

Georgetown-Scott County Comprehensive Plan 2024

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION



Adopted By Planning Commission on 7/11/2024

Endorsed By Scott County Fiscal Court on 07/25/2024

Endorsed By City of Georgetown on 08/12/2024

Endorsed By City of Sadieville on ___/___/___

Endorsed By City of Stamping Ground on ___/___/___

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Chapter 1: Introduction

Acknowledgements

The Comprehensive Plan is the result of the work of many individuals, community groups and organizations who contributed their valuable time, ideas, and support throughout the public engagement process. Special thanks go to our steering committee members, planning commissioners, staff, agency leads, and community members who either showed up to our meetings or filled out our surveys (or both!), without your commitment to our community, we could not make this plan a reality without your help and feedback.

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Why are there Comprehensive Plans?

The Kentucky General Assembly first empowered its communities to plan for their own futures through the Kentucky Planning and Zoning Act that was first enacted 1966 and later amended in 1986. The act outlines required elements and procedures for creating and adopting a “comprehensive plan”, which ultimately is required for a “planning unit” (city, county, urban-county government, etc.) to establish zoning and land use regulations. Per state statutes, a comprehensive plan must contain the following information:

- Analysis of present and future population and demographic trends,
- Analysis of present and future economic forecasts,
- Analysis of community interests,
- Analysis of community goals for the future,
- Analysis of the needs for existing and future land and building uses (“community form”), transportation, community facilities, agricultural land, and other community identified topics and areas of interest.

Kentucky Revised Statutes (“KRS”) Chapter 100 is where the Kentucky Planning and Zoning Act exists today. It specifies that the planning commission of each unit shall prepare a comprehensive plan, which shall serve as a guide for public and private actions and decisions related to land use. A required element of the comprehensive plan, per KRS 100, is a statement of goals and objectives. The goals and objectives serve as the foundation for the Comprehensive Plan and provide policy guidance in the preparation of other elements of the plan including potential strategies for implementation.

This plan contains Goals and Objectives within each of the Chapters 2-10. The goals and objectives are a guide to assist decision makers as specified by KRS and should not be viewed as a regulatory document. These goals have been developed over several months of public committee work and public meetings. They reflect the overall desire of the community; each goal and objective may or may not be applicable or appropriate in every instance; and decision makers should consider them as appropriate.

What is the Comprehensive Plan?

A Comprehensive Plan functions as a guide, or “blueprint”, for zoning processes and current and future land use patterns in a community. It identifies the vision and intentions for future planning efforts and community decisions but does not serve as a land use regulation by itself. The Comprehensive Plan is intended to provide a broad-based perspective on growth and development within our community, and reflects the direction established through public input and best practices. It functions as a guide for land use decisions in the next 5-, 10-, 15- or 20-year periods of time.

The Comprehensive Plan serves as a guide for public and private actions and decisions to assure the development of public and private property. The Goals and Objectives serve as the foundation for the Comprehensive Plan and provide policy guidance in the preparation of chapter materials. The Action Items include potential strategies for implementation.

The Comprehensive Plan is the vision of the entire community and is an advisory document used to guide the City Council, Fiscal Court, Planning Commission, other boards and commissions and city and county staff. The document assists these groups in prioritizing decisions on long-range work programs, capital improvement plans, and policy considerations. Budgetary decisions shall look to the goals and policies of the Plan for direction and alignment with community preferences. Additionally, general conformance with the plan is required for major land use decisions such as zoning, PUD applications and conditional use permits.

How was the Plan Developed?

The Comprehensive Plan review and update began in January of 2022. Our first step was to create an Executive Steering Committee made up of twenty members, including three (3) members of the Georgetown City Council, three (3) members of Scott County Fiscal Court, three (3) members of the Georgetown-Scott County Planning Commission, one appointee of Stamping Ground and Sadieville City Commissions and five (5) at-large members.

Executive Steering Committee

The Executive Steering Committee, made up of representatives from all four legislative jurisdictions and several at-large public representatives, was the advisory group that guided the process of creating this plan. The Planning Commission staff acted in multiple roles, such as advisors to the Steering Committee, reviewers of the existing plan, researchers on the current conditions and future projections for the community, coordinators of public meetings and input options, and writers of the updated plan.

The Executive Steering Committee first helped to revise the overall Vision Statement and update mission statements for all chapters of the plan, which were later presented to the community at a public meeting and amended based on feedback received. Planning staff used Executive Steering

Committee meetings to gather ideas, present staff draft ideas and recommendations, and ultimately gather the feedback that made this plan possible.

Survey

Staff began by reviewing background data on growth and community changes since the previous plan was adopted in 2017. At this time, staff also released a community preference survey that contained questions from a survey originally conducted 30 years ago (as part of the 1991 Comprehensive Plan) and reissued in 2015 (as part of the 2017 Comprehensive Plan). The intent of including repeat questions and feedback options was to compare community attitude and sentiments over a period of change and activity in Scott County. The community preference survey reached and received responses from 1,052 community members.

Two large-scale public meetings and workshops were held to review the process and major milestones, such as project kick-off, development of draft goals and objectives, and to review the draft document. For more details about the process used to create this plan, please see Chapter 1, Context.

Who does the Comprehensive Plan Serve?

The Comprehensive Plan sets a vision for where Scott County and the cities of Georgetown, Sadieville, and Stamping Ground intend to progress. It is used as a guide in coordination with local land use regulatory documents, such as the Zoning Ordinance, Subdivision and Development Regulations, and a variety of other city/county level ordinances, which function as implementation tools of the plan. While the Comprehensive Plan is not a regulatory document, it guides future actions and decision-making. The plan also lays out a work plan for further steps that we as a community must take to ensure the plan is followed.

Although lengthy, we have tried to make this plan easy to navigate. There is a lot of information throughout the plan that will be interesting to all users. But, specific user-groups may have different interest levels. These are in no way mutually exclusive, but as decision makers and community members, it helps to break things down given how extensive and diverse the topics and ideas are. A few user-oriented suggestions are encouraged below:

To use this plan as a...

...Citizen:

- Understanding what the community is interested in. Feel free to skip around between chapters, follow links between subjects, and take notes.
- Learning about planning and land use concepts and how they impact our day-to-day lives. Check out the glossary at the end of the document. We have defined terms where they are first used in the document, but we have also compiled a glossary of all the planning jargon we sometimes forget to explain as we go.
- Getting involved. If there is an action item you would like to be a part of, you can contact the Planning Commission or project leads to find out more about what is going on. While staff can tackle many of the Action Items identified in this plan, we can not do it alone, and will need active volunteers to pursue projects based outside of our department.
- Advocating for community interests and compliance with the plan. The Planning Commission staff proposes two ways to work to achieve our action items: (1) the hiring or assigning someone to a long range planning manager role who will be responsible for plan implementation, assist outside groups in project management and fund sourcing, guide and research new ordinances proposed, and make sure the work plan is still accurate and being followed, and (2) the creation of an appointed committee of agency and group representatives who have specific action items that would work with each other to complete their projects. Working together is the best way to ensure that things get done.

...Elected Official:

- Review of zone change applications. The comprehensive plan is a guide for our elected officials to answer the necessary questions for determining the merit of a zone change application, such as:
 - Does the proposed zone change fit Kentucky Revised Statutes (KRS) requirements?
 - Does it fit with the Comprehensive Plan's goals and objectives?
 - How about its conformance with the Future Land Use map recommendations, including the overlay maps?
- Budget Guidance: The Comprehensive Plan includes priorities, programs, and action items that the community is interested in having resources allocation for. Including the review of the Comprehensive Plan when considering annual budgets, funding projects, responding to public requests, and applying for grants, provides insight into what the community wants.

...Development Professional:

- Understanding community demographics and interests. Do you want your zone change, development plan, or subdivision plat review to go more smoothly or if it fits with community needs and interests? Peruse this plan, and the goals and objectives at the beginning of each chapter to help see if your plan fits within the direction our community is moving.
- Learn about our current regulations. Pair the information from this plan with the Zoning Ordinance and Subdivision and Development Regulations when making a proposal to make sure that your ideas fit the current rules and regulations regarding certain development types.
- Discussing concepts for new areas. Do you have ideas about how an area should be developed, or have any concerns about a proposal? You are always welcome to schedule a pre-application meeting with us to talk through your proposal before the submittal deadline.

...Staff Planner:

- Determining priority projects and initiatives. Of course, the whole document is important, but pay attention to the Action Items and Implementation chapter; these were made especially with us in mind.

How is the Plan Organized?

Chapter 1: Context

This element provides an overall “snapshot” of our community as it exists today, as well as how it came to be this way and where we are going. In this chapter, you will find the history of our community as well as research, data, and mapping of existing conditions. We have also provided anticipated projections for the continued growth of our community. This chapter provides background data supporting each of the following chapters, although specific details are located within the corresponding chapters.

Chapter 2: Community Form

This chapter describes general land use and growth principles for our community. It outlines the basic shape, look, and feel of our buildings, streets, land uses, and open spaces. It describes the urban and rural character that can be found throughout our community, and what types of development and land uses are appropriate throughout the community.

Chapter 3: Infrastructure and Chapter 4: Public Facilities

These two sections have typically been included in Community Form but given their individual importance and connections to other topics, have been highlighted as their own chapters. This allows us to shift emphasis to two essential facets to a functioning community. Our Infrastructure is the network and places dedicated to public use or service, such as public and private utility regulation and provision. Our public facilities include agencies such as parks and recreation, police, fire, emergency services, public offices, and schools and the services they provide and facilities they manage. The chapter identifies areas in need of improvements to existing infrastructure and public facilities, or completely new infrastructure, facilities or personnel.

Chapter 5: Transportation

This element, much like Infrastructure and Public Facilities, used to be part of the Community Form chapter, but given its importance and connections to other elements, is now its own section. This chapter identifies priorities and transportation projects, including auto, bike, pedestrian projects that have been identified as capital needs to increase connectivity in response to anticipated growth. The Transportation chapter also establishes desired policies related to our transportation network.

Chapter 6: Housing

This section examines market demand, conditions of existing housing stock, including the quality and type of housing in our community, and integration of residential areas with places of employment, commerce, and recreation. With the population of Scott County expected to reach 100,000 people in the next 25 years, this chapter focuses on maintaining and improving standards of living for all. It is essential that our regulations for housing provide the right amount of flexibility to adapt to changing market demands to better serve our residents and provide options, amenities, and resources we desire.

Chapter 7: Human Services

This chapter focuses on increasing social capital and networks, provision and access to educational resources, health and wellness resources, and public facilities. This is a broad field, focused on prevention as well as remediation of problems. Human Services is a multi-faceted and diverse mix of many fields of study and expertise, such as childcare, education, employment services, health, wellness, and recreation. Human Services often are viewed as the programs and policies that directly or indirectly relate to human health and the welfare of groups and members in our community, especially the vulnerable and those with specific needs. The intent of highlighting the importance of having provisions for human services is to improve quality of life for all.

Chapter 8: Heritage

This element focuses on the local cultural and historic resources that help make Georgetown, Stamping Ground, Sadieville, and Scott County unique. Cultural and historic resources include traditions, arts, achievements, and values that are part of our Scott County's history and identity, as well as the physical structures and natural environments that reflect or enhance those values. From public engagement, we have heard that a careful balance of smalltown character, rural farmlands, and growing and thriving cities is desired. We cannot move forward as a community without taking steps to preserve our shared past.

Chapter 9: Environment

This section focuses on the protection the ecological qualities and character of rural Scott County and support methods to reduce negative impacts of new growth on our agricultural areas and natural habitats. The chapter also emphasizes ways in which we can improve land use and development practices and incentivize the use of sustainable methods and development patterns to protect our water, air, and lands.

Chapter 10: Economic Growth

This chapter addresses the ways that Scott County and its cities can focus growth and development efforts to diversify, expand, and strengthen our economy and provide more local jobs. Scott County’s growth is tied to the economic prosperity of all residents. The chapter discusses life-cycle costs of development and incremental growth. This chapter focuses on the big and small economic changes, and emphasizes the importance of small-scaled, continuous business and economic development and improvement. It also describes a desire to highlight our local history as an attraction, allowing for growth and change while ensuring our history is protected. Balanced and equitable economic growth relies on us calling on our history as an important aspect of future growth.

Chapter 11: Implementation

This is where the action happens. Throughout chapters 2-10, top priority Action Items have been included to highlight the steps with the “biggest bang for their buck”. This chapter delves into the finer details of how we propose to follow through on the desired changes. A chart outlines all Action Items developed as part of this plan. All items have been sorted to show the items with the broadest impact first. Each Action Item includes a brief description, timeline, and necessary partners, and is assigned to a primary and secondary mover. These new committees will help to complete the Action Items over the coming years.

The Glossary

Much like the medical, engineering, education, and manufacturing fields, planning and land use professionals use terms and phrases that not everyone knows. If you are sitting at home and reading this document and asking yourself “what does this mean”, you are not alone. To make it easier to contextualize complex or broad topics and understand how the plan uses a term or phrase, we have made an index that defines and describes frequently used planning terms. From defining what “annexation” and “urban service boundary” means, to differentiating between “land use” and “zoning” and wondering what a “livable community” versus a “walkable community” looks like, we have you covered in the glossary.

The Appendix

If you have ever wondered if people asked for more pickleball courts in our community preference survey or want to see a graphic on the changes in educational attainment, the appendix is the place to be. We have included resources used in coordination with this plan, including maps, charts, graphics, previous reports and adopted studies.

Chapter 2: Context

In this chapter, you will find a brief history of our community as well as research data, mapping of existing conditions, and summary of survey results. Projections for anticipated growth of the community have also been provided. The data contained in this chapter is intended to provide a broad-based background for the current conditions of Scott County. This background data also supports each of the following chapters. Topic-specific details are located within the corresponding chapters as well.

Community History

The Bluegrass Region was at one point part of the Virginia Colony, under the name “Kentucky Country”. In 1774, the area was surveyed by soldiers prior to the Revolutionary War. A spring was found near Elkhorn Creek, named and still known as the Royal Spring. The county was settled by Europeans led by John McClelland in 1775, but the area was soon overtaken by Native American raids in late 1776. Elijah Craig, a Baptist minister, moved his congregation to the area in 1782 and gave Georgetown its’ first name “Lebanon”. Craig organized and built several mills and a classical academy on the Royal Spring Branch of Elkhorn Creek between 1786 and 1793.

Around the same time, in 1783, Scott County’s first permanent European-related settlement was made by Robert Johnson at Great Crossing. Early settlers, most of whom were farmers, came from Virginia, Pennsylvania, Maryland, North Carolina, and New York. Around 1785, farmers began clearing forests and cane lands for fields of corn, small grains, flax, hemp, garden and orchard crops, and small tobacco crops. Water mills, tanneries, hatters, small distilleries, and rope and hempen cloth factories were important industries. Stockade stations, or fortified, walled-in areas, provided safety from Native American attacks which ended in 1794.

Lebanon was incorporated by the Virginia legislature in 1784, and Georgetown got its second name, “George Town”. Scott County was officially organized in 1792, and the first county courthouse was built. Georgetown would continue to go by George Town until 1846. Scott County is named for General Charles Scott, a Revolutionary War hero who would later serve as Kentucky’s fourth governor.

Since organization, Scott County has been one of Kentucky’s leading agricultural counties, due to the fertile soil and access to a consistent water supply. Buffalo traces and game trails were improved as roads to access Southern and Eastern markets for livestock on hoof and by Conestoga wagons. Able-bodied men “cut” local roads. Villages, including Great Crossing, Newtown, and Oxford developed around mills, taverns, and rural service centers. Consistent with other southern states, enslaved people formed an important population segment, and had agricultural, industrial, and domestic duties.

Scott County’s pre-industrial economy peaked during the Antebellum Period (1820-1865). Grand Grecian temple style houses were built, and stone fences, built by Irish masons, became the fashion on successful farms. Older mills were improved with steam engines and turbines. Lumber milling was also important in northern Scott County. In 1829, Georgetown College, the oldest Baptist college west of the Appalachian Mountains, was organized.

Several influential Scott County slave owners sided with the Union during the Civil War, but most of the white population identified with the South. In 1864, the Union Army began to actively recruit Kentucky African Americans. After the Civil War, freed enslaved people built houses in rural and urban communities, and established their own towns (Stonetown, New Zion, Zion Hill). Between 1890 and 1950, migrations of African Americans to northern industrial centers reduced Scott County's African American population from 33.4% to 11.8%.

Between 1880 and 1900, white burley tobacco replaced hemp as the major cash crop. Railroads renewed Scott County's economy and inspired a wave of commercial and residential development. Sadieville, established on the Cincinnati Southern railroad in 1877, became northern Scott County's center of commerce. By the late 1880s, Georgetown was served by three railroad lines, the Cincinnati, New Orleans & Texas Pacific (CNO&TP) which was part of the Southern Railway System (presently known as Norfolk Southern Railway), the Louisville Southern, and the Frankfort & Cincinnati Railway. The Louisville Southern connected Versailles and Georgetown and served the area from 1889 to 1900. The Frankfort & Cincinnati Railroad operated the "whiskey route" which connected Frankfort to Paris through Georgetown and Stamping Ground, and served the area from 1888 to 1985. The former route from Georgetown to Frankfort through Stamping Ground is still evident today in the lot shapes and mature tree lines that flanked the railroad bed.

After 1893, major improvements took place in public education. Anne Payne Coffman led the community in civic improvement after 1910. Most of the older mills, with a few exceptions, closed by 1920. Indian Oil Refinery, located on the North Elkhorn Creek, northeast of Downtown Georgetown, was a short-lived success between 1905 and 1916. Buffalo Springs Distillery was built in Stamping Ground in 1933 after the end of Prohibition. Popular use of the automobile brought about improvement of the Dixie Highway (US 25) between Cincinnati and Lexington and beyond.

Prior to World War II, Georgetown and Scott County's economy was primarily agrarian. Like any other community post World War II, Georgetown, Sadieville, and Stamping Ground saw a boom in residential construction and population growth. Construction of Interstate Highways 75 and 64 between 1960 and 1972 made Scott County a choice location for modern industry and helped the City of Georgetown develop.

In 1985, Toyota of Japan announced plans to build a major manufacturing plant north of Georgetown. The establishment and expansion of the Toyota Plant inspired a new wave of industrial growth. In 1990, the facility employed nearly 3,000 staff, and it was announced that the intent was to double the production capacity of the factory. The Toyota Plant has become the flagship manufacturing facility for the company, and has seen billions of dollars of reinvestment and upgrades over the years. Today, the Toyota Plant employs more than 9,900 people and produces 550,000 vehicles and 600,000 engines per year. A large-city owned industrial park, Lane's Run, was established to the east of Toyota as part of a public-private partnership with the intent to bring highly technical employers and industries into the area.

As a direct result of the Toyota facility construction and its suppliers relocating to the area, the City of Georgetown expanded in population from 11,000 in 1985 to 19,000 in 2000 and 37,000 in 2020. Scott County's population, which hovered around 14,000 from 1810 until 1970, had increased to 57,000 by 2020.

The overall county growth, which is driven by the local supply of higher wage manufacturing jobs and jobs in construction trades, is projected to continue into the foreseeable future.

The Agricultural Industry has seen slow growth, but with Scott County being on the northern edge of the inner Bluegrass, many equine operations are still present. According to the 2022 Kentucky Equine survey, there are 650 equine operators and 5,700 horses in Scott County with a total equine value of \$330,338,000. Cattle and row crop farms are still present, and specialty crop operations and agri-tourism are beginning to emerge as land prices increase. Per the 2022 USDA Census, there were 781 properties operating as farms of various types in Scott County, with a total acreage of 114,772.00 acres.^{1 2}

¹ (credit: Historic Resources Element 1991 Comprehensive Plan)

² (credit: The Kentucky Encyclopedia, J.E. Kleber, the University Press of Kentucky, 1992)

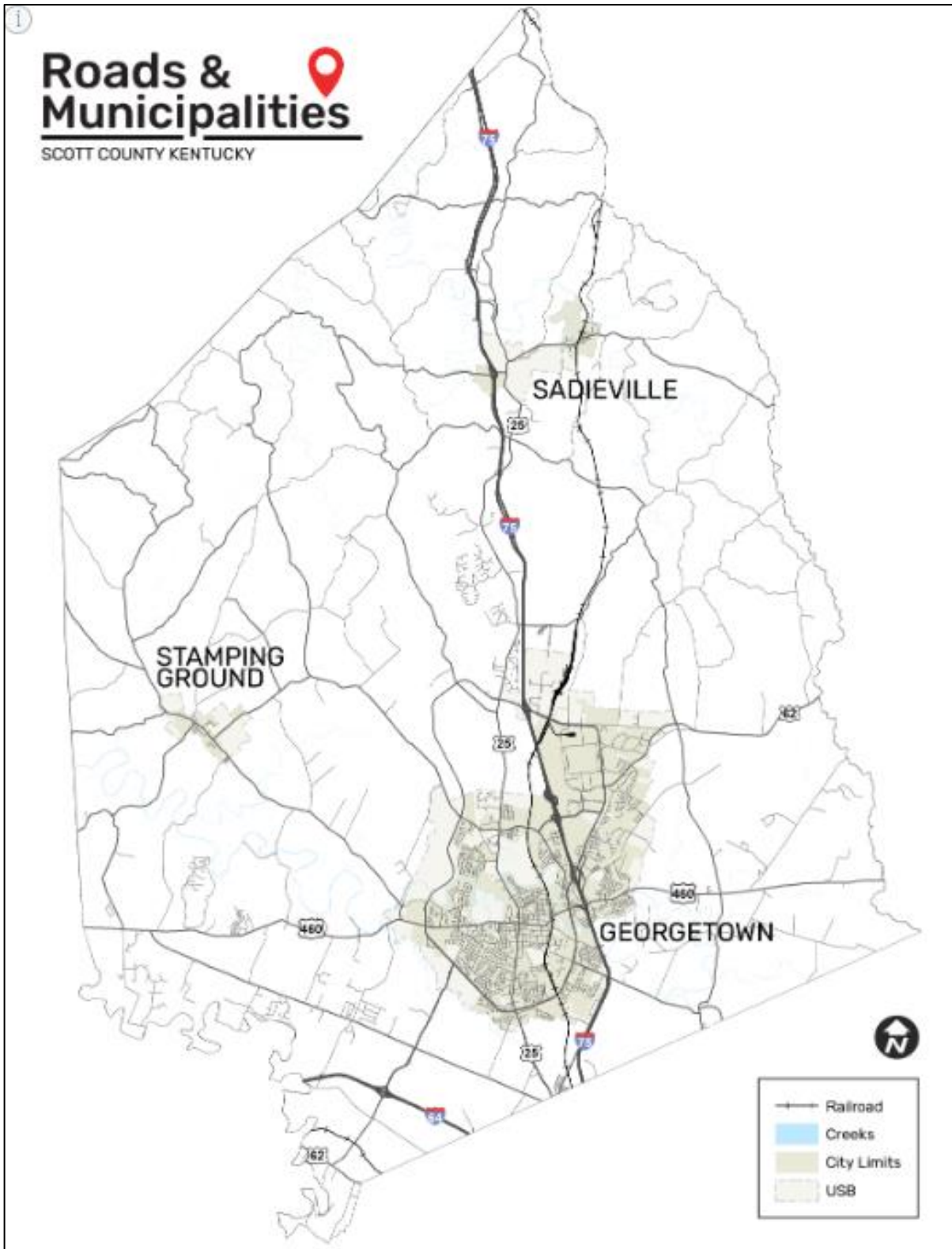


Figure 1: Roads & Municipalities in Scott County, Kentucky (Map)

Planning in Scott County

The Planning Commission was first formed in 1956 for the City of Georgetown. Later, in March 1970, an interlocal agreement was created that resulted in the inclusion of unincorporated Scott County, thus forming the Georgetown – Scott County Planning Commission. The Planning Commission is a joint-funded independent agency charged with the long-range and current planning for Georgetown, Sadieville, Stamping Ground and the unincorporated areas of Scott County. As the community has grown so has the office, which now employs three staff in the Planning section, three staff in the Engineering section, two staff in the Geographic Information Systems (“GIS”) mapping section, and two staff in the administrative section. The Planning Commission staff work in tandem with the GSC Building Inspection, Code Enforcement, and Emergency Management Agency departments, City of Georgetown Engineer and Public Works departments, and Scott County Roads and Public Works departments. The office is located in the old Scott County Library, located at 230 East Main Street in Downtown Georgetown, across from the Georgetown-Scott County Museum.

Past Plans

Since the establishment of the City of Georgetown Planning Commission (1956 to 1969) or the Georgetown-Scott County Planning Commission (1970 to present), multiple studies and plans have been made for the community. The first documented plan for the City of Georgetown was the 1969 Major Thoroughfare Plan. After creating the interlocal in 1970, there have been eleven (11) comprehensive plans for the community made, one (1) plan for Stamping Ground and surrounding areas (made in 1975 in response to the April 4, 1975, tornado outbreak), and numerous small area or topic specific plans and studies.

The information from previous plans, while not specifically rewritten in this current plan, can still be relied upon when discussing various issues and making decisions that impact our community.

Changes To This Plan

This plan, and its Goals and Objectives, will supersede all previously adopted Comprehensive Plans for Georgetown – Scott County. This plan has been completely reformatted from past versions of the Comprehensive Plan. The Planning Commission has made the plan entirely digital through the use of ESRI’s StoryMaps. This allows the plan to be more approachable and interactive and allows the Planning Commission to present information to the community in greater detail. Paper and other versions of the plan are available for the public to reference.

Process

The 2022 Comprehensive Plan process began in January 2022. Our first step was to form the Executive Steering Committee. The Steering Committee, made up of representatives from all four legislative jurisdictions and several at-large public representatives, was an advisory group that guided staff's process throughout the creation of this plan. We held several large-scale public meetings and workshops to review the major milestones.

Public Involvement

Public involvement was a critical component in the development of this Comprehensive Plan. A broad range of stakeholder and general public input was desired from the outset. The following list contains a description of each type of public input format utilized with this project:

Public Opinion Survey:

This online and print format survey was open between March 14th and April 15th, and was available online at the Planning Commission website, and available in hard copy at the Planning Office, Scott County Library, and the Pavilion. The Planning Commission also partnered with Elizabeth's Village for better outreach to segments of the population that often are overlooked. The survey was an updated version of the survey conducted as part of the 1991 and 2017 Comprehensive Plans.

Purpose: The survey focused on questions about the following main themes:

- News and Communication
- Community Image
- Community Issues and Priorities
- Attitudes about Growth
- Demographic Information

Outcomes: The survey was completed by 1,052 participants. Feedback was used to guide research and questions among staff and the executive committee. The survey results were also used to reaffirm the draft Vision and Mission Statements.

Executive Steering Committee:

The Committee was formed by twenty (20) members from the following areas:

- Scott County Fiscal Court, three (3) members (Judge Executive - Joe Pat Covington, Dwayne Ellison, Rick Hostetler)
- Georgetown City Council, three (3) members (Mayor - Tom Prather, Greg Hampton, Todd Stone; later by Mayor - Burney Jenkins)

- Planning Commission, three (3) members (Chair – Mark Sulski, Charlie Mifflin, Mary Signer)
- Sadieville Commission, one (1) member (Dann Smith)
- Stamping Ground Commission, one (1) member (Rob Jones)
- At-Large, nine (9) members (Alonzo Allen, Brent Allen, Chase Azevedo, Debbie Osborne, Jack Conner, Kandice Whitehouse, Kim Menke, Kim Rice, Les Jarvis)

Purpose: The Comprehensive Plan Executive Steering Committee was responsible for establishing the work plan and public participation process for the update. They reviewed staff recommendations and forwarded them to the Planning Commission for final review.

Outcomes: After appointment of the members, the Executive Steering Committee met approximately once a month between January 2022 to March 2023. While the majority of research and public meetings took place. After the March 2023 meeting, the Executive Steering Committee met less frequently to allow for staff to take the necessary time to make improvements and edits to the text and graphics in the plan. Starting again in January 2024, the Executive Steering Committee began meeting regularly as the plan grew nearer to completion to review and discuss the contents of the plan and make a recommendation on the finished Comprehensive Plan.



Figure 2: June 7th 2022 Public Meeting (Image) (Credit: Georgetown-Scott County Planning Commission)

Public Meetings:

The first public meeting was held on Tuesday, June 7th, 2022, from 6:00–8:00 PM at the University of Kentucky Scott County Agricultural Extension Office (1130 Cincinnati Road). Approximately 100 members of the public attended the meeting. As attendees entered the meeting facility they were asked to sign in and provide contact information if they wished to receive updates about the plan update. The meeting consisted of two parts:

1. First, a presentation from Director Joe Kane regarding the purpose of the Comprehensive Plan. He discussed the planning process, the regular 5-year updates, and how the plan would change from the last update in 2017. Planner Matt Summers described some of the demographic changes the community has seen and outlined the public involvement process.
2. Second, a series of break-out tables focused on five (5) areas: 1) Residential Growth & Aesthetics, 2) Neighborhood Center Locations, 3) Quality of Life, 4) Agricultural Recommendations from the Scott County Conservation District, and 5) Review of the Draft Goals & Objectives.

A first public hearing was advertised as part of the regularly scheduled Planning Commission meeting on Thursday November 10th, 2022. Matt Summers described the process and current state of the Comprehensive Plan, and public process to date. Then, he provided a summary of each chapter's draft Goals and Objectives. The Planning Commission adopted the Goals and Objectives on November 10, 2022. All four legislative bodies prepared resolutions adopting the Goals and Objectives. The Resolutions can be found in the Appendix.

A second public meeting was held on Wednesday May 24th, 2023, from 3–7pm at the Scott County Library (104 S. Bradford Lane). The meeting was held in an open house format, with three stations set up to collect comments and allow questions to be asked of the Planning Commission staff. The three information stations were:

- Station One (1): Future Land Use and Mobility projects
- Station Two (2): Action Items by jurisdiction
- Station Three (3): Economic Growth Strategic Plan priorities

The purpose of the meeting was to gather general public feedback on the proposed Future Land Use Map and to get general public feedback on priorities for Action Items to implement the plan and on proposed Mobility projects and strategies in the Economic Growth Strategic Plan. Approximately 80 members of the public attended the open house, and the comments and input are summarized in the Appendix of this plan. *An open house* was held at a later date after the meeting for those who were unable to attend the meeting at the library but wanted to participate at the Planning Commission Office (230 E Main Street).

A second public hearing was advertised as part of the regularly scheduled Planning Commission meeting on April 11th, 2024. Joe Kane presented the current state of the Comprehensive Plan and the proposed Future Land Use (FLU) Map.

