission or Board of Adjustment approvals.</p> <p>Advanced land acquisition shall be used to acquire and reserve space needed for the ultimate cross-sections of roadways when the initial pavement construction is less than that anticipated for the final facility.</p>	
<p><u>Rationale:</u> This Comprehensive Plan recognizes the fiscal and physical constraints associated with developing and maintaining the Scott County transportation infrastructure. The fiscal realities of limited resources and increasing demand essentially mandate that transportation system capital improvements should be well coordinated with future land uses and other related capital improvement programs.</p>		

TRANSPORTATION ELEMENT
SECTION IV
PROJECT PRIORITIES

EVALUATION PROCEDURES:

In Kentucky, transportation projects are developed, evaluated, and prioritized at three levels. The first is at the local (county/municipality) level where projects are identified and prioritized based on need and projected resource availability. The second level of evaluation is at the regional or multi-county level. Every other year, the Regional Transportation Advisory Committee updates its “Unscheduled Projects List.” In this process, projects submitted by the various counties in a given development district are reviewed, evaluated, and prioritized based on county criteria and functionality aspects, including the scope of the community to be served by the roadway in question. Following this review, proposed projects are placed on the Unscheduled Project List which serves as the alternate plan to the Kentucky Highway Six-Year Plan. The third level of review and prioritization is at the State level or District Highway Office. The primary evaluation criteria at this level are funding availability. Following evaluation and review at this level, projects are placed in the Kentucky Six-Year Highway Plan for scheduling and funding processes.

The Georgetown-Scott County Comprehensive Plan Transportation Subcommittee and elected officials within Scott County and its incorporated municipalities generated priorities and recommendations for the various transportation system improvements outlined within this plan. These improvements and recommendations were developed in consideration of, and in conjunction with, the most recent version of the Kentucky Six-Year Highway Plan (Table 3-1). The basic information used to determine project priorities at the local (county/municipality) level included projected needs based on growth and adequacy of the existing roadways, including functional (capacity), structural adequacy (bridge sufficiency ratings), and geometrical adequacy (pavement width and horizontal and vertical curves). Note: Road improvement project priorities may be adjusted based on the projected impacts of new development, including phasing of the development and developer participation in funding.

EVALUATION CRITERIA:

The evaluation criteria for setting project priorities included:

- Safety and accident information (See Collision Statistics Table below);
- Traffic volumes;
- Existing problem areas (excluding improvements to serve new development);
- Creation of an improved rural network connecting cities and smaller towns to Interstate 75 and Lexington;
- System continuity; and,
- Compatibility with the Future Land Use Plan

TRAFFIC COLLISION STATISTICAL SUMMARY 2000 - 2005

The following table is a comparative analysis of traffic collision statistics for the top 10 collision sites each year between 2000 and 2005, inclusive, in the Georgetown metropolitan area. These statistics are based on Kentucky State Police records and were compiled and provided by the Georgetown Police Department. This information can be useful in determining priorities for transportation improvement projects and establishing and executing plans for further development of the Georgetown-Scott County Transportation Network.

INTERSECTION SITE/LOCATION	YEAR/NUMBER OCCURANCES	ANNUAL RANKING	TOTAL OCCURANCES 2000 - 2005	OVERALL RANKING 2000 - 2005
Cherry Blossom Way & Paris Pike	2000 = 18 2001 = 13 2002 = 14 2003 = 16 2004 = 16 2005 = 17	2000 = 2 2001 = 1 2002 = 2 2003 = 1 2004 = 1 2005 = 1	94	1
US-25 South & US- 460 Bypass	2000 = 18 2001 = 9 2002 = 9 2003 = 8 2004 = 9 2005 = 8	2000 = 1 2001 = 4 2002 = 7 2003 = 4 2004 = 6 2005 = 8	61	2
Cherry Blossom Way & I-75 at mile marker 126	2000 = 7 2001 = 7 2002 = 16 2003 = 7 2004 = 12 2005 = 11	2000 = 8 2001 = 6 2002 = 1 2003 = 6 2004 = 2 2005 = 4	60	3
Lemons Mill Road & US-460 Bypass	2000 = 17 2001 = 8 2002 = 9 2003 = 7 2004 = - 2005 = 9	2000 = 1 2001 = 8 2002 = 6 2003 = 5 2004 = - 2005 = 6	50	4
Connector Road & Oxford Drive	2000 = - 2001 = - 2002 = 13 2003 = 14 2004 = 10 2005 = 12	2000 = - 2001 = - 2002 = 3 2003 = 2 2004 = 5 2005 = 3	49	5

INTERSECTION SITE/LOCATION	YEAR/NUMBER OCCURANCES	ANNUAL RANKING	TOTAL OCCURANCES 2000 - 2005	OVERALL RANKING 2000 - 2005
Paris Pike & Connector Road	2000 = 10 2001 = - 2002 = 11 2003 = - 2004 = 11 2005 = 10	2000 = 6 2001 = - 2002 = 4 2003 = - 2004 = 3 2005 = 5	42	6
Paris Pike & Edwards Avenue	2000 = 11 2001 = 10 2002 = 10 2003 = - 2004 = - 2005 = -	2000 = 5 2001 = 3 2002 = 5 2003 = - 2004 = - 2005 = -	31	7
South Broadway & Showalter Drive	2000 = 8 2001 = 6 2002 = 8 2003 = - 2004 = 7 2005 = -	2000 = 7 2001 = 7 2002 = 8 2003 = - 2004 = 9 2005 = -	29	8
Main Street & Broadway	2000 = - 2001 = 5 2002 = 6 2003 = 9 2004 = - 2005 = 6	2000 = - 2001 = 8 2002 = 9 2003 = 3 2004 = - 2005 = 9	26	9
Cherry Blossom Way & Osbourne Way	2000 = - 2001 = - 2002 = - 2003 = - 2004 = 10 2005 = 15	2000 = - 2001 = - 2002 = - 2003 = - 2004 = 4 2005 = 2	25	10
US-460 Bypass & Southgate Drive	2000 = 12 2001 = - 2002 = - 2003 = - 2004 = 8 2005 = -	2000 = 2 2001 = - 2002 = - 2003 = - 2004 = 7 2005 = -	20	11
Cherry Blossom Way & Champion Way	2000 = - 2001 = - 2002 = 5 2003 = - 2004 = 7 2005 = 7	2000 = - 2001 = - 2002 = 10 2003 = - 2004 = 8 2005 = 8	19	12

INTERSECTION SITE/LOCATION	YEAR/NUMBER OCCURANCES	ANNUAL RANKING	TOTAL OCCURANCES 2000 - 2005	OVERALL RANKING 2000 - 2005
US 25 South & Southgate Drive	2000 = 13 2001 = - 2002 = - 2003 = 6 2004 = - 2005 = -	2000 = 4 2001 = - 2002 = - 2003 = 7 2004 = - 2005 = -	19	13
US 25 North & Colony Blvd.	2000 = 6 2001 = - 2002 = - 2003 = 6 2004 = - 2005 = -	2000 = 9 2001 = - 2002 = - 2003 = 8 2004 = - 2005 = -	12	14
South Broadway & Clayton Avenue	2000 = 5 2001 = - 2002 = - 2003 = - 2004 = 6 2005 = -	2000 = 9 2001 = - 2002 = - 2003 = - 2004 = 10 2005 = -	11	15
North Broadway & Payne Avenue	2000 = 5 2001 = - 2002 = - 2003 = 4 2004 = - 2005 = -	2000 = 10 2001 = - 2002 = - 2003 = 10 2004 = - 2005 = -	9	16
US-460 Bypass & Finley Drive	2000 = - 2001 = - 2002 = - 2003 = - 2004 = - 2005 = 6	2000 = - 2001 = - 2002 = - 2003 = - 2004 = - 2005 = 10	6	17
North Broadway & Washington Street	2000 = - 2001 = - 2002 = - 2003 = 5 2004 = - 2005 = -	2000 = - 2001 = - 2002 = - 2003 = 9 2004 = - 2005 = -	5	18
West Main Street & Elizabeth Street	2000 = - 2001 = 4 2002 = - 2003 = - 2004 = - 2005 = -	2000 = - 2001 = 10 2002 = - 2003 = - 2004 = - 2005 = -	4	19

TRANSPORTATION PRIORITIES (State, Regional, Local):

Kentucky Six-Year Highway Plan – Scott County:

The Kentucky Six-Year Highway Plan is a biennial construction program and a four-year planning document. Projects are included in the plan based on existing and projected roadway conditions, construction costs, traffic volumes, accident rates, geographic distribution of projects, and anticipated social, economic, and environmental impacts associated with the proposed construction. The anticipated level of Federal and State funding for capital projects over a six-year period establishes a ceiling for the number of projects included. The Kentucky General Assembly approves the Six-Year Highway Plan which is updated biennially.

The most significant means to implement the Future Transportation Plan for Scott County and its municipalities is to ensure the inclusion and subsequent progression toward funding and construction of roadway improvements on the Commonwealth's Six-Year Highway Plan.

Table 3-1 shows the FY 2006-2012 version of the Six-Year Plan as approved by the Kentucky General Assembly as part of its Budget development in early 2006. Project descriptions including funding codes and amounts are included. Total approvals for the Six-Year Plan for Scott County are \$125,378,200.

Table 3-2 is the most recent version of the Regional Transportation Advisory Committee's Unscheduled Project List.

Tables 3-3 through 3-7 are the locally generated and prioritized transportation project lists.

**KENTUCKY TRANSPORTATION CABINET
SIX-YEAR HIGHWAY PLAN
FY 2006 – FY 2012**

TABLE 3-1

ITEM NO.	PARENT NO.	PROJECT DESCRIPTION	SCHEDULING & FUNDING
06-72.20	06-72.20	I-75: Lexington – Covington; From South of Pokeberry Road To Grant County Line. (Section 3 – Garvee-JMO2 Component) 4.5 miles from Milepoints 138.7 to 143.239	JM2 - Phase C – 2006 - \$34,000,000 Total -- \$34,000,000
07-102.01	07-102.01	Georgetown Northwest Bypass From US 460 West to I-75 North; 6.3 miles	HPP - Phase D – 2006 -- \$2,400,000 Total – 2,400,000
07-102.03	07-102.03	Georgetown Northwest Bypass From US 460 West to I-75 North; 6.3 miles	KYD - Phase C – 2006 -- \$661,000 Total -- \$661,000
07-102.10	07-102.01	Georgetown Northwest Bypass – Priority Section; 2.8 miles from US 460 to KY 32	STP -- Phase R – 2007 -- \$2,250,000 STP -- Phase U – 2007 -- \$1,900,000 STP -- Phase C – 2008 -- \$6,000,000 Total -- \$10,150,000
07-102.11	07-102.10	Georgetown Northwest Bypass – Priority Section; 2.8 miles from US 460 to KY 32 (Additional Funding for Phase C)	STP – Phase C – 2009 -- \$6,000,000 Total -- \$6,000,000
07-102.50	07-102.01	Georgetown Northwest Bypass; 4.7 miles from KY 32 West to I-75	SP – Phase R – 2009 -- \$3,750,000 SP – Phase U – 2009 -- \$3,100,000 SP – Phase C – 2010 -- \$18,800,000 Total -- \$25,650,000
07-122.50	07-122.00	US 25; Lexington-Georgetown; Reconstruct and widen US-25 from 1400' south of Ironworks Road to Etter Lane in Georgetown; 2.7 miles from milepoints 0 to 1.904 and 21.415 to 22.286.	SP – Phase R – 2007 -- \$12,600,000 SP – Phase U – 2007 -- \$3,200,000 SP – Phase C – 2009 -- \$12,100,000 Total -- \$27,900,000
07-212.00	07-212.00	US 460; Reconstruct US 460 from KY 227 at Great Crossing to US 62 WCL of Georgetown; 1.6 miles from milepoints 7.055 to 8.583.	SP – Phase R – 2009 -- \$3,700,000 SP – Phase U – 2009 -- \$1,000,000 SP – Phase C – 2011 -- \$7,218,200 Total -- \$11,918,200
07-344.00	07-344.00	US 460; Reconstruct US 460 West of Georgetown to eliminate “S” curve 0.2 miles west of Cane Run Road; 0.5 miles from milepoints 6 to 6.5	SP – Phase R – 2009 -- \$400,000 SP – Phase U – 2009 -- \$400,000 SP – Phase C – 2011 -- \$3,300,000 Total -- \$4,100,000
07-1102.00	07-1102.00	KY 356; Replace Bridge & Approaches at NS (CNO&TP) System 2.3 miles East of US 25 ; 0.1 miles from milepoints 2.35 to 2.45	BRX – Phase U – 2006 -- \$295,000 BRX – Phase C – 2007 -- \$902,000 Total -- \$1,197,000
07-1105.00	07-1105.00	CR-1020; Replace Bridge & Approaches at NS (CNO&TP) System 0.2 miles North of CR5021; 0.1 miles from milepoints .804 to .904	BRZ – Phase R – 2006 -- \$150,000 BRZ – Phase U – 2006 -- \$100,000 BRZ – Phase C – 2008 -- \$495,000 Total -- \$745,000
07-1106.00	07-1106.00	Replace bridge of Lytle Creek at Josephine (B47) 1.4 miles west of Junction with KY 1636; 0.1 miles from milepoints 15.4 to 15.5	BRX – Phase C—2006 -- \$550,000 Total -- \$550,000
07-1107.00	07-1107.00	Replace bridge over North Rays Fork (B09) 0.6 miles south of the Grant/Scott County Line; 0.1 miles from milepoints 24.665 to 24.765	BRO – Phase C – 2006 -- \$297,000 Total -- \$297,000