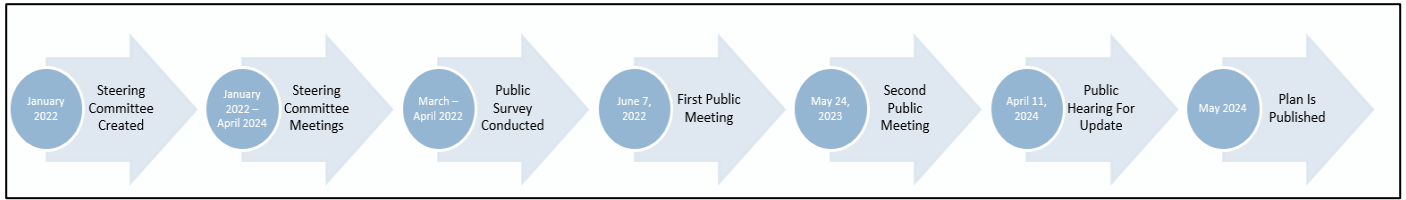


Figure 3: Timeline of Comprehensive Plan Process (Image)

Scott County Snapshot

Public Opinion Survey Results

This online and print format survey was an update to the surveys conducted as part of the 1991 and 2017 Comprehensive Plans. The survey was conducted between March 14th and April 15th of 2022. It was available online at the Planning Commission website, posted and shared via social media, and available in hard copy format at the Planning Commission, Scott County Library, the Georgetown Scott County Senior Center and the Pavilion. Flyers containing links and QR codes were posted at community events and sent to the school district. Church and non-profit leaders were asked to share the links and QR codes with their communities. The Planning Commission partnered with Elizabeth’s Village to gather survey responses from traditionally underserved populations.

The sections below describe some of the results from the survey, but full results are included as dashboards.

Demographic Information

The survey was completed by 1,052 participants. The survey had more than double the number of responses compared to the 2017 Comprehensive Plan. All areas of the county were represented; the survey was filled out by 351 people from Georgetown, 20 from Sadieville, 59 from Stamping Ground, and 572 from unincorporated Scott County. Stamping Ground had the highest percent (7.56%) of residents that completed the survey. Of those who live in Scott County, the largest respondent group was Southern Georgetown (20%), which were the neighborhoods or directly adjoining McClelland Circle within city limits.

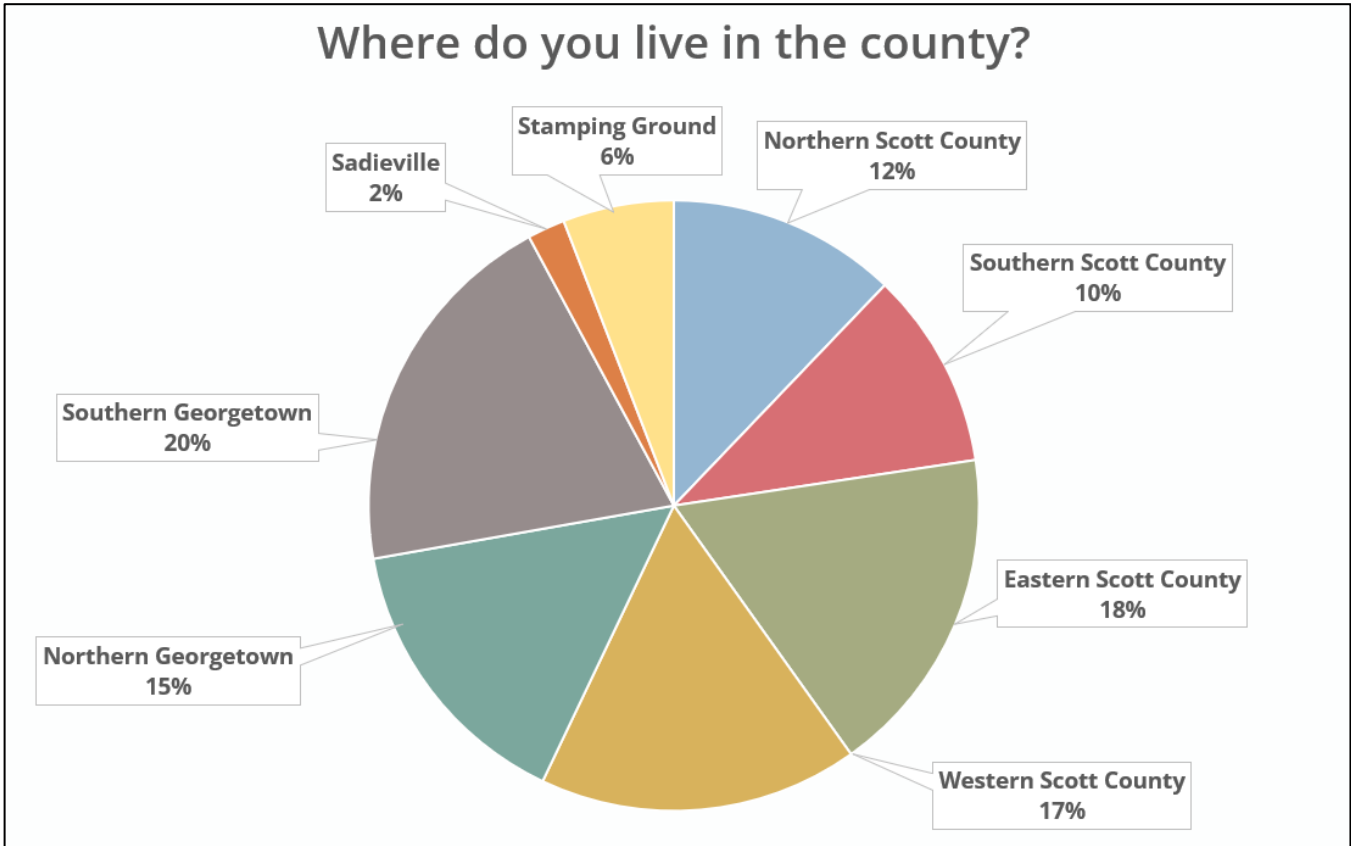


Figure 4: "Where do you Live in the County?" Question Excerpt form 2022 Vision Survey (Graph)

A majority of respondents worked in Scott County (65.4%), with Fayette County being the second-most common county of employment (23.1%).

More women took the survey than men; 69.3% of respondents identified as female, and 30.7% identified as male. About 46.5% of respondents were aged 35-49 and the next largest age group of respondents was 50-64 with about 24.3%.

Community Image

To understand changes in attitude on the community image, Staff used a combination of new and previous questions from surveys conducted in 1991 and 2015.

“What places contribute to the community’s character?”

Survey respondents’ top five locations were:

1. Main Street Shopping Area/Downtown Georgetown
2. Horse Farms
3. The Kentucky Horse Park
4. Elkhorn Creek
5. Georgetown College.

These results indicate public favor towards our downtown activities and character, and the communities support for our agricultural and natural resources. This correlates to responses on other survey questions where respondents indicated a preference for preservation of both the unique downtown character and distinct rural amenities currently available in Scott County.

“What is your vision for the future of Scott County?”

Respondents were encouraged to select at most four (4) of fourteen (14) terms and phrases that could be used to describe what a future version of Scott County would look like. The five most frequently selected terms were:

1. Safe,
2. High Quality of Life,
3. Affordable,
4. Sustainable, and
5. Healthy.

These results are in line with nationwide trends for communities to become more livable and at a human scale rather than automobile centric. Respondents are indicating a preference for more public quality of life improvements. Things like trails and sidewalks make our communities safer, more sustainable, and promote healthy living. Increasing the supply of affordable housing improves the quality of life and sustainability for the whole community and ensures that those who work in our community have safe places to live.

“How important or unimportant are the following to you as far as what you personally value in a community?”

The survey asked respondents to rank eighteen (18) phrases on a scale from one to five, with one (1) representing an unimportant feature, two (2) representing indecision or uncertainty, three (3) representing “good”/“moderately important”, four (4) representing “very good”/“very important”, and five (5) representing “excellent”/“extremely important”.

The table below shows a comparison between responses in 1991, 2015 and 2022. The first column of the following table shares a summary of the categories that were identified as being the most important to the survey respondents. The second, third, and fourth columns indicate results from a follow-up question about how well the community is performing in those areas. The percentages listed in these columns indicate how many respondents ranked the community as being “Good”, “Very Good”, or “Excellent” in that category. The last column tracks the change in the perceived performance since the survey was last performed.

	Performance Ranked As “Good”, “Very Good”, Or “Excellent”			
	1991	2015	2022	Change From 2015
A QUIET AND PEACEFUL PLACE TO LIVE	91.1%	91.6%	92.3%	+0.7%
AN AREA THAT IS STABLE	72.3%	88.0%	90.0%	+2.0%
A PLACE WITH FRIENDLY PEOPLE	95.3%	90.2%	88.0%	-2.2%
A RESPECT FOR THE PRIVACY OF OTHERS	92.2%	77.0%	74.9%	-2.1%
A CLEAN PLACE WITHOUT JUNK OR ROADSIDE DUMPS	85.5%	75.0%	75.6%	+0.6%
A HIGH-QUALITY EDUCATIONAL SYSTEM IN PLACE	73.1%	64.2%	77.7%	+13.5%
LOTS OF JOB OPPORTUNITIES FOR BOTH YOUNGER AND OLDER JOB SEEKERS	67.7%	62.5%	71.2%	+8.7%
A STRONG SENSE OF COMMUNITY PRIDE AMONG PEOPLE	92.4%	77.9%	76.6%	-1.3%
A CONCERN FOR PROTECTING THE ENVIRONMENT SHARED BY CITIZENS, BUSINESS, AND GOVERNMENT	82.6%	56.4%	56.1%	-0.3%

Table 1: Results from the 2022 Community Image Survey Compared to the 1991 and 2015 Responses

The survey indicates a perceived strong improvement in the educational system and in the job opportunities available in the community. The ratings on the other high priority areas listed in the table have remained fairly steady, with respondent's rankings changing by less than 3% in the other categories. Additional information on the important community aspects and the respondent's rankings can be found on the dashboard below.

Community Issues and Priorities

This section of the survey is focused on identified community issues to assess interest and priorities.

"Would you favor/oppose architectural/building design standards for new commercial development for the following?"

Participants were asked several questions related to architectural standards, a topic of frequent conversation, but an item that has not yet received support at the local legislative level. A set of questions asked whether respondents would favor or oppose architectural/building design standards for new commercial development for the entire county, specific "gateway corridors", and/or the downtown(s). The results indicate broad support for standards for the downtown areas and "gateway corridors". There are mixed results on whether respondents would favor or oppose standards countywide, and fairly strong opposition to having no architectural/design standards.

Attitudes About Growth and Policy Measures

"Thinking only about the specific part of the county you live in, in the future should your local elected officials take action to encourage growth in your part of the county at a ___ rate"

The survey also asked about desired growth rates in the respondent's part of the county and in the county overall. About 70% of respondents indicated they wanted slow to moderate growth in the part of the county they live in, while 84% indicated they wanted slow to moderate growth in the county overall. Overall, responses indicate community recognize growth will continue to occur, but prefer that the rate is slower in the areas where they live.

"What is your opinion about how the zoning on Scott County's prime farmland should be handled in the future?"

Respondents selected from three categories, ranging from more protection to less protection. Since 1991, survey results have shown a strong community preference for granting more protection to prime farmlands, with 60.9% of respondents indicating more protection should be given.

“The greenbelt along the southern limits of the City of Georgetown creates a boundary between the urban area of Georgetown and the rural area of southern Scott County, preventing sprawl. Which of the following most closely matches your feelings regarding the greenbelt?”

The survey also asked about the southern greenbelt, which exists to provide a firm barrier of development between Georgetown and the prime farmlands south of the city. 37% of respondents indicated the greenbelt should be expanded and 40% of respondents indicated it should be maintained as it is. These results also indicate a strong community preference for protecting prime farmland, as well as controlling possible community sprawl.

Population & Demographic Trends

Population Changes – Scott County Overall

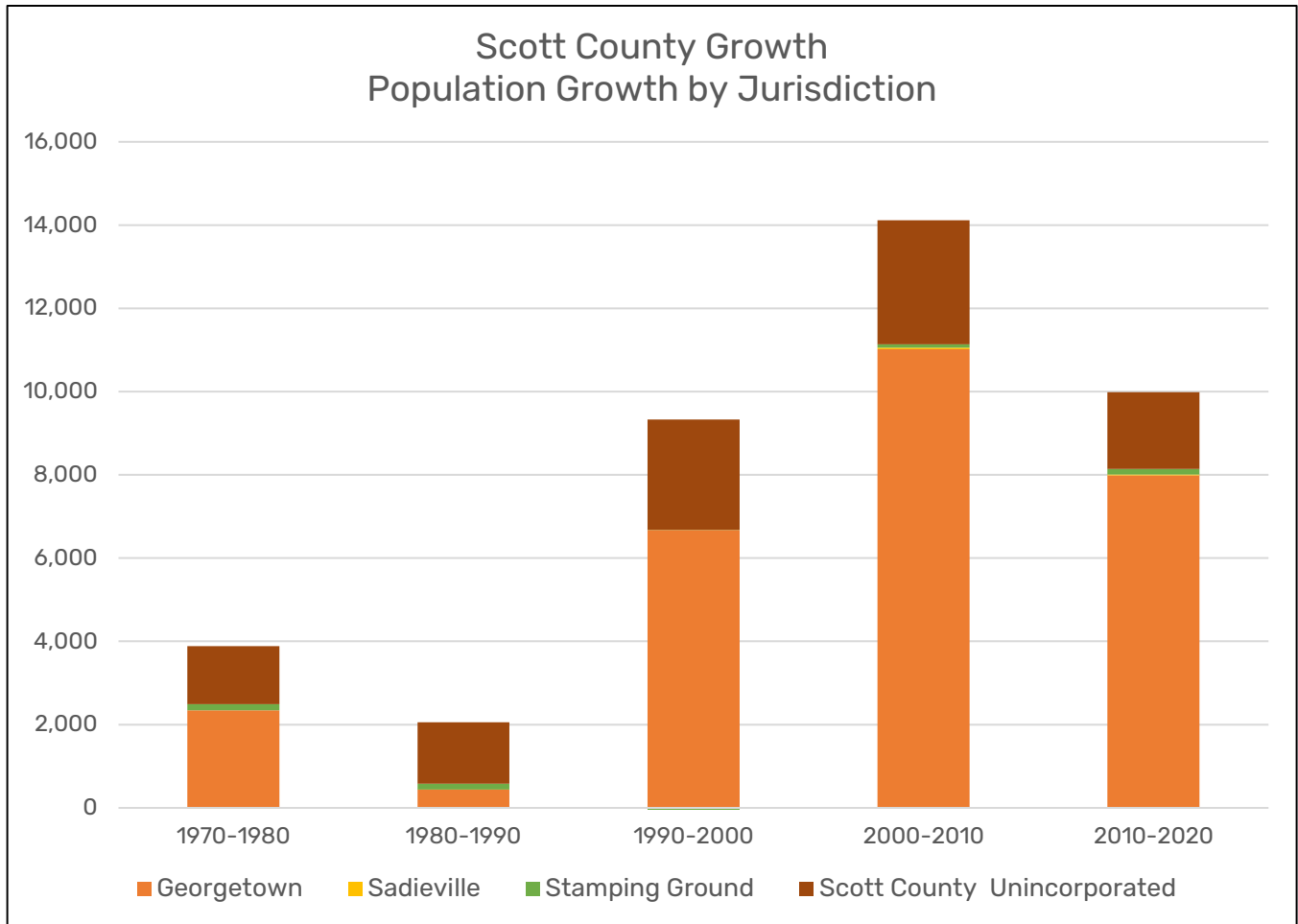


Figure 5: Scott County Population Growth by Jurisdiction (Graph)

Growth drives Scott County forward. The Kentucky State Data Center (“KSDC”) out of the University of Louisville is the state’s leading source of information on census data and data analysis. The KSDC does not have projections for municipalities but does have information on county growth and population trends. The KSDC projects the population of Scott County will grow by more than 79% by 2050 to a total of 102,616, or at a 1.97% annualized growth rate. This would represent a faster growth rate than the county saw in the 2010–2020 decade, where annualized growth was about 1.76% for Scott County.

KSDC projects Scott County will have the fifth largest numeric gain in population among Kentucky Counties through 2050, adding 45,461 people, and the largest percent gain at 79%. This rapid growth projects Scott County would be the 9th largest county in Kentucky in 2050, and the third largest in the Bluegrass region behind Fayette and Madison counties.

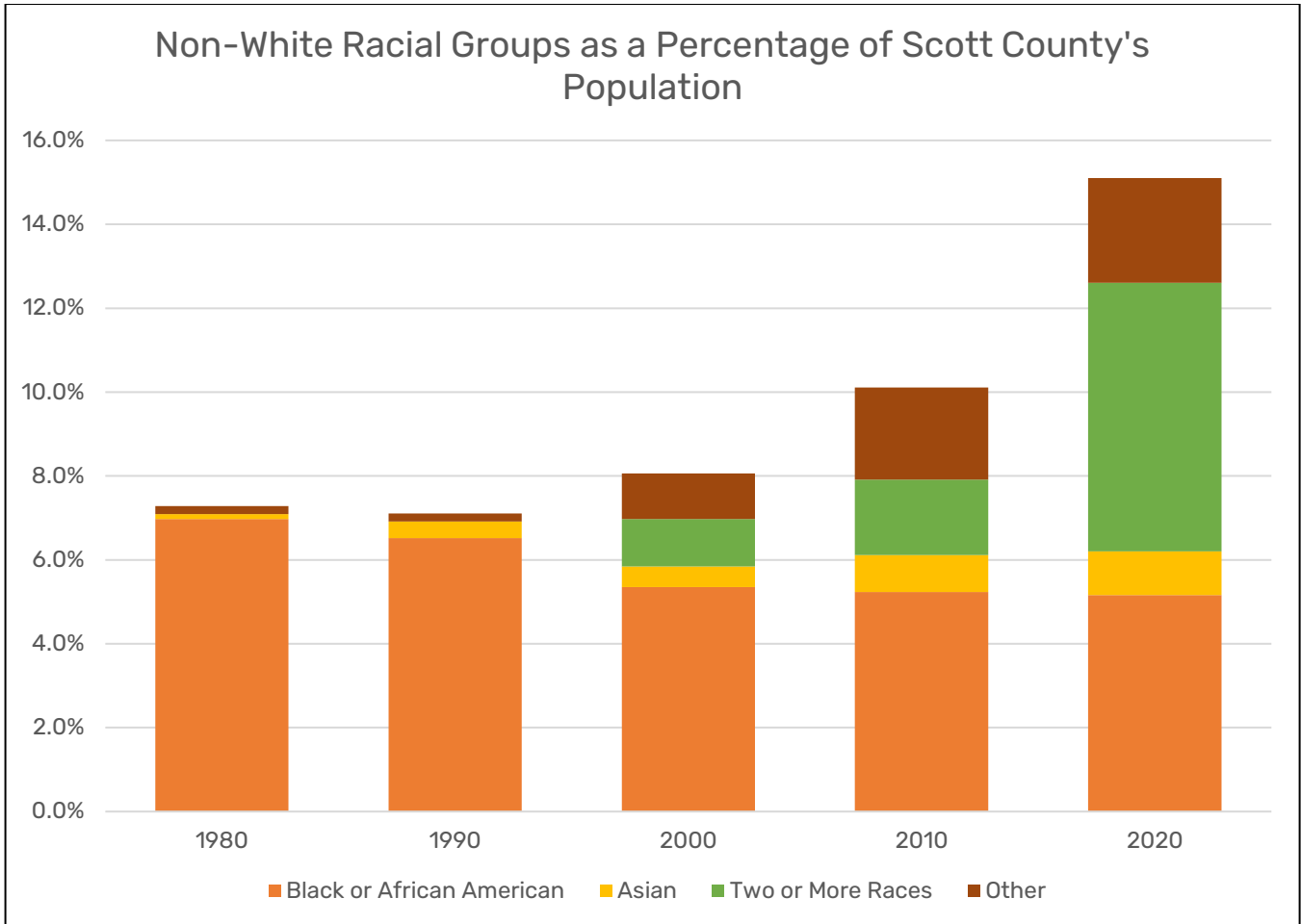


Figure 6: Non-White Racial Groups as a Percentage of Scott County's Population , 1980-2022 (Grpah)

Scott County has become a much more diverse community over the past twenty years. The percent of the population identifying as non-white was just over 6% in 1980 and increased to just over 15% in 2020. Similarly, the percent of the population identifying as Hispanic increased from 0.5% in 1980 to 5.4% in 2020.

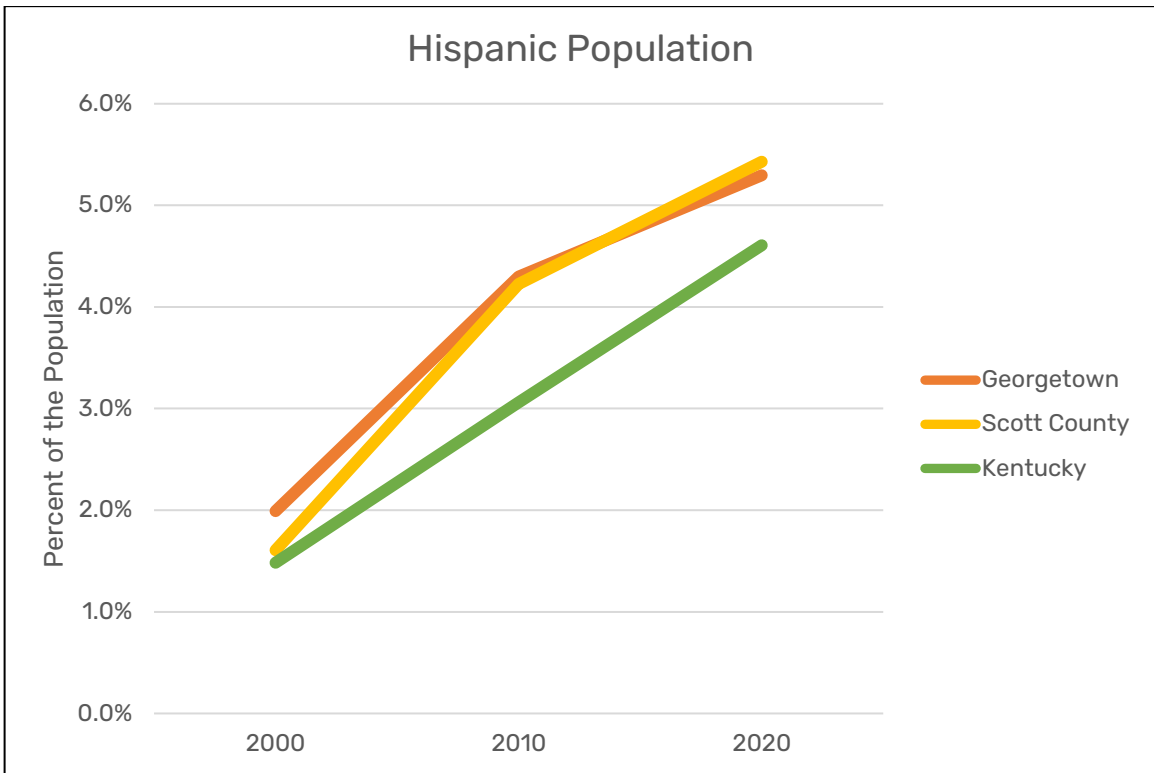


Figure 7: Hispanic Population Rate of Change, 2000-2020 (Graph)

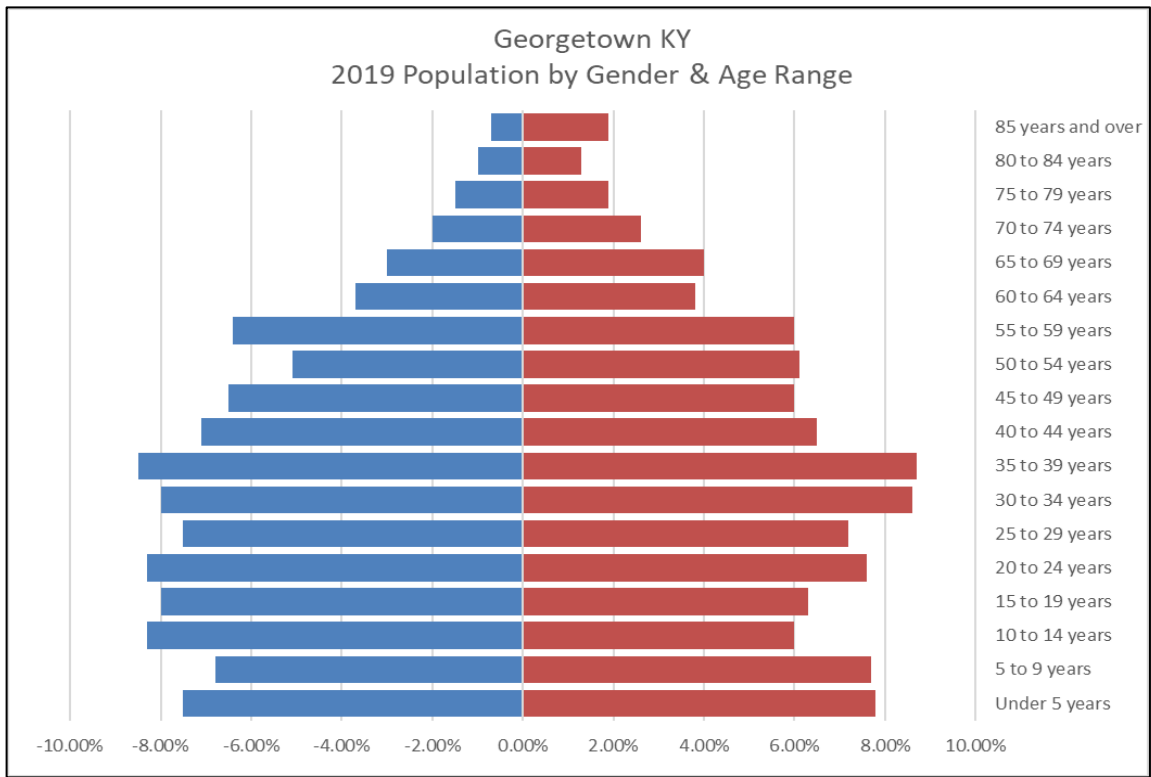


Figure 8: City of Georgetown Population Pyramid, 2019 ACS Community Survey (Graph)

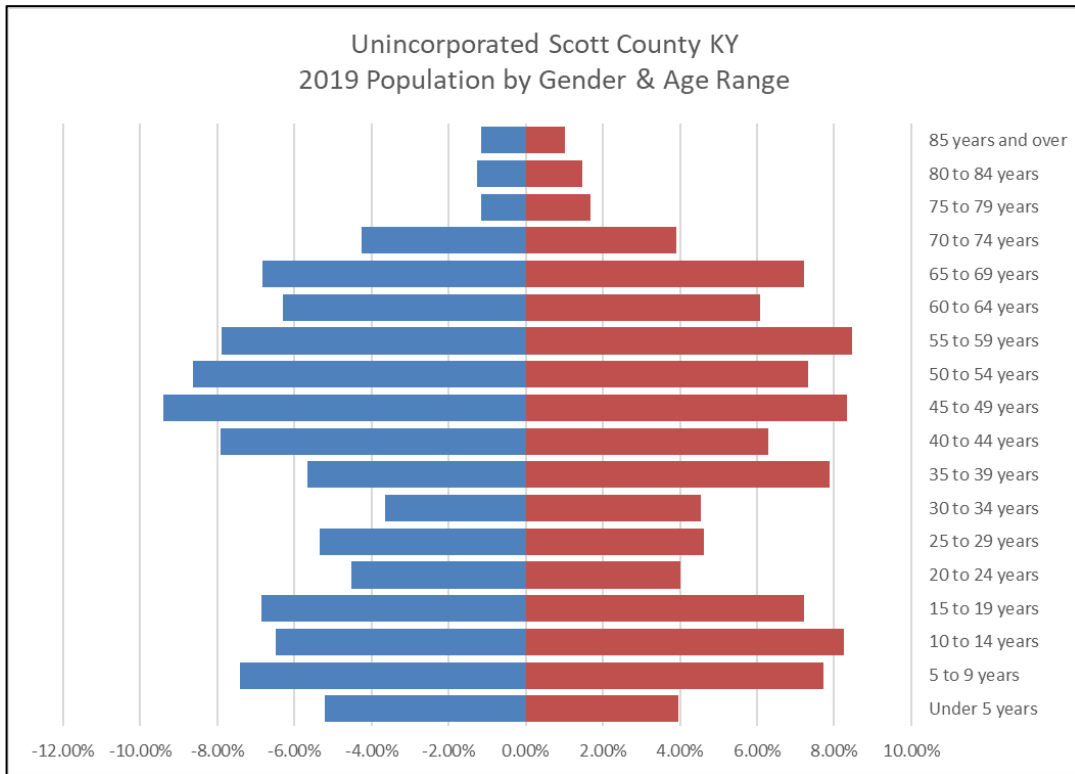


Figure 9: Unincorporated Scott County Population Pyramid, 2019 ACS Community Survey (Graph)

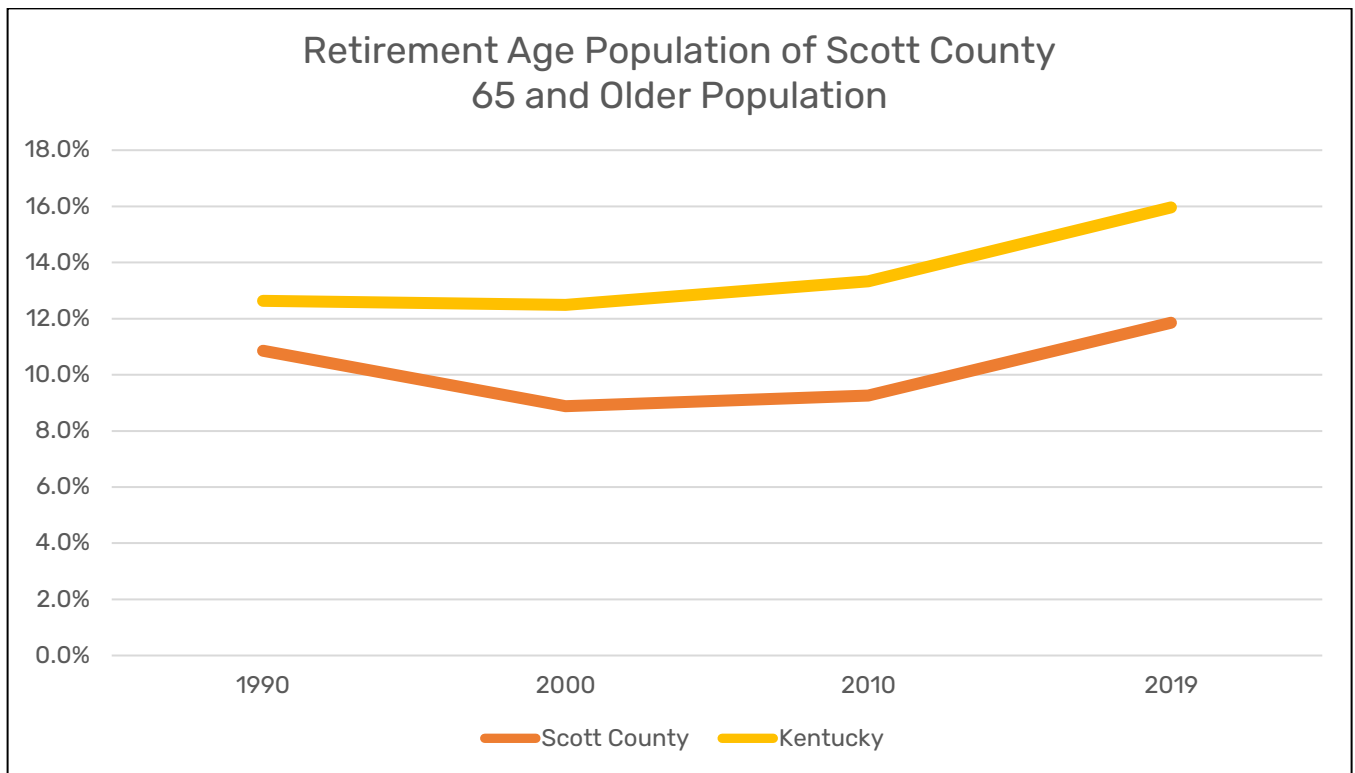


Figure 10: Percent of Scott County Population of Retirement Age or Aged 65 and/or Older (Graph)

The growth our community has seen, and the projected growth moving forward, is not expected to make our community any younger. Looking back to 1970, through the present, the median age in Scott County has increased from 26.3 years of age to 36.2 years of age. If this trend continues in future, Scott County will need to ensure housing, transportation, medical, and other services are able to support an increasingly aging population. As of 2019, about 7.1% of Scott County’s population was 70 years of age or older. If the aging trend continues for the community, it can result in a smaller, by percentage, working age population supporting the elderly and retired population.

Population Changes – Cities of Georgetown, Sadieville & Stamping Ground

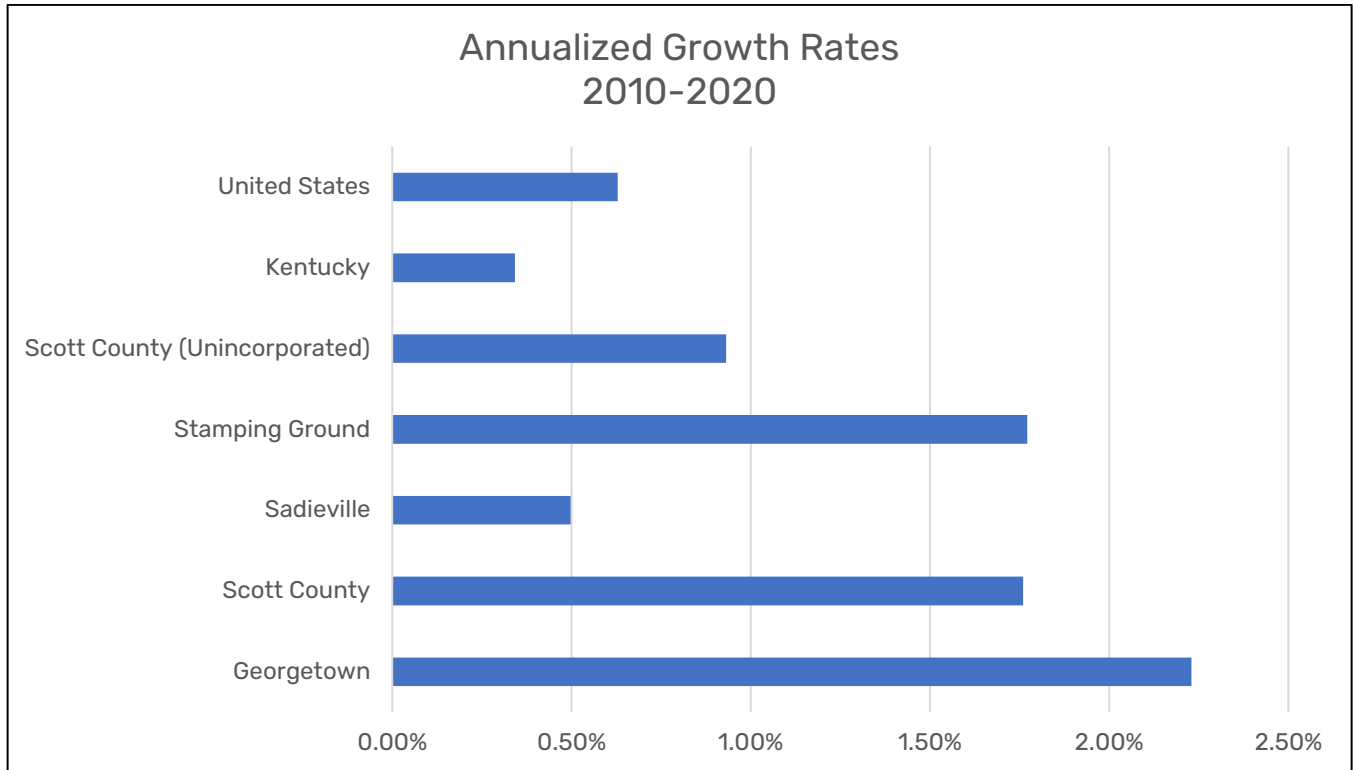


Figure 11: Annualized Growth Rates 2010-2020 Comparison (Graph)

To understand past growth rates, the Planning Commission collected and analyzed the populations of Georgetown, Sadieville, Stamping Ground and Scott County and compared them against the rest of Kentucky and the United States for the years of 2010 to 2020.

The city of Georgetown is the fastest growing of our communities, with an annualized growth rate from 2010 to 2020 of 2.23%. When projecting the population in 2040, Planning Commission staff used a more conservative annualized rate of 2%. The city of Georgetown is forecasted to have a population of approximately 56,000 people, or an increase of around 18,000 people in the 20-year period.

Staff performed an analysis of previous growth rates for the cities of Sadieville and Stamping Ground and the unincorporated areas of Scott County to project the population of each to 2040. From 2010

to 2020, Stamping Ground had an annualized growth rate of 1.77%. When analyzing the future population of Stamping Ground, Planning Commission staff utilized a 2.0% growth rate, and ultimately calculated that the city would have a projected population of around 1,100 in 2040. From 2010 to 2020, the city of Sadieville had an annualized growth rate of 0.50%. Planning Commission staff utilized a 1.0% growth rate and calculated that the population of Sadieville would be approximately 360 people in 2040. Finally, Staff calculated the projected growth rate of the unincorporated areas of Scott County. Unincorporated Scott County is projected to have a 2.0% annualized growth rate, based upon the overall county growth rate from 2010 to 2020 of 1.76%. After evaluation, staff projects that unincorporated areas of Scott County would have a population of 28,187 people. In total, Planning Commission staff forecasts that the population of the entirety of Scott County is anticipated to be around 84,000 residents, or a projected increase of 27,000 people.

Income changes in 1980 and 1990 in Georgetown and Scott County were consistent with the State median. Since the 2000 census, the median incomes for Georgetown and Scott County have consistently been about \$15,000 to \$20,000 higher than the state median. When adjusted for inflation, household incomes for Georgetown and Scott County have not significantly changed since 2000. When adjusted for inflation, Scott County median household income did not return to where it was at in 2000 until 2019. This was largely due to the economic downturn in 2008-2009.

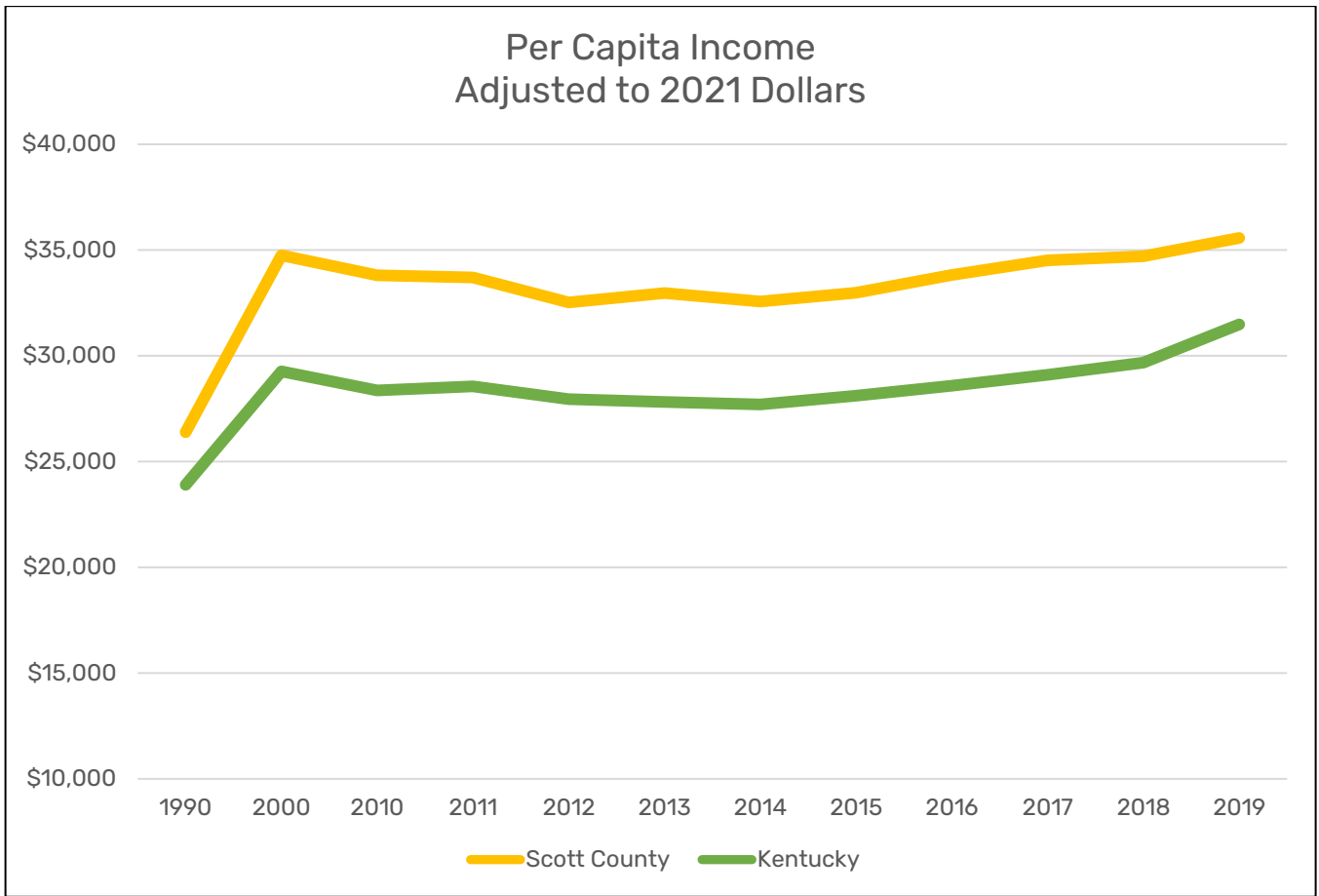


Figure 12: Scott County Per Capita Income Adjusted for Inflation to 2021 Dollars, 1990-2019 (Graph)

Per capita income data, adjusted for inflation, shows many of the same trends as the median household income data. Despite decreasing family sizes, which typically increases per capita income, the per capita income for Georgetown and Scott County is about the same as it was in 2000. Growing communities, like ours, face many challenges, but are also afforded great opportunities. Planning the future of such a community is a delicate balance of promoting prosperity, protecting our past, and remaining true to our values.



Chapter 3: Community Form

Scott County's growth is both an asset and a challenge. The community is fortunate to experience a growing population and increasing numbers of jobs, but we must also prepare for other changes that come with growth. Through the update process, several key themes emerged to define issues at hand with our anticipated growth:

1. **A desire to retain our small-town character and local heritage.**

There is a strong sense of pride in our small-town history. As we grow, we must learn to balance the old with the new, the small-town feel with an evolving economy, increasing number of jobs, and a larger and more diverse population. Downtown Georgetown, Sadieville, and Stamping Ground are strong anchors and provide identity to each city. In addition, Georgetown College, Ward Hall, Elkhorn Creek, agricultural land, and horse farms are all integral parts of our community identity and should be retained and enhanced.

2. **A need for more flexibility in our regulations.**

This topic arose as it relates to adapting to changing market conditions, providing for a wider range of building types and housing options, and allowing for more diverse business and other desired uses to occur in the community. This theme must be held in balance with appropriate long-range planning and anticipation of future needs. However, with appropriate planning, adaptability and flexibility can be integrated into land use regulations.

3. **A desire for stronger design and building standards in high-use locations and community gateways.**

Through public survey and discussion with community leaders, there was high support to provide increased standards for downtown Georgetown, Sadieville, and Stamping Ground (70% support design standards downtown), as well as commercial and entryway corridors of the City of Georgetown (57% support design standards or beautification along these corridors). These standards can include building preservation, design aesthetic and materials for new construction and major remodeling as well as increased landscaping, and amendments to signage allowances to provide a more consistent and appealing character.

4. **A need for sustainable growth and land use patterns.**

As Scott County continues to grow, it is important to consider the long-term impact of our growth management policies such as Urban Service Boundaries, city limits, building site standards, etc. These types of regulations influence how quickly our cities expand, how utilities are provided, and the long-term impact on our natural environment. Funding for legislative bodies as well as the maintenance of government and public facilities will be influenced by these policies.

With these themes in mind, the element dedicated to the topic of Community Form was envisioned. This element outlines the desired changes to general land use and connectivity patterns in our community and sets goals and objectives for regulation and implementation. This element incorporates urban land use, rural land use, and form-related issues. This is important because of the interrelatedness of the various land use types and the character of the community as it develops.

Mission Statement

Scott County, Georgetown, Sadieville, & Stamping Ground aim to support all residents' interests and needs. Diverse development connects our neighborhoods, employment centers, downtowns, institutions, and open spaces. Residents and guests alike benefit from the ability to access community areas and residential neighborhoods through quality transportation networks at all scales.

Fundamental Principles:

- Growth management and land use regulations positively impact 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 Greenbelt Reserve acts as a land use buffer between urban and rural areas.
- Growth should occur predominantly within existing urban areas.
- Urban centers should be strengthened through incentives, infill and adaptive reuse of existing buildings, and incremental and sustainable growth.
- Main corridors into urban centers should be planned to provide aesthetically pleasing and functional entryways.
- Neighborhoods should have diverse housing that is both high quality and accessible to varying income levels. Commercial centers, parks, and other public spaces should be integrated to create dynamic neighborhoods with access to daily needs.

Community Form Snapshot

Scott County has experienced tremendous growth since the late 1990s. Scott County is regularly among the fastest growing counties in Kentucky, and between 2010 and 2020 saw the population grow at about a 1.75% annual rate. Over the same period, Georgetown grew at about a 2.2% annual rate. This has obvious consequences for land use planning. The high growth levels require management in order to prevent development from adversely impacting the quality of life and level of public services available to existing residents.

One of the main purposes of the Comprehensive Plan is to identify the past rates of land use consumption. This helps establish with some level of certainty what our future land use needs will be in order to allow for stable growth. The amount of land being utilized for residential, commercial, and other uses by the current population gives us a generalized baseline.

Population projections can then be used to multiply current baselines of land use per capita by future population to ensure there will be an adequate supply of developable land to meet basic needs for residential, commercial, and industrial uses, and public lands and open space.

The City of Georgetown and its surrounding Urban Service Area contains most of the land used for higher intensity urban uses in the county. This is projected to continue, although Sadieville and Stamping Ground are equally interested in developing their economies to sustain a level of growth that will ensure continued stability and are well positioned to do so.

A major component of the Community Form Element is to establish Future Land Use Plans and policies to guide public and private growth and investment. Population projections for 2025, 2030, 2035, & 2040 were established by staff of the Planning Commission.

Scott County has three cities, Georgetown, Sadieville, and Stamping Ground. Each city utilizes an Urban Service Boundary (USB) to define the area within which public sewer and city services may be extended. The Urban Service Area concept is a fundamental planning principle that has been utilized in Scott County since the inception of the first land use plans. Fayette County, Kentucky was one of the earliest national adopters of this planning strategy in 1958 with the creation of the Fayette County Urban Service Boundary. Scott County followed suit in the early 1970s, as did many of the surrounding Bluegrass counties. The Bluegrass region is a unique ecosystem that is based on an underlying system of karst limestone that has weathered to create soils, springs, and environments that support highly productive agricultural and equine industries.

The unique natural and cultural features of the Bluegrass are well appreciated world-wide. To protect these treasured rural landscapes and to support urban growth and development, the urban service boundary concept has been used to encourage urban development contiguous to existing urban development and inside a compact urban service boundary. Expanding urban development outward slowly and incrementally allows rural areas to be protected from incompatible urban growth and encourages long term viability of agricultural lands.

Urban Service Boundary Criteria and Policies

This section of the Plan establishes criteria for establishing or adjusting 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 includes those properties that can be developed with urban uses at urban 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 sewers, roads, and fire and police protection, which can best be provided by local government. For these reasons, each city's incorporated boundary should eventually be co-extensive with all developed lands within their respective Urban Service Boundaries.

The criteria included below address issues related to boundary design and location, rural and environmental protection, public facilities, cost efficiency, and quantity of land. No single element of the criteria, therefore, stands alone as a determinant of boundary adjustment. These criteria have value both as a group and as individual points to assist the Planning Commission in making specific judgments. When used together, however, the criteria interact to offer comprehensive guidelines for making effective boundary decisions.

Urban Service Boundary Policies and Criteria

The Goals and Objectives listed in the Community Form chapter of the Comprehensive Plan should also help guide decisions about Urban Service Boundaries. It includes objectives useful for evaluating and selecting the most appropriate locations for the boundaries.

1. **Supply:** Maintain an adequate supply of developable land to accommodate anticipated growth and allow sufficient market flexibility over a 5-20-year planning period. (short, medium and long term)
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. Since urban development of land within the USB requires annexation, the USB should not expand too far beyond the current city limits, thereby discouraging leap-frog development of land that is not contiguous to city limits.
3. **Selection Criteria:** Formalize the use of the criteria adopted by the Planning Commission in the 2024 Comprehensive Plan.
4. **Annexation:** Annexation policies should reinforce the Urban Service Boundary. Development within urban service boundaries that requires public services should be annexed.

The USB is a planning tool to be used by municipalities for long range planning. Cities are not obligated or required to annex property contiguous to city boundaries if they are not able to provide city services necessary to serve the proposed area.

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 future expansion areas. These include the area inside and around the northern bypass and other areas identified for urban expansion or of special concern to the community as the County grows.

Criteria and Guidelines

1. The USB should be located so as to:
 - a. Achieve or enhance major themes and goals of the Comprehensive Plan.
 - b. Encourage balanced and incremental growth that is cost effective and efficient use of public facilities.
 - c. Include the land within watersheds that are currently being served by a public sewer system. The USB shall not be expanded to include land in watersheds that are not currently served by a public sewer system unless the public sewer provider has a project for sewer expansion planned and funded to provide sewer service to the area.
 - d. Include lands that have access by roads that are built to current urban standards. The USB shall not be expanded to include lands that are accessed by a substandard or constrained roadway, unless the roadway(s) providing access is currently in process of being widened or improved to city standards sufficient to serve the land area.
 - e. Provide for urban development that is compact and contiguous. The USB should include existing development that is contiguous to the existing or planned urban area.
 - f. Provide sufficient quantity of land to accommodate 5-20 years of projected population growth and economic development.
 - g. Enable, encourage and stabilize urban growth patterns.
 - h. Not conflict with evolving patterns of rural land preservation and protection.
 - i. Follow significant natural or man-made features, such as large lakes; minor and major drainage boundaries; parks; railroads and principal arterials or freeways, wherever appropriate.
 - j. Follow the tops of ridgelines within drainage basins to allow for efficient sewer and stormwater design and construction within the USB.
 - k. Follow property lines when there is not a logical physical or natural boundary that breaks a property into separate development areas.

2. The USB should be located to direct development away from:

- a. Significant or scenic landscapes, as defined in the Comprehensive Plan (see Heritage and Cultural Resource Protection).
- b. Prime agricultural land.
- c. Major environmentally sensitive and geologic hazard areas.
- d. Unnecessary development pressure on land outside the USB.

The USB may be amended where specific situations create an unnecessary burden on the landowner or create impractical or unusable parcels.

- a. The USB should not encroach on the Greenbelt Reserve Area.
- b. The Greenbelt Reserve Area is currently shown between the centerline of Cane Run and a 100-foot buffer north of the floodplain for Cane Run Creek, plus a minimum of 2' above the floodplain elevation, whichever is greater. As land is zoned for development, the Greenbelt and USB boundaries shall be maintained. The Greenbelt Reserve Area shall be zoned C-1 Conservation.
- c. The northeastern portion of the USB is located along the eastern boundary of the Lanes Run Watershed. As land is zoned for development, the USB boundary shall be adjusted based on existing conditions on the property. Where possible, the boundary shall follow parcel lines and natural boundaries as close as practical to the Lanes Run Watershed boundary.

Community Land Use Analysis

Georgetown Land Uses

Residential

In 2020 there were 13,297³ housing units in Georgetown, and the average household size was 2.49⁴ people per unit. This analysis assumes these average household sizes will remain constant.

Planning staff anticipates a 2% annual population growth rate over the period analyzed by this plan. The growth of the City of Georgetown has slowed somewhat over the last two decades and a 2% rate is slightly lower than the 2.23% rate seen over the 2010-2020 period. At this rate, we would expect the City of Georgetown to grow by 3,860 people between 2020 and 2025, and to grow by an additional 4,262 people between 2025 and 2030. The table below shows the expected number of people and households based on the projections and assumptions stated above.

	2020 - 2025	2025 - 2030	2030 - 2035	2035 - 2040
Population (End of Period)	40,946	45,208	49,913	55,108
Pop. Growth (5-yr. Period)	3,860	4,262	4,705	5,195
Total Expected New Households	1,550	1,712	1,890	2,086

Table 2: Table of Georgetown's Expected Population Growth 2020-2040

This projected growth averages out to adding about 310 – 420 households per year, which is reasonably close to the number of building permits issued per year since 2015.

As of September 2022, there were 2,688 single-family lots and approximately 706 multi-family units approved, but not ready for construction. We will call this total of approximately 3,400 units, the “housing reserve”. If we examine the amount of housing projected to be needed through 2030 compared to the amount of housing in the reserve, we see the housing reserve has about 138 units more than is anticipated to be needed through 2030.

In order to build in a margin of error for our population projections, residential housing preferences, and other unknown factors, sound land use planning principles direct us to plan for additional units for the community over this period. A conservative estimate would be to assume 50% of the units in the housing reserve will not be constructed by 2030. This would indicate a need for about 1,700 new housing units to be approved and constructed over this time frame. These 1,700 new units would need to be in addition to those already in the housing reserve.

³ (United States Census Bureau, 2020)

⁴ (United States Census Bureau, 2020)

Staff looked at development trends in our community over the last 5 years. Over that span, approved residential developments have averaged a gross density of 4.5 units per acre. From the analysis above, Georgetown is projected to need 1,700 housing units by 2030. Constructing 1,700 units at a density of 4.5 units per gross acre would require about 380 acres of additional land being rezoned and developed for residential uses.

The Urban Service Boundary (USB) from the 2017 Comprehensive Plan contained about 2,200 acres of land planned for residential uses that has not been developed or had preliminary plans approved. Some of this land should not be considered for development over the next 10 years for a variety of factors. If we omit floodplain, land with accessibility issues & environmentally sensitive areas, entrenched agricultural uses, etc., there are about 1,380 acres of land in the 2017 USB that can reasonable be used in the next 10 years for residential purposes. This represents more than enough land to meet Georgetown's needs through 2030.

Staff has also looked at projections to 2040. Under the same assumptions stated above, Georgetown would need to add about 7,300 new housing units by 2040. With 3,400 units in the housing reserve, and the land planned for residential in the 2017 Comprehensive Plan, there is enough land within the 2017 Urban Service Boundary to meet the needs of about 7,300 new housing units.

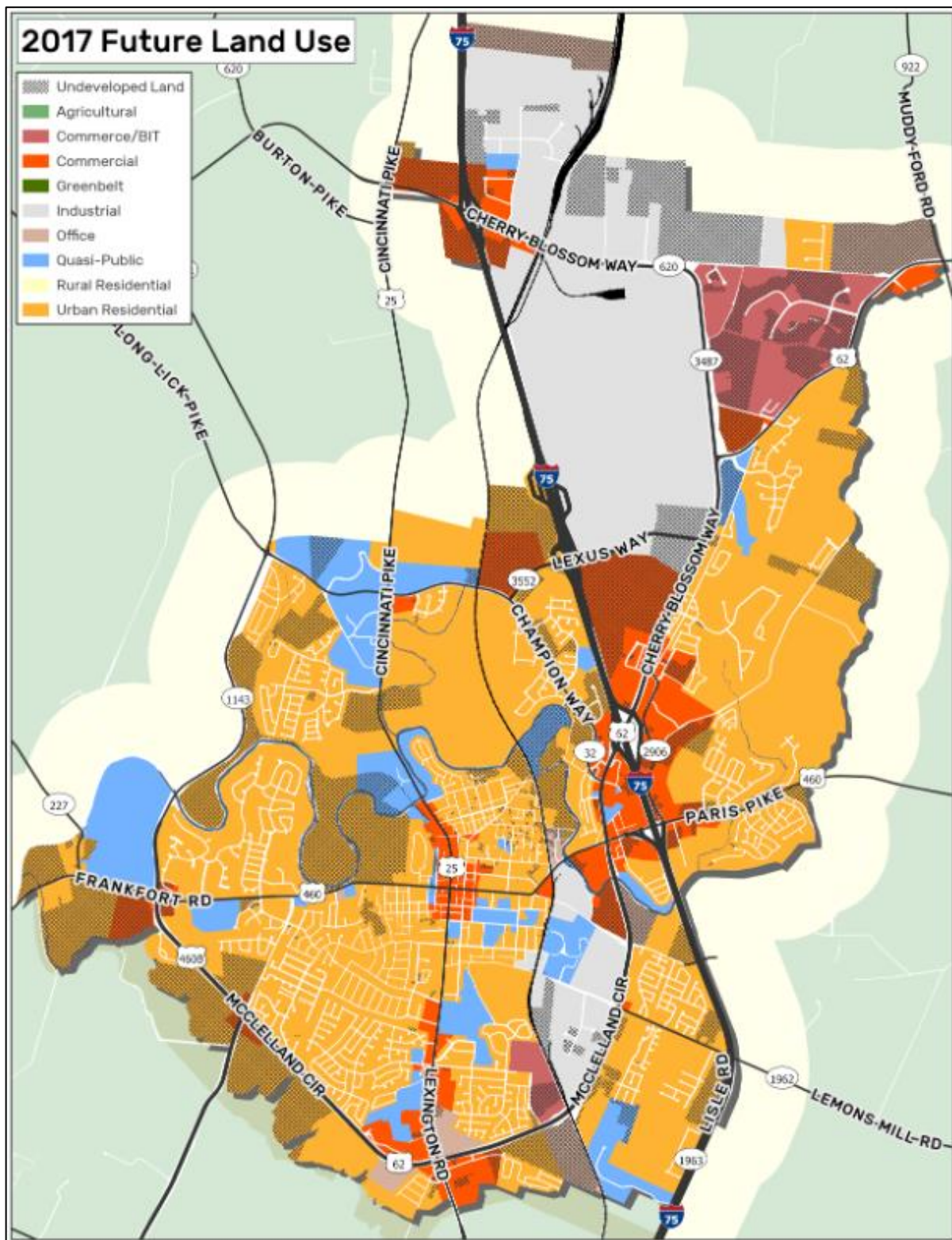


Figure 13: 2017 Comprehensive Plan Future Land Use Map for the City of Georgetown (Map)

The map shows existing undeveloped land at the time of the 2024 plan overlaid on the 2017 Future Land Use map. This was used to guide the analysis for recommending changes to the 2024 Future Land Use map



Commercial

There are about 1,440 acres of commercially zoned land in the City of Georgetown. About 727 acres of this is currently undeveloped. Approximately 112 acres of this undeveloped land is owned by local, state, or federal government. If we exclude these areas, the result is about 615 acres of undeveloped land currently zoned for commercial uses in the City of Georgetown.

The 2020 Census reported the City of Georgetown to have a population of 37,086 people. Staff set a benchmark for the amount of developed commercial land needed by dividing the amount of currently developed commercial land by the population. For 2020, this benchmark is about 19.2 acres of developed commercial land per thousand persons.

	2020 – 2025	2025 – 2030	2030 – 2035	2035 – 2040
Population Added	3,860	4,262	4,705	5,195
Commercial Acres per One Thousand (1,000) People	19.2	19.2	19.2	19.2
Acres of Developed Commercial Land Needed	74.2	81.8	90.3	99.7

Table 3: Commercial Land Needed to Support Georgetown's Projected Population Growth 2020-2040

At the current rate of development, the City of Georgetown is expected to add about 156 acres of developed commercial land by 2030 and 346 acres by 2040 to maintain the current rate of development. There are approximately 615 acres of land already zoned for commercial uses, but undeveloped. By conservative estimates, this represents an adequate amount of land within the 2017 Urban Service Boundary to meet the community needs through 2030 and beyond.

Industrial

There are about 2,082 acres of industrially zoned land in Georgetown, with approximately 363 acres of this being undeveloped.

If we create a benchmark, similar to that created in our analysis of developed commercial land, we can estimate how much industrial development we will need per thousand people. For 2020, this benchmark is about 45.2 acres of developed industrial land per thousand persons.

	2020 – 2025	2025 – 2030	2030 – 2035	2035 – 2040
Population Added	3,860	4,262	4,705	5,195
Industrial Acres per Thousand People	45.2	45.2	45.2	45.2
Acres of Developed Industrial Land Needed	174.5	192.6	214.1	234.8

Table 4: Industrially Zoned Land Needed to Support Georgetown's Projected Population Growth 2020-2040

To maintain the current benchmark of 45.2 acres of developed land per thousand people, the city would need to add about 367.1 acres of developed industrial land by 2030. Given there are only about 363 acres of undeveloped land zoned for industrial development, it would be prudent for the city to

ensure additional land is available within the Urban Service Boundary for future industrial development expected by 2030.