**TABLE 3-2
REGIONAL TRANSPORTATION COMMITTEE UNSCHEDULED PROJECTS LIST – SCOTT COUNTY**

CONTROL NO.	AREA	DESCRIPTION	2006 LOCAL PRIORITY	2005 REGIONAL PRIORITY	2005 DISTRICT PRIORITY
07 105 A0075 1.00	I-75	Major widening for 2 additional lanes from Pokeberry Road to Grant County line. (4.5 miles)	High	High	High
07 105 B0025 126.00	US-25 Georgetown	Major widening from Jefferson Street north to Long Lick Road/Champion Way (KY 32). (1.9 miles)	Low	High	Medium
07 105 B0460 127.00	US-460 Georgetown	Reconstruction from East Main Street to Georgetown Bypass Near I-75. (0.6 miles)	Medium	High	Medium
07 105 B0460 128.00	US-460	Reconstruction from Soards Road to KY 227 at Great Crossing, Section 4-1995 Design Location Study. (3.00 miles)	High	High	High
07 105 B0460 129.00	US-460	Reconstruction from 0.2 miles east of Fisher Mill Road (KY 3378) to Soards Road, Section 3 – 1995 Design Location Study. (2.9 miles)	Medium	High	High
07 105 C0000 125.20	NEW	Georgetown Northwest Bypass From US 460 West to I-75 North. (6.3 miles)	High	High	Medium
07 105 D1963 1.00	KY-1963	Reconstruct Lisle Road From US 25 to KY 1962. (2.7 miles)	High	High	Medium
07 105 D1973 1.00	KY-1973	Reconstruct Ironworks Road from US 62 to US 460. (6.3 miles)	Medium	High	Medium
07 120 A0064 136.00	I-64	Major widening for 2 additional lanes from the Franklin County Line to I-64/I-75 Interchange northwest of Lexington. See December 2002 I-64 Corridor Planning Study. (15.3 miles)	Low	High	Low
07 105 D0032 118.10	KY-32	Reconstruct KY 32 from Old Long Lick Road to Suterville Road. (11.2miles)	Low	Medium	Low
07 105 D0032 120.00	KY-32	Replace Railroad Overpass Structure over KY 32 in Sadieville. (0.1 miles)	High	Medium	Low
07 105 D0620 121.00	KY-620	New Route – G,D,&S from a point 0.1 miles west of I-75 to US 25. (Toyota Access Road) (0.5 miles)	High	Medium	High
07 105 D1962 132.00	KY-1962 Georgetown	Improvements to Lemons Mill Road (KY 1962) from Military Street to Lisle Road at I-75 in Georgetown. (1.7 miles)	High	Medium	Medium
07 105 D2906 10.00	KY-2906 Georgetown	Georgetown Connector Road – Reconstruction and widening of KY 2906 from US 460 (Paris Pike) to US 62 (Cherry Blossom Way) in Georgetown. Project should include access management. (1.10 miles)	High	Medium	Medium
07 105 B0460 127.50	US-460 Georgetown	Reconstruction from Montgomery Avenue to US 62 in Georgetown. (0.60 miles)	Medium	Low	Medium
07 105 D0032 118.20	KY-32	Reconstruct KY 32 from Suterville Road to Coppage Road. (2.7 miles)	Low	Low	Low
07 105 D0032 119.00	KY-32	Reconstruct KY 32 from US 25 west of Sadieville east to Harrison County line. (6.5 miles)	Medium	Low	Low

SCOTT COUNTY PRIORITIES:

In addition to those projects identified in the most recent Kentucky Six-Year Highway Plan (Reference Table 3-1), Scott County priority projects are as follows: (Reference Table 3-2)

Rural Road Improvement Projects

TABLE 3-3

Project Name/Description	2006 Local Priority	2005 Regional Priority	On Six-Year Plan	Add To Six-Year Plan
I-75 Widening: Major widening for 2 additional lanes from Pokeberry Road to Grant County line. (4.5 miles)	High	High	Yes	
I-64 Widening: Major widening for 2 additional lanes from the Franklin County line to I-64/I-75 Interchange northwest of Lexington. See December 2002 I-64 Corridor Planning Study. (15.3 miles)	High	High		
Frankfort/ Stamping Ground Road Intersection: Realignment of Frankfort Road at Stamping Ground Road.	High		Yes	
Stamping Ground Road (KY 227) Improvements: Stamping Ground Road safety and realignment improvements – includes Galloway intersection.	High			Yes
Midway Road Improvements: Soards/Midway Road widening and realignment; widen bridge over South Elkhorn.	High			Yes
Cynthiana Road (US 62) Improvements: Cynthiana Road widening from Cherry Blossom Way east to Harrison County line.	High		Yes	
Georgetown Northwest Bypass (Phase III): Construction from U.S. 460 West to I-75.	High	High	Yes	
New Route (Toyota Access Road): G,D,&S from a point 0.1 miles west of I-75 to US 25. (0.5 miles)	High	Medium		
Lexington Road (US-25): Safety improvements from Bypass south to Fayette County line (turn lanes, sight distance etc.)	High		Yes	
Lisle Road Improvements: Widen Lisle Road from US 25 to Lemons Mill Road (KY 1962).	High	High		Yes
Frankfort Road (US 460) Improvements: Widen Frankfort Pike from Southwest Bypass to US 62 intersection.	High	High		Yes
Lemons Mill Road Improvements: Widen Lemons Mill Road from Military Street to the Southeast Bypass and Lisle Road.	High	Medium		Yes

Paris Pike Improvements: Widen, to the extent possible, US 460 east from I-75 to the Scott County line, and improve access at the entrance to the airport.	High			Yes
Newtown Pike Improvements: Widen, straighten, level, and add shoulders to KY 922 from US 460 to Ironworks Road.	High			Yes
Long Lick Road Improvements: Widen Long Lick Road (KY 32) from Scott County High School to Northwest Bypass.	High			
Ironworks Road Improvements: Widen Ironworks Pike from US 62 West to US 460 West.	Medium	High		Yes
Sadieville Bypass: KY 32 realignment south of existing route from US 25 east to Luke Road.	Medium			Yes
Georgetown Northeast Bypass: New route from US 62 east to Cherry Blossom Way, and to Paris Pike (US 460).	Medium			
Frankfort Road (US 460) Widening: Widen US 460 from Southwest Bypass to KY 227.	Medium		Yes	
Paris Pike (US 460 East) Widening: Widen US 460 to Bourbon County line.	Medium			
Luke Road Widening: Widen and add shoulders to Luke Road from KY 32 to Double Culvert Road.	Medium			
KY 32 Widening: Widen KY 32 East from Sadieville to Harrison County line.	Medium			
North Broadway Widening (Phase III): Champion Way to Delaplain Road (KY 620).	Medium			Yes
Burton Road (KY 620) Improvements: widening and safety improvements (Stamping Ground Connector).	Low			
Old Delaplain Road Upgrade: Frontage road upgrade along Cherry Blossom Way.	Low			
I-75/Rogers Gap Road Interchange: I-75 interchange north of Rogers Gap and connection to US-25.	Low			
Stamping Ground Connector: Stamping Ground to Delaplain Road.	Low			
Galloway Road Widening: from US 460 to KY 227.	Low			
Long Lick Road Improvements: Reconstruct KY 32 from Old Long Lick Road to Suterville Road. (11.2 miles)	Low	Medium		

Rural Bridge Improvement Projects

TABLE 3-4

Project Name/Description	2006 Local Priority	2005 Regional Priority	On Six-Year Plan	Add To Six-Year Plan
All Scott County maintained bridge structures with safe load capacities of 18 tons or less are certified to be in compliance with National Bridge Inspection Standards as of March 21, 2006.				

CITY OF GEORGETOWN PRIORITIES:

TABLE 3-5

Project Name/Description	2006 Local Priority	2005 Regional Priority	On Six-Year Plan	Add To Six-Year Plan
Carley Drive Extension: Extend Carley Drive to the Southwest Bypass;	High			
Lisle Road Improvements: Widen Lisle Road from US 25 to Lemons Mill Road (KY 1962).	High	High		Yes
Bourbon Street Connections: Improve Bourbon area connections to US 460; Main Avenue bridge; Eastside Drive; and explore improvements to Bourbon Street at railroad underpass and alternative connections to Washington Street.	High			
Old Oxford Road Traffic Study: Complete a detailed traffic study of upgrade possibilities and alternatives in the Old Oxford Road area.	High			
Georgetown Connector Road: Reconstruction and widening of KY 2906 from US 460 (Paris Pike) to US 62 (Cherry Blossom Way) in Georgetown. (1.10 miles) Project should include access management and development and analysis of alternatives for increasing capacity and safety of the area surrounding the Connector Road/Cherry Blossom Way intersection.	High	Medium		Yes
North Broadway Widening (Phase II): 3-laning from Jefferson Street to Champion Way	High	Medium		Yes
Northwest Bypass Phase III: Northwest from Frankfort Pike to US 25.	High		Yes	
East Main Extended Widening: Widen from Main Street (US 460) to Bypass.	High	High		Yes

Paris Pike (US 460) Widening: Phase I – 3-lane from railroad bridge to Elkhorn; Phase II – Widen railroad and Elkhorn bridges; Phase III - Widen US 460 from East Main Street to Bypass intersection.	High	High		Yes
Frankfort Pike (US 460) Widening: From Payne’s Depot Road (US 62) to KY-227.	High		Yes	
Frankfort Pike (US 460) Widening: Reconstruction from Montgomery Avenue to Payne’s Depot Road (US 62) in Georgetown. (0.60 miles)	Medium	Low		
Lemons Mill Connector: Extend Lemons Mill Road to Clayton Street - Bypass “S”curve	Medium			
Paynes Depot Road (US 62) Widening: Widen US 62 from US 460 to intersection with Southwest Bypass	Medium			
East Main/Paris Pike/Warrendale Intersection: Reconstruction	Medium			
Indian Hills Connection: Brookside Extension, Clinton Avenue to Hillside Avenue, or alternative depending on development pattern.	Low			
Eastside Drive Extension: From Paris Pike to Lemons Mill (Old Quarry Road)	Low			
Colony Boulevard Extension: To Long Like Pike (KY 32)	Low			
DeGaris Street Connection: Elkhorn Bridge and connection to Champion Way (US 62) (“Turkeyfoot Turnpike”)	Low			

Collector Roadway Improvement Projects

Table 3-6

Collectors Project Name/Description	2006 Local Priority	2005 Regional Priority	On Six- Year Plan	Add To Six- Year Plan
Georgetown Northwest Bypass: Construct Georgetown Northwest Bypass From US 460 to I-75 North. (6.3 miles)	High		Yes	
Oxford Drive Widening: Widen Connector Road (KY 2906) from Paris Pike (US 460) to Cherry Blossom Way (US 62).	High	Medium		Yes
Pleasant View Drive Connection: Pleasant View Drive connection to Lisle Road.	High			
Lisle Road Improvements: Widen Lisle Road from US 25 to Lemons Mill Road (KY 1962).	High	High		Yes
Airport Road Extension: Airport Road Extension to Southwest Bypass	Medium			

CITY OF SADIEVILLE PRIORITIES

Table 3-7

Project Name/Description	2006 Local Priority	2005 Regional Priority	On Six- Year Plan	Add To Six- Year Plan
The City of Sadieville has adopted and formally presented to the Georgetown-Scott County Planning Commission the following list of actions included below in order to effect needed improvements to the transportation network within the Sadieville Urban Service Boundary:				
US 32 Reclassification: Reclassify KY-32 east of US-25 to prohibit heavy truck traffic except for those making local deliveries inside of the Sadieville USB.	High			
Vine Street Improvements: Regrade and reconstruct Vine Street to improve safety, drainage, and parking.	High			
Sadieville Railroad Bridge: Develop a plan for modernization/replacement of the railroad bridge over KY-32 in downtown Sadieville and “straighten” the hairpin turn that exists there.	High	Medium		Yes
US 25/KY 32 Intersections: Install a caution light both intersections of KY-32 and US-25.	High			
KY-32 Improvements: Improve via resurfacing and widening KY 32 to the extent possible from US 25 east to the Harrison County line.	Medium	Low		
Sadieville Bypass: Restoration to the Kentucky Six-Year Highway Plan of that highway project known as the Sadieville Bypass (new KY 32).	Medium			Yes
US 25 Access: Access to any commercial or light industrial properties located along US 25 is available from US 25 only. With the exception of the fire station, property development east of US 25 is treated as residential for purposes of property access.	Medium			

CITY OF STAMPING GROUND PRIORITIES:

The City of Stamping Ground opted to include their transportation network priorities in their Element Update to be completed in 2007.

TRANSPORTATION ELEMENT
SECTION V
IMPLEMENTATION METHODS

Three primary implementation methods exist for budgeting and implementing the Georgetown-Scott County Comprehensive Plan Transportation Element. They are:

1. Local Government Capital Improvements Budgeting

Local government takes the lead in the determination of transportation improvement priorities and the implementation of transportation improvements according to those priorities. Local government's absence from this process in effect transfers the responsibility for the communities transportation needs to the developers and the Kentucky Transportation Cabinet. Neither of these two entities have the community's general transportation needs as their primary interest or area of responsibility. Numerous financing methods are available for local governments to utilize in implementing their respective transportation plans and they are in the best position to determine the most appropriate of these methods.

2. Private Construction or Financing of Transportation Improvements necessitated by Development

Development projects that create the need for transportation improvements should bear their proportional share of the costs for those improvements. This responsibility cannot be properly imposed without implementing local legislation that fairly provides for the design, scheduling, and cost assessments of needed transportation improvements. The Planning Commission should take the lead in developing such legislation and recommending it to the appropriate legislative bodies in Scott County for adoption.