Commerce / BIT

There are approximately 352 acres of land currently zoned for Commerce/BIT uses. About 240 acres of this land is undeveloped, which represents about half of the sites planned for these uses. Currently, there are about 3 acres of developed Commerce/BIT property per thousand people in the City of Georgetown.

	2020 – 2025	2025 – 2030	2030 – 2035	2035 – 2040
Population Added	3,860	4,262	4,705	5,195
Commerce/ BIT Acres per One Thousand (1,000) People	3	3	3	3
Acres of Developed Commerce/BIT Land Needed	11.6	12.8	14.1	15.6

Table 5: Commerce/BIT Zoned Land Needed to Support Georgetown's Projected Population Growth 2020-2040

Based on this benchmark, the city would anticipate adding about 24.4 acres of developed Commerce/BIT land through 2030, and about 54.1 acres through 2040. There exists enough land already zoned for this use to meet the anticipated needs through 2040, but given how long these areas take to develop, planning should begin for future business park locations.

City of Sadieville Land Uses

Residential

In 2020 there were 159⁵ housing units in Sadieville, and the average household size was 2.27⁶ people per unit. This analysis assumes these average household sizes will remain constant.

Planning staff used a 1% annual population growth rate over the period analyzed by this plan. The growth rate of the City of Sadieville between 2010-2020 was about 0.5% annually. Staff chose a 1% growth rate for the analysis in this plan to account for possible future growth opportunities available to Sadieville as the land around interchange at I-75 exit 136 develops.

At this rate, we would expect the City of Sadieville to grow by 16 people between 2020 and 2025, and to grow by an additional 17 people between 2025 and 2030. The table below shows the expected number of people and households based on the projections and assumptions stated above.

	2020 - 2025	2025 - 2030	2030 - 2035	2035 - 2040
Population (End of Period)	336	353	372	390
Pop. Growth (5-yr. Period)	16	17	19	18
Total Expected New Households	8	8	8	9

Table 6: City of Sadieville Projected Population Growth 2020-2040

Through 2030, staff would expect the City of Sadieville to grow by about 16 new residences and by about 33 residences through 2040. While there are enough preliminarily approved residences in the housing reserve for the City of Sadieville to accommodate this anticipated growth, there are also about 13 acres of undeveloped land zoned for residential development. Current development trends suggest these 13 acres could be enough land for an additional 58 residences. Between the housing reserve and the undeveloped land already zoned for residential uses, there appears to be enough land within the 2017 Urban Service Boundary to meet the residential needs of the City of Sadieville through 2030 and 2040 at a 1% annualized growth rate.

⁵ (United States Census Bureau, 2020)

⁶ (United States Census Bureau, 2020)

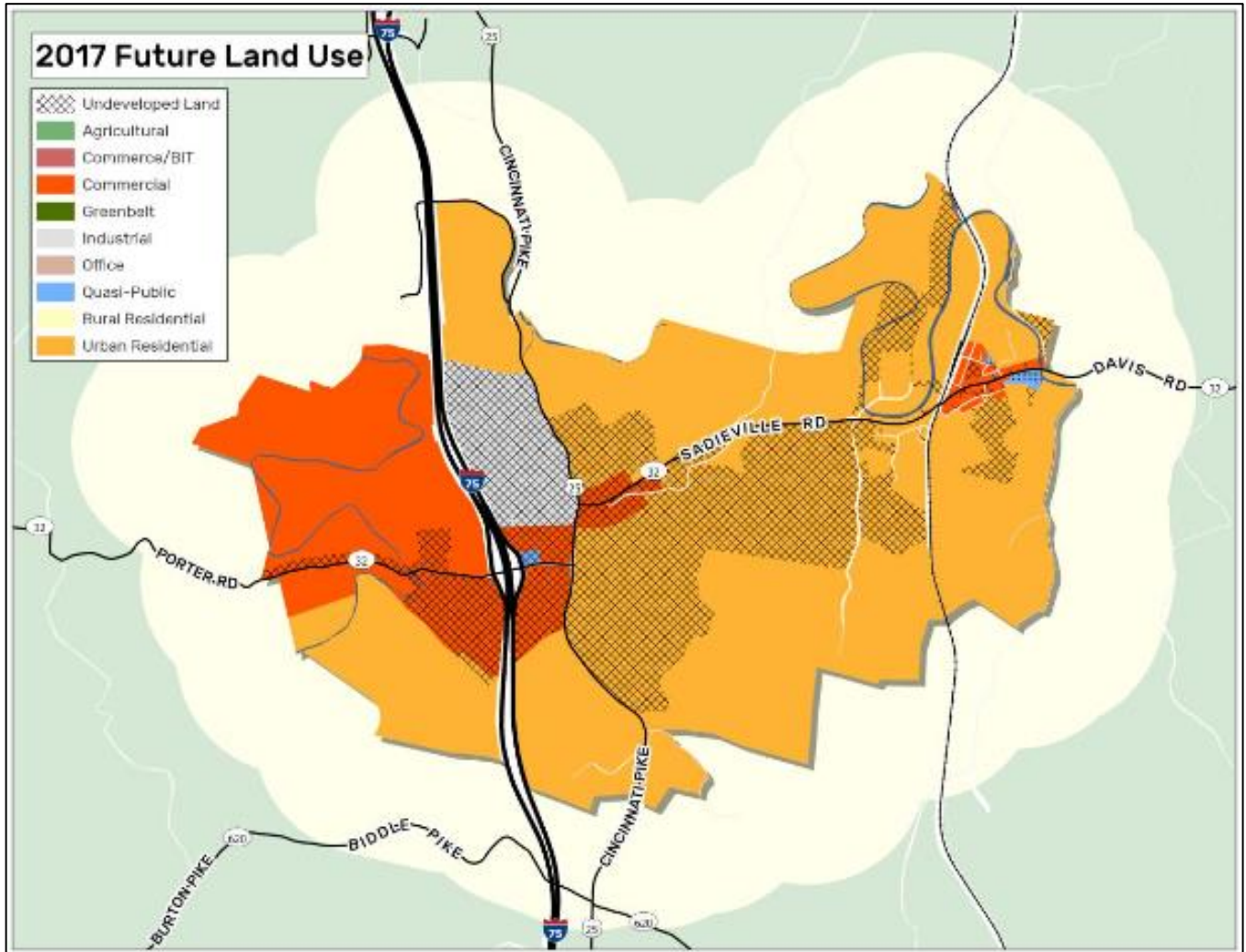


Figure 14: 2017 Comprehensive Plan Future Land Use Map for the City of Sadieville (Map)

The map shows existing undeveloped land at the time of the 2024 plan overlaid on the 2017 Future Land Use map. This was used to guide the analysis for recommending changes to the 2024 Future Land Use map

Commercial

There are about 29 acres of commercially zoned land in the City of Sadieville. About 6 acres of this is currently undeveloped.

The 2020 Census reported the City of Sadieville to have a population of 320 people. Staff set a benchmark for the amount of developed commercial land needed by dividing the amount of currently developed commercial land by the population. For 2020, this benchmark is about 71.9 acres of developed commercial land per thousand persons. Sadieville has a very high ratio of developed commercial property per thousand citizens due to the proximity of the community to the interchange on I-75.

	2020 - 2025	2025 - 2030	2030 - 2035	2035 - 2040
Population Added	16	17	19	18
Comm. Acres / Thousand People	71.9	71.9	71.9	71.9
Acres of Developed Comm. Land Needed	1.2	1.2	1.4	1.3

Table 7: Commercially Zoned Land Needed to Support Sadieville's Projected Population Growth, 2020-2040

At the current rate of development, the City of Sadieville is expected to add about 2.4 acres of developed commercial land by 2030 and 5.1 acres by 2040 to maintain the current rate of development. There are approximately 6 acres of land already zoned for commercial uses, but undeveloped.

Industrial

At present there is about 1 acre of industrially zoned property in the City of Sadieville. There is not sufficient data to reasonably project industrial land use needs for the City of Sadieville based solely on current development.

Commerce / BIT

At present there are no properties zoned for Commerce / BIT in the City of Sadieville. There is not sufficient data to reasonably project Commerce / BIT land use needs for the City of Sadieville based solely on current development.

City of Stamping Ground Land Uses

Residential

In 2020 there were 392⁷ housing units in Stamping Ground, and the average household size was 2.53⁸ people per unit. This analysis assumes these average household sizes will remain constant.

Planning staff used a 2% annual population growth rate over the period analyzed by this plan. The growth rate of the City of Stamping Ground between 2010-2020 was about 1.8% annually. Staff chose a 2% growth rate for the analysis in this plan to account for possible future growth opportunities available to the City of Stamping Ground.

At this rate, we would expect the City of Stamping Ground to grow by 81 people between 2020 and 2025, and to grow by an additional 90 people between 2025 and 2030.

The table below shows the expected number of people and households based on the projections and assumptions stated above.

	2020 - 2025	2025 - 2030	2030 - 2035	2035 - 2040
Population (End of Period)	861	951	1,050	1,159
Pop. Growth (5-yr. Period)	81	90	99	109
Total Expected New Households	32	35	39	43

Table 8: City of Stamping Ground Projected Population Growth, 2020-2040

Through 2030, staff would expect the City of Stamping Ground to grow by about 67 new residences and by about 150 residences through 2040. The Buffalo Springs neighborhood has preliminary approval for an additional 24 single-family lots, and there are future possible phases for the Edgewood Estates neighborhood. There are several other areas of Stamping Ground zoned for residential uses but have current uses that are more rural in character. It is possible these areas could be developed to meet the needs of the projected population growth through 2030 and 2040.

⁷ (United States Census Bureau, 2020)

⁸ (United States Census Bureau, 2020)

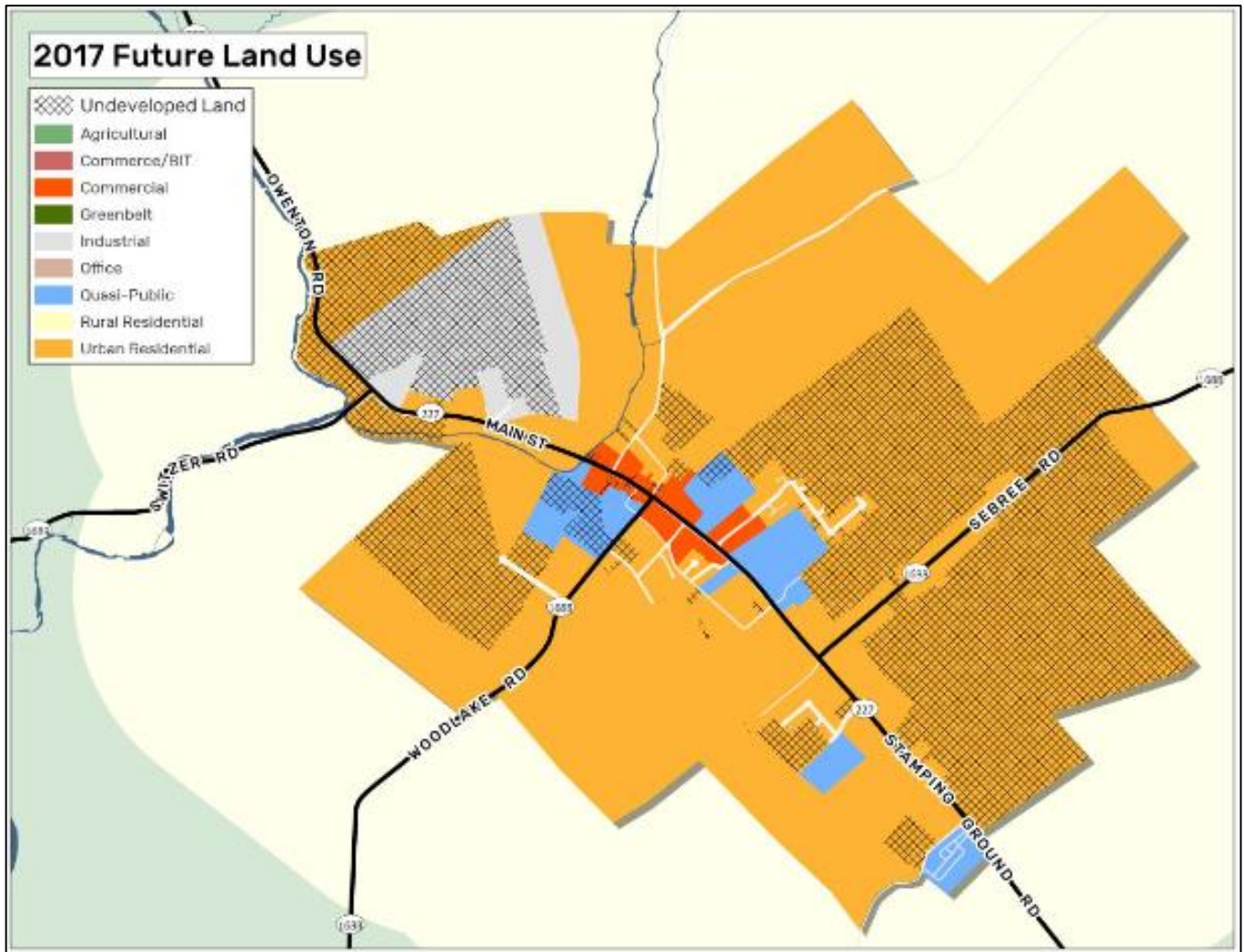


Figure 15: 2017 Comprehensive Plan Future Land Use Map for the City of Stamping Ground (Map)

The map shows existing undeveloped land at the time of the 2024 plan overlaid on the 2017 Future Land Use map. This was used to guide the analysis for recommending changes to the 2024 Future Land Use map

Commercial

There are about 28 acres of commercially zoned land in the City of Stamping Ground. There are about 4.6 acres zoned for commercial uses but are currently used agriculturally.

The 2020 Census reported the City of Stamping Ground to have a population of 780 people. Staff set a benchmark for the amount of developed commercial land needed by dividing the amount of currently developed commercial land by the population. For 2020, this benchmark is about 35.9 acres of developed commercial land per thousand persons.

	2020 – 2025	2025 – 2030	2030 – 2035	2035 – 2040
Population Added	81	90	99	109
Comm. Acres / Thousand People	35.9	35.9	35.9	35.9
Acres of Developed Comm. Land Needed	2.9	3.2	3.6	3.9

Table 9: Commercially Zoned Land Needed to Support Stamping Ground's Projected Population Growth, 2020-2040

At the current rate of development, the City of Stamping Ground is expected to add about 6.1 acres of developed commercial land by 2030 and 13.6 acres by 2040 to maintain the current rate of development. While there are currently only about 5 acres of undeveloped property with a commercial zoning, there are several properties that are currently developed that could accommodate additional commercial uses.

Industrial

At present there are about 7 acres of industrially zoned property in the City of Stamping Ground. There is not sufficient data to reasonably project industrial land use needs for the City of Stamping Ground based solely on current development.

Commerce / BIT

At present there are no properties zoned for Commerce / BIT in the City of Stamping Ground. There is not sufficient data to reasonably project Commerce / BIT land use needs for the City of Stamping Ground based solely on current development.

Community Form Goals and Objectives

Scott County strives to balance the impact and compatibility of our urban and rural scaled development. It is essential that the community works to ensure efficient use of land and resources that build a cleaner, stronger, and more beautiful community. Appearances matter – streets and buildings should be in good condition, made with quality materials, and kept clean, especially in those places that are highly visible or used by the public. Development patterns that strengthen the distinction and separation between Scott County’s urban and rural areas should be encouraged, as well as development patterns that promote higher density near major corridors and away from environmentally sensitive areas. The Greenbelt Reserve should be strengthened to further define Georgetown’s southern city limits.

CF 1 Design for an efficient network of streets and land uses.

CF 1.1 Manage the location of the Urban Service Boundary (USB) and City Annexation to maximize efficiency of city networks and services.

CF 1.2 Plan for higher-density residential uses in areas that have multiple transportation connections to commercial areas and community facilities.

CF 1.3 Provide access between and among rural areas, connections to regional transportation systems, and safe, economical mobility and accessibility for citizens and goods.

CF 1.4 Make public amenities, workplaces, and residential areas accessible by multiple transportation types.

This goal (CF 1) is focused on principles of land use management, density, and accessibility. An efficient network of streets and land uses is important for a variety of reasons.

1. Efficient networks have lower long-term maintenance costs because they are more condensed, requiring less upkeep.
2. Efficient networks reduce the amount of land needed for roads, utilities, and other infrastructure that are expensive for the local government and individual owners to maintain over time.
 - a. Because efficient networks require less land, they reduce sprawl and its negative impacts on the environment. Concentrating density and redevelopment in existing centers of activity and existing neighborhoods is effective because it allows new development to utilize existing utilities and abandoned buildings. Providing infill also

benefits the community by strengthening its urban form and increasing usership of existing areas.

3. Efficient networks allow users (people) to access sites and meet needs (such as work, groceries, errands, etc.) within closer distances to where they live.
 - a. This could result in greater adoption of non-motorized transportation options, such as bicycling or walking. This reduces travel time for users, reduces fuel expenses, and provides a more well-rounded range of transportation options within a community. By providing a mix of compatible uses near each other (rather than segregated land uses), community members can obtain all or most of their daily needs within a smaller area of the city.

CF 2 Maintain and enhance our built environment’s form and character.

CF 2.1 Allow for flexibility in land use and design pattern within projects that provide public amenities or other community benefits.

CF 2.2 Provide civic and government facilities in centralized and accessible locations as highly visible focal points and symbols of community identity.

CF 2.3 Become more walkable and bikeable.

CF 2.4 Provide an interconnected system of local and regional public open space and recreational opportunities.

This goal (CF 2) is focused on developing and implementing standards to improve the quality of construction, design, and site planning to provide functional and appealing environments for residents and businesses. City centers and major commercial destinations should be enhanced to attract users and increase ownership rates. Incentives, infill projects, adaptive reuse of existing buildings, and incremental sustainable growth can all help to improve the form and function of Neighborhood Centers.

The Future Land Use supplemental maps identify Gateways and Corridors designated for aesthetic improvements and pedestrian-oriented design and accessibility. These main corridors and entrances into Georgetown, Sadieville, and Stamping Ground should provide both aesthetically pleasing and functional entryways. Buildings and streetscapes located within identified Neighborhood Centers and Community Corridors should be in good condition, made with quality materials, and kept clean, especially in those places that are highly used by the public. Development patterns that promote higher density near major corridors, away from environmentally sensitive areas, should be promoted.

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- CF 3** **Encourage development practices at site and community wide levels that are sustainable and protect agricultural areas.**
 - CF 3.1* *Preserve prime farmland for agricultural uses.*
 - CF 3.2* *Encourage cluster development when new major rural residential subdivisions are proposed.*
 - CF 3.3* *Retain adequate, useable open space, and create green linkages in new urban and suburban development.*
 - CF 3.4* *Protect the quality and integrity of existing structures and support preservation efforts.*
 - CF 3.5* *Encourage development utilizing green building and sustainable development best practices.*
 - CF 3.6* *Encourage the redevelopment of brownfields and grayfields within urban areas.*

This goal (CF 3) is focused on expanding the practice of sustainable development methods in Scott County. It specifically references both site-level and community-wide practices. Community-wide sustainability measures link back to the first two Community Form Goals (CF 1 and CF 2) and forward to all three Infrastructure Goals (IF 1, IF 2, and IF 3). A community that utilizes planning best practices, such as compact growth, adaptive re-use, infill projects, and a network of public open spaces and infrastructure that are well connected and provide for non-motorized transportation options, is a more sustainable community.

Preserving prime farmland for agricultural uses is another important objective for community-wide sustainability. Loss of farmland in the region decreases our economic diversity and weakens our ability to be self-sufficient. When rural residential development is proposed, the Planning Commission should require applicants to demonstrate why a rural cluster cannot work for the project site before approving the creation of lots less than 10 acres in size.

Several rating systems and resources exist to guide the implementation of sustainable development. These resources include ENERGY STAR for Buildings, LEED Certification, Living Building Challenge, and the WELL Building Standard, to name a few. These programs, and others, should be examined for possible implementation, incentives, or recognition for projects with successful attainment of desired levels of ratings for new projects within our community.

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- CF 4** **Focus revitalization efforts in existing centers of activity.**
 - CF 4.1** *Invest in downtown Georgetown, Sadieville, and Stamping Ground as the heart of each city.*
 - CF 4.2** *Promote multi-use and flex spaces, including the installation of parking structures and garages, especially in downtown areas and public spaces.*
 - CF 4.3** *Preserve and strengthen the fabric of existing neighborhoods by investing in maintenance and improvements to infrastructure.*
 - CF 4.4** *Require infill and redevelopment projects to be designed for pedestrian use and compatible with the existing character and long-term goals for the surrounding area.*

This goal (CF4) is focused on renewal of our community and preservation of those places that make it unique. It is important to preserve and continue to invest in the downtowns of Georgetown, Sadieville, and Stamping Ground. Public investment in parks, pedestrian infrastructure, and events help to create a sense of community among citizens. Infill and redevelopment should be designed in a manner consistent with the context of the surrounding area and in accordance with any plans adopted for that area.

The Future Land Use Map & How to Use It

This section describes the policies for existing and future land use, subdivision of property, and desired development patterns within Scott County. The following sections clarify policies concerning expansion, incorporation, and service provision, as well as land use descriptions. 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 defined Urban Service Boundaries.

What is Land Use & Zoning?

Two general categories are used to classify land and permitted uses: 1) land use designations and 2) zoning restrictions. In general, land use describes the types of activities that exist or desired for a certain type of land. They can be classified as either “existing” or “future”. Existing Land Use describes the actual and current use of property, regardless of zoning designation. Future Land Use describes the desired future use of the property, regardless of the current zoning designation. Zone Districts are the legal classification that outlines permitted, conditional, or prohibited land uses within all of Scott County. Land uses can be described in a wider variety of classifications than zone districts. Zone

districts typically allow for more than one type of land use. For example, there may be 5 subclassifications of different commercial land uses that are permitted within a specific commercial zone district. Further descriptions can be found below.

Land Use:

Land Use classifications are used to describe the existing or future desired uses conducted on a property, regardless of its current zoning designation. In the context of the Comprehensive Plan, most discussion revolves around land use designations. Because the Comprehensive Plan focuses on a broader context of land use planning within our community, we spend a considerable amount of time evaluating existing conditions and establishing desired patterns for future land use changes as our community continues to grow. These desired changes are shown on the Future Land Use Map.

Land Use: The management and modification of the natural environment or wilderness into built environment such as settlements and semi-natural habitats such as arable fields, pastures, and managed woods, or the occupation or use of land or water area for any human activity or any purpose. In the context of this plan, we focus on the general categories of land use, and what types of uses should occur in specified locations throughout the community.

Land Use Planning: The systematic assessment of land and water potential, alternatives for land use, and economic and social conditions in order to select and adopt the best land-use options, provides a vision for the future possibilities of development in neighborhoods, districts, cities, or any defined planning area; the scientific, aesthetic, and orderly disposition of land, resources, facilities, and services with a view to securing the physical, economic and social efficiency, health and well-being of urban and rural communities.

This Comprehensive Plan is a land use planning document. Through public engagement, research, and staff assessment of best practices within the field, we have developed the desired land use models for our community.

Zoning:

The separation or division of a municipality or unincorporated areas into districts based on allowed land use and form characteristics. Zoning involves the regulation of buildings and structures in such districts in accordance with their construction and the nature and extent of their use, and the dedication of such districts to uses designated to serve the general welfare of the community. A single zone district typically allows a variety of more specific land uses to be conducted when the site conforms to certain building and locational requirements (lot sizes, building setbacks, ground coverage, parking requirements, etc.).

Zoning: A common form of land use regulation that designates permitted land uses based on mapped zones that separate one set of land uses from another. It also establishes development standards including building height, lot coverage, setbacks, screening, landscape buffering, and parking requirements for designated zones.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building/development standards are uniform.

Zoning and Zone Districts are used to implement the specific regulations enacted by a city or Fiscal Court. For reference, the land use designations are general classification of land either occurring, permitted, or desired in a certain area, but the zoning designation establishes regulations for the use of the land.

The Future Land Use Map

The Future Land Use Map (or FLU map) proposes the best land use mix for the long-term benefit of the community. The FLU map has been created through staff research and community input. It is intended to be combined with the related text of this Comprehensive Plan, including the goals, objectives, policies, and recommendations. It 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 denser housing types, schools, parks, 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.

When a property owner wishes to change the use of their property, they are sometimes required to change the zoning on their property to ensure the desired use is of a permitted land use category. When changes to zoning are desired, the Planning Commission uses the Comprehensive Plan and Future Land Use map to determine whether the desired zone change and proposed land use fit within the community vision, and whether or not the change supports the appropriate land use mix for the long-term benefit of the community. In addition to the content of this plan, the Commission also considers the appropriateness of the existing and desired zoning designations, and if there have been any unanticipated changes of a physical, social, or economic nature in the area involved since this plan was created.

For the purposes of the maps and text discussion within this plan, existing and future land use classifications have been consolidated into the following ten (10) major categories. The map itself is included after these descriptions, which is supported by further location-based land use recommendations and included supplemental maps.

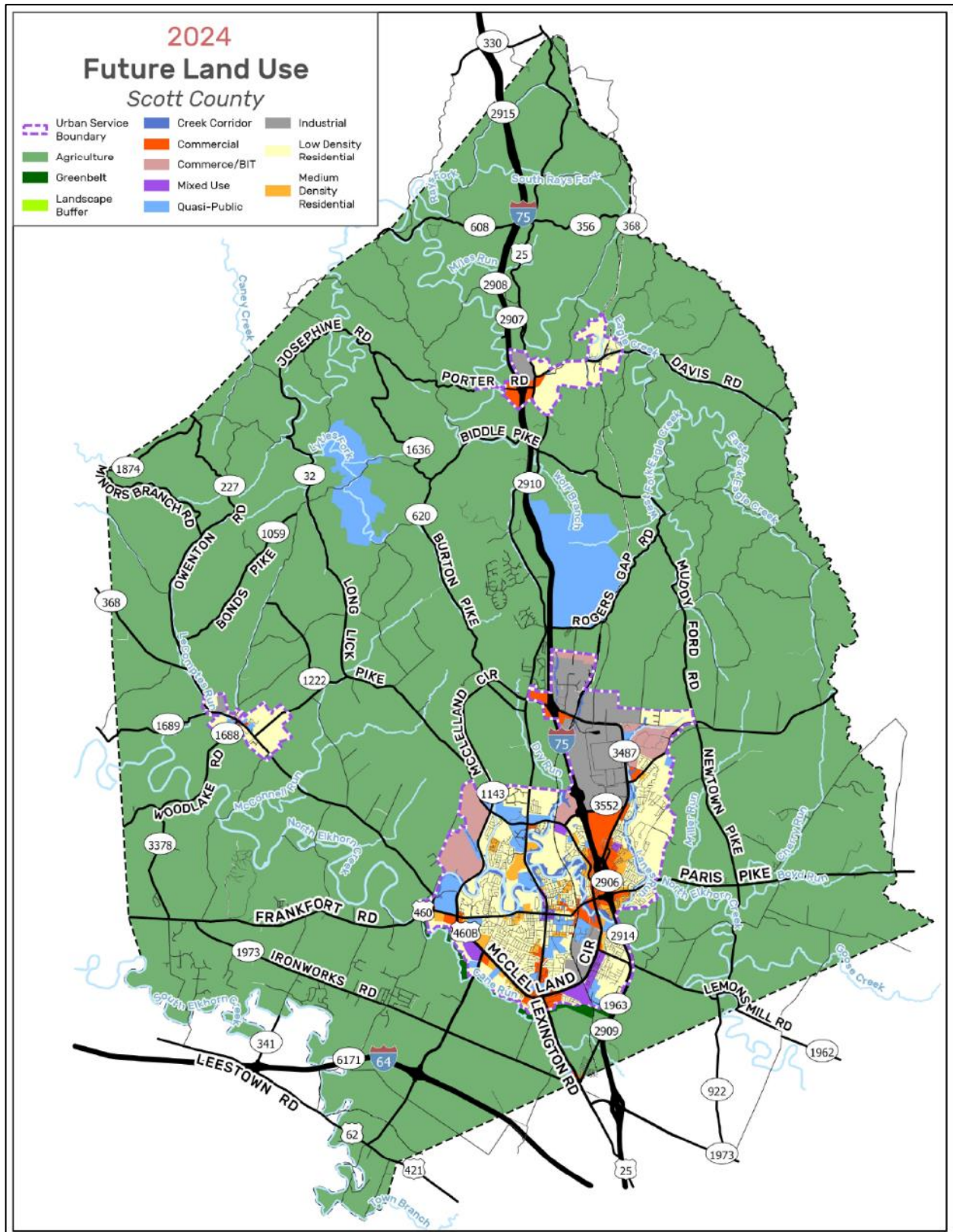


Figure 16: 2024 Comprehensive Plan Future Land Use Map for Scott County (Map)



Land Use Categories

Agricultural:

This is the general designation of rural lands throughout the unincorporated areas of the county. These exist outside of the urban service boundaries and include existing rural cluster subdivisions and rural subdivisions. This category allows use of land for production of agricultural or horticultural crops, and dwellings for persons engaged in the agricultural use on the tract at a maximum density of one dwelling unit per five acres. The standard agricultural zone district (A-1) also allows detached single-family residential use, even if no traditional agricultural use is conducted if the lot otherwise meets the zoning site standards. Special agricultural land uses, such as automobile salvage and recreational sites are only permitted in specific agricultural districts. Further information can be found in the Zoning Ordinance.

Commercial:

This land use permits the purchase and sale of goods and services, as well as recreational and entertainment activities. Examples of commercial uses include automotive sales, service, and repair, bed and breakfast inns, grocery stores, professional offices, private recreation, retail sales, retail services, restaurants, transient habitation (hotels/motels/etc.), visitor serving facilities, and limited warehousing, storage, and distribution.

All types of commercial use may not be appropriate within every area identified for commercial use. The Future Land Use Map identifies locations that are prime for commercial use in general, but it does not distinguish between these types of commercial activities. It is appropriate to instead consider the merits of a given application and its fit within the surrounding context at the time of a zone change application. During review, the levels of use, scale, and form characteristics can be assessed. There are several commercial zone districts that provide a hierarchy of commercial uses to provide flexibility for new commercial development if it is balanced with surrounding character. Where possible, new commercial growth should be concentrated and planned as a unit, rather than "strip" -type development. Additionally, it is intended to pursue Small Area Plans for several of the Neighborhood Center mixed-use areas which correspond with several of the areas identified for commercial land use. The recommendations of these Small Area Studies should be followed.