3. The Kentucky Six-Year Highway Capital Improvement Program

Scott County's state representatives, local officials, Planning Commission and staff must develop and maintain good communication and constructive working relationships with the state government so that local needs are known and understood by the executive and legislative branches of the state government. An effective exchange of information will ensure that the Six-Year Highway Plan properly reflects the priorities for transportation improvements that will best serve the needs of Scott County.

GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN

Volume I Chapter Four

COMMUNITY FACILITIES ELEMENT

SCOTT COUNTY - GEORGETOWN - SADIEVILLE - STAMPING GROUND

2006

**COMMUNITY FACILITIES ELEMENT
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COMMUNITY FACILITIES ELEMENT

COMMUNITY FACILITIES AND CAPITAL PROGRAMMING GOALS, POLICIES, AND GOVERNMENTAL IMPLEMENTATION

SUMMARY

The Kentucky Tourism Cabinet projects that Scott County will experience a continuing county-wide annual growth rate of approximately 8.7% as measured from 2005 to 2010. Based on actual statistics provided by the public school system, school enrollment increased an average of 3.54% annually between 2000 and 2005. In addition, housing statistics show an average annual growth rate of 6% over the same period. This translates to a steady increase in the need for community facilities and services at the rate of approximately 9% per year to keep pace with the projected growth. Ideally, these facilities and services will be in place at the time they are needed. For this to occur, however, broad planning and budgeting activities at all levels of government throughout Scott County must be initiated in the short term in order to provide for the growth in advance of its arrival. The Community Facilities Element of the Georgetown/Scott County Comprehensive Plan describes in general terms the situation as it currently exists and outlines projected needs for the next 5 years. Implementation of this plan will provide decision-makers with the information they need to properly manage an inevitable and steady pattern of growth throughout the county and its various municipalities.

The Community Facilities Element provides information about the major types of public infrastructure and services that will be needed to accommodate expected growth and accomplish the goals of the Comprehensive Plan. The purpose of this section of the plan is to provide a broad information base from which a coordinated capital improvement program can be developed. The intent is to encourage and facilitate informed choices by decision makers. For each type of service or facility, this element of the plan describes standards (where they exist) for adequate services and facilities; the current environment and deficiencies; a projection of future needs; and the implications of various alternatives for meeting those needs.

Section I of this element of the Comprehensive Plan, Goals, Objectives, and Implementing Actions, contains the comprehensive goals, objectives, and implementing actions, or “next steps” needed to move forward in the effort to achieve the aims of the Comprehensive Plan, including recommendations from the community at large. Each of the major departments and agencies that function as providers of Community Facilities and Services is represented. Their goals and objectives are established within the framework of the following Fundamental Principle:

Fundamental Principle:

Growth throughout Scott County over the next 5 years is inevitable. To meet the needs of the future, the fundamental principle guiding decision-makers is the requirement for ongoing collaboration between and among agencies and municipalities with respect to planning and

developing capital budgets and their associated investment in facilities and services.

Section II, Growth Projections, provides projections for population growth and land needs that are the foundation for managing growth across the county for the duration of the upcoming planning window. The statistical bases for these projections are the 2000 and 2005 U.S. Census Reports, and the Scott County Socio-Economic Report produced by the Georgetown-Scott County Planning Commission. This section summarizes the many factors evaluated in the planning process, such as growth rate and locational trends; capabilities to provide public infrastructure and services; foreseeable future events that could affect growth; and the desires and attitudes of Scott County citizens about growth.

Section III of this document, Department Profiles, outlines the various profiles of the agencies, departments, and organizations within Scott County and its municipalities who have responsibilities for maintaining and delivering the various services needed by the community. These profiles contain forward-looking prioritized plans for developing and maintaining their respective levels of service to the community over the next 5-10 years. The profile sections also contain department-specific goals and objectives that will facilitate achievement of the general goals and objectives contained in Section I.

Section IV covers the activities and recommendations associated with established Urban Service Boundaries within Scott County. This section of the plan establishes goals and objectives, and recommends policies and boundaries for Urban Service Boundaries within Scott County. It is consistent with the content and recommendations contained within the Urban Land Use Element of the Comprehensive Plan. An "Urban Service Boundary" (USB) is a line that indicates the extent of future urban development that will require city services (sewer, water, police, fire, etc.). The Urban Service Boundary for a given municipality defines those areas that can be developed to urban uses and densities and annexed to those cities within the current planning period. Unincorporated areas and areas outside of recognized Urban Service Boundaries are considered "rural" for planning purposes.

COMMUNITY FACILITIES ELEMENT
SECTION I
GOALS, OBJECTIVES, AND IMPLEMENTING ACTIONS

Fundamental Principle:

Growth throughout Scott County over the next 5 years is inevitable. To meet the needs of the future, the fundamental principle guiding decision-makers is the requirement for ongoing collaboration between and among agencies and municipalities with respect to planning and developing capital budgets and their associated investment in facilities and services.

GOALS, OBJECTIVES, AND IMPLEMENTING ACTIONS

1. Public Capital Investment:

Growth is carefully coordinated with necessary public expenditures to provide adequate public facilities and services, advanced capital budget planning, and prudent and efficient use of public investments.

Supporting Objectives:

- a. Each city council and the Fiscal Court adopt a five-year capital planning program and two-year capital budget process that includes all major anticipated capital expenditures and significant maintenance projects, and a plan for their funding and implementation.
- b. The Planning Commission and its staff review and comment on five-year capital plans and two-year budgets prior to adoption by county governmental agencies to assure consideration of planning implications in their deliberations on capital investment decisions. Review and comment include analysis regarding consistency with the Comprehensive Plan objectives, implications regarding location, and matters of coordination.

Rationale:

All indications are that growth in Scott County over the next five years will be steady and generate requirements generally consistent between all service delivery agencies and organizations. It is also probable that the resources needed to keep pace with that growth in terms of service delivery will be hard to come by and agencies will need to “compete” for available resources. Each legislative and executive body operating within Scott County must therefore be proactive and creative with respect to budgeting and planning activities, and will need to develop sound justifications for their respective spending plans.

2. Comprehensive Plan Implementation:

The location and timing of construction for public facilities and utilities projects is consistent with the requirements of the Comprehensive Plan.

Supporting Objectives:

- a. Base public facility and service needs on anticipated growth patterns, so that the needed facilities services are in place when required.
- b. Exact a proper balance between the need to correct existing deficiencies in public facilities with the need to serve new growth.
- c. Use investments of public capital to strategically encourage and guide growth within the framework provided by the Comprehensive Plan.
- d. Local governments, public facilities agencies, and the Planning Commission acquire the land necessary for future public facility development in advance of the development need.

Implementing Actions:

- a. The Planning Commission and its staff provide continuing technical and planning assistance to all public facilities and utilities agencies and assist in developing functional plans that enable efficient and effective delivery of public services.
- b. The Planning Commission and local governments use an effective development and subdivision approval process to reserve and dedicate land for public facilities and provide for “fair share” contributions towards the purchase of land for public use.
- c. Utility providers assess the service levels and deficiencies in existing developed areas and include projects that address these deficiencies in their respective capital programs.

Rationale:

Great care should be taken to ensure that investments in service delivery capacity are deliberate, well thought through, fully justified with respect to priority, and put in place just prior to their being needed. These investments should be considered in terms of the “best return” principles so that both real and perceived benefits are maximized.

3. Public Facility Planning:

All of the agencies that provide public facilities, utilities, and services collaborate as needed to prepare effective, cost efficient, cooperative, and complementary county-wide capital improvements programs.

Supporting Objectives:

- a. Public facility and service providers develop and adopt methods for joint use of facilities and provision of services wherever feasible to ensure the most efficient use of resources, such as through the use of the Intergovernmental Cooperation Act.
- b. Utility and public facility providers coordinate the installation of new or upgraded facilities and services in an area, to minimize conflicts, ensure projects occur in a proper sequence, and maximize the related benefits of different facilities and services.

Rationale:

A coordinated capital improvements program should become the tool of choice for accomplishing the goals associated with growth management and quality of life improvement within Scott County, as embodied in the Comprehensive Plan. This will optimize the use of available resources and maximize return on investments with respect to facilities and services.

4. Urban and Rural Services:

Planning and provision of public facilities and services should be consistent with and reinforce policies concerning Urban Service Boundaries (USB) and Rural Service Areas.

Supporting Objectives:

- a. The location of the Urban Service Boundary for each city encourages and enables the most cost-efficient provision of public facilities and services.
- b. Annexation policies reinforce Urban Service Boundaries and require that development within Urban Service Boundaries be annexed by the appropriate municipality.
- c. Provide public facilities and utilities, that are appropriate to urban development or that will induce urban development, only within Urban Service Boundaries.
- d. Plan for collector or arterial streets, interceptor sewers, and other public facilities of similar significance within a given Urban Service Boundary in accordance with policies associated with future changes to the USB. Where future expansion of the boundary is not envisioned, facilities shall be sized and located in accordance with this policy.

Rationale:

Consistency between the prevailing Urban Service Boundaries and the planning and delivery of public services is critical to maximizing the effectiveness with which those services are delivered. Over-reaching with respect to service delivery would have a negative effect on both the providers and recipients and should be avoided.

5. The Role Of The Planning Commission

The Planning Commission routinely exercises its responsibility of making recommendations to local governments and agencies on the implementing actions necessary to achieve the Comprehensive Plan.

Supporting Objective:

- a. County and municipal governments provide sufficient and ongoing financial and staff support to effect the actions necessary to effectively implement the objectives and recommendations of the Comprehensive Plan.

Rationale:

Insufficient resources for organizations involved in supporting the actions needed to achieve the various goals and objectives contained within the Comprehensive Plan, in effect, renders those goals and objectives moot. For success to be possible, the resources made available to agencies

responsible for delivering supporting a given need must be commensurate with the actual level of expectations regarding the delivery of that support as detailed in the Comprehensive Plan.

COMMUNITY FACILITIES ELEMENT

SECTION II

SCOTT COUNTY GROWTH PROJECTIONS

PROJECTED POPULATION GROWTH

All indicators show a positive and even accelerating growth rate across Scott County. Given this fact, a substantive understanding of the factors affecting growth in Scott County is fundamental for decision-makers regarding their planning and land use responsibilities. An understanding of factors such as raw and projected population and economic growth rates and timing, and new jobs, housing requirements, and business and education development activities that are inevitable for Scott County is important for guiding decisions on the amount of land that will be needed for future development, how that land should best be used, and the phasing of public improvements necessary to match the pace of development and meet the needs of a growing community. This section of the Urban Land Use Element is designed to help county and municipal officials form a viable statistical basis for such a decision-making process.

This Comprehensive Plan is based upon an extensive evaluation of all currently available information on Scott County's growth patterns, both historic and projected. Statistical estimates are based on both the 2000 and 2005 updates of the U.S. Census Bureau data. These statistics reflect actual historical records and estimated growth projections from 1970 through 2030 and are presented based on calculated increments of 5 years. It should be noted that any growth rate estimate will be affected by the occurrence of subsequent events. The planning process has made every effort to foresee and assess the possible impacts of such events over the next 5-10 years in order to make this information as useful and relevant as possible to the future decision-making processes.

UNDERSTANDING GROWTH FACTORS

For future population projections through 2030, a range of growth possibilities was considered:

- Growth rate is the speed at which growth occurs, presented either as actual measured data or calculated estimates.
- Low growth rate assumes a slower growth than the calculated historical trend.
- Medium growth rate assumes a moderate annual rate that essentially tracks historical trends.
- High growth rate assumes a more rapid or accelerating rate of growth that generally exceeds historical trends. This rate would typically result from higher absorption of new workers due to strong economic growth and other growth-inducing factors.
- Cumulative growth is the difference between current population levels and population levels as measured over a given period of time, presented as raw statistical data.
- Projected growth is growth rate statistical data based on actual historical data extrapolated to predict levels of growth over time.

- Urban growth is growth within established Urban Service Boundaries
- Rural growth is growth within unincorporated areas of Scott County and/or outside of defined Urban Service Boundaries
- Municipal growth is that growth occurs within the corporate limits of a given municipality.

SCOTT COUNTY HISTORICAL AND PROJECTED GROWTH RATES Table 2-1

YEAR	ACTUAL POPULATION	LINEAR POPULATION ESTIMATES	GROWTH RATE (%)	GROWTH RATE (Raw)	GROWTH RATE (Cumulative)
1970	17948	17948	0	0	0
1975	19881	21010	10.8	1933	1933
1980	21813	24071	9.7	1932	3865
1985	22724	27133	4.2	911	4776
1990	23634	30195	4.0	910	5686
1995	27634	33257	16.9	4000	9686
2000	33380	36318	20.8	5746	15432
2005	39380	39380	18.0	6000	21432
<i>2010</i>		<i>42442</i>	<i>7.8</i>	<i>3062</i>	<i>24494</i>
<i>2015</i>		<i>45503</i>	<i>7.2</i>	<i>3061</i>	<i>27555</i>
<i>2020</i>		<i>48565</i>	<i>6.7</i>	<i>3062</i>	<i>30617</i>
<i>2025</i>		<i>51627</i>	<i>6.3</i>	<i>3062</i>	<i>33679</i>
<i>2030</i>		<i>54689</i>	<i>5.9</i>	<i>3062</i>	<i>36741</i>

Table 2-1 -- Analysis

- Accelerating actual growth rate since 1990
- Actual growth rate historically exceeds projected growth rate
- Average actual growth rate 1970-2005 = 10.6%
- Average projected growth rate 2010-2030 = 6.8%
- Average combined growth rate 1970-2005 = 9.1%
- Kentucky Tourism Cabinet projected growth rate for Scott County = 8.7%
- Statistical projections indicate a moderate growth rate countywide with an annual population increase of approximately 3062. However, it should be noted that the data indicates that, historically, actual growth exceeds projections by a significant margin. The combined growth rate of 9.1% is the recommended planning number.
- Assumptions – The statistics contained in Table 2-1 above are either raw numbers or linear (straightline) projections and assume no significant changes to the historical growth patterns. Events such as Toyota expansion, significant new industry influx, the World Equestrian Games, and economic stability in neighboring counties do have the potential to impact the rate and timing of growth within Scott County.