Commerce / Business, Information & 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 located in prominent locations where the visibility of the site makes it imperative that architectural design review be required as part of the development of the site.

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. 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.

Creek Corridor:

This land use category includes the 1% annual flood chance areas within the Urban Service Boundaries. Over time, it is expected that as property develops, the land in the Creek Corridor should be officially designated for conservation. To support long-term community goals for the protection of our waterways and riparian areas, these areas should not be developed except for public uses such as trails, greenways, or ribbon parks.

Greenbelt Reserve:

A policy and land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighboring urban areas; an area of open land around a city, on which building is restricted. The local Southern Greenbelt Reserve is envisioned as a natural preserve which defines the southern boundary of the City of Georgetown, while also providing a place for exposure to nature and recreation. It serves as a buffer between the urban areas of the City of Georgetown and the rural character of Scott County to its south. Over time, it is expected that as property develops, the land along the Southern Greenbelt Reserve should be officially designated for conservation, and easements for future recreational trails should be created. Land adjoining the Greenbelt Reserve is permitted to develop, but with respect to this common goal, and dedication of property for this long-term community use.

Industrial:

This land use category includes the processing of products or raw materials. The associated zoning districts are intended to provide concentrated areas of high-quality employment facilities within the Urban Service Boundaries for uses including light and heavy manufacturing, warehousing and distribution, trucking, indoor, screened, and outdoor storage, and a wide range of other service operations. Areas planned for industrial uses should be designed in a campus or park-type setting with an emphasis on internal connection and access.

Mixed Use:

This category allows for a mixture of residential and commercial uses designed in a manner allowing the two uses to be mutually supportive. Commercial uses should be designed at a pedestrian scale allowing for minimal automobile reliance to access the district. The types of commercial uses should primarily reflect those retail stores and services which meet the daily needs of the nearby residential areas. Typically, this includes groceries, restaurants, childcare, banks, coffee shops, etc.

This category allows high density residential uses when designed in a manner that is walkable and bikeable. High density residential uses include townhome and apartment developments. This level of residential density is only allowed in this area when sites are developed with well-planned horizontal or vertical mixtures of commercial and residential development. A well-planned development would be designed sensitive to the context of the site, promote walking and biking for residents to meet many of their daily needs, and be in close proximity to existing or planned community facilities.

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. Institutional uses include public facilities such as schools, fire stations, and government offices; cemeteries; private educational facilities. Churches and similar institutions may be included here if they are large; otherwise, they are included with the surrounding or adjacent uses.

Residential, Low Density:

This category allows residential uses as well as home occupations. Home occupations include small-scale businesses, and institutions that will not detract from the basic residential integrity of a neighborhood. New low density residential growth will only occur within cities and Urban Service Boundaries. Low density residential uses include single-family homes, duplexes, limited townhome development, and some appropriately scale walkable Missing Middle housing⁹.

⁹ (Parolek & Nelson, 2020)

Residential, Medium Density:

This category allows residential uses as well as home occupations. Home occupations are defined as small-scale businesses, and institutions that will not detract from the basic residential integrity of a neighborhood. New medium density residential growth will only occur with access to collector or arterial roads within cities and Urban Service Boundaries. Medium density residential uses include townhome developments, walkable Missing Middle housing¹⁰, and limited apartments.

¹⁰ (Parolek & Nelson, 2020)

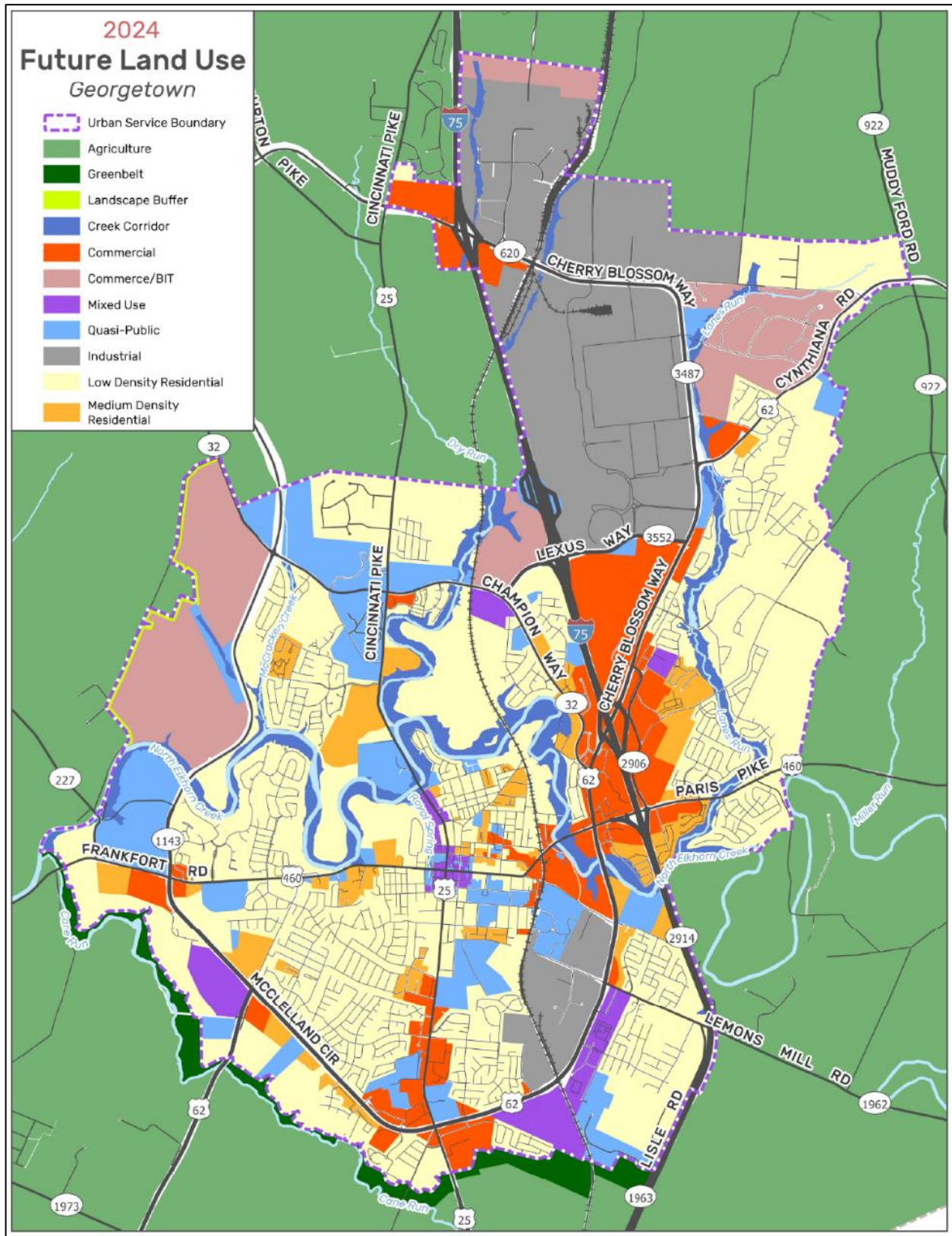


Figure 17: 2024 Comprehensive Plan Future Land Use Map for the City of Georgetown (Map)



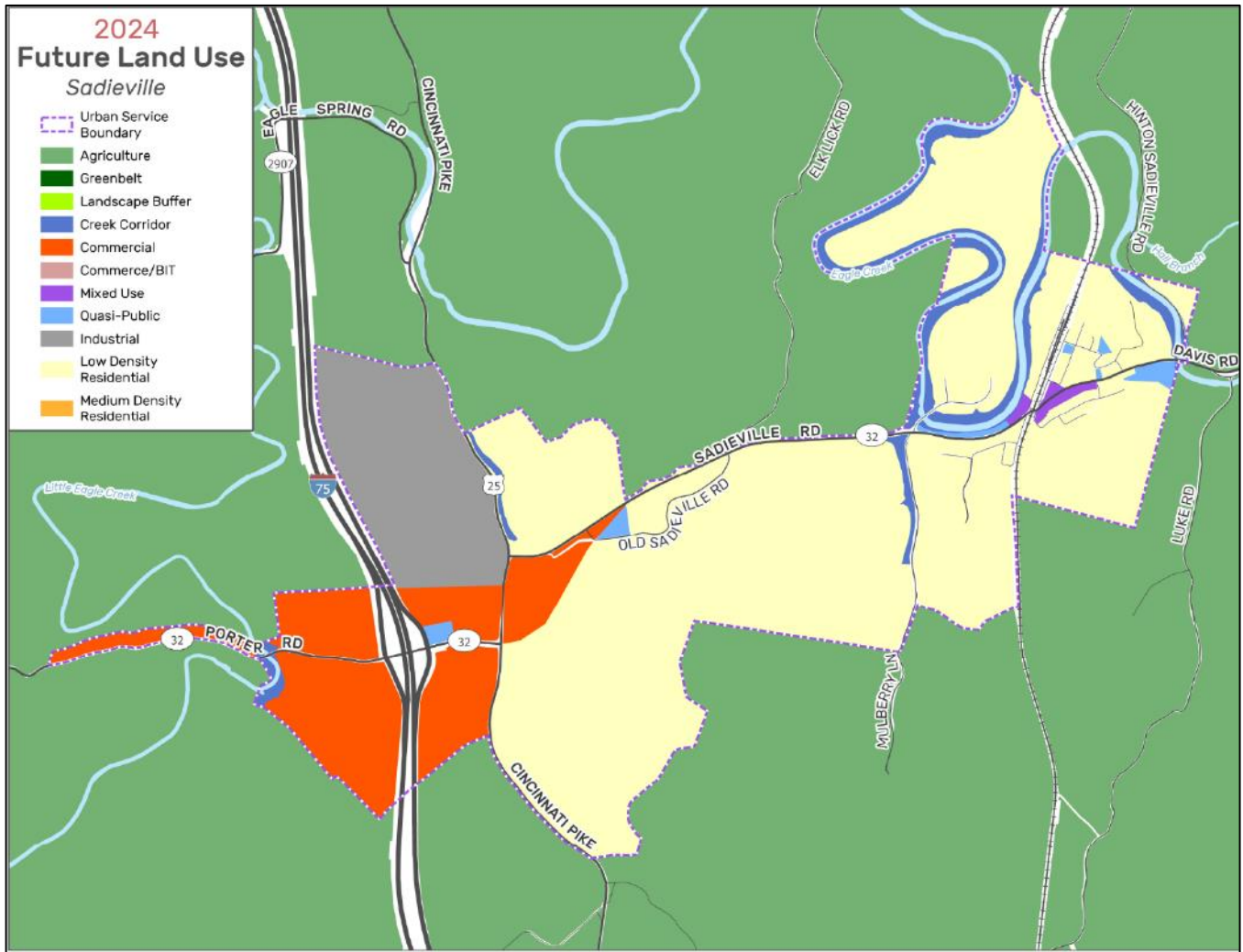


Figure 18: Comprehensive Plan Future Land Use Map for the City of Sadieville (Map)

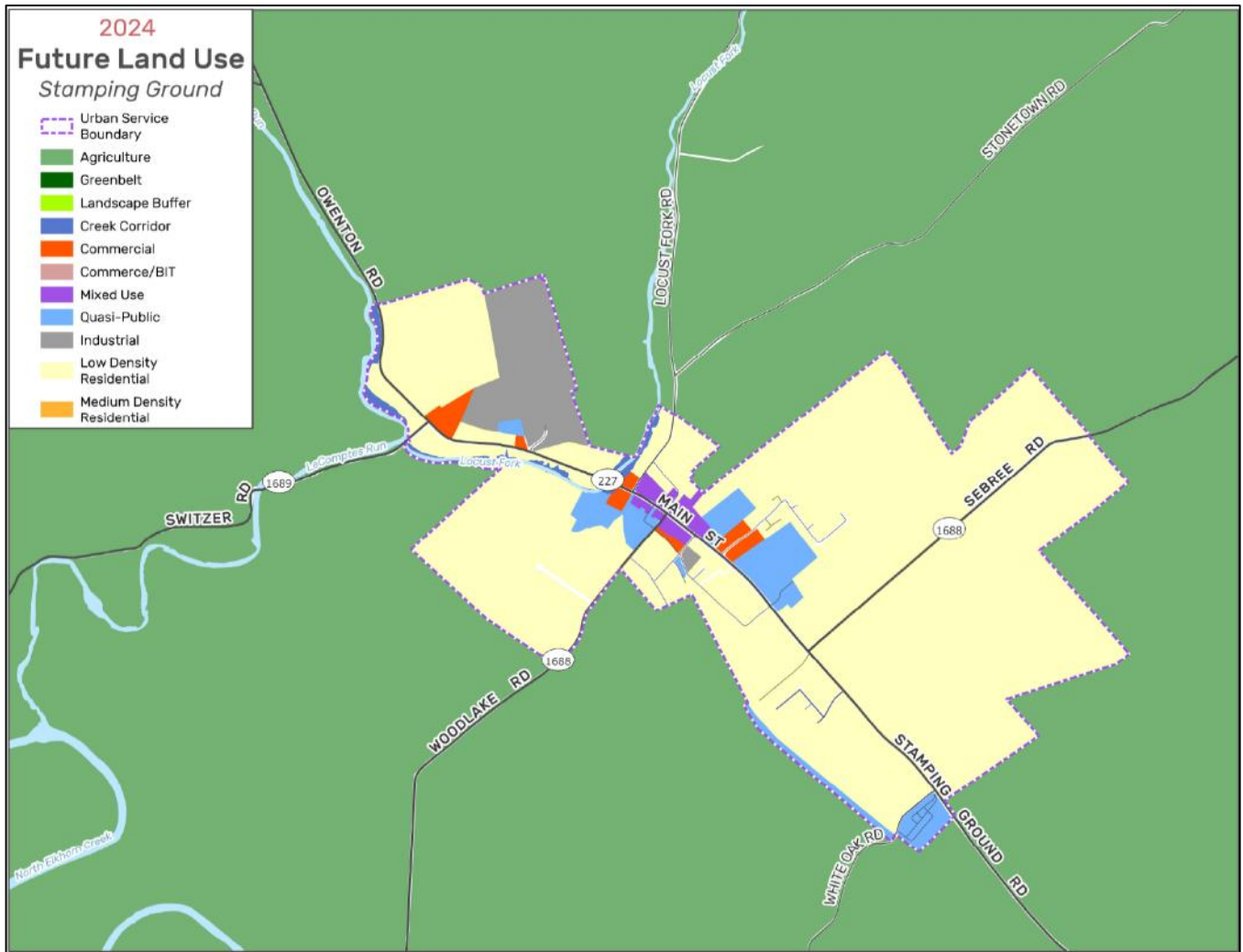


Figure 19: Comprehensive Plan Future Land Use Map for the City of Stamping Ground (Map)

Community Facilities

These items represent the public agencies for the cities, County, schools, library, and other public entities. Some of these facilities, such as local government offices, are centrally located to improve communication and cooperation between agencies. Other facilities, such as parks and fire departments, best serve the community when they are spread out to provide easier access. The community facilities map identifies locations of existing facilities and identifies areas that are underserved or would benefit from increased access to certain facilities. For a more detailed discussion of community facilities see chapter 4 Public Facilities.

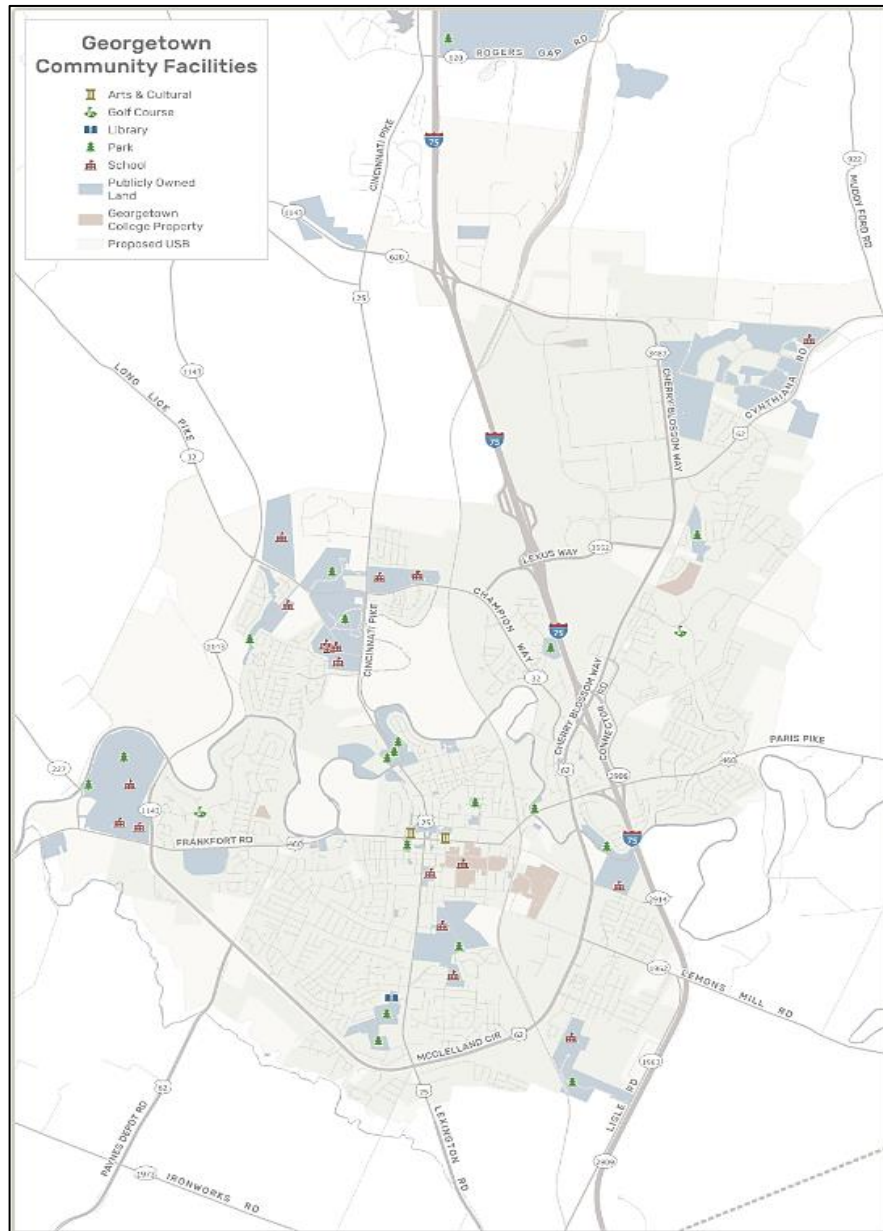


Figure 20: Community Facilities in and Near the City of Georgetown (Map)

Gateways and Corridors

Major Community Corridors should be targeted for increased clean-up efforts and improved sign regulation enforcement. Keeping these areas free of trash and temporary or illegal signs and banners will improve the beauty and safety of the community.

Priority Locations:

These areas should have beautification projects including trees, flowers, and other landscaping. More restrictive sign standards should be developed for these areas to reduce visual clutter. These areas are also potential candidates for Form-Based Codes (FBC). FBCs can improve the character of the development taking place in the community, while giving more freedom to property owners regarding possible land uses.

Gateways:

These areas should be designed as a welcome to our cities with new or improved welcome signs. They could be further distinguished with seasonal flowers or landscaping in a similar manner to the seasonal flowers along Main Street. Gateway shared use signs can be designed to establish a consistent theme with quality design or architectural style that reflects and enhances the brand or image of the cities of Georgetown, Stamping Ground and Sadieville. This can create a benchmark for design expectations in new development.

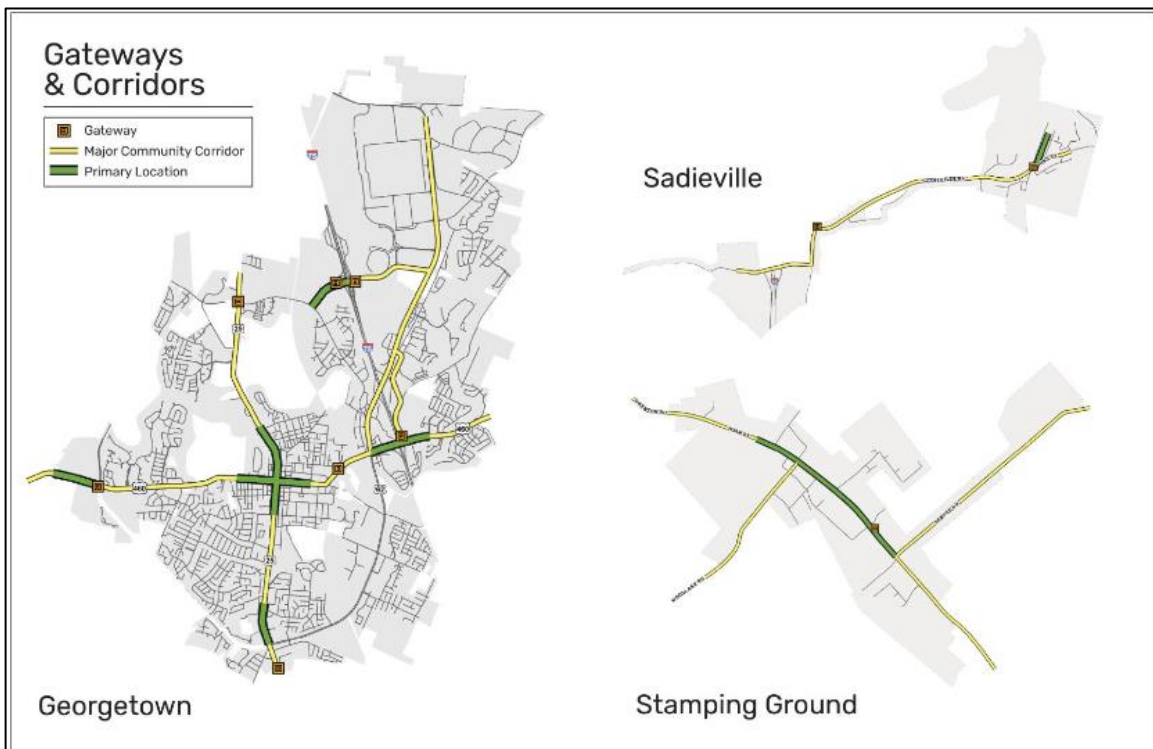


Figure 21: Gateways and Corridors of the Cities of Georgetown, Sadieville, and Stamping Ground (Map)

Mobility Projects

The projects shown on the Mobility Projects map represent high priority transportation projects for Scott County. Improvements to our local transportation network are important for current network users and for future growth. For short descriptions of these projects, see the Transportation element.

Location – Based Land Use Recommendations

The following section describes a variety of location-based land use recommendations. These recommendations, in combination with the Future Land Use Map as presented, are identified as prime locations for change, further study, or great impact on our community. These areas include Urban Service Boundary amendments, Neighborhood Centers, and the Greenbelt Reserve & Development Area.

The Urban Service Boundary is a planning tool used to distinguish between the Urban Service Area and the Rural Service Area. The Urban Service Areas in Scott County are the Cities of Georgetown, Sadieville, and Stamping Ground. The Urban Service Areas (USAs) also include those areas outside of city limits where future urban development is planned. Within the USAs it is expected that all development will be served by water, electricity, and public sewer. These areas are also expected to be developed with a higher level of intensity and can be served with rapid response times by emergency services due to the compact nature of urban development.

The Rural Service Area (RSA) are the areas of Scott County outside the Urban Service Areas of the three municipalities. These areas are expected to have a much lower intensity of development and typically only have access to water and electricity from non-telecom utilities regulated by the Public Service Commission. These areas have much larger average lot sizes, more agricultural activity, and an expectation of privacy and quiet atmosphere compared to the Urban Service Areas. Land in the RSA will typically see slower response times from emergency services due to the physical size of the area and the challenges presented by the topography of certain areas of Scott County.

Urban Service Boundary Amendments

Georgetown

Urban Service Boundary: 16,912 acres

City Limits: 11,595 acres

The Georgetown Urban Service Boundary (USB) contains an adequate amount of land to accommodate the anticipated growth for the City of Georgetown for the next 10-15 years. The USB is more than 5,000 acres larger than the current City Limits. In addition to an amended Greenbelt Reserve Area, which will be discussed later in this element, areas were added to the USB on the northwest side of the city to accommodate future industrial land use needs.



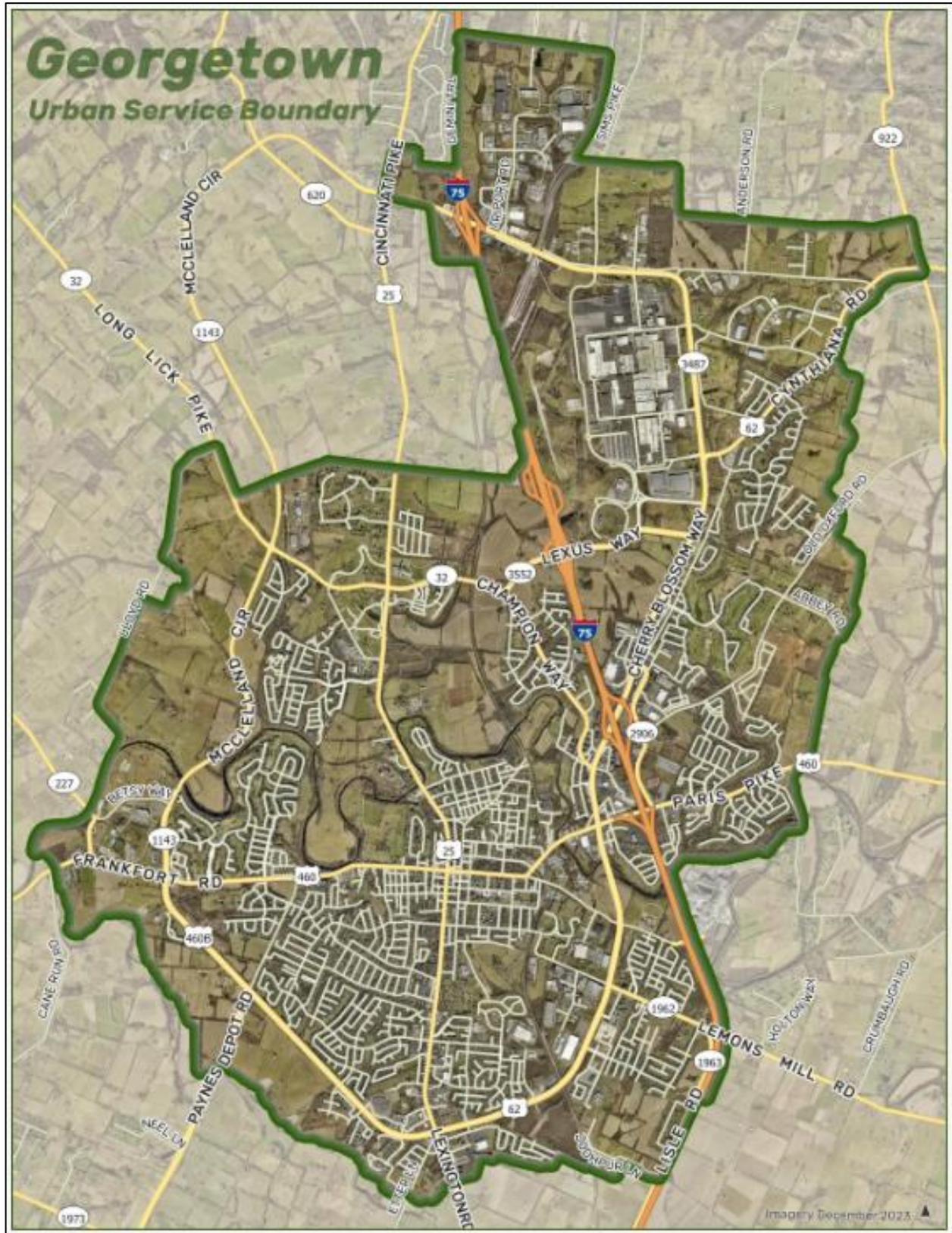


Figure 22: Urban Service Boundary for the City of Georgetown (Map)



Sadieville

Urban Service Boundary: 1,520 acres

City Limits: 725 acres

The Sadieville Urban Service Boundary (USB) contains an adequate amount of land to accommodate the anticipated growth for the City of Sadieville for the next 10-15 years. The USB is more than twice the size of the current City Limits. The majority of the undeveloped land in the Sadieville USB is focused on the interstate exchange at exit 136 and the proposed corridor for a realigned KY 32 stretching from the interstate to downtown Sadieville.

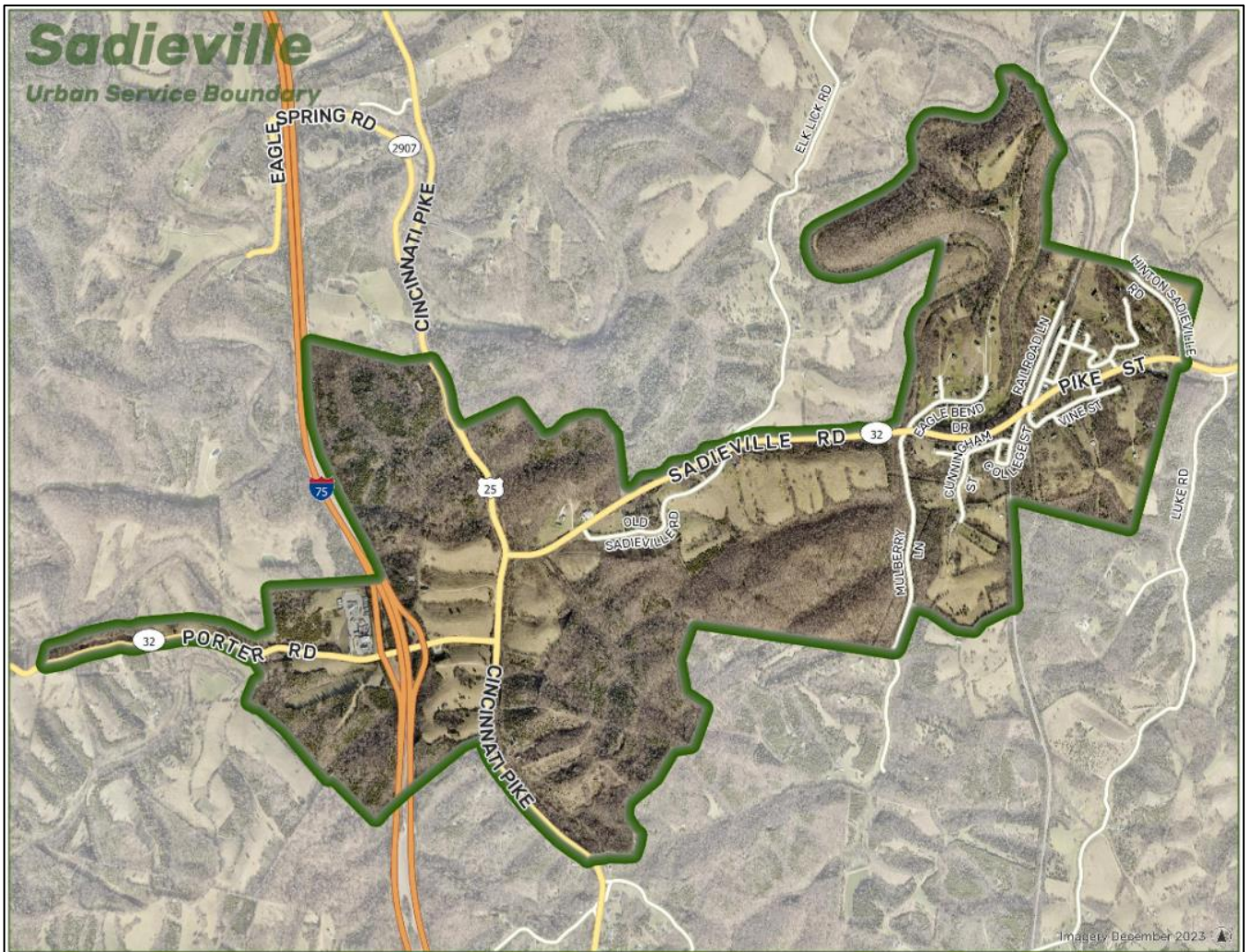


Figure 23: Urban Service Boundary for the City of Sadieville (Map)

Stamping Ground

Urban Service Boundary: 900 acres

City Limits: 353 acres

The Stamping Ground Urban Service Boundary (USB) contains an adequate amount of land to accommodate the anticipated growth for the City of Stamping Ground for the next 10-15 years. The USB is more than two and a half times the size of the current City Limits. The undeveloped land in the Stamping Ground USB is focused on under- or un-developed land fronting on, or near Main Street, Sebree Road, and Woodlake Road.

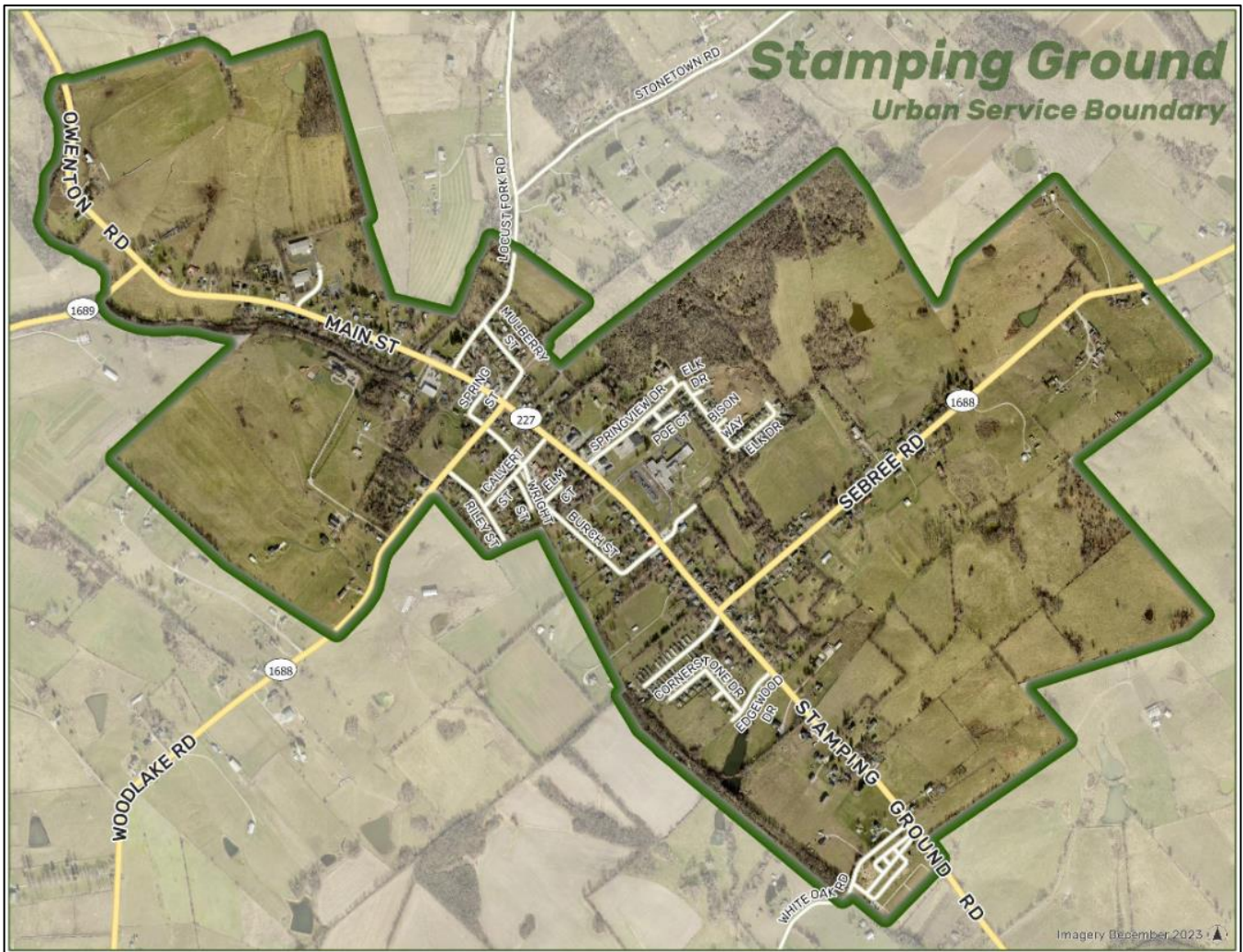


Figure 24: Urban Service Boundary for the City of Stamping Ground (Map)

Neighborhood Centers

A neighborhood should contain all the necessary elements to meet the daily needs of its residents within walking distance. For that reason, this plan has provided a means to encourage development that includes a balanced mix of uses, such as residential, retail, work, and civic facilities within close proximity to each other throughout strategic locations of the community. In this plan, the term “Neighborhood Center” identifies such a location that is either already existing or prime for this type of development.

The Neighborhood Centers concept seeks to achieve the following outcomes:

- Efficiently use the land available for development by combining higher density residential, retail, restaurant, grocery, and public services (parks, schools & libraries) into a compact area.
- Reduce motor vehicle miles driven to meet the daily needs of residents and traffic congestion through integrated uses and excellent bicycle/pedestrian infrastructure.
- Enhance the character of the built environment of the area through use of quality building materials and innovative architectural design.
- Provide open space for public park uses that are centrally located, mostly avoids environmentally sensitive areas, has excellent bicycle/pedestrian access, and provides public amenities (trails, playgrounds, graded fields, etc.). This open space increases opportunities for socialization & exercise and improves the quality of life for our community.

Form

Neighborhood Centers must have a mixture of commercial and residential uses in those areas with a future land use designation of Mixed Use. For already developed (non-greenfield) sites it would be appropriate for the type of integration of these uses (horizontal or vertical) to be dictated by the surrounding area. New development has more flexibility to change the character of the surrounding area if it can demonstrate it will meet three (3) or more of the expected outcomes of the Neighborhood Centers concept. New development should strive to meet the expected outcomes stated above.

For greenfield sites, staff recommends at least some vertical integration of residential and commercial uses to make a more efficient use of developable land. Vertical integration involves commercial uses on the ground floor, with residential development above. Staff generally supports the highest levels of residential density where it is developed vertically with commercial uses. Where residential and commercial uses are more horizontally integrated or segmented, staff does not recommend the highest density levels the zoning ordinance allows.

All development in a Neighborhood Center should strive to use quality building materials and innovative architectural design to enhance the form of the center, but to also create a sense of place distinctive from typical suburban style development found in non-Neighborhood Centers.

Mobility

Within a Neighborhood Center, there should be a strong network of sidewalks or multi-use paths. The higher density residential uses should be balanced by pedestrian connectivity exceeding the minimum requirements of the *Subdivision & Development Regulations* reducing the need for motor vehicle trips to meet basic daily needs.

Externally, Neighborhood Centers should be connected to the surrounding area by a multi-modal network of transportation options. The three municipalities in Scott County are largely designed around the automobile, so it is important for these Neighborhood Centers to have access to two (2) or more collector or arterial roads. Bicycle and pedestrian connectivity to the surrounding community is just as important and should be planned for on any concept plan and development plan involving a Neighborhood Center. Concept plans for proposed Neighborhood Centers should also demonstrate they can accommodate public transportation stops/shelters for future expansion of these services.

Services and Amenities

Neighborhood Centers should provide at least 5% park space, and those designed as part of a Planned Unit Development must provide a minimum of 10% park space as part of the development. If new parks/open space are proposed, the design and construction of the park must be part of the development of the site. These areas should have amenities available such as trails, playgrounds, graded fields, etc. Open space provided to meet this requirement cannot be solely floodplain or other environmentally sensitive areas. If a developer proposes using environmentally sensitive areas to meet the open space/park requirements, the developer must also provide amenities such as trails, benches, playgrounds, basketball courts, etc.

Proposed Neighborhood Centers should identify existing parks/open space within the watershed of the Mixed-Use Area. The watershed for a mixed-use area is a half (0.5) mile distance measured along pedestrian infrastructure. An area is not considered in the watershed if there is missing pedestrian infrastructure between the mixed-use area and the destination.

Proposed Neighborhood Centers should demonstrate they are close to or contain space for regular use of public services such as libraries, daycares, and/or public schools. Proposed Neighborhood Centers should also contain or have groceries or other daily used goods within the watershed.

It is encouraged, but not required, that Neighborhood Centers also contain or plan for public art. These amenities go a long way to providing a sense of community and unique character to an area.

Neighborhood Center Summary

Neighborhood Centers should seek to provide the expected outcomes by striving to exceed the minimum requirements established by the Form, Mobility, and Services & Amenities sections listed above. Staff recommends any new Neighborhood Centers be planned for its success and the success of the surrounding area in mind.

The Neighborhood Centers map identifies seven (7) Neighborhood Centers, each of which is described in detail below. It is recommended that supplemental Small Area Plans be created for each of the Neighborhood Centers. The density for development within each of the Neighborhood Centers should be considered with each zone change, development plan, and/or subdivision application that is submitted for review. Density considerations should include comparison to the surrounding area's existing scale, Comprehensive Plan and Small Area Plan recommendations.



Figure 25: Neighborhood Center #1 - Downtown Georgetown (Map)

Neighborhood Center Area 1: Downtown Georgetown

Land Use: Downtown Georgetown is the historic focal point of the City of Georgetown. It should remain the epicenter of civic, financial, legal, and social activities. Local enterprises, government activities, and community services are encouraged. Mixed-use, residential, commercial, office, and entertainment should be encouraged in two to four story buildings.

Traditionally, the central blocks fronting Main Street and Broadway are considered the “heart” of downtown Georgetown, containing a wide variety of government services, shops, services, and restaurants. However, recent developments have shifted growth efforts to the west toward and along Water Street. Past studies, such as the North Broadway Redevelopment Area Plan and Water Street Small Area Plan, have emphasized the importance of connecting and extending the design aesthetic and public amenities, such as parks, trail, and retail/restaurants, north along Water Street and Broadway toward Cardome, north toward the Boston neighborhood, and southeast toward Georgetown College.

Buildings/Built Form: New buildings should be constructed to the sidewalk and/or follow setback patterns of the immediately adjoining and surrounding buildings. New buildings should be compatible with existing fabric, while not pretending to be older than they are.

A 2016 study¹¹ by the University of Cincinnati School of Planning provided two thorough evaluations of Downtown Georgetown. The study and its design guidelines can be found on the Planning Commission’s website and are an addendum to this Comprehensive Plan.

Mobility: Pedestrian and bicycle facilities and public spaces shall be required in any redevelopment proposals. Providing safe, easy-to-use, attractive paths separate from vehicles will encourage pedestrian and bicycle trips. This area avoids unrelated strip uses and single uses surrounded by vast surface parking lots. Public and private parking should be accessed via secondary streets or in the rear of buildings.

It is recommended that the Legacy Trail urban loop extends through Georgetown as shown on the Feasibility Study, or through a redesigned loop that would connect several major downtown facilities, such as: Georgetown College, Royal Spring Park, the Scott County Arts and Cultural Center, and extend north toward Cardome.

Public investment in the streetscape of North Broadway will be required to stimulate appropriate redevelopment of the corridor. It is recommended that the City of Georgetown continue the matching grant program that would help landowners fund sidewalk improvements. A form-based code along with a downtown Master Plan and design guide is recommended to stimulate appropriate redevelopment downtown.

¹¹ (Kickert, et al., 2023)

Pedestrian improvements are shown on the Downtown Georgetown Neighborhood Center map. The types of improvements desired are:

1. Sidewalks (new or repairs to existing).
2. Curb Ramps and Tactile Warning Strips, especially to improve handicap accessibility and ADA compliance.
3. General beautification efforts (trash pick-up, paint, seasonal decorations).
4. Landscaping (trees, weeding).
5. Street Furniture (benches and trash cans).
6. Bicycle racks.
7. Improve wayfinding and street signage.
8. Art installations.

Previous Studies: Several studies have been conducted in this area, and should be considered with all new development proposals that fall within the Downtown Georgetown Neighborhood Center:

- North Broadway Redevelopment Area Plan (2007)
- Water Street Small Area Plan (2005)
- Legacy Trail Extension Study, downtown loop (2014)
- University of Cincinnati Downtown Georgetown Concept Plans (2016)



Figure 26: Neighborhood Center #2 - Paynes Depot Road (Map)

Neighborhood Center Area 2: Paynes Depot Road

Land Use: The Paynes Depot Road Neighborhood Center is southwest of the intersection of Paynes Depot Road (US-62) and McClelland Circle (US-460B). It is currently undeveloped and bordered on the south by the Greenbelt Reserve Area. This mixed-use area is sufficiently sized to possibly provide a grocery, office space, service, and convenience needs to the west Georgetown area. Development of the commercial/mixed-use area must incorporate medium- to high-density residential housing types. Intensity of development (and residential density)

should transition down the closer development is to the Greenbelt Reserve Area. Development should be planned as a unit rather than as incremental “strip”-type development.

Buildings/Built Form: Buildings, landscaping, and signage should reflect a town-center scale. Buildings should be of masonry or wood clad or comparable construction. Low quality metal buildings should not be permitted. It is recommended that the Neighborhood Center be designed around a central plaza located within or immediately adjacent to the primary commercial/mixed-use area. Commercial development should have visibility from the adjoining arterial roads but also be designed in a manner that keeps activity within the site pedestrian oriented and scaled.

Mobility: This Neighborhood Center is located at a somewhat undeveloped intersection within the Urban Service Boundary. Development of this Neighborhood Center and the surrounding area will require collector roads using existing road stubs from Paynes Depot Road and McClelland Circle. A multi-use trail is called for as part of the infrastructure for this Neighborhood Center. The multi-use trail should connect the site to both the intersection of McClelland Circle/Paynes Depot Road, and the trail proposed in the Greenbelt Reserve Area.

Further study and coordination with KYTC District 7 should be conducted to determine how pedestrian crossings can be provided at the intersection of McClelland Circle and Paynes Depot Road. Safe means of crossing these roads will be essential to the bicycle and pedestrian infrastructure for Georgetown.

Development of this Neighborhood Center requires the construction of internal pedestrian infrastructure to reduce the vehicular trips necessary for residents of the medium and high-density residential areas to patronize the commercial development.

Previous Studies: See the additional information for this and nearby sites in the section on the Greenbelt Development Area later in this element.

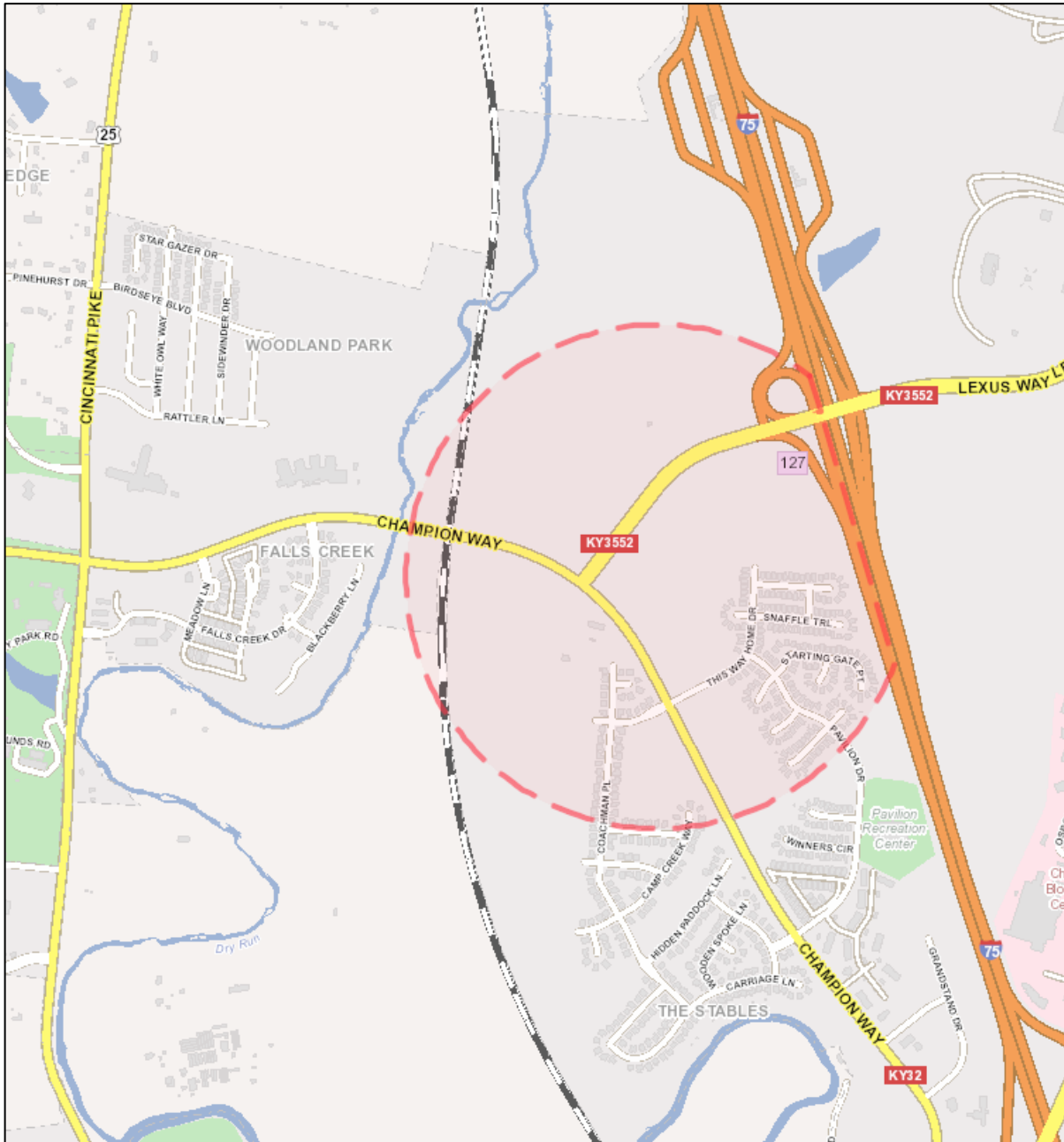


Figure 27: Neighborhood Center #3 - Champion Way & Lexus Way (Map)

Neighborhood Center Area 3: Champion Way/Lexus Way

Land Use: The Champion Way / Lexus Way Neighborhood Center is proposed near the intersection of Lexus Way (KY-3552) and Champion Way (KY-32). It is proposed for a variety of horizontal mixed-use: The areas closest to the arterial roads should have the highest intensity of development proposed for the site, with the scale transitioning to lesser intensity near the existing single-family neighborhoods. Adequate space should be reserved for park space or other community facilities.

This mixed-use area is appropriate for larger highway commercial retail uses due to its proximity to the interstate and other connections to arterial roads. High and medium-density residential are appropriate near the center of the identified mixed-use areas. The area should be planned as a unit rather than piecemeal or strip-style development.

Buildings/Built Form: This Neighborhood Center is visible from the Interstate and several arterial roads. Buildings proposed for this Neighborhood Center should have a uniform style of development and be constructed of quality building materials. This site is a major gateway into our community for those traveling the interstate, and care should be taken with both public and private property to make a good impression through building design, landscaping, and signage control. A high degree of landscaping, signage control, park land and open space would be appropriate as well as pedestrian and bicycle infrastructure and connections.

Mobility: Lexus Way (KY-3552) was constructed with a multi-use path on the south side. New development in this Neighborhood Center should continue this multi-use path into the proposed developments and include connections for adjoining developments. Developers and the Kentucky Transportation Cabinet should look to include a multi-use path along Champion Way.

Community facilities and/or park land included as part of the Neighborhood Center should be connected to the residential areas and the existing multi-use path as part of any development of the site.

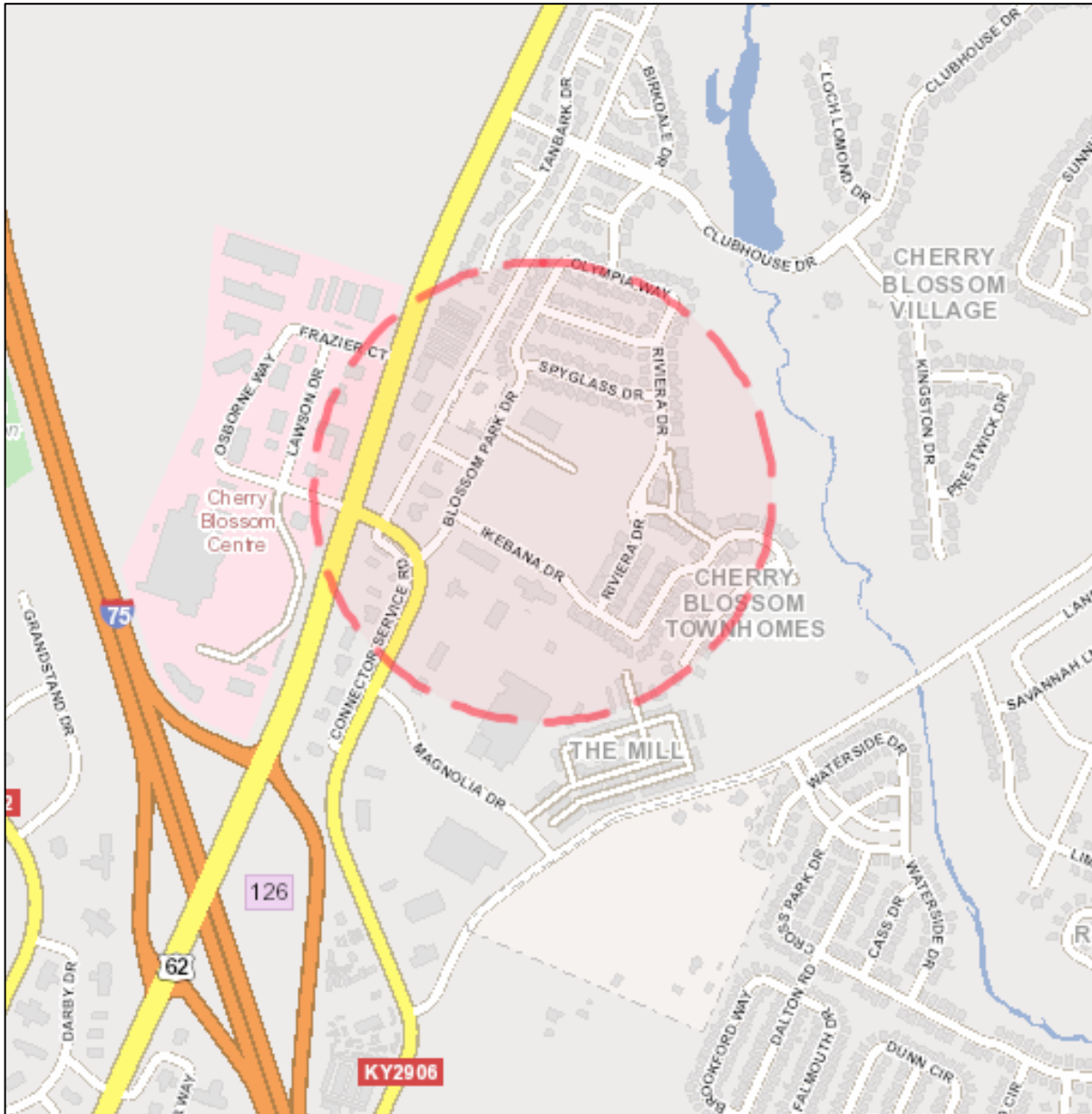


Figure 28: Neighborhood Center #4 - Blossom Park (Map)

Neighborhood Center Area 4: Blossom Park

Land Use: The Blossom Park Neighborhood Center is proposed north of Ikebana Drive and east of Blossom Park Drive. This area would be appropriate for a mix of residential and commercial uses serving and fitting in with the surrounding neighborhoods. Building heights in this area should be two to two-and-a-half stories tall. Appropriate commercial development in this area would be those retail and services that could serve the surrounding neighborhoods and some of the passing traffic on nearby Collector Road (KY-2906).

There is an opportunity for this Neighborhood Center to become a commercial hub for the broader Cherry Blossom neighborhood. The site does not have access to arterial roads, so any residential component should be a medium density or lower. Highway commercial uses would not be appropriate due to the transportation constraints and the context in which the land is situated.

Buildings/Built Form: The conceptual map for this Neighborhood Center contains a park or other civic node such as a library at a location visible from the intersection of Blossom Park Drive and Ikebana Drive. There is a need for a public space such as a park in this part of the community. While the site is near the Connector Road corridor, this site has closer ties to the residential areas directly adjoining the Neighborhood Center. Any development of this site should aesthetically fit in with the residential area and provide commercial and residential uses that are compatible and provide for a better quality of life for those who live in the area.

Buildings on the site should be smaller, in fitting with the neighborhood commercial uses that would be appropriate, and oriented to face Blossom Park Drive and Ikebana Drive. Parking lots should not be the dominant view of the sites from these collector roads. Multi-family uses proposed for the site should be either second story apartments above commercial developments, or located as a transition between the commercial uses and the existing neighborhoods to the east. Heights of all buildings should be a maximum of two stories at the periphery in this area in order to better fit in with the surrounding development.

Mobility: This location is supported by two collector roads, Blossom Park Drive and Ikebana Drive. Individual developments in the Neighborhood Center should not have direct access to the collector roads, and should be served by an internal road.

This Neighborhood Center is unlikely to support the same level of residential density that may be available at other proposed Neighborhood Centers. This makes it even more imperative that development of the site have bicycle and pedestrian transportation options connecting the site to the surrounding residential areas. Tying the Neighborhood Center and the adjoining neighborhood together with multiple transportation options helps to ensure both the neighborhood and the commercial areas are both successful.

The main arterial access to the Neighborhood Center comes from Connector Road. KYTC is currently working on a project for improvements to the Connector Road Corridor, but a final project design has not been released at the time the Comprehensive Plan was written. If a multi-use trail is part of the improvements proposed for the Connector Road corridor, staff expects development of the Neighborhood Center to provide connectivity to this feature.



Figure 29: Neighborhood Center #5 - Amerson-Bringardner (Map)

Neighborhood Center Area 5: Amerson/Bringardner

Land Use: The Amerson / Bringardner Neighborhood Center spans two developable sites in different stages of development. The Amerson portion of the center is a planned horizontal mixed-use development located east of McClelland Circle, south of Lemons Mill Road, and east of the railroad. The existing and proposed uses for this development include high-density apartments, townhouses, a church, and community commercial uses.

The Bringardner portion of the center is south of McClelland Circle and west of the railroad. Horizontal mixed use would fit in with the character and pattern of development in this area. Staff would expect commercial development in this area to be centered around a collector road connecting McClelland Circle to the Stonecrest neighborhood.

Pockets of high density residential may be possible on this site, if the commercial and residential uses are interwoven. When planning the site, care should be taken to minimize the number of residences along the railroad. There is an existing tree line along the southwestern boundary of the site that has been identified for protection since the 1991 Comprehensive Plan.

Buildings/Built Form: The form of both areas will result in the uses being separated horizontally. The buildings for both developments should be oriented to address the streets without large setbacks. Allowing/requiring the buildings to be located near the roadways that serve them gives the development an intimate feel and keeps them pedestrian oriented. The parking areas needed to serve the commercial and residential uses should not dominate the views from the street.

Mobility: Both developments have or will have extended collector roads from McClelland Circle to existing neighborhoods. This provides additional connectivity in our community, and reduces our reliance on single roads to provide access to neighborhoods. The Amerson development will incorporate the Legacy Trail throughout providing a much-needed non-motorized transportation pathway in our community. Both developments should incorporate sidewalks throughout all residential and commercial components of the Neighborhood Center. It is also noted in the Transportation element that a multi-use trail is needed along McClelland Circle. Such a facility would increase the connectivity between the Amerson development and the Bringardner Property.

Previous Studies: The Legacy Trail Feasibility Study provides an overview of the route for the Legacy Trail through our community. The Legacy Trail should extend through the Amerson development from the Lisle Road Soccer Complex northward to the intersection of Lemons Mill Road and McClelland Circle.



Figure 30: Neighborhood Center #6 - Downtown Sadieville

Neighborhood Center Area 6: Downtown Sadieville

Land Use: Land Uses in the Downtown Sadieville Neighborhood Center are truly mixed. While small, this historic railroad town boasts a City Hall in the old train depot, storefronts, a post office, grocery store, churches, historic Rosenwald School, and a local park. As with many historic downtowns, it was created before the widespread adoption of zoning. Establishing this area as a Neighborhood Center allows for a development pattern close to the historic development of the area. Much of the historic area has been designated as mixed-use which would give additional flexibility to property owners and the community to find the correct mixture of residential and commercial uses for Downtown Sadieville.