GROWTH IMPACTS: SCHOOLS

The average Scott County resident in 2000 was 33 years old. Typically, this is the age group in the middle of their “family building” years and steady growth can be expected in the supply of school age children throughout the planning window. Less than 10% of the population is 65 years of age or older. The Scott County Public School System reports an actual historical student enrollment annual growth rate of 3.54%. However, this does not account for students who attend non-public school establishments. Most indications are that the number of students in these situations is increasing. It can safely be assumed that based on indicated growth rates in the general population, the number of students attending school in Scott County will exceed the recorded historical rates and require accelerated facility building and expansion projects. The highest percentage of the school age population will be the elementary and middle school age groups, ages 5-14, followed closely by students of high school age, 15-18.

GROWTH IMPACTS: URBAN – RURAL – MUNICIPAL

While growth will occur countywide, the most rapid growth will likely take place in urban areas, those areas within defined Urban Service Boundaries, and will most likely be centered in (expanded) existing and planned developments. All Scott County municipalities are expected to share in the increased population. Unincorporated areas of the county are expected to experience steady growth but at a rate slightly below (8.9%) the projected county average (9.1%). As of 2005, in terms of urban growth, the three incorporated municipalities within the county, Georgetown, Sadieville, and Stamping Ground, constitute approximately 64% of the total county population. Thus the countywide trend is toward urbanization of the general population.

2000 Census data indicate that the population of Georgetown was 18,080 in 2000 and is projected to be 21,230 by 2010. This amounts to approximately 56% of the total county population as projected at that time. The growth rate in Georgetown has significantly accelerated since 1990 when population statistics showed its population to be 11,414. If the current growth rate continues the population of Georgetown will have increased nearly 86% over the 20-year period between 1990 and 2010. The population increase is projected to continue through the 2030 statistical window to approximately 27,531 which indicates a more modest growth rate over the next 20 years. It is a safe assumption that the Scott County population will continue to be centered in the Georgetown area and that the county as a whole will continue to attract new residents from neighboring areas, particularly Fayette County due to elevated housing and property costs there and the favorable commuting patterns between these two urban employment centers. It is also reasonable to project that the bulk of the rural growth will occur in the northern reaches of Scott County, due to the availability of land parcels and their favorable prices.

2005 records indicate the Sadieville population, within the existing city limits, to be approximately 300 people. The greater Sadieville planning area population is approximately triple that contained within the city limits. These numbers are slightly higher than the 2000 projections, and in fact

represent a sharp increase in growth rate since 1980. The growth rate in Sadieville is slightly higher at 9.7% than the projected county average and is expected to accelerate over the next five years due to expanded infrastructure availability, planned annexation and reclassification activities, and known development plans.

Census records indicate the Stamping Ground population, within the existing city limits, to be approximately 566 people. The average projected growth rate in Stamping Ground is 8.4% through 2030, lower than the 9.1% projected county average. However, steady growth is predicted for the greater Stamping Ground Urban Service Boundary area.

GROWTH IMPACTS: HOUSING AND RESIDENTIAL LAND

Based on 2000 statistical Census Bureau data, the average Scott County household size is 3.01 people. This level is expected to hold steady, averaging slightly more than three people per household, through 2030. In 2000, an estimated 12,743 residences existed in Scott County. Based on 2005 population levels and the current average household size, an estimated 15,752 residences are currently located within the county. Given linear projections on general population growth (9.1%) approximately 1,731 new housing units will be needed each year to meet the anticipated demand over the next 5-10 years countywide. Based on 2000 housing availability levels and projected growth rates, a total of 17,712 units will be required by 2020, and a total of 20,449 units need to be in place by 2030. Land requirements for commercial and light industrial concerns can also be expected to increase proportionately. Based on a relatively low density of three units per gross acre countywide, approximately 577 acres of developable land will be needed each year to accommodate projected growth demands for residential housing through 2010.

GROWTH IMPACTS: TRANSPORTATION AND COMMUTING PATTERNS

Growth trends indicate a steady march toward a more urban Scott County. The majority of the county's population now resides within the respective Urban Service Boundaries of the existing municipalities. Further, the projections indicate that these urban areas will experience a slightly higher growth rate than will the more rural areas of the county. Development of streets and roads that serve to provide access from development areas to collectors and arterials, and connectors between municipalities and employment centers may need to receive the higher priority, if choices have to be made in that regard.

Most Scott County residents work within Scott, Fayette, and Harrison counties. However, the county also draws its workforce from as many as 43 counties in the greater Bluegrass, Central, and Northern Kentucky areas. Workers also travel to as many as 14 other counties in Central and Northern Kentucky for their employment. The majority (67%) of Scott County commuters enjoy a one-way commute time of less than 25 minutes. Commute times are considered reasonable but careful planning will be required to maintain these levels as the traveling population increases and county and city streets become more crowded more often and for longer periods of time.

COMMUNITY FACILITIES ELEMENT
SECTION III
DEPARTMENT PROFILES
PUBLIC SERVICE GOALS, OBJECTIVES, AND IMPLEMENTING ACTIONS

WATER AND SEWER

Service Provider: Georgetown Municipal Water & Sewer Service (GMWSS)

Primary Contact: Billy Jenkins, General Manager

Mission Statements:

Water -- GMWSS is affiliated with Georgetown city government and is administered by a board appointed by the Mayor and City Council. The current capacity of the water treatment plant is 4 mgd with a purchase capacity of 2.5 mgd from Frankfort and 2.0 mgd from Kentucky American Water. GMWSS has three storage tanks in the city limits with storage capacity of 1.85 mgd. There is one additional tank in the County with a capacity of 500,000 gallons. We also have a storage tank that serves the City of Stamping Ground with a capacity of 200,000 gallons. Due to a lack of rainfall and drought conditions over the years, GMWSS and the Scott County Fiscal Court are working together to ascertain approval for a reservoir to be built to assure that the community has an adequate supply of raw water for future needs and to replace Royal Spring as our primary water source.

Sewer -- It is the mission of Georgetown Municipal Water and Sewer Service to provide all its customers the highest quality product possible in the most cost effective and consistent manner, while continuously seeking ways to find cost savings and better ways of performing daily duties.

Each employee must strive to maintain the company's integrity and treat all customers with dignity and respect while carefully servicing all customer requests and concerns with a minimum disruption of service.

Georgetown Municipal Water & Sewer Service must encourage the educational and personal development of its employees where participation with the company will be considered a vocation and not merely a job. This should provide the use of the most current, state-of-the-art technology and a well trained, well compensated staff.

GMWSS must ensure compliance with Federal, State, and Local regulations and exceed all water quality requirements while planning for future growth in a manner that will not impair the ability of the system to function properly and not become a financial burden for its current customers.

GMWSS must emphasize sound environmental practices without forsaking the quality of life, health, safety, and welfare of employees and customers. GMWSS must strive to protect the Royal Spring aquifer, the North Elkhorn Creek, and any future water source of the system. Clearly, these are not the only goals and objectives for the GMWSS system, but they are the foundation for GMWSS to maintain its position as a vital part of a growing community.

Departmental Goals:

1. Wastewater Treatment:

- a. Provision of wastewater treatment that protects and enhances water quality.
- b. The master plans and capital budgets for provision of public sewer services are in agreement with the Comprehensive Plan and serve as a tool for supporting growth and implementation of the Plan.

2. Public Sewer Service:

- a. Provision of sewer service reinforces the land use policies for Urban and Rural Service Areas.
- b. Provision of sewer service is coordinated with major public investments in other infrastructure systems to ensure a cost effective growth pattern.

3. Private Sewer Service And On-Site Disposal Systems:

- a. The number of small scale, privately operated package treatment plants operated within Scott County is minimized and systematically reduced from current levels.
- b. Privately owned and operated treatment plants are guided by county and local municipality standards with respect to inspections, operations, maintenance, environmental monitoring, and held subject to overall regulatory compliance.
- c. Land use policies and prevailing regulations governing on-site disposal systems protect ground and surface water quality.

Implementing Actions:

- a. For purposes of new development, sewage treatment by public sewage treatment plants shall be an urban service, available only within urban service boundaries or designated rural Planned Unit Developments.
- b. Subject to policy, sewage treatment may be extended to existing development outside of urban service boundaries only where inadequate septic or other small scale systems have resulted in a threat to public health.
- c. All new development within the urban service boundaries of Georgetown, Sadieville, and Stamping Ground shall be connected to a public sewage treatment system, except as described in the Economic Development Element to encourage industrial development.
- d. Evaluate creation of a public county-wide wastewater management authority to “regionalize” wastewater management by acquisition or assumption of ownership and operation for all remaining package treatment plants.

- e. Evaluate the feasibility of a county-wide contract with private plant owners and operators in an effort to standardize and improve operations and maintenance across-the-board.
- f. Encourage local municipalities and private owners and operators of small scale package treatment plants to develop and implement stronger monitoring, regulation, and enforcement programs. Such efforts would include but not be limited to sponsoring training and certification programs, regular inspection schedules, and improved policy frameworks.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

- Meter Change-out Program to Radio-Read - \$450,000 (total over 4 years)
- Pump Station, SSES and Manhole Rehabilitation - \$800,000 (total over 4 years)
- Waterline Upgrades - \$650,000 (total over 3 years)
- Waterline to Reservoir - \$6,000,000 (total over 3 years)
- Replace Disinfection System at Water Treatment Plant - \$650,000 (total over 2 years)
- 16” Water Line – Champion Way - \$375,000 (total over 2 years)
- Redirect Sewer Pump Stations #16, #17, and #30 to PFA #14 - \$1,300,000 (total over 2 years)
- Demolition of RBC Units – 3-5 years - \$250,000
- WTP Master Meter-- \$20,000
- US 62 Widening Project – 1-2 years - \$75,000
- Lloyd Road Generator – 1-2 years - \$150,000
- UV at WWTP #1 -- \$700,000

Note: Source of Funding is External Financing

Facility Inventory

Administration Building

Water Treatment Plant

Distribution System

Wastewater Treatment Plant #1

Wastewater Treatment Plant #2

Wastewater Treatment Plant #3 (Stamping Ground)

Proposed Reservoir -- Summary

The primary source of water for Scott County is the Royal Springs Aquifer. Portions of the County are also served by Kentucky American Water. Secondary supplies are acquired as needed from the City of Frankfort via a pipeline from the west. Scott County needs to develop a new primary source of water due to the sensitivity of the Royal Springs Aquifer and the dependent nature and cost of secondary sources. Benefits of this effort would include a self controlled source, a source cost 35% to 50% less per gallon than existing sources, and a dependable source for the rapidly growing service needs within Scott County. For nearly 20 years, a reservoir has been proposed in northwest Scott County, specifically, north of Longlick

and east of US 32 on Lyles Fork. Once completed, the reservoir will impound water on approximately 285 acres and be capable of producing 4 million gallons per day. Construction of the reservoir is dependent on permitting by the Kentucky Division of Water and the United States Army Corps of Engineers. The County is currently negotiating the permit terms and performing the required Environmental and Alternate Water Supply Analyses. Construction timeframe is anticipated to be 5 years and would include approximately 12 miles of water lines to deliver the water to Georgetown's current distribution system.

PUBLIC SAFETY

Service Provider: **Scott County Fire Department**

Primary Contact: Van Taylor, Chief

Department Mission/Purpose Statement:

It is the intent of the Scott County Fire/Rescue Department to provide county-wide fire and rescue services for the citizens of Scott County. Upon an emergency situation, other than a law enforcement incident, the fire/rescue department shall respond to and remain on the scene until the incident is cleared.

Departmental Goals:

It is the goal of the Scott County Fire/Rescue Department to maintain a level of training & equipment to deliver the level of protection the citizens expect.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

1-2 Years:

1. Construct a new station in the Sadieville area and hire the necessary personnel to staff the station.
2. Purchase three pieces of apparatus, two of those for replacement purposes and the third as an addition to the fleet.

3-5 Years:

1. Add additional personnel to the staff.
2. Enhance fire protection services in the northwestern part of the county.
3. Improve the stations and construct a multi-purpose building at the training area.

Current and Projected Operating Budget

Current: \$3,000,000.00

Projected: \$5,000,000.00

Facility Inventory (List)

Station #1 – Headquarters; 2200 Cincinnati Road

Station #2 – Volunteer; 1350 Sadieville Road

Station #4 – Career; 3217 Newtown Road

Station #5 – Career; 103 Homestead Parkway

Station #6 – Volunteer; 100 East Penn Street

Detail For Current And Projected Capital Improvement Projects

Project Name and Description:	Fire Station #2 – Sadieville
Departmental Project/Initiative Priority Number(s):	1
Funding Source and Level:	Scott County Government
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	Pay upon completion of project.
Studies/Analyses Completed since 2001:	Site evaluation and station design was completed by a certified architect.
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	Fully staffed fire and EMS station
Associated Property Acquisitions and Major Construction Tasks:	Removal of the present station, site preparation, and construction of the new replacement station.

Project Name and Description:	Fire Station #4 – Newtown
Departmental Project/Initiative Priority Number(s):	2
Funding Source And Level:	Scott County Government
Required Regulatory/Compliance Mandates:	State and federal regulations on air quality.
Proposed Funding and Implementation Strategies:	Budgeting and payment upon completion of project.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current And Projected Capacity and Use Statistics:	One apparatus is housed in the bay area with capacity for a second apparatus if necessary.
Associated Property Acquisitions and Major Construction Tasks:	Remodeling of the apparatus bay area.