Buildings/Built Form: Sadieville’s historic role as a railroad town informs the look and feel of its downtown. Main Street is immediately adjacent to the still-active rail line and contains many of the original buildings from the 1880’s when the City was founded. Buildings in this Neighborhood Center should reflect the pattern of existing development. At street-level, buildings should be no more than two to two and a half stories tall. Buildings taller than two stories should only be constructed if a building front has two stories addressing the street, and the topography dictates a third story is needed on the backside. New buildings in the Neighborhood Center should be built adjoining the sidewalk to maintain the historic character of Downtown Sadieville.

More work is desired to retain the historic charm of the city, including sidewalk replacement, replacing light posts on Pike Street, improving lighting along main Street, burying power lines, and adding antique-like streetlamps and a street clock as part of an overall streetscape for Main Street. Residents are also interested in adoption of a program for repair/replacement of existing rock walls inside city limits.

Mobility: Sadieville is actively working to improve the roadway on Vine Street for safety and access. Pedestrian accessibility is very important for the success of residential and commercial uses in downtown areas. Restaurant, retail, and service establishments are more successful when potential customers are out of their cars and walking to their various destinations in the community.

The railroad overpass presents a long-term challenge for the downtown Sadieville Neighborhood Center. This overpass represents a safety issue for both vehicles and pedestrians. The narrowness and poor visibility through the overpass restrict the views of the downtown area and make traffic collisions more likely.



Figure 31: Neighborhood Center #7 - Downtown Stamping Ground (Map)

Neighborhood Center Area 7: Downtown Stamping Ground

Land Use: The Downtown Stamping Ground Neighborhood Center is positioned around the intersection of Woodlake Road (KY-1688) and Main Street (KY-227). This shifts the core slightly northwest along Main Street from what might be considered the “physical” center of downtown. This area called for more traditional mixed-use areas, including commercial storefronts and second story residential. Expansion of the existing Buffalo Spring Park paired with a new park facility/community center on the east side of town serve as anchors to the traditional downtown area.

Downtown Stamping Ground currently includes City Hall, Stamping Ground Elementary School, a US Post Office facility, Police Department, Buffalo Spring Park, Churches, Georgetown – Scott County EMS, and many other commercial businesses, and residential uses. Residents have expressed interest in recruiting additional downtown businesses and restaurants.

Buildings/Built Form: The Future Land Use map identifies many areas within the Downtown Stamping Ground Neighborhood Center as mixed-use. These areas should be considered for vertical mixed use to maintain the character of the Main Street Corridor. Retail, restaurant, and service uses should occupy the first floor, while the second floors could be used for office or residential space. Buildings in the downtown core should be constructed to the sidewalk to maintain the character of the historic downtown area.

The following recommendations are aimed at creating physical and aesthetic improvements in the downtown area:

1. Arrange seasonal or year-round decorations (potted plants, holiday decoration contests, art installations, etc.).
2. Conduct an annual “Main Street Clean Sweep” to remove trash and debris and build community involvement in the care and maintenance of downtown.
3. Prepare a Downtown Master Plan indicating desired locations for: street furniture (benches, trash/recycling/cigarette receptacles, streetlights, etc.), sidewalk repairs or extension, signage (street signs and wayfinding), design-related and decorative improvements, coordination with the extension of the Legacy Trail.

Mobility: Sidewalks are generally in good condition where they exist. There are some gaps in coverage, but the vast majority of the traditional downtown area has existing sidewalks, providing accessibility and connectivity for pedestrians. There is limited street furniture and decorative elements provided downtown. Property owners with sidewalk sections that have drastic changes in height, major cracks, or other tripping hazards or ADA accessibility problems should be encouraged to provide necessary repairs.

The City should consider developing a matching grant or other funding mechanism for sidewalk improvements. This can be used to encourage property owners to make necessary repairs to improve accessibility and safety issues. Additionally, the City could pursue extending sidewalks from downtown outward toward city limits.

Previous Studies: The Kentucky League of Cities was contracted to complete a Strategic Plan in 2015. This plan developed several initiatives that the City is currently pursuing, including small working groups, branding and wayfinding initiatives, and street cleanups. The Georgetown – Scott County Planning Commission completed a Downtown Stamping Ground Design Audit in 2016 as an Action Item from the Strategic Plan. That report identified several pedestrian – oriented projects and aesthetic improvements that can be conducted in the downtown area. Subjects included: building frontage and facades, traffic, sidewalks, intersections, bicycle access and facilities, street furniture, decorations and plantings, and signage.

Georgetown Southern Greenbelt Reserve

The purpose of the Greenbelt Reserve is to maintain the long-term Urban Service Boundary on the south side of Georgetown. 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.

Strategies to preserve the integrity of the Georgetown USB and foster the long-term viability of the Greenbelt Reserve concept include:

- Reinforce the long-term viability of the USB by establishing a Greenbelt Reserve as the boundary between urban and rural land uses;
- Provide a reasonable transition from urban to rural land uses south of Georgetown;
- Protect 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.

Greenbelt Reserve Location:

Cane Run Creek has long been the feature much of the Greenbelt Reserve was based on. This plan revises the Greenbelt Reserve from where it formerly followed the 820-ft. contour. The northern edge of the Greenbelt Reserve has now been established as the greater of the following:

- Two hundred fifty (250) feet northward of the centerline of Cane Run Creek,
- One hundred (100) feet northward of the 1% annual flood chance area for Cane Run Creek, or
- Two (2) feet in elevation above the 1% annual flood chance area for Cane Run Creek.

For all points along Cane Run Creek between 251 Etter Lane west towards its confluence with North Elkhorn Creek, staff established the interior boundary of the Greenbelt Reserve by selecting one of the three criteria above that provided the deepest buffer from the centerline of Cane Run Creek. This provides a buffer between the urban and rural areas that is a more consistent width than basing the width on any particular contour. The Greenbelt Reserve east of the property at 251 Etter Land was left largely the same as it has been since 1991. The Greenbelt Reserve's interior boundary is part of the USB; therefore, the Greenbelt Reserve is entirely outside the Urban Service Boundary for the City of Georgetown.

Greenbelt Reserve Land Uses:

The US 25 Small Area Plan recommends the creation of a Greenbelt Zone District. This district would be similar to the C-1 (Conservation) zone, but would have specific permitted and conditional uses allowed as well as setback, screening, and landscaping requirements or performance standards. Existing tree rows should be preserved and supplemented where necessary to provide year-round screening of the visual impact of urban development on properties outside the USB. The Greenbelt Reserve should act as a linear park with a multi-use trail to provide recreation and connectivity between those properties adjoining it. Passive use of the Greenbelt Reserve will increase property values, promote water quality of our creeks, and provide a visual barrier between the urban and rural uses of Scott County.

Land uses shall be those of the agricultural category. Existing tree rows should be preserved and supplemented where necessary to provide year-round screening of the visual impact of urban development on properties outside the USB. Commercial development outside of the bypass or adjoining the Greenbelt Reserve should be located at major intersections with arterial roads or other signalized intersections. The majority of the property outside of McClelland Circle and adjacent to the Greenbelt Reserve is best suited for residential development where a transect of decreasing intensity can be established as the development approaches the Urban Service Boundary.

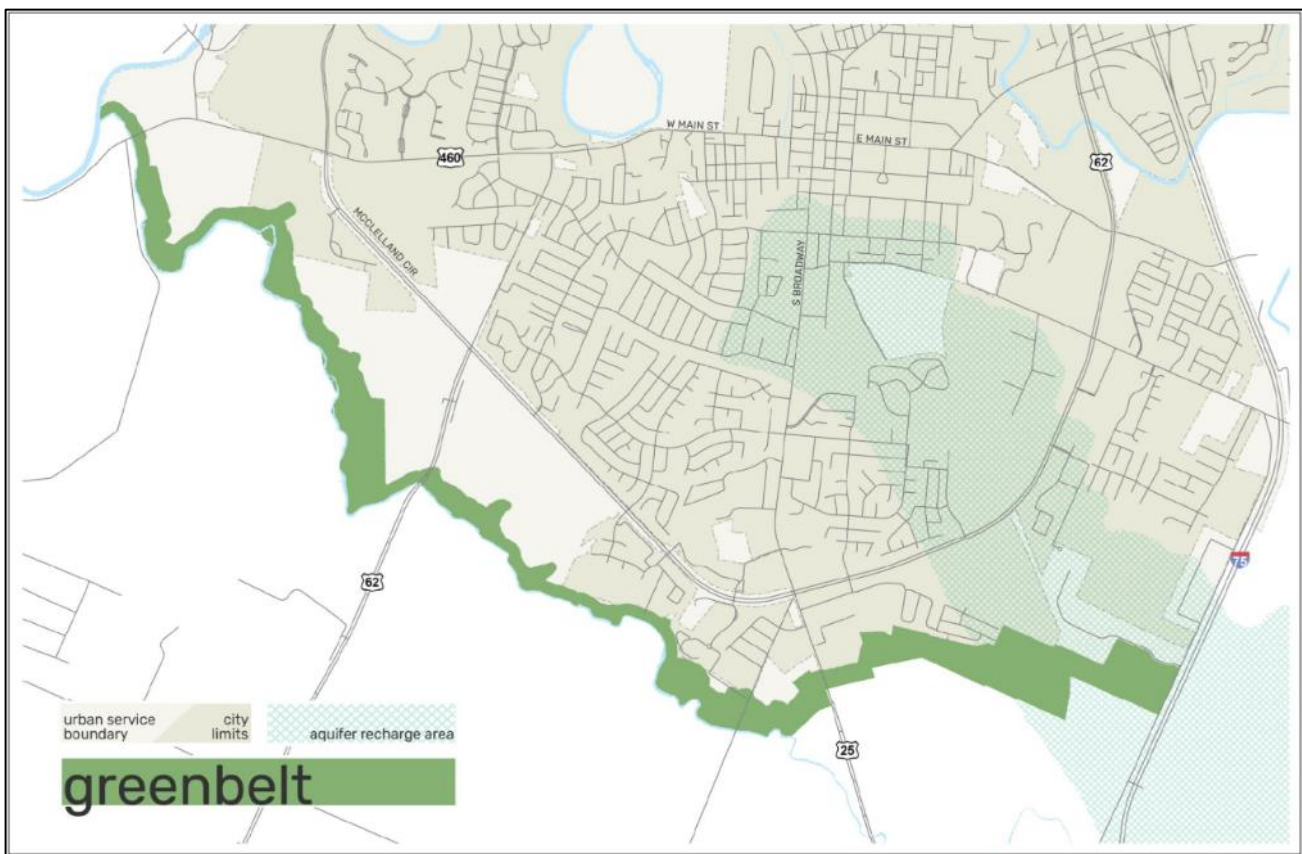


Figure 32: City of Georgetown Greenbelt (Map)

This map highlights the Greenbelt bordering Georgetown's Urban Service Boundary's southern border.

The Greenbelt Development Area

The Greenbelt Development Area is the land between the Greenbelt Reserve and McClelland Circle. This area merits special consideration for its land uses and development pattern to achieve the following purposes:

- To reinforce the long-term integrity of the USB by establishing a Greenbelt Reserve as the boundary between urban and rural land uses;
- To promote the efficient use of the southern bypass as an urban arterial by providing for urban uses on both sides of the highway;
- To provide a reasonable transition from urban to rural land uses south of Georgetown;

To substantially eliminate the impacts of such urban development that would encourage further extension of the USB and loss of prime farmlands to the south.

Care should be taken to develop the Greenbelt Development Area in a manner consistent with the uses and projects planned by this document. Deviations from this plan should be rare, and must include protection of the Greenbelt Reserve, road connections to adjoining properties as planned, non-motorized vehicle paths/trails, and diminishing intensity of development between McClelland Circle and the Greenbelt Reserve.

Western Expansion Area

The 2024 Comprehensive Plan is the first plan where the northwest bypass loop has been fully completed. First mentioned in the 1979 Comprehensive Plan as the “beltline”, the bypass has taken multiple forms and phases until its version today. With every phase of the bypass, new development has incrementally occurred on either side of the arterial roadway, either by approaching from the south, north, or east. As these areas develop, new users arrive to our community, offering employment, opportunities, services, and amenities to further enhance our shared experience.

Commerce BIT Designation

As stated in previous sections of the 2024 Comprehensive Plan, it has been identified that there is a deficit in land available for new employers and employment opportunities. The Commerce/BIT designation is for areas that are not intended for intensive industrial uses like businesses requiring truck traffic or extensive manufacturing, rather it is for corporate headquarters, technology centers, hospitals, offices, data processing, research facilities, and other non-retail employment sites within a campus or park setting. The corresponding zone to the Commerce/BIT designation is the Business Park (BP-1) zone, has performance and design standards for the campus and each user regarding building design and lighting, signage, landscaping, screening, open space and trail connections. These developments shall place an emphasis on internal connection and access, preservation of natural characteristics and open spaces, and buffering of adjacent less intensive land uses. With these standards and requirements, it is anticipated that this type of employer would better integrate into the existing fabric of the community and would have less off-site impacts.

The establishment of an additional employment center offers general fund revenue for the City of Georgetown and Scott County through collected occupational and net profit taxes. It is important to consider that the community relies on these taxes to fund government agencies, schools, services (police, fire and EMS) and parks. These funds are invaluable to making sure Georgetown and Scott Countians are safe and healthy.

Site Selection

The analysis performed by Economic Leadership noted that the community lacks “shovel ready”, or lands with zoning, roadways, water and infrastructure available for users to establish new businesses or for existing operators to bring a branch location to the area. This land would be reserved for anticipated future growth for business and employment and is essential to continued economic success in our communities. When determining appropriate locations for employers, Staff evaluated options using four main criteria:

- a. **Balance of Land Uses**, or a location which offered gainful employment opportunities in locations were diverse, multi-faceted options were not available or where there were limited options in the area.
- b. **Access to Arterial Roadway(s)**, or a location off major roadways that were scaled for additional users.
- c. **Utility Services**, or a location with utility lines planned or already installed that could support users that required additional electrical, water, or sewer service.
- d. **Contiguosness**, or a location that is within the Georgetown USB that is available for development that is not immediately surrounded by urban development.

It is essential to understand that any development, regardless of intent, would be subject to the same process for review and approval of Zone Change and Development Plan as well as all local regulations as any application before the Planning Commission is required to adhere to. Furthermore, a master plan of any employment center (or Commerce/BIT designated area) would be required to ensure the layout and activities are determined to be the best strategy for balanced development. As part of the zone change and development plan process, surrounding community members would be notified that development was proposed for an area and have a venue where people could provide valuable input and feedback on what is proposed.

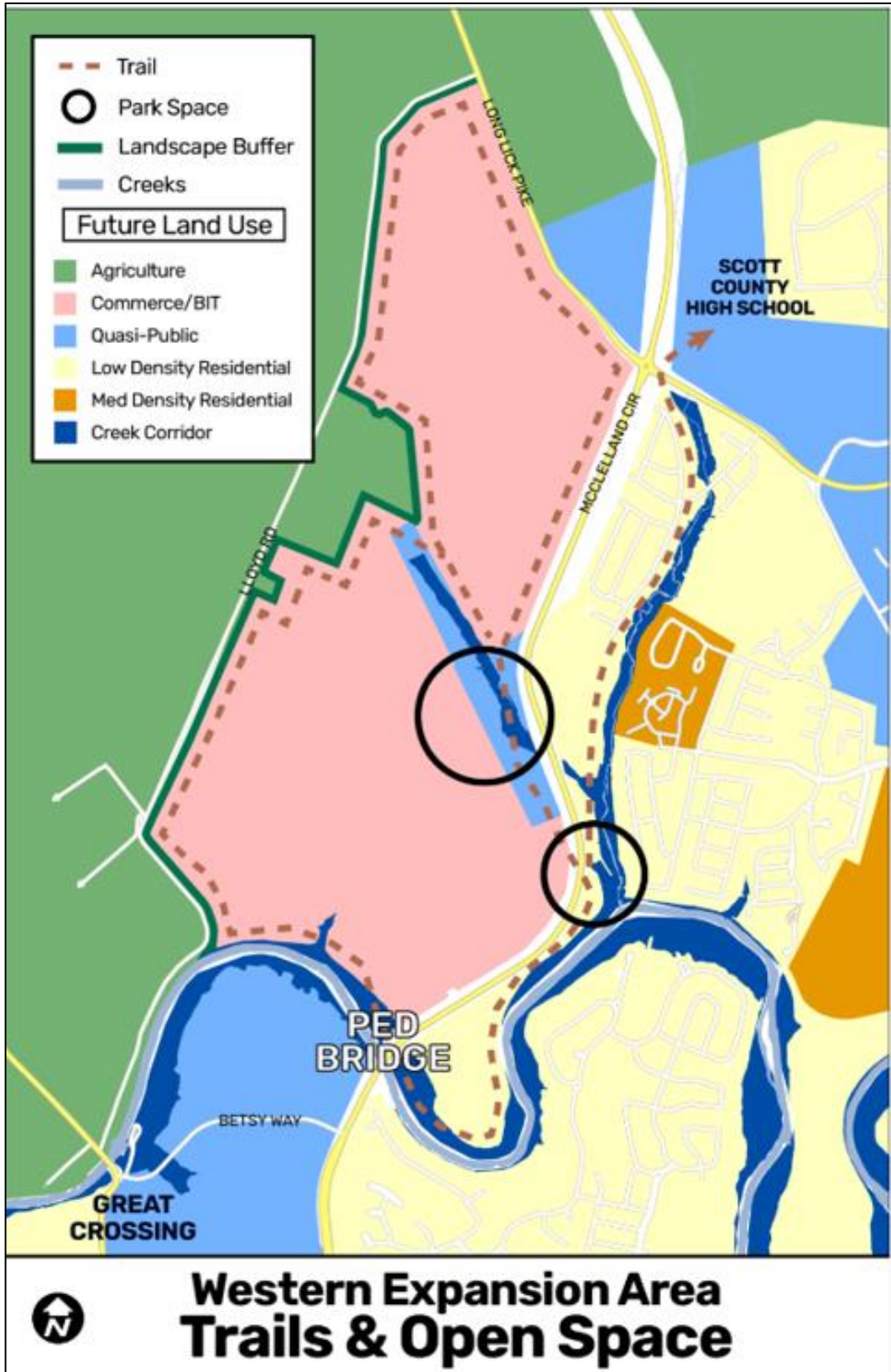


Figure 33: Western Expansion Area (Map)

Location

After reviewing the needs of these users and the areas available for potential “shovel ready” development, an undeveloped area west of the bypass loop has been identified as the best fit location. Named the “Western Expansion Area”, this area of land is bound by Long Lick Pike (KY-32) to the north, McClelland Circle to the east, Elkhorn Creek to the south, and Lloyd Road to the west. The area was considered appropriate for these types of uses based upon its location being between I-64 and I-75 (with accessibility via state-maintained roads to get to either interstate), existing utility lines installed that are scaled for urban-level uses, multiple pre-constructed access points, and allowing two lanes of traffic with paved wide shoulders.

To reflect the potential for a western area employment center, much of the area adjoining the bypass to the west has been designated as Commerce / BIT in the 2024 Future Land Use (FLU) Map. There are exceptions to this designation, such as the old railway bed between Georgetown and Stamping Ground which has been designated as Quasi-Public and a few smaller parcels with access to Lloyd Road which have been designated as Agricultural in the FLU Map.

Important Site-Specific Considerations

There are multiple residential, quasi-public (parks and schools), floodplain and floodway (North Elkhorn Creek) in this area. Any development of the area would need to be planned carefully to ensure development would not majorly impact surrounding uses, especially agricultural operations, residences, floodways and floodplains, and historic buildings. Given its location and the surrounding uses, an approved master plan would be required prior to development of a business park or any large-scale user.

As properties along the bypass are developed for urban uses, including but not limited to this area, there are priorities and expectations that these areas must satisfy.

- a. **Master Plans including the Allocation of Land for Public Use.** This area of Scott County would benefit from the reserving of land for public and governmental use. Master plans for these areas shall be required and shall identify and incorporate land reservations for public use of appropriate size and location to best serve the community based on agency need/request. Public lands could include parks, trails, and open spaces as well as government agencies and public services facilities.
- b. **Context Sensitive Use Restrictions.** Future uses in areas designated as Commerce / BIT shall be restricted to those in the BP-1 zoning category. There shall be no intensive industrial uses requiring heavy trucking.
- c. **Creek Conservation & Environmental Protection.** Floodplain areas and other environmentally sensitive areas shall be protected and rezoned as C-1 (Conservation) areas as properties are developed.

-
- d. **Rural Area Protection and Residential Screening.** Existing non-commercial uses, such as residences, agricultural operations, and roadways should be screened from business park uses. Rural roadways, such as Lloyd Road, shall be protected through the prohibition of commercial traffic access in any form to that roadway. The business park and any other commercial activities need to have appropriate screening and buffering through use of additional setbacks, landscaping, barriers, and/or grade change in these corridors.

Annexation Policy

Public services include, among other things, water, sewage collection and treatment, transportation facilities, and police & 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, as well as fire and police protection, that can be best provided by local government. For these reasons, each city's incorporated boundary should eventually be co-extensive with all developed lands within their respective Urban Service Boundaries.

Rural Growth Management Policy

Scott County has always placed an emphasis on the protection of rural character for those areas outside of the Urban Service Boundary. The area outside the Urban Service Boundaries is referred to as the Rural Service Area. Over the years, policies and ordinances, such as the creation of the cluster neighborhood regulations, Landscape & Land Use Buffers Ordinance, the Purchase of Development Rights program, the adoption of Urban Service Boundaries, and the southern greenbelt, to name a few, have been put in place to both maintain the viability of agricultural uses and the rural character of the Rural Service Area.

Current Issues in Farmland Protection

In recent years, perhaps accelerated by the covid epidemic and subsequent low interest rates, there has been an increase in the amount of new residential development occurring in the unincorporated county. Some of this rural growth is occurring in existing older subdivisions, but the primary growth impacting farming operations is occurring on new individually platted five acre lots on county roads. The cluster subdivision option has not been utilized by the development community for new development since 2014. This hints to the fact that the cluster regulations may need to be reevaluated to encourage their use as an alternative to standard five-acre lot development.

Unincorporated Scott County is home to many large, rural residential communities that were begun in the 1980's and 1990's, including Mallard Point and Harbor Village to the north of Georgetown and Victoria Estates and Homestead around Longview Golf Course to the west of Georgetown. These rural residential subdivisions on suburban size lots were originally approved as Rural PUDs on private package sewer systems. There is also a large Mobile Home Community to the south of Georgetown with 500+ residences that was originally approved on a private package sewer system.

These package treatment plants are no longer allowed as a matter of Planning Commission policy in place since the mid 1990's. These Private Package Treatment Systems have in the past failed after a period of time due to the cost of maintenance. The sewer system in Mallard Point and Harbor Village was decommissioned and the transmission lines absorbed into the City of Georgetown system around 2017. The City of Georgetown, with the assistance of grant funding, extended public sewer and removed the package treatment plant for the large Spindletop Trailer Park more recently.

It is an Objective stated in previous Comprehensive Plans and included in this updated Plan to phase out these private package sewer plants. They have a limited working life and pose a future environmental risk to county soil and water resources. This policy could result in the encouragement of sprawling development and infrastructure inefficiencies if not managed properly, were Georgetown Municipal Water and Sewer to extend trunk lines to serve these communities and phase out these rural package treatment systems. The environmental benefit of providing public sewer to these areas was deemed to outweigh the risk of increasing development in areas of prime agricultural soils, in the southern sewer extension. However, this public sewer line is not intended to be used as a means to increase development densities beyond what is already approved in the southern part of the county.

The Homestead/Longview Package Treatment Plant continues to be privately owned and operated and there is no plan or intention to extend public sewer to the west to serve these areas outside the Georgetown Urban Service Boundary.

These and many other large rural subdivisions are located well removed from existing urban areas, but still require urban services. Because of their rural location they generate motor vehicle trips on rural roads as individuals travel to and from schools, places of employment, recreation, and commercial services that exist at relatively distant locations. While these communities offer housing in a rural setting, they are not sustainable in the sense that they require road maintenance and urban services at a rate greater than the tax revenue they generate to pay to provide and maintain those services. (COCS Study 1999 American Farmland Trust) These rural subdivisions are also increasingly expensive to the individual resident as gasoline and energy prices rise. Increased energy costs will place downward pressure on rural living standards and lower rural property values.

It is the current policy as stated multiple times in the Comprehensive Plan that urban scale development, including urban residential development should occur within existing urban service boundaries and conditioned upon annexation. Future small lot (urban) residential subdivisions are not permitted in the county with the exception of the build out of any future phases of already preliminary approved and zoned residential subdivisions.

The Comprehensive Plan seeks to balance rural residential demand and desires with the overall goal of farmland preservation in the county.

Existing Rural Land Use Regulations

Rural Cluster Subdivision Regulations

To provide an alternative development form with the dual goal of protecting prime farmland and promoting more efficient land use, a cluster subdivision ordinance was first adopted in Scott County in 1988. The cluster ordinance allowed for the reduction of required minimum lot sizes and promoted the clustering of lots in rural areas, zoned A-1, as long as the overall one dwelling unit to five-acre rural density was maintained. This, in theory, allows for reduced utility and road construction costs and reduces long term infrastructure maintenance costs due to their being proportionally less infrastructure to maintain. The area remaining outside the cluster lots then could be set aside in permanent open space to be farmed in perpetuity or to remain as a natural area.

Between 1988 and 2007 twenty-one (21) cluster subdivisions were preliminarily approved and eighteen (18) were constructed and platted.

These platted subdivisions created 451 new rural cluster lots over this period and preserved 1,816 acres of farmland in permanent open space. In 2007, multiple changes were made to the cluster subdivision regulations, the most impactful being that the minimum lot size for cluster lots was increased from 1 acre to 1.75 acres when septic systems were being used. Only one cluster subdivision has been preliminary approved and constructed since 2007.

This cluster subdivision alternative blunted some of the impact of rural residential development but large lot (5-acre) rural subdivisions and individual rural homes continued to be built.

The cluster subdivision ordinance did address the goal of farmland preservation. However, the cluster subdivisions did little to address the aesthetic issues of rural landscape preservation that could potentially be addressed through the implementation of stricter design guidelines. The goal of the Ordinance was and still is to preserve prime farmland and aesthetic or design goals have taken a backseat.

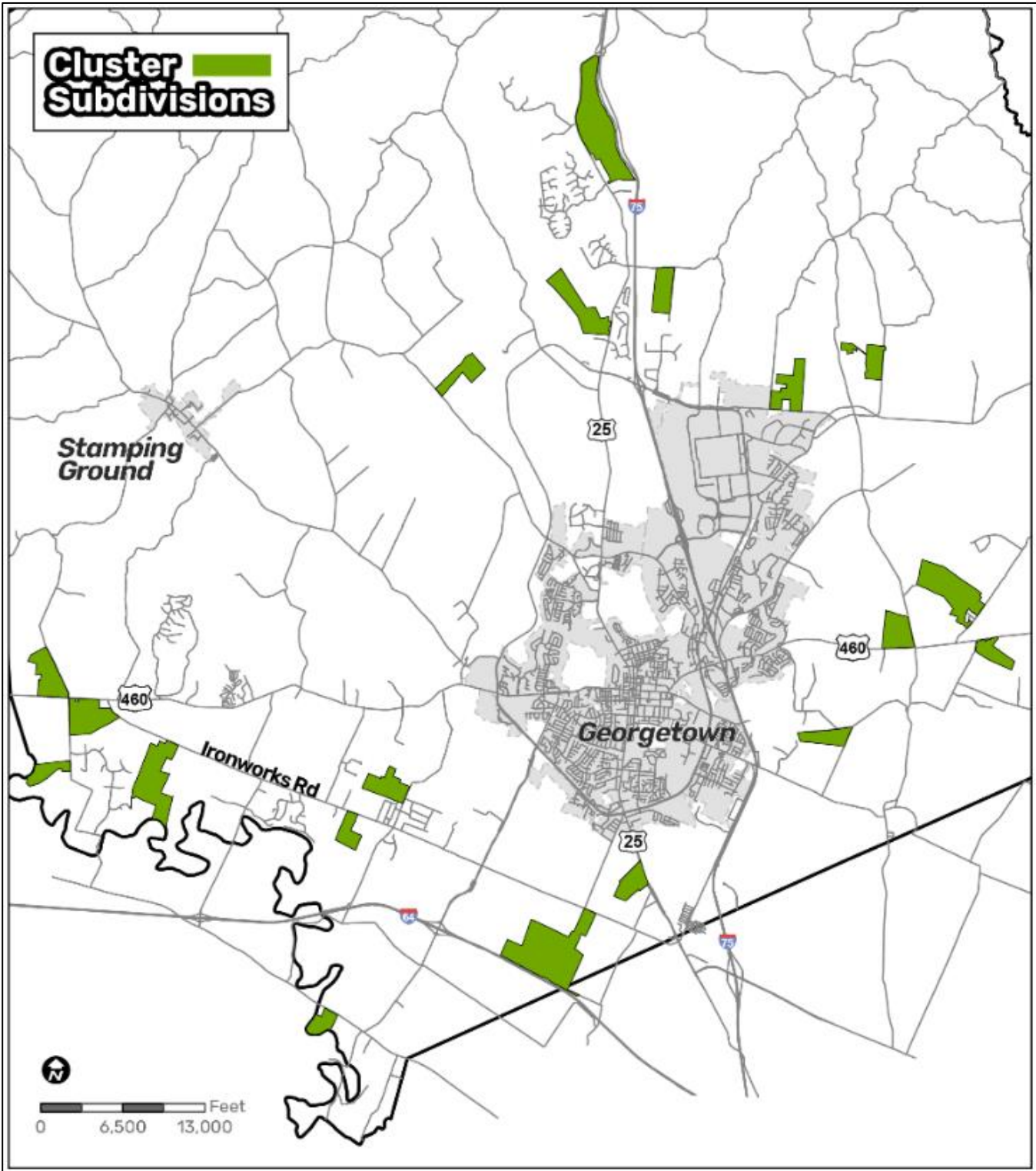


Figure 34: Location of Cluster Subdivisions in Scott County, KY (Map)



Agricultural Buffers

The Georgetown-Scott County Subdivision and Development Regulations since their first adoption have required buffering between Urban and Rural Land uses. This buffer consists of plank fence with woven wire and landscaping. In 2023 the Planning Commission increased the standard for buffering to include a 6-foot high wire fence and a 50' setback requirement on the urban side, to create a more effective buffer that functions better to protect existing farming operations from encroachment of new development.

Greenbelt/Urban Service Boundary

As discussed previously the Greenbelt and the USB exist to draw the line between Urban and rural areas and land uses. Their effectiveness lies with holding the line on annexation and urban expansion and limiting the expansion of urban areas and being strategic on how to utilize urban land in the most efficient manner.