Project Name and Description:	Fire Station #5 – Homestead
Departmental Project/Initiative Priority Number(s):	2
Funding Source and Level:	Scott County Government
Required Regulatory/Compliance Mandates:	State and federal regulations on air quality.
Proposed Funding and Implementation Strategies:	Budgeting and payment upon completion of project.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	One apparatus is housed in the bay area with capacity for a second apparatus if necessary.
Associated Property Acquisitions and Major Construction Tasks:	Remodeling of the apparatus bay area.

Project Name and Description:	Fire Station #1 – North 25
Departmental Project/Initiative Priority Number(s):	3
Funding Source and Level:	Scott County Government
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	Budgeting and payment upon completion of project.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	
Associated Property Acquisitions and Major Construction Tasks:	Living quarters and administration area to be remodeled.

Project Name and Description:	Fire Station #6 – Penn Street
Departmental Project/Initiative Priority Number(s):	4
Funding Source and Level:	Scott County Government
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	None
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use	

Statistics:	
Associated Property Acquisitions and Major Construction Tasks:	None

Project Name and Description:	Station for northwestern Scott County area.
Departmental Project/Initiative Priority Number(s):	5
Funding Source and Level:	None
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	County funding – potential expenditures unknown at this time.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	Plans call for standard use and staffing levels as a fire station.
Associated Property Acquisitions and Major Construction Tasks:	Acquisition of land, development of building designs, specifications for site preparation and construction.

Service Provider: Georgetown Fire and Rescue

Primary Contact: Rob Whittenburger, Chief

Department Mission/Purpose Statement:

The mission of Georgetown Fire and Rescue is to be the best trained and best equipped. By doing this, we can prevent and minimize the loss of life and property of our citizens and fire service personnel. Provide fire suppression, first responder, EMS, prevention education, technical rescue and to mitigate the hazardous consequences of natural and manmade disasters. Provide non-emergency support services and to protect the environment and economic base of our community and showing that we care about the lives of others by conducting ourselves in a courteous and professional manner.

Department Goals:

1. Provide efficient and timely fire and emergency services that ensure the safety and welfare of all the citizens of Georgetown.
2. Improve insurance rates to homeowners, businesses, and industries.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

1-2 Year Objectives:

1. Build Station #4 on the east side of the city near Toyota, the business park, and the new subdivisions in that area.
2. Increase staffing to meet NFPA 1710 standards for fire department staffing.
3. Lower our ISO rating to a category 2 to make Georgetown more desirable for business and industry to locate in the city's new business park.

3-5 Year Objectives:

1. Build Station #5 on the northwest side of the city once the last part of the bypass is finished. This station needs to be located near the new bypass and Longlick area to protect the schools and subdivisions in that area and enable quick access to the north and west part of Georgetown.
2. Continue to improve all firefighting and rescue techniques to address any fire or rescue emergency that may exist.

Current and Projected Operating Budget

The current budget is \$4,067,048.62, including payroll, materials and service, capital, and some capital expenses from previous years. The projected budget will fluctuate, up or down, depending on capital expenses. In 4-5 years we will need to replace two trucks and add trucks and stations.

Facility Inventory (List)

Station #1 – 141 South Broadway

Station #2 – 200 Morgan Mill Road

Station #3 – 101 Airport Road

Detail for Current and Projected Capital Improvement Projects

Project Name and Description:	Station #4 - Northeastern Georgetown Area.
Departmental Project/Initiative Priority Number(s):	
Funding Source and Level:	None
Required Regulatory/Compliance Mandates:	ISO insurance rating requirements
Proposed Funding and Implementation Strategies:	Unknown at this time.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	
Associated Property Acquisitions and Major Construction Tasks:	Property will be needed on the east side of Georgetown or in the business park.

Project Name and Description:	Station #5 - Northwestern Georgetown Area.
Departmental Project/Initiative Priority Number(s):	
Funding Source and Level:	None
Required Regulatory/Compliance Mandates:	ISO insurance rating requirements.
Proposed Funding and Implementation Strategies:	Unknown at this time.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	
Associated Property Acquisitions and Major Construction Tasks:	Property will be needed in the northwest part of Georgetown on or near the proposed Bypass.

Service Provider: Georgetown Police Department

Primary Contact: Chief William G. Reeves

Department Mission/Purpose Statement:

The mission of the Georgetown Police Department is to provide the community of Georgetown and those traveling within, a safe and secure environment through progressive, professional police services while maintaining cooperative relationships with all law enforcement agencies.

Departmental Goals:

The Georgetown Police Department is committed to:

- Preservation of human life, while maintaining the dignity and rights of all.
- Preserving the reputation and integrity of our department through strong standards of ethical and moral conduct.
- Development of a partnership with the Georgetown community by being receptive to ideas and suggestion.
- Encouragement of open, positive communications among department members.
- Promoting growth and improvements by staying current in training, technology, and equipment.

Supporting Short-Term (1-2 year) Objectives:

- Year 1 – 6 new personnel

- Year 2 – Increase staff pay; complete new facility; 10 new vehicles (each year); new SRT vehicle; new weapons (sidearms, shotguns, less-lethal, patrol rifles; taser) for department; new firing range.

Long-Term (3-5 year) Objectives:

- 9 new personnel (3 per year)
- 10 new vehicles each year
- New police sector office (west end)
- Increase secretarial staff

Current and Projected Operating Budget

\$ 4,834,689.00 – Will increase a minimum of 15% each year

Facility Inventory (List)

Currently renting two facilities

Detail for Current and Projected Capital Improvement Projects

Project Name and Description:	Law Enforcement Program – To serve the community in a safe, effective manner, providing a safe and comfortable environment for all citizens within the Georgetown city limits.
Departmental Project/Initiative Priority Number(s):	<ol style="list-style-type: none"> 1. Maintain law enforcement protection of community and resources 2. Establish Citizen Police Academy 3. Aggressively enforce illicit drug sales 4. Increase forfeitures and drug seizures 5. Increase staff to address safety issues within city limits
Funding Source and Level:	Tax Base
Required Regulatory/Compliance Mandates:	Taxes
Proposed Funding and Implementation Strategies:	Taxes, Impact Fees, Grants, Donations
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	Taxes and soon to be Impact Fees
Current and Projected Capacity and Use Statistics:	Law Enforcement for the Citizens of Georgetown, Kentucky
Associated Property Acquisitions and Major Construction Tasks:	One new police facility (immediate); new firing range, and within 5-years one new sector office

MEDICAL SERVICES

Service Provider: Georgetown Community Hospital

Primary Contact: Michael Clark

Department Mission/Purpose Statement:

Maintain and strengthen Georgetown Community Hospital as an essential component in the quality of life of Scott County residents and a positive factor in continued growth in the community.

Departmental Goals:

1. Maintain community support for the hospital and its associates to ensure continuing success.
2. Collaborate with local government and business organizations to help increase utilization of local hospital and its medical facilities.
3. Support expansion of the hospital as needed to serve a growing population and widening service area.
4. Support further development of the medical office campus at the hospital to increase its base of financial and patient support.
5. Encourage major employers to include medical plans available in the hospital in the compensation package offerings to employees.
6. Encourage increased cooperation between the hospital and other health and human service organizations to improve access to these services and allow a more holistic approach to health care.

Implementing Actions:

Georgetown Community Hospital is the largest medical care provider within Scott County. Improvements over the last several years have resulted in the availability of quality medical care throughout the county. While adequate staffing is always an issue, the county generally has a sufficient number of medical professionals in diverse specialty areas. The primary care facility is adequate for current needs and has the potential for expansion over the next 5 year period.

PARKS AND RECREATION

Service Provider: **Georgetown/Scott County Parks and Recreation**

Primary Contact: Lois Holmes

Department Mission/Purpose Statement:

Promote growth, awareness, and support for recreation and park services that enhances the quality of life for the residents of Scott County.

Departmental Goals:

1. Complete development of the new Master Plan.
2. Obtain and develop park and recreation facilities to meet park and facility standards.
3. Cure deficiencies in existing areas, where feasible, and ensure that new areas have adequate park land and recreation facilities as they develop.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

- a. Identify park and facility needs through short and long-range planning.
- b. Establish mandatory park and open space dedication standards including guidelines specifying the amount, access, and quality of dedicated lands.
- c. Secure easements for trail linkages to newly developed areas, as well as private properties whenever possible.
- d. Enhance and improve the Elkhorn Creek corridor by implementing the Elkhorn Creek Corridor Development Plan referenced in the 1996 Parks and Recreation Master Plan.
- e. Develop funding strategies and sources for land acquisition and development.
- f. Establish adequate funding for maintenance and operations of parks and facilities.

Implementing Actions:

- a. Continue to update the Parks and Recreation Master Plan every 8-10 years, encouraging both formal and informal citizen participation to support the planning process.
- b. Work with the county Planning Commission and its staff in developing a clear policy describing mandatory land dedication requirements for park use. Implement closer staff to staff coordination between Parks and Recreation and the Planning Commission to review plats and development plans for potential park land.
- c. Work with the Planning Commission and its staff in developing a policy that would require developers and new property owners to dedicate easements on properties backing up to creeks that are part of the Elkhorn Creek Trail System. Approach property owners for voluntary dedication of easements and/or rights-of-ways in areas where development has already occurred.
- d. Implement and continually update a five-year capital improvements budget as a planning tool to be used for funding land acquisition and development. Work with all Scott

County municipalities in establishing an aggressive program for funding of acquisition and new development.

4. Promote public awareness and support of recreation services, programs, and events.
5. Educate the public on the importance and benefits of parks and recreation and how it improves our quality of life.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

- a. Develop and implement a marketing plan identifying ways of improving program visibility and effectively distributing parks and recreation information.
- b. Increase participation by expanding and improving programs and events that serve diverse populations.
- c. Develop new and enhance existing revenue means that maintain a market sensitive pricing structure.
- d. Promote new and improve existing partnerships with other community agencies.

Implementing Actions:

- a. Utilize technology in providing information to the public, such as creating an agency web page.
- b. Continue to build upon programs and events in the areas of fitness, health, youth, and family. Recognize, design, and promote programs that serve diverse populations.
- c. Pursue initiatives that provide program resources and opportunities that will keep participant fees and charges to a minimum. Explore possible corporate contributions and fund raising activities for program and events sponsorships.
- d. Develop programs emphasizing the benefits of partnerships.
- e. Enrich and expand partnerships with other local agencies, including but not limited to, Scott County Board of Education, Georgetown College, Georgetown/Scott County Tourism Commission, Georgetown Housing Authority, and the Georgetown and Scott County Arts Councils.
- f. Continue to encourage partnerships between other government agencies, including but not limited to, police, fire, senior citizens, and the Cardome Centre.

Current and Projected Operating Budget

\$2,836,600.00 – not including capital expenditures

Facility Inventory (List)

1. Community Centers (indoor facilities – Total 72,917 sq.ft.):
 - The Pavilion – 56,500 sq.ft.
 - Center of Town – 9,000 sq.ft.
 - Brooking Park multi-purpose building – 4,117 sq.ft.
 - Ed Davis Learning Center – 3,300 sq.ft.

2. Public Parks (Total Park Acreage – approximately 475 not including Cardome campus)
 - Brooking Park – including Scott County park expansion
 - Eagle Creek Park
 - Ed Davis Park
 - Finley Park
 - Great Crossing Park – including expansion
 - Lisle Road Soccer Complex
 - Marshall Park
 - Oser Landing Park
 - Pavilion Campus
 - Peninsula Park
 - Royal Springs Park
 - Suffoletta Park
3. Public Park Infrastructure (outdoor facilities)
 - Baseball fields (7)
 - Softball fields (5)
 - Soccer fields (21 – various sizes)
 - Football fields (2 – regulation size)
 - Tennis courts (6)
 - Basketball courts (5)
 - Swimming pools (1 – opening May 2007)
 - Picnic shelters (8)
 - Gazebos (2)
 - Horseshoe pits (15)
 - Boat ramps (4)
 - Playgrounds (4)
 - Truck/Tractor pulling track (1)
 - Horseshow ring (1)
 - Show barns (2)
 - Trails (approximately 10 miles)

Detail for Current and Projected Capital Improvement Projects

Project Name and Description:	Suffoletta Family Aquatic Center: An innovative outdoor recreation center with a 7,860 sq.ft. leisure pool containing a large play structure, a 600 linear foot “lazy river”, a 200 foot slide, a 1,256 sq.ft. spray pad, an 8,000 sq.ft bathhouse/concession building, and surrounding open green space. The total water surface area for the center is 18,042 sq.ft. The total volume of water in the leisure pool will be 99,828 gallons, and the total volume of water in the lazy river will be 221,548 gallons.
Departmental Project/Initiative Priority Number(s):	
Funding Source and Level:	The project will be funded by the City of Georgetown and Scott County Fiscal Court.
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	Project funding will be derived from the general fund balance of the City of Georgetown and the Scott County Fiscal Court. Daily operating expenses will be offset by general revenue generated by admissions fees, concessions, programs, and rentals. Debt service for this project is not included in the facility operating budget.
Studies/Analyses Completed since 2001:	The “Study of Options and Facility Audit for the Georgetown/Scott County Suffoletta Pool” was completed in October 2002 by Councilman/Hunsaker & Associates, Inc. The “Suffoletta Family Aquatic Center Business Plan” was completed by the Parks and Recreation staff in the fall of 2005. These studies are on file at the Parks and Recreation Office.
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	Maximum bather load capacity = 1,803 without innertubes in the lazy river; 1,357 with innertubes in the lazy river Average daily visits during peak season = 800 Average daily visits during off season = 400
Associated Property Acquisitions and Major	The City of Georgetown purchased 14 acres of

Construction Tasks:	land adjacent to the existing Marshall Park. An entrance road from the US-460 Bypass will also serve this facility. This access road will be constructed by the City of Georgetown who secured an easement through private property adjacent to the project area.
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PUBLIC SCHOOLS

Service Provider: Scott County School District

**Primary Contacts: Dallas Blankenship, Superintendent
Zan Rexroat,**

Department Mission/Purpose Statement:

The Scott County Board of Education believes that each child has a right to education at public expense. We believe that our school system should be structured to meet the changing needs and demands of both the student and the community. We believe that it is the obligation of our educational system to utilize the assets placed in its trust to provide each child with sufficient academic and technical tools to prepare them to know and take their place as a contributing member of our democratic society.

We believe that children, so prepared, when faced with the opportunity to exercise freedom of choice, will be able to attain their potential as they contribute to the enhancement of their community.

Departmental Goals:

The aim of the Scott County Board of Education is the development of realistic and relevant system-wide goals. The goals of the Board are thus stated, in no order of preference as follows:

- Development and cultivation in the learner of the knowledge, skills, and attitudes required to meet the changing needs and demands of society.
- Make individuals aware of their respective roles in the economic system and of the importance of an occupational and vocational decision.
- Assist learners in improving their ability to communicate and work constructively with others.
- Provide opportunities for the learner to develop wholesome lifetime pursuits.
- Provide experiences enabling the learner to exercise their civic responsibility and perspectives of cultural heritage.
- Assist each learner in their development and awareness of environmental responsibilities and the intelligent use of natural resources.

- Assist individuals in their development of an understanding of self and of their role in an ordered society.
- Utilize the resources and related agencies of the community for the enrichment of the teaching-learning process.
- Help each learner develop basic skills in reading, writing, mathematics, and reasoning.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

Short-Term:

1. Renovate Georgetown Middle School with a new addition on both the front and the back.
2. Renovate the Ninth Grade School with a new addition for the Alternative School.
3. Complete purchase of Harmony Christian Church. Renovate into a preschool center with an addition of six classrooms.
4. Renovate Scott County Middle School with a new addition on the front.

Long-Term:

1. Plan and build a career technical high school and a performing arts center.
2. Plan and build a new elementary school.

Current and Projected Operating Budget

\$45,019,548.19 – Not including capital expenditures

Facility Inventory And Plan (List)

- Central Office – Great Crossings Complex
- Eastern Elementary School
- Western Elementary School
- Southern Elementary School
- Northern Elementary School
- Anne Mason Elementary School
- Garth Elementary School
- Stamping Ground Elementary School
- Georgetown Middle School
- Scott County Middle School
- Royal Spring Middle School
- Ninth Grade School
- Scott County High School
- Griffith Farm
- Taylor Farm
- US 460 By-pass – future elementary school site

Detail for Current and Projected Capital Improvement Projects

A. Plan of School Organization

1. Current Plan - PS-5, 6-8, 9, 10-12
2. Long Range Plan - PS, K-5, 6-8, 9, 10-12

B. School Centers

1. Secondary
 - a. Scott County Senior High School - Permanent 10-12 Center (1290)
 - b. Scott County Alternative School - Permanent 7-12 Center (60)
 - c. Ninth Grade School - Permanent 9 Center (600)
2. Middle
 - a. Scott County Middle School - Permanent 6 - 8 Center (700)
 - b. Georgetown Middle School - Permanent 6 - 8 Center (500)
 - c. Royal Spring Middle School - Permanent 6 - 8 Center (600)
3. Elementary
 - a. Anne Mason Elementary School - Permanent PS - 5 Center (600)
 - b. Eastern Elementary School - Permanent K - 5 Center (340)
 - c. Garth Elementary School - Permanent PS - 5 Center (400)
 - d. Northern Elementary School - Permanent PS - 5 Center (400)
 - e. Southern Elementary School - Permanent PS - 5 Center (600)
 - f. Stamping Ground El. School - Permanent PS - 5 Center (340)
 - g. Western Elementary School - Permanent PS - 5 Center (600)

C. Capital Construction Project Priorities (*Schedule Within The '07 – '08 Biennium*)

1. New Construction:
 - a. Early Childhood Center (Capacity: 500) -- Construct a new school to accommodate district-wide early childhood education – Site to be determined.
2. Major Renovations:
 - a. Ninth Grade School (Capacity: 700): Renovation to include; doors, hardware and windows, interior finishes and accessories, HVAC replacement, electrical, plumbing, fire protection and annunciation systems, ADA accessibility. Interior renovation of existing facility to include; conversion of the science lab into the cafeteria serving area, one classroom into ingress/egress from new cafeteria to the corridor, and provide an access corridor to existing SCHS kitchen. Relocate the administration to the east side of building, creating a new school main entrance, allowing current administration to return to educational use. Add cafeteria (4,600 S.F.) in the courtyard, (1) science lab, (4) classrooms, (1) computer lab and (2) dressing/locker rooms.
 - b. Scott County Middle School (Capacity 750): Renovation to include; doors, hardware and windows, interior finishes and accessories, HVAC replacement, electrical, plumbing, fire protection and annunciation systems, ADA accessibility. Interior

- renovation of existing facility to include instructional family arrangements serving 250 per grade level and implementation of career tech program.
- c. Georgetown Middle School (Capacity 600): Major Renovation to include; doors, hardware and windows, interior finishes and accessories, HVAC replacement, electrical, plumbing, fire protection and annunciation systems, and ADA accessibility. Interior renovation of the existing facility to include converting the kitchen/cafeteria into a band/vocal department and special education resource classrooms. Expand media center into adjacent spaces and reconfigure space. Provide for career technical program. Add kitchen/cafeteria, (4) classrooms, and new administration area with secure entry.
 - d. KERA Strands: Provide interactive white board technology and projectors in all classrooms.

D. Capital Construction Priorities **(Schedule After The '08 Biennium)**

1. New Construction:

- a. New High School – Phase I (Capacity 500): Construct a new facility to accommodate Career Technical and Performing Arts for 500 students, which will operate as a SCHS magnet, until such time as enrollment dictates additional additions, after which it would become the second high school for the district. Site - property on US 460, west of Georgetown.
- b. Alternative School: Construct or acquire a new building to accommodate 60 students to include kitchen/cafeteria - Site to be determined.
- c. New Elementary (Cap. 600): Construct a New Elementary School - Site location is off McClelland Circle and Main Street Extended.
- d. Scott County High School: Construct (2) Special Education classrooms.
- e. Anne Mason Elementary School: Construct (4) kindergarten classrooms.
- f. Eastern Elementary School (Capacity 600): Renovate current gymnasium into media center, current media center into administration/family literacy and current kitchen/cafeteria into FMD and FRYSC. Add kitchen/cafeteria, Gymnasium, (8) classrooms, (3) resource classrooms.
- g. Northern Elementary School: Construct (2) kindergarten classrooms, expand kitchen/cafeteria (2250 SF), expand media center (600 SF), (1) FMD classroom, FRYSC and SBDM office and conference room.
- h. Stamping Ground Elementary School: Construct (2) kindergarten classrooms.

2. Major Renovations:

- a. Garth Elementary School: Renovation to include; site development, parking, roof replacement, doors, hardware and windows, interior finishes and accessories, HVAC replacement, electrical, plumbing, fire protection and annunciation systems, ADA accessibility. Interior renovation of existing facility to include converting kitchen/cafeteria into (4) resource rooms. Add kitchen, cafeteria, (3) kindergarten classrooms, FRYSC, SBDM office and conference.

- b. KERA Strands: Provide interactive white board technology and projectors in all classrooms.
3. Renovation/Non-classrooms: None
4. Management Support Areas:
 - a. Construct a new central office – Site to be determined
 - b. Construct a central storage building (10,000 sq.ft.)
 - c. Transportation/Bus Garage - Construct a transportation office with driver's lounge and training rooms on the bus compound and a one bay addition to the bus garage.
5. Discretionary Construction Projects: (*Estimated costs of these projects is not included in the Facility Needs Assessment total.*)
 - a. Complete the Athletic Field House at Scott County Middle football/track field.
 - b. SCHS (Farm) – Construct infrastructure facilities for future uses of the property.
 - c. SCHS (Farm) – Construct an agricultural training and show pavilion.
 - d. US 460 (Farm) – Construct infrastructure facilities, paving to new bypass, and US 460 widening project.
 - e. Construct or acquire space for the Adult & Community Education program.
 - f. Construct parking lot expansions and drives.
 - g. Construct the following athletic facilities:
 - Indoor Hitting Facilities - Baseball and Softball.
 - **Soccer Fields - Boy's & Girl's - Practice & Game.
 - **Baseball/Softball Fields - combo game & practice.
 - **These could be a three/four field complex all sharing common concession, restroom, and press box facilities.
 - Indoor multi-use Practice Facility - Tennis, Track, Cheer, Dance, Baseball, Softball, Golf, Volleyball, Wrestling, Cross Country, Football, Basketball.
 - Athletic Storage Space/Athletic Office Space at various sites.
 - Cross Country Course
 - Trophy Display Space
 - Wrestling Mat Room
 - h. SCMS - Addition: Administration area with secure entry.
 - i. SCHS – Addition: Natatorium with dressing rooms and expand cafeteria (2,620 S.F.).
 - j. Eastern – Addition: (2) Classrooms and (2) Special Ed Resource.
 - k. Garth – Addition: Gymnasium.
 - l. Construct an equipment/vehicle storage building with maintenance/repair shop.
 - m. Construct a fire-proof technology data/network center (3,000 SF).
 - n. Construct a fire-proof record storage center (5,000 SF).

PUBLIC HEALTH AND SAFETY

Service Provider: Scott County Health Department

Primary Contact: Gene Thomas, Environmental Supervisor, (502) 863-3978, Cell (859) 588-8089

Mission/Purpose Statement:

The WEDCO District Health Department serves its community by protecting and promoting the health and well being of its community members and their environment, and by exemplary stewardship of its resources.

Departmental Goals:

1. Uphold state and local laws regarding the environmental program
2. Serve the needs of the citizens of Scott County

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

1-2 Year Objectives:

1. Solve the sewer system problem(s) on the US 25 South corridor (Lisle Road and US 25) by constructing a sewer line to those properties experiencing sewer problems.
2. Hook up the new Sadieville Fire Station to sewer service as soon as it becomes available.
3. Hook up the recycling center to sewer service (Georgetown).

3-5-Year Objectives:

1. Complete the sewer project on the US 25 South corridor.
2. Construct sewer lines to all of the industries located on Industry Road to address their septic system problems.
3. Provide sewer service to properties located on US 25 and Burton Road to address their septic system problems (Cedar Post Restaurant and Lee's Mobile Home Park).

Current and Projected Operating Budget: \$125,000

EXTENSION SERVICES

Service Provider: Scott County Extension Service

Departmental Contact: Connie Minch (502) 863-0984

Facility Inventory (List)

1. Current Facility Inventory:
 - a. Number of Employees – 9
 - b. Number of Buildings – 2 (7,200 sq. ft.)
 - c. Facilities Name – Scott County Cooperative Extension Center
 - d. Type of Infrastructure – Parking for 50-60 cars
 - e. Facilities Location – 1130 Cincinnati Road, Brooking Park
 - f. Area of Coverage – The Cooperative Extension Service aspires to serve all citizens of Scott County
2. Current Needs:
 - a. A building expansion project is underway. Additional meeting room space is needed.
3. Future Needs:
 - a. Additional Staffing
4. Funding Sources:
 - a. Scott County Extension District tax revenues; some federal and state tax revenues for personnel
5. Evaluation of Facilities:
 - a. When the current construction project is complete, the facility will be deemed adequate.

EMERGENCY MANAGEMENT

Service Provider: Georgetown/Scott County Emergency Management Agency and Office of Homeland Security

Primary Department Contact: Jack L. Donovan, Director

Department Mission/Purpose Statement:

Provide a comprehensive emergency management system that coordinates people and resources to protect the lives, property, and environment of Scott County using an “all hazards” approach through mitigation, preparedness, response, and recovery from disasters and emergencies.

Departmental Goals:

Everyone in Scott County is dedicated to the idea of enhancing public safety by improving our ability as a county to prevent, prepare for, respond to, and recover from emergencies, disasters, and threats to our homeland.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

- 1-2 Year Objectives:
 - Install 2 additional severe weather sirens.
- 3-5 Year Objectives:
 - Install at least one additional severe weather siren each fiscal year.

Current and Projected Operating Budget

- Current Budget -- \$182,500
- Projected Budget – Program and annual increase of 3% with vehicle expenditures every 5 years.

Facility Inventory (List)

1. Response vehicles (3)
2. Light tower
3. Hazmat trailer
4. Rescue boat
5. Computer systems
6. Radio communication system
7. Spill containment equipment
8. Office supply inventory

Detail for Current and Projected Capital Improvement Projects

Project Name and Description:	County-wide Weather Siren Coverage
Funding Source and Level:	Scott County Fiscal Court and mitigation grants when available.
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	Install at least 2 new sirens annually.
Studies/Analyses Completed since 2001:	Area coverage studies are completed each year.
Applicable Governing Ordinance and Policy Documents:	
Current and Projected Capacity and Use:	
Associated Property Acquisitions and Major Construction Tasks:	None

Service Provider: Georgetown-Scott County Emergency Medical Services

Primary Contact: Duane Lee, Director

Department Mission/Purpose Statement:

We are the licensed ambulance service for the citizens of Scott County to include: Georgetown, Sadieville, Stamping Ground, and all unincorporated areas. We are a division of the Scott County Fiscal Court, but are a jointly funded agency with the City of Georgetown. Our current staffing includes four ALS ambulances and a paramedic supervisor.