Current Trends

The historic population rates and future population projections are discussed in an earlier section of the Community Form chapter of the Comprehensive Plan. However, this section will look deeper into the underlying conditions in the areas outside the Urban Service Areas of Georgetown to identify the growth trends emerging for the coming decades.

According to Planning Commission records, there are 178 platted lots in existing rural residential subdivisions that are currently vacant. There are an additional 550 lots with Preliminary Approval which are permitted for development but are in planned subdivisions whose infrastructure has not been built or roads constructed.

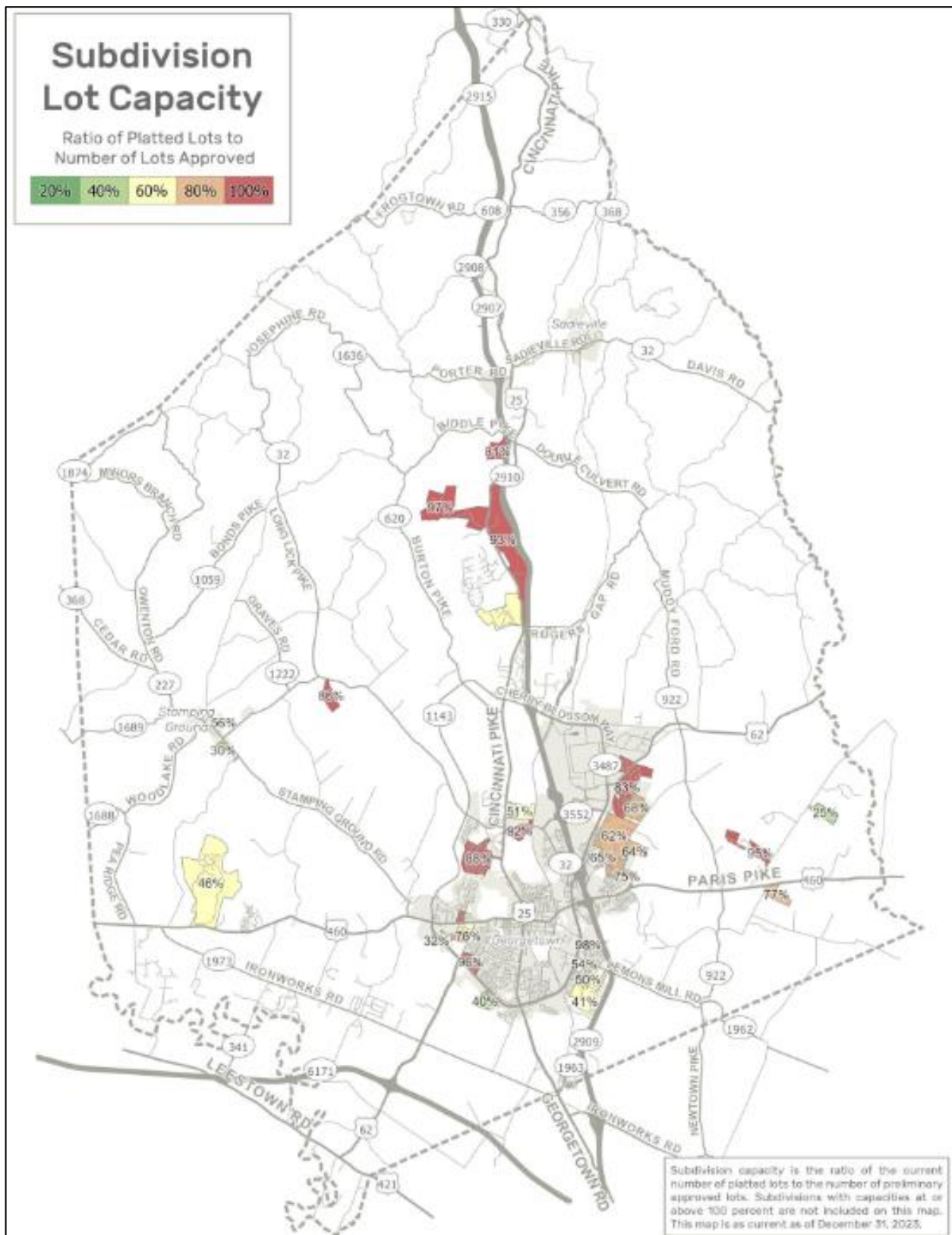


Figure 35: Subdivision Lot Capacity (Map)

Based on building permits issued for new homes in the period 2012-2022, the current absorption rate is approximately seventy (109) units per year in the unincorporated area of the county. Based on these current absorption rates, there are 1.6 years worth of inventory of platted lots and 5 years worth of inventory of lots with Preliminary Planning Commission approval. This number of new homes constructed in the county will most likely increase in the coming years as the housing market matures.

Year	Permits Issued In Georgetown	Permits Issued In Scott County	Total
2019	242	109	351
2020	225	102	327
2021	258	108	366
2022	159	101	260

Table 10: Single-Family Building Permits Issued, 2019-2022

The rural landscape around the City of Georgetown had been impacted by the growth of suburban areas at the fringe of the city. The area south of the bypass, the Old Oxford Drive area on the eastern edge of Georgetown, and the area north of the City of Georgetown along Cincinnati Road has experienced a loss of prime farmland as annexation and suburban expansion has consumed land.

Since 2011, new residential subdivision development has slowly absorbed all the vacant lots available in the city and county remaining from the national recession of 2009-11. County building permits have remained steady for the past three years. New subdivision lot creation has also remained lower when compared to pre-2007 numbers.

Population and Housing

Looking at the population and number of housing units in the unincorporated county and the cities of Scott County shows a clear trend towards greater urbanization. In the ten-year period between 2010 and 2020 the percentage of Scott County population living in the City of Georgetown has increased from 55% to 61.7%, while the percentage of population in the unincorporated areas of the county has decreased from 42.5% to 36.3%.

The main reason for this has been the expansion of the city limits and the annexation of previously agricultural areas at the fringes of the City of Georgetown. This continued expansion effects agricultural operations at the edges of Georgetown, since Georgetown is located centrally in a prime band of agricultural soils and the historical core of Georgetown was surrounded by productive farmland which has slowly been absorbed in the urban expansion of Georgetown.

Agricultural Lands

The US Census of Agricultural was examined to get a better understanding of the state of the Agricultural industry and farm use. The USDA produces a Census of Agriculture every five years which provides a snapshot of the state of the Agricultural Industry on a County-by-County basis nationwide. The most recent Census was performed in 2022 and it was that recent data that was used to compare to previous years to get a general picture of the health of the Agricultural Industry in Scott County.

Scott County has a stable and mature Agricultural industry, but the number of farms and farmers has been steadily decreasing.

Scott County PVA, Census of Agriculture						
	1997	2002	2007	2012	2017	2022
GENERAL AG LAND - ACRES	8,431.00	6,768.00	6,884.00	7,192.00	7,777.00	6,682.00
CROPLAND - ACRES	100,481.00	84,305.00	62,549.00	48,052.00	56,109.00	47,843.00
PASTURELAND - ACRES	14,862.00	25,723.00	47,085.00	53,602.00	50,157.00	43,465.00
WOODLAND - ACRES	24,490.00	20,560.00	22,526.00	18,633.00	16,543.00	16,782.00
TOTAL ACRES OF LAND USED AS FARMS	148,264.00	137,356.00	139,044.00	127,479.00	130,586.00	114,772.00

Table 11: Scott County Farmland Acreage by Use, 1997-2022

The number of farms and the land in farms have both decreased since the 2002 census. As a point of comparison, Scott County is 182,592 acres in size. In the year 2024, approximately 168,000 acres were still in the unincorporated area of the county. The remainder was in the cities of Georgetown, Sadieville and Stamping Ground. The number of farms and the acreage devoted to cropland has decreased significantly over the past two decades. This may be because there has been a decrease in the economic benefit of farming the areas in the northern part of the county with marginal soils and a reduction of farmland in the areas of prime soils due to urbanization around the city of Georgetown.

The total value of all agricultural products sold in Scott County was \$67,467,000 in 2022. The majority was generated by the horse industry and Scott County was ranked fifth in the state and sixth in the nation in total sales of horses, ponies, and mules with receipts of \$45,553,000 in 2007.

The horse industry also generates significant secondary economic impacts. It is the region’s main tourist attraction. The Kentucky Horse Park, a portion of which is located in Scott County, is a major draw for tourists to the Bluegrass region. The Horse park drew 870,000 visitors in 2009. The park hosted the 2010 World Equestrian Games which drew 419,000 visitors to the park in 16 days, and generated an estimated 23 million in state and local taxes. It currently hosts 75 equine competitions annually. The horse park has an annual economic impact of \$240 million according a study completed by state office of tourism and creates 2444 jobs. Overall farming contributes over 1 billion to the regional overall economy. Therefore, the local and regional economy will suffer greatly if local farmland is converted to residential development.

Recommendations

The county has had some strong and progressive Agricultural Preservation policies in place in the past including the Cluster Ordinance and the Purchase of Development Rights or PDR Program. In order to place the protection and continued viability of farming at the same level of priority in the economic development strategy for Scott County, a new emphasis needs to be placed on how to best plan, protect and implement programs and policies that will allow for continued growth in the agricultural sector in Scott County.

The Implementation chapter of this plan recommends that an Agricultural Policy Group be formed to develop land use policy and program recommendations that can be taken to Scott County Fiscal Court for adoption.

Rural Residential Development Criteria

There are challenges facing both local government and developers when analyzing sites for possible rural residential development. Factors that should be considered by developers, the Planning Commission, and Fiscal Court include:

- Availability of water and electric utilities,
- Availability of fire protection,
- Ability of the transportation network to support additional residential development,
- Proximity to protected lands,
- Proximity to environmentally sensitive areas, and
- Ability of the site to be served by on-site septic systems.

All new residential lots must be able to be served by water and electricity providers regulated by the Public Service Commission. This ensures potential purchasers of lots will be able to construct houses and have a reasonable use of their property.

Residential developments must have adequate fire protection as determined by the Scott County Fire Department. New rural neighborhoods should be located within 5 miles of a fire station and should be served by hydrants with adequate water flow and pressure. If additional hydrants are needed to support the development, it shall be the developer's responsibility to have hydrants placed at the request of the Scott County Fire Department.

The local transportation network must be sufficient to serve any proposed rural residential growth. For new developments of ten (10) or more lots, all existing county/state roads serving the site should be at least 20 feet wide. This width allows for better access by garbage collection, school buses, and emergency services. Having access through roads at least 20 feet wide also makes for safer travel for any future landowners in the proposed rural development. Many state and county roads in Scott County are less than 20 feet in width today. The Planning Commission should be very hesitant to approve rural residential developments of 10 or more lots where the access comes from such a road.

There are several locations in the Rural Service Area where flooding regularly overtops the roadways. When considering whether there is sufficient infrastructure to serve a development, the Planning Commission should also avoid approving residential developments of 10 or more lots where the main access comes from areas that are prone to road closures. Frequent road closures adversely impact the public health, safety, and welfare. New rural residential development should not be approved in areas subject to frequent road closures due to flooding. The Planning Commission, with assistance from the County Road Department and Scott County Emergency Management Agency has mapped areas known to frequently have water overtopping the road.

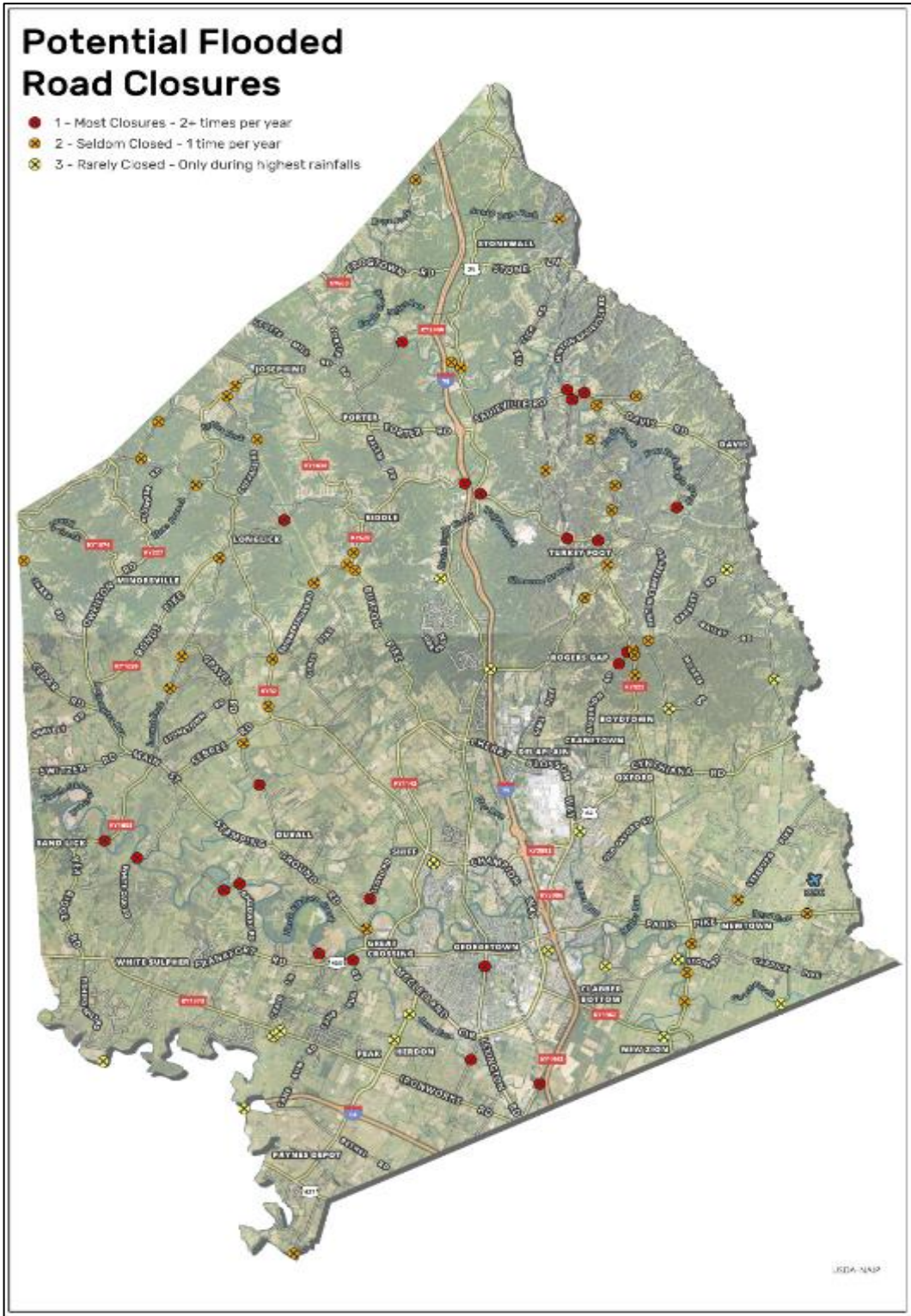


Figure 36: Potential Flooded Road Closures (Map)

USDA-NAIP 2022 Imagery of Scott County showing locations of potential flooded road closures during heavy rain events.

There are many types of regulatory protected lands throughout Scott County. These can include government owned property, land placed into an agricultural district (KRS 262.850), lands involved in the Purchase of Development Rights (PDR) or Purchase of Agricultural Conservation Easement (PACE) programs, and land preserved as part of a cluster development. In reviewing new rural residential development, the Planning Commission should ensure the proposed development does not involve any of these properties, but should also take into account the impacts rural residential development may have on these protected lands. If the Planning Commission determines that rural residential would have an adverse impact on these protected properties and the impacts cannot be mitigated through landscape buffering, it should be grounds for an application for rural residential development to be denied.

The Planning Commission considers the presence of environmentally sensitive areas on a site when reviewing applications for development. Examples of environmentally sensitive areas include steep slopes, sinkholes, and 1% annual flood chance areas. If a proposed rural residential site contains environmentally sensitive areas, any approved plan or plat for development should avoid disturbing these sensitive areas with road or other infrastructure development. If reasonable protection of these areas is not possible, then the Planning Commission should consider the site to be unsuitable for rural residential development.

All rural residential development must receive approval from the local health department (WEDCO). The health department must certify that all proposed lots can be served by on-site septic systems prior to the platting or sale of any lots. The Planning Commission shall not approve any new developments in the Rural Service Area which are served by privately-owned and operated package sewer treatment facilities.

The Planning Commission shall review applications for new rural residential development against the factors listed above to determine whether or not an area is suitable for a zone change to allow this type of development. Applications involving sites unable to satisfactorily meet the requirements above shall be determined to not be suited for rural residential development as it would adversely impact the public health, safety, and/or welfare of the community.

Rural Residential Policy Changes

In 2012, Scott County established the Rural Residential (A-5) zone district to provide for very low-density residential use to protect and preserve the rural areas in their present or desired character. It was determined that all proposed major rural residential developments should be directed to this zoning district. There exists in the *Zoning Ordinance* and *Subdivision & Development Regulations* a way for major rural residential developments to avoid going through a zone change by repeated returns to the Planning Commission for what the regulations deem "Minor Plats". By circumventing the zone change process, these applicants have avoided the oversight and review that was intended for the Planning Commission and Scott County Fiscal Court to have in reviewing rural residential development. The Planning Commission, with the Steering Committee's endorsement propose the following amendments to the approval process for rural lots.

- At the time of adoption of a text amendment, it would be established that all current tracts of land zoned A-1 (Agricultural) could be subdivided one time, and any subsequent subdivisions of these lands would not be allowed for a time period of 5 years. Land in the A-5 zoning district would not be subject to the time restrictions.
- All rural residential developments of ten (10) or more lots must be developed as cluster developments unless the developer can provide justification for why this is unfeasible.
- Any subdivision of land creating four (4) or more rural residential lots less than 10 acres in size must rezone to the A-5 district prior to consideration of the subdivision plat.

Entertainment District

The work done by Economic Leadership LLC, identified a need for an Entertainment District in Georgetown. Downtown Georgetown already has some momentum towards establishing such a district. The supplemental analysis provided by Economic Leadership described some best practices for these types of districts. The key takeaways were:

- “Entertainment districts almost always have a central focus – most often an indoor or outdoor sports venue, music or arts venue(s) – but need to contain a mix of core destination(s) and complimentary uses such as restaurants, retail shops, and museums.
- As with other types of development, Americans seek authenticity in entertainment areas, whether they are newly created or in an older neighborhood. For many cities it may be easier to build upon existing assets that help define their community.
- Important infrastructure needs include wi-fi internet service, parking (on-street, surface or structured), attractive streets and sidewalks, public restrooms, lighting, water and sewer.
- Government policies to spur entertainment district success range from tax incentives rewarding building renovation local artists’ sales; measures to increase liquor license availability and lower their cost; and laws permitting the carrying of alcoholic drinks outdoors within a district.
- Non-profit organizations (including neighborhood organizations, theater groups, and arts councils) play important roles in district success – fundraising, overseeing physical improvements and the addition of amenities, and managing day-to-day operations.
- Entertainment district design should include a variety of indoor and outdoor gathering, dining, and drinking places, with a circulation system that encourages walking and biking with good access to parking areas.
- A robust schedule of events is important to success, with enough variety to avoid the area becoming a “single-use” district.”¹²

¹² (Economic Leadership LLC, 2022)

This plan identifies, through actionable items, the need for infrastructure and possible regulatory changes to make this district a thriving location in our community. The best practices identified by the team at Economic Leadership LLC, are the blueprint to creating the environment for a successful entertainment district in downtown Georgetown.

The physical environment in this area has been planned for improvement for several years now through the North Broadway Corridor Small Area Plan conducted by CDP Engineers, Inc. Staff would expect redevelopment in the Entertainment District to follow the building design pattern established by this plan. The downtown area is planned to be anchored on the west side by a linear park on the west side of North Water Street. A park in this location would extend northward along Royal Spring with a multi-use trail extending towards Cardome and the proposed trailhead for the Legacy Trail. Redevelopment of buildings in downtown should focus on quality building materials and a form matching the existing building pattern of the Main Street. This form includes setback maximums, building heights of 2 stories (with a few exceptions for 3 stories), pedestrian infrastructure, and an elimination of highway commercial design. Automobile parking should be limited to street parking, multi-use parking structures, and behind-building parking lots.

Overall, creating a vibrant entertainment district in downtown Georgetown will require a shared vision and cooperation between public and private groups with a willingness to invest in our community.

Missing Middle Housing

Missing Middle Housing is a term coined by Daniel Parolek to describe “house-scale buildings with multiple units in walkable neighborhoods.”¹³ This type of housing has become scarce in many communities over the past 80 years leading to a lack of diversity in housing types across the country as well as in our own communities. As with other types of housing, we aim for the more intensive uses to be located in areas with multiple transportation options. Therefore, it is important when reintroducing this housing type into the community, we start by focusing on those areas that are most walkable.

This section of the Community Form element examines which areas may be appropriate to reintroduce these Missing Middle housing types. For now, this project is focused on the City of Georgetown, but if successful can be replicated in each of Scott County’s municipalities. The first step is to examine which areas in Georgetown are walkable. Staff examined which areas in the community are within a half mile (measured along right-of-way) of public parks, the library, the downtown commercial area, and other shopping centers. This gives us a base understanding of which neighborhoods are walkable. From there we wanted to focus on areas where there are more than a single feature within the walkshed to walk to. We also removed from consideration areas that, while in a walkable proximity, have significant barriers to walkability. These barriers include a lack of sidewalks

¹³ (Opticos Design, 2023)

and crossing the interstate, bypass, or railroad. These areas are not suitable for immediate application of Missing Middle because the necessary connectivity is not yet present.

After removing the more constrained areas from consideration, we are left with the following areas for strong consideration for future Missing Middle Development. Now that we have identified those areas where this housing type could be reintroduced, the Housing element of this plan will describe in more detail how this project should proceed.

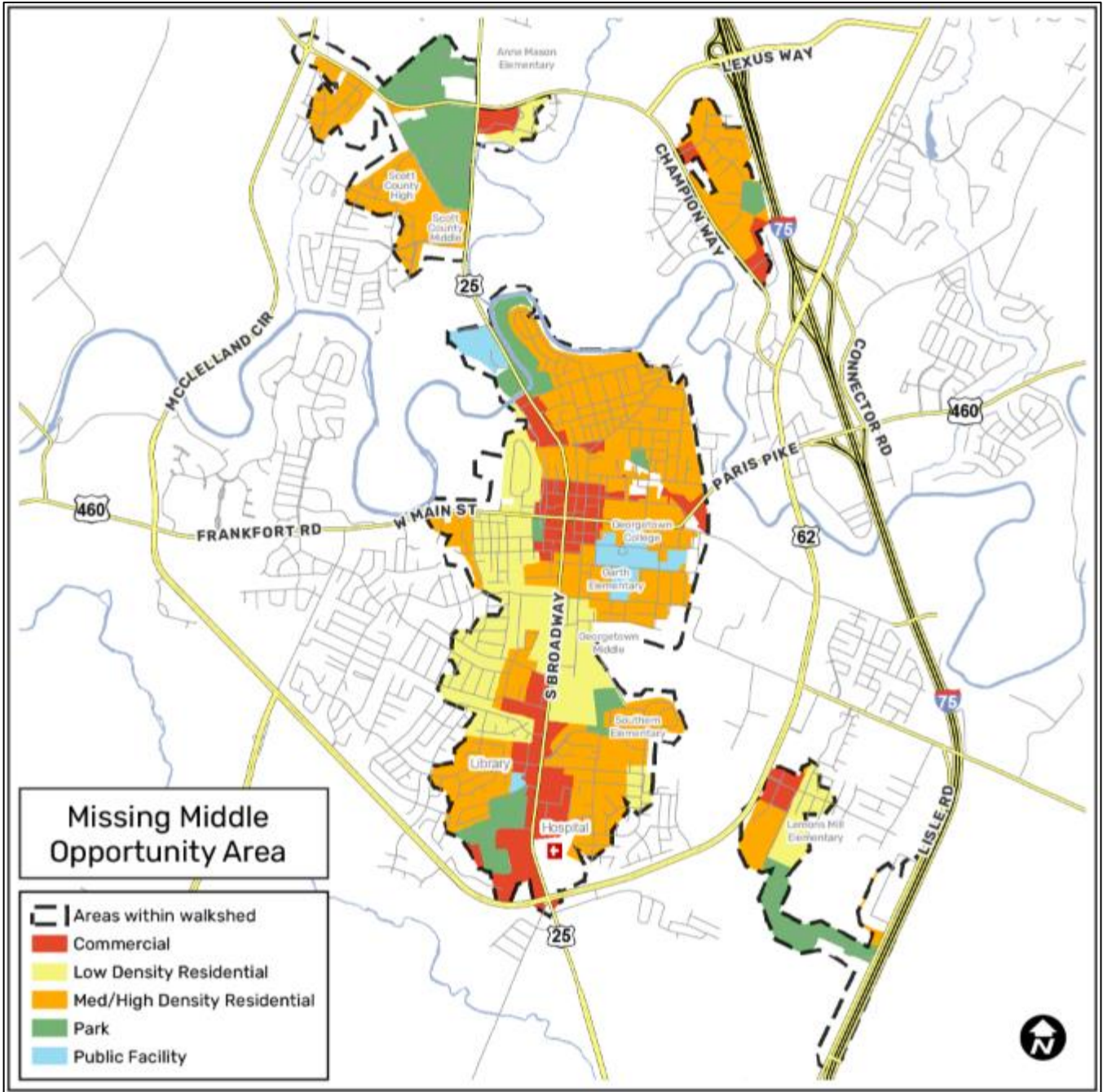


Figure 37: Missing Middle Opportunity Areas of Georgetown (Map)

Credits & Attribution

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Kickert, C., Geismar, R., Arsalani, S., Bakes, J., Bridgewater, A., Chen, T., . . . Zhou, X. (2023, 02 15). *Georgetown Scott County Planning Commission*. Retrieved from GSCPC Planning:
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<https://data.census.gov/table?t=Household+Size+and+Type&g=1600000US2130700,2167656,2173038&tid=ACSST5Y2020.S1101&moe=false>



Chapter 4: Public Facilities

Public facilities include, but are not limited to, Fire/Police stations, libraries, schools, parks, public recreation facilities, and more. These buildings and spaces support our community by making public services more available and accessible throughout the county and increasing the educational and recreational opportunities and the safety and quality of life of citizens.

Public Facilities and Services in Scott County are administered by multiple local governmental bodies including Scott County, the City of Georgetown and the Cities of Stamping Ground and Sadieville. Many of the services of government are provided through agencies created and managed via interlocal government agreements which created the agencies and assign their management oversight to one specific government body.

There are multiple interlocal joint city-county agencies in Scott County including:

- a. Georgetown-Scott County Planning Commission
- b. Georgetown-Scott County Parks and Recreation
- c. Georgetown-Scott County Building Inspection
- d. Georgetown-Scott County Electrical Inspection
- e. Georgetown-Scott County Emergency Medical Services
- f. Georgetown-Scott County Emergency Management/Homeland Security
- g. Georgetown-Scott County Animal Control
- h. Georgetown-Scott County Revenue Commission
- i. Georgetown-Scott County Tourism Commission
- j. Georgetown-Scott County Code Enforcement

The organization of these interlocal agencies are too varied to be covered in this plan, however what is important is that they were designed and created to function across jurisdictions and for the betterment of the County as a whole. The joint agencies typically are funded 50/50 between the City of Georgetown and Scott County Fiscal Court, with the City of Sadieville and Stamping Ground participation typically falling within the Scott County funding umbrella.

Cooperation and communication among agencies and between all four legislative bodies and leaders is critical to the continued success of these agencies in meeting the needs of the communities of Scott County.

To help coordination there is a Georgetown-Scott County Interlocal Committee made up of three members of Georgetown City Council, three members of Scott County Fiscal Court and the Mayor of Georgetown and the Scott County Judge Executive. The Interlocal Committee meets periodically to review or update Interlocal Agreements and to discuss coordination and management of the various interlocal agencies.

In addition to the interlocal agencies there are mutual aid agreements tying the city and county fire departments and the City of Georgetown Police Department and Scott County Sheriff's office.

The Mayors and Scott County Executive communicate frequently in managing government functions, but the Interlocal Committee may be the most important Committee in the county in terms of coordinating government functions. The administration of the various agencies are either overseen by an independent board as is the case with the Planning Commission, Parks and Recreation, Tourism Commission and the Revenue Commission; or they are run by a Department Head under the administration of the City of Georgetown or Scott County Government. The City of Georgetown administers Building Inspection and Code Enforcement and Scott County administers Emergency Management and EMS, Electrical Inspection and Animal Control.

Mission Statement

Community facilities, gathering spaces, and emergency services are located and designed to provide equitable service and access to all Scott Countians. Community facilities and services are planned to grow with the community. The public, service providers, and elected officials collaborate to establish appropriate levels of service and identify areas of need and expansion.

Fundamental Principles:

- Capital improvement planning should be a collaborative and coordinated process used to identify new public facilities and maintenance needs. We prioritize and address existing deficiencies in existing areas to improve the quality of life, efficiency, and spur reinvestment.
- Future land use plans shall seek to promote growth utilizing existing public facilities in an efficient way.
- We strive to maintain or improve the level of service of public facilities.

Public Facilities Snapshot

Georgetown-Scott County Parks and Recreation

Georgetown-Scott County Parks and Recreation is a joint City/County Agency which manages the Pavilion Recreational Center, Suffoletta Water Park and the Ed Davis Center in Georgetown and also manages park land and programs in city and county parks.

Mission Statement

The Georgetown-Scott County Parks and Recreation continually strives to develop, provide, and maintain quality programs and facilities that meet the increasing needs of our growing community.

The Parks and Recreation Board is made up of nine (9) members, four (4) City of Georgetown, appointees, four (4) Scott County appointees and one joint appointee. The Board oversees the Director and is the policy making body for the agency.

Georgetown-Scott County Parks and Recreation maintains and provides recreational programming in 15 parks across Georgetown and Scott County. These facilities are mostly located in the City of Georgetown and provide open space and recreation opportunities for the community. The facilities available at these parks include pools, sports fields, trails, boat ramps, playgrounds, a skate park, and more.

Georgetown-Scott County Parks and Recreation is currently working on an updated Parks Master Plan which should be completed in Spring/Summer 2024.

The Planning Commission strives to ensure that new residential development reserve open space for future park land. Park land reservation should be proportional to the need generated in any new development. New parks should be planned for, and the land acquired in the areas and sizes recommended in the Georgetown-Scott County Parks Master Plan. A completed Parks and Recreation Master Plan will establish future parks needs for the County which should be incorporated into a parks and trails map which can be relied on by the Planning Commission to review parks needs in new development.

The cities of Sadieville and Stamping Ground each have a park within their jurisdiction. The City of Sadieville has