Our mission is to strive for excellence in all aspects of our service. We will instill the greatest confidence in our community that we are prepared to provide quality, compassionate care. As individuals, we set standards of integrity and professionalism but as a team, we will sacrifice our individual goals for the betterment of life. Community wellness will be improved through our promotion of prevention and health education. In the end, we take pride in knowing that we will “Make a Difference.” *GSCEMS employees.*

Department Goals:

1. Provide timely, quality and reliable treatment and transportation for sick and injured patients in the pre-hospital environment.
2. Incorporate new and effective medical practices and equipment in the field.
3. Promote prevention of injury to reduce mortality.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

1-2 Year Objectives:

1. Complete installation of computerized tracking of ambulances and patient care reporting.
2. Complete construction of a combination EMS and fire station in Sadieville.

3-5 Year Objectives

3. Obtain Accreditation from the Commission on Accreditation of Ambulance Services.
4. Continue to assess needs of community for the placement of ambulances to have eight minute or less average on scene time for request to emergency service.

Current and Projected Operating Budget

The current budget for 2006-2007 fiscal year is \$2,143,000 with an estimated \$900,000 received in collections, for a total fiscal impact of \$1,243,000. Proposed fiscal year 2007-2008 estimate is \$2,170,000 with estimated collections of \$1,000,000 and a total fiscal impact of \$1,170,000.

Facility Inventory (List)

Headquarters – 141 South Broadway, Georgetown
Station #1 – 2200 Cincinnati Road, Georgetown
Station #2 – 3215 Main Street, Stamping Ground

Detail for Current and Projected Capital Improvement Projects

Project Name and Description:	Station #3 - Sadieville
Departmental Project/Initiative Priority Number(s):	1
Funding Source and Level:	Jointly funded by the Scott County Fiscal Court and the City of Georgetown.
Required Regulatory/Compliance Mandates:	
Proposed Funding And Implementation Strategies:	Paid during construction
Studies/Analyses Completed since 2001:	
Applicable Governing Ordinance and Policy Documents:	
Current and Projected Capacity and Use Statistics:	Staffed EMS and Fire station.
Associated Property Acquisitions and Major Construction Tasks:	

CULTURAL FACILITIES AND SERVICES

Service Provider: **City of Georgetown DBA Cardome Centre**

Primary Contact: Sherry R. Williams, 502-863-1575, Ext. 103
cog_sherry_williams@hotmail.com

Department Mission/Purpose Statement:

Original mission statement from 1987: To provide facilities for cultural, recreational, educational, social and community activities for the citizens of Scott County. The mission shall be accomplished primarily by providing facilities appropriate to the event, in conjunction with other organizations/entities whose basic mission is to conduct a broad range of activities.

Departmental Goals:

1. Continue working with current private/public activities, including annual events.
2. Continue working with non-profits and educational programs.
3. Seek partnerships for annual community events.
4. Seek funding and commitments for implementation of the Master Plan (approved 2000).
5. Actively pursue new ways and means for increased revenue.
6. Continue to educate the general public in areas of history and the need for facility and green space preservation for future generations.
7. Continue tree planting program and upgrades to walking trail.

8. Continue to research facility/property history to implement self-guided walking tour.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

- Overall Objectives:
 - Stimulate greater facility use
 - Become financially self-sustaining
 - Maintain historic significance
- Short-Term Objectives
 - Repair barrel ceiling – Scott County Hall – Building I
 - Bell Tower gutter/cornice – Building I
 - Southwest front exterior wall and foundation
 - Master Plan Phase II – Design/Plans for: Infrastructure to Building I – Monastery; Enhancements to Scott County Hall for performances, catering kitchen, boxed gutter system
- Long-Term Objectives:
 - Master Plan Phase III - Design/Plans for: Amphitheater, parking expansion, retreat area shelter, caretaker residence relocation

Current and Projected Operating Budget

2006-2007 Fiscal -- \$556,623.00

Facility Inventory (List)

A. Current number of employees

1. 8 – Full-time positions filled
2. 1 – Full-time position – unfunded
3. 1 – Permanent part-time position – unfunded
4. 2 – Seasonal temporary positions – unfunded

B. Current Building Inventory: (number, name, and square footage)

1. Building 1 – Monastery, 27,000 sq.ft.
 2. Building 2 – Academy, 7,500 sq.ft.
 3. Building 3 – Community Center, 3,500 sq.ft.
 4. Buildings 4 & 6 – former senior village, 3,460 sq.ft.
 5. Building 5 – Brick barn, 3,330 sq.ft.
 6. Building 7 – Black barn, 4,200 sq.ft.
 7. Building 8 – Block garage, 736 sq.ft.
 8. Building 9 – Maintenance home, 1232 sq.ft.
- Total: 9 buildings – 50,958 sq.ft

Detail for Current and Projected Capital Improvement Projects

Project Name and Description:	Building I – Scott County Hall Barrel ceiling repair; replace section of plaster
Departmental Project/Initiative Priority Number(s):	1
Funding Source and Level:	City of Georgetown - \$35,000
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	N/A
Studies/Analyses Completed since 2001:	Structural Engineer – review & reports Architect – specifications, bid documents, construction oversight
Applicable Governing Ordinance and Policy Documents:	City of Georgetown, Kentucky Purchasing Policy (November, 1992) bid documents/Contract (2006)
Current and Projected Capacity and Use Statistics:	N/A (Hall would be closed during repairs)
Associated Property Acquisitions and Major Construction Tasks:	None

Project Name and Description:	Building I – Bell Tower gutter/soffitt/cornice repair: Reline gutter w/copper; replace/repair soffitt/cornice to match existing ornate/decorative style; paint
Departmental Project Priority Number(s):	1
Funding Source and Level:	\$40,000 Estimated
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	City of Georgetown; was requested in Capital Budget for 06-07; removed by Council; will seek funding for repairs again through Council request; City Engineer to compile Project Description;
Studies/Analyses Completed since 2001:	City Engineer review
Applicable Governing Ordinance and Policy Documents:	City of Georgetown, Kentucky Purchasing Policy (November, 1992) Project Description/Contract (2006)
Current and Projected Capacity and Use Statistics:	N/A
Associated Property Acquisitions and Major Construction Tasks:	None

Project Name and Description:	Building I – Master Plan Phase II - Designs/Plans Includes infrastructure upgrades; enhancements to Scott County Hall for performances; includes Catering Kitchen; boxed guttering repairs
Departmental Project/Initiative Priority Number(s):	1
Funding Source and Level:	No -- \$200,000 (estimated)
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	City of Georgetown; to seek approval from City (Council) to go forth with research for grant possibilities and city funding; work through the Cardome Advisory Committee for project recommendations.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	City of Georgetown, Kentucky Purchasing Policy (November, 1992) Architect/Structural designs, reports, analyses, bid documents/contracts
Current and Projected Capacity and Use Statistics:	No projection at this time
Associated Property Acquisitions and Major Construction Tasks:	None

Project Name and Description:	Building I – Southwest Front Exterior Wall Foundation Design/Plans
Departmental Project/Initiative Priority Number(s):	1
Funding Source and Level:	\$25,000 Estimated
Required Regulatory/Compliance Mandates:	None
Proposed Funding and Implementation Strategies:	City of Georgetown; work through the Cardome Advisory Committee for recommendations.
Studies/Analyses Completed since 2001:	October 2004
Applicable Governing Ordinance and Policy Documents:	City of Georgetown, Kentucky Purchasing Policy (November, 1992) Architect/Structural Engineers design/plans, bid documents, contracts
Current and Projected Capacity and Use Statistics:	N/A
Associated Property Acquisitions and Major	None

Construction Tasks:	
Project Name and Description:	Master Plan Phase III - Design/Plans (3-5 year Objectives) for: Amphitheater, parking expansion, retreat area shelter, relocation of caretaker residence
Departmental Project/Initiative Priority Number(s):	1
Funding Source and Level:	None
Required Regulatory/Compliance Mandates:	Local, State, and Federal (if grants are involved); electrical, building, water division; ADA
Proposed Funding and Implementation Strategies:	Encourage City to pursue grants, foundations, private sector; continue to work through the Cardome Advisory Committee for project recommendations
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	City of Georgetown, Kentucky Purchasing Policy (November, 1992) Master Plan (2000) Local, State, Federal Code & Building Enforcement Water Division (Local & State)
Current and Projected Capacity and Use Statistics:	None of these facilities exist at present; projected use increase over 100,000 persons per year
Associated Property Acquisitions and Major Construction Tasks:	

Service Provider Name: Scott County Public Library

Primary Contact:
Earlene H. Arnett, Library Director 502-863-3566

Mission/Purpose Statement:

Library Vision

The people of Scott County will:

- Have access to the information they need to succeed at school, at work, and in their personal lives;
- Have access to reading, viewing, and listening materials and programs that stimulate their thinking, enhance their knowledge of the world, and improve the quality of their leisure time;

- Discover the joy of reading and develop a love of learning;
- Enjoy a high level of access to electronic information resources and develop the technological, information seeking, and information evaluation skills needed in an increasingly complex world;
- Think of the Scott County Public Library as a focal point of community life that connects and unites the people of the area; and,
- Use the Scott County Public Library’s resources and services and encourage others to do so as well.

Library Mission Statement

The Scott County Public Library is a center of community life, offering opportunities for people of all ages to learn, know, gather, and grow. Scott County residents will have access to innovative library services, delivered in an efficient and effective manner, that will assist everyone to continue to grow and learn throughout their lives, provide the materials, programs, and services needed to meet their recreational needs, develop their ability to find and use information in a variety of formats, provide the information services needed to answer their questions and enable people to explore their personal heritage.

Departmental Goals:

The following are the Scott County Library Goals and Objectives for the years 2002-2006. They are organized into four major service categories or responses.

1. Lifelong Learning
2. Information
3. Current Topics and Titles
4. Building Community

In this planning process, goals describe the result of outcome the library is trying to achieve. The supporting objectives are the ways in which progress toward achieving those goals will be measured. Specific activities and tasks to be performed in pursuit of the goals and objectives are not included as a part of this document. In order to ensure that the plan is a “living” changing document, activities and tasks are developed on an annual basis and are changed and modified as needed.

Goal 1: Lifelong Learning

Residents of Scott County will have access to resources for self-directed personal growth and development opportunities.

Supporting Objectives:

- Circulation of non-fiction materials will increase 3% during each year of the 2002-2006 planning cycle.
- Items lent through inter-library loan will increase 3% during each year of the 2002-2006 planning cycle.

Goal 2: Lifelong Learning

The children of Scott County will develop a lifelong love of books and a desire to learn that will help them live productive and satisfying lives.

Supporting Objectives:

- Circulation of children's books in recreational reading areas will increase by 3% during each year of the 2002-2006 planning cycle.
- The number of children attending library programs will increase by 3% during each year of the 2002-2006 planning cycle.

Goal 3: Information

Residents of Scott County will have access to the information they need on a broad array of topics related to work, school, and personal life.

Supporting Objectives:

- The number of reference queries received will increase by 3% in each year of the 2002-2006 planning cycle.
- Filled reference questions will increase 3% during each year of the 2002-2006 planning cycle.
- An increasing percentage of respondents to the annual quick response survey will indicate that they are either "satisfied" or "very satisfied" with the library's reference/information services and resources.
- An increasing percentage of respondents to the annual quick response survey will indicate that they have used the library's electronic resources and web-site during the previous year.
- The total number of remote log-ins to the online catalog will increase by 10% during each year of the 2002-2006 planning cycle.

Goal 4: Current Topics and Titles

Residents of Scott County will have access to current topics and titles that help fulfill their need for information about popular and social trends.

Supporting Objectives:

- Circulation of materials in subject areas identified as being of high interest to the public in quick response surveys will increase by 3% in each year of the 2002-2006 planning cycle.

- The number of displays and exhibits focused on topics of current interest will be counted in 2002 and will increase in each following year of the planning cycle.

Goal 5: Building Community

Residents of Scott County will find a safe and welcoming place where the entire community comes together to celebrate culture and knowledge and to find others with whom to share their interests and enjoy unique learning experiences.

Supporting Objectives:

- The annual door count at the library will increase by 3% during each year of the 2002-2006 planning cycle.
- The Scott County Public Library will partner with one new community organization each year during the 2002-2006 planning cycle.
- The Scott County Public Library will partner with surrounding counties for public relations support.

Current Needs: (2-5 Year Goals)

- Additional parking is needed and being planned, an adjacent lot has been purchased.
- Additional staffing is needed.

Future Needs (5-10 year Goals)

At the present time, no major capital improvements are indicated although as the population of Scott County continues to grow, the need for additional square footage at the current location or a branch library system located in the northern city limits will need to be addressed.

Facility Inventory:

1. Number of employees – 14 full-time; 9 part time; (18.12 FTE)
2. Number of buildings – 1 – Scott County Public Library
 - a. Space - 28,750 square feet
 - b. Parking capacity - 80 vehicles
 - c. Location – 104 South Bradford Lane, Georgetown
 - d. Area of Coverage – All of Scott County
3. Bookmobile (1) – For public outreach

Implementation Strategies:

The Scott County Public Library will be updating its long-range (five-year) plan during the 2006-2007 fiscal year. This process identifies actions associated with facility, collection development, staffing, and programming. The library places a strong emphasis on establishing and maintaining partnerships with other educational, governmental, cultural, and social service entities in the community. The Scott County Public Library uses the Kentucky Public Library Standards: Direction and Service for the 21st Century, 2nd edition, 2006, in their evaluation and planning process.

Funding Sources:

As a special taxing district, the public library does not depend directly on the city or county governments for financial assistance. It is dependent on a strong tax base for its support.

Evaluation of Facilities:

The Scott County Public Library annually evaluates their program through the use of the Kentucky Public Library Standards. The library has received the second highest rating, “Enhanced Level”, i.e., an expansion of services beyond the basic.

PUBLIC WORKS

Service Provider: **Department of Public Works**

Primary Contact: Brad Frazier, City Engineer

Mission Statement:

Provide adequate sanitation and infrastructure maintenance to the citizens of Georgetown.

Departmental Goals:

1. Increase worker efficiency and implement production programs.

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

1-2 Years: Mapping of storm sewers, start herbie program, complete stormwater handbook.

3-5 Years: Create stormwater best management practice schedule, start a pavement management program.

Current and Projected Operating Budget

Current: Sanitation: \$1.6 mil Maintenance: \$1.1 mil

Facility Inventory (List)

1. Public Works workshop
2. Salt Barn

Detail for Current and Projected Capital Improvement Projects

Project Name and Description:	Landfill Force Main Phase 1
Departmental Project/Initiative Priority Number(s):	1
Funding Source and Level:	Division of Solid Waste, City Council, Fiscal Court
Required Regulatory/Compliance Mandates:	Yes. Kentucky Division of Solid Waste.
Proposed Funding and Implementation Strategies:	Already determined.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	Solid Waste regulations.
Current and Projected Capacity and Use Statistics:	To collect leachate for Simms Road Landfill and transport it to Wastewater Treatment Plant #2.
Associated Property Acquisitions and Major Construction Tasks:	Approximately 35 easements.

Project Name and Description:	Bradshaw Detention Dam
Departmental Project/Initiative Priority Number(s):	2
Funding Source and Level:	Georgetown City Council
Required Regulatory/Compliance Mandates:	No
Proposed Funding and Implementation Strategies:	Already determined.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	None
Current and Projected Capacity and Use Statistics:	To detain runoff for 320 acres that drain through the Southern part of the City-Old Lemons Mill, Ruckers, Ely Alley, Water Street.
Associated Property Acquisitions and Major Construction Tasks:	None

Project Name and Description:	Landfill Force Main Phase 2
Departmental Project/Initiative Priority Number(s):	3
Funding Source and Level:	No. Will not be presented until 2007-2008 budget cycle.
Required Regulatory/Compliance Mandates:	Yes. Division of Solid Waste.
Proposed Funding and Implementation Strategies:	City Council, Fiscal Court, and hopefully any other agreeable sources at the State level.
Studies/Analyses Completed since 2001:	None
Applicable Governing Ordinance and Policy Documents:	Solid Waste regulations.
Current and Projected Capacity and Use Statistics:	To collect leachate for Double Culvert Landfill and also transport it to Wastewater Treatment Plant #2.
Associated Property Acquisitions and Major Construction Tasks:	Approximately 30 easements.

COMMUNITY FACILITIES ELEMENT
SECTION IV
URBAN SERVICE BOUNDARIES

SUMMARY

This section of the Plan sets policies and makes recommendations for Urban Service Boundaries within Scott County. It is consistent with the content and recommendation contained within the Urban Land Use Element of the Comprehensive Plan.

An "Urban Service Boundary" (USB) is a line that indicates the extent of future urban development that will require city services (sewer, water, police, fire, etc.). The Urban Service Boundaries for a given municipality includes those properties that can be developed to urban uses and densities and annexed to those cities within the current planning period. Unincorporated areas and areas outside of recognized Urban Service Boundaries are considered "rural" for planning purposes.

As used in this comprehensive plan, the term "public services" refers to, among other things, water, sewage collection and treatment, transportation facilities, and police and fire protection, which are typically provided by city or county governments. Governments can pay for these services only through user fees or taxation. For successful urban development within urban service boundaries, no such development should be approved except upon the condition of annexation. Annexation is necessary to provide the revenue streams required to cover the cost of urban services over the long term and should include all new urban development.

Policies should also encourage annexation of existing industrial and commercial development areas. Industrial and commercial development requires a level of services, especially for sewer, roads, and fire and police protection, that can best be provided by government. For these reasons, each city's incorporated boundary should eventually be co-extensive with all developed lands within their respective Urban Service Boundaries.

Maps showing the Urban Service Boundaries within Scott County are included in Appendix A.

URBAN SERVICE BOUNDARIES GOALS AND OBJECTIVES

The Goals and Objectives listed in Section I also help guide decisions about Urban Service Boundaries. Those goals have suggested objectives for evaluating and selecting the most appropriate locations for the boundaries. These objectives as well as those found below can guide the Planning Commission as amendments to Urban Service Boundaries are proposed in the future.

General:

1. Maintain an adequate supply of developable land to accommodate anticipated growth and allow sufficient market flexibility.
2. The Urban Service Boundary for each city should be located so as to allow for the most cost-efficient provision of public facilities and services.
3. Formalize the use of the criteria adopted by the Planning Commission Urban Land Use Subcommittee in September 2006.
4. Annexation policies should reinforce the Urban Service Boundary. Development within urban service boundaries that requires public services should be annexed.
5. In certain unique and very limited situations, the Planning Commission may wish to consider and allow minor deviations from the recommended USB location to avoid a substantially unjust outcome for particular properties. These limited situations could include properties where pre-existing zoning for urban development extends outside the proposed USB; or properties that would be divided by the boundary to create parcels that would be otherwise unusable for any reasonable purpose. However, in making these minor adjustments, the concept and integrity of the USB must be maintained.
6. Additional small area development plans may need to be considered for US 62W and US 25S, and other similar corridors as they become community concerns to the Transportation and Rural Subcommittees.

URBAN SERVICE BOUNDARY RECOMMENDATIONS

Georgetown:

1. The location of the Urban Service Boundary for Georgetown should not be extended south beyond the greenbelt or further into the Royal Spring aquifer recharge area than the amended 1994 USB limits.
2. The Urban Services Boundary should not be extended east beyond the Lanes Run watershed.
3. The Urban Service Boundary should not be extended north beyond the current adjusted limit.
4. The Georgetown USB should be adjusted by adding the following three parcels to the existing boundary:
 - a. USB-2006-01 Whitaker Land Company – 146 acres, bounded on the south by the existing Georgetown USB, I-75 to the east, Price Farms to the north and the Norfolk-Southern Railroad to the west. The proposed purpose is for future residential development. Inclusion is recommended based on existing natural and containing boundaries, the presence of public services and facilities and the fact that it also fits desired growth patterns for the area.
 - b. USB-2006-02 JCD Properties, LLC – 38.66 acres, south of US-460 (Frankfort Pike), immediately west of the intersection of US 460 and the existing Bypass (McClelland Circle), and west of the Bypass. The proposed future use is commercial or as determined by the Planning Commission. Inclusion is recommended based on compatibility with the existing USB and contiguous development and consistency with the original intent for development of the adjoining property.

- c. USB-2006-04 West Brothers Property – 62.17 acres, bounded by US 25 North (north of and adjacent to Ann Mason Elementary School and Royal Spring Middle School) and across from Stonehenge Subdivision. The proposed future land use will be as determined by the Planning Commission. Inclusion is recommended based on existing natural and containing boundaries, the presence of public services and facilities and the fact that it also fits desired growth patterns for the area.

Sadieville:

No change is currently recommended to the existing Sadieville Urban Service Boundary. However, projected development will require that this issue be revisited within the planning window envisioned by this version of the Comprehensive Plan.

Stamping Ground:

No change is recommended to the existing Stamping Ground Urban Service Boundary.

ANNEXATION POLICY

Urban development requires urban services. For the purpose of this policy statement, urban development includes industrial and commercial development of all kinds and residential development on lots consistent with the residential classifications under the zoning ordinance. Urban development in the context of this discussion does not include residential development on five acre tracts.

Urban development is concentrated land use. This kind of development must occur where urban services are available. Without urban services, further development cannot occur and existing development cannot flourish. Urban services include, among other things, water, sewage treatment, transportation facilities, police and fire protection. With few exceptions, these services are provided by city government. City government can pay for these services only through user fees or taxation. Without both income streams, the cost to the user is increased and the long term prospects for adequate services are reduced.

In order to provide an environment conducive to successful urban development, no such development should be approved except upon the condition of annexation. Annexation is necessary to provide for urban services over the long term. While most newly constructed public facilities are installed by developers, the obligation for long term maintenance and capacity falls to the city. To afford the city the reasonable opportunity to meet this enormous responsibility, urban services must be contiguous and well planned to reduce long term costs and provide maximum service per dollar invested. These services and the development using them must be located within the city's taxing jurisdiction in order to place responsibility for supporting the city and its systems on the development which benefits from them. This policy also assures the city's ultimate control over its public service system.

Requiring annexation of all new development would limit the area to be served, since annexed territory must be contiguous to current city limits. This limitation in area would result in more service per dollar spent. Proposed development which could not locate within the service area would not be permitted. The only arguable exception to this rule would be developments which are self-sufficient, i.e., development which requires no capital investment by the city or its agencies in the present or future.

In general, existing urban development should be annexed. Policies encouraging annexation of existing industrial and commercial development must be adopted to combat the obstacles to annexation created by state law and the reluctance customarily exhibited by development owners outside the incorporated city limits. This reluctance results from developments outside the city limits receiving some urban benefits without the tax obligation faced by similar developments inside the city limits. This "free ride" is enticing, but short lived. Without sufficient revenue to upgrade and maintain the system, the City's infrastructure must eventually decline. A city cannot depend on new development and new revenues to always cover the shortfall in revenues.

A city must also consider annexation of single family residential developments, even those not within the path of new development, when the absence of certain urban services has created a threat to public safety. An example of the type of threat which may justify annexation is the large scale failure of septic tanks in a single family residential development. The city may be the only entity able to provide the necessary relief. Annexation in this instance is based on the general welfare of Georgetown and its environs.

The urban service area and the city's incorporated boundary should be essentially identical. The urban service area concept is ineffective if urban services cannot be provided throughout the designated area. The city is responsible for providing most urban services. The city, however, cannot provide long-term urban services throughout the designated area on user fees alone. The city must also collect tax revenues from its entire service area in order to capitalize the long term cost of providing maintenance and capacity for urban services throughout the urban service area.

COMMUNITY FACILITIES ELEMENT
SECTION V

2006 COMPREHENSIVE PLAN
Community Facilities Element Data Call

Background:

The Georgetown-Scott County Comprehensive Plan is a “living document” that guides policy decisions on physical development and growth. It is developed from diverse sources that provide input regarding the development needs, goals, and objectives of the various communities within the County. Input from these sources is a vital link between Scott County’s investments in facilities and the various communities they are intended to serve. The information provided as input to the Comprehensive Plan identifies where we are now, where we want to go in the future, and describes a “bridge” for the gap between the two. Statutory requirements for development of a Comprehensive Plan are contained within Kentucky Revised Statute Chapter 100.

With the above in mind the Joint Georgetown-Scott County Planning Commission requests your assistance and input in developing the Community Facilities Element of the 2006 Comprehensive Plan Update. We have developed a standard data collection instrument for gathering much of the information needed to develop a viable plan that can be used to guide decisions over the next 5 years. We request that each Department provide the data requested on the attached data collection forms. Departments NEED NOT create new information. Provide the information requested using the best information currently available. Complete the attached forms (MS Word format) or using the attachment as a guide provide the information requested. Return the information via email attachment or fax to:

Rhonda Cromer: (Planner)
rcromer@gscplanning.com
(502) 857-3725 FAX
(502) 867-3701

Claude Christensen: (Writer/Editor)
Christensen13@bellsouth.net
(502) 857-1783 FAX

Your responses should be received not later than August 18, 2006. We appreciate your support and prompt response as we move forward with this important task.

Respectfully,

*GSC Planning Commission,
Michael Sapp, Director*

Attachment (1)

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
COMMUNITY FACILITIES SUBCOMMITTEE**

**2006 COMPREHENSIVE PLAN
Community Facilities Element Data Call**

Instructions:

This data collection template consists of two sections. Section 1 contains general information regarding the department. Section 2 requests more specific information and should be completed once for EACH facility for which the department has or will have responsibility (i.e., a separate Section 2 should be completed for each major building or other community use facility or project identified in Section 1. Answers need not be lengthy or overly detailed. Information should be provided from the best data readily available. The intent is to collect only that information needed to adequately describe the department and its functions, asset inventory, and current and projected capital improvement projects over the next 5 years.

Questions should be referred to Ms. Rhonda Cromer at: rcromer@gscplanning.com or (502) 857-3701.

**SECTION 1:
GENERAL DEPARTMENT LEVEL INFORMATION:**

Department Name:

Primary Department Contact: (The Person To Whom Questions May Be Referred)

Department Mission/Purpose Statement:

Departmental Goals:

Supporting Short (1-2 year) and Long (3-5 year) Term Objectives:

Current and Projected Operating Budget

Facility Inventory (List)

**SECTION 2:
DETAIL FOR CURRENT AND PROJECTED CAPITAL IMPROVEMENT PROJECTS**

Project/Initiative Identification (Name And Description):

Departmental Project/Initiative Priority Number(s):

Does this project have an Approved Funding Source and Level? (If Yes, please list it.)

What are the Proposed Funding and Implementation Strategies?

Is this Project Required by one or more External Regulatory/Compliance Mandates? (If Yes, please list):

List any Formal Studies and/or Analyses Completed Applicable for this project since 2001:

List any Governing Ordinance and Policy Documents Applicable to this Project:

What are the Current and Projected Capacity and Use Statistics for this Project:

Projected Property Acquisitions and Major Construction Projects Associated with this Project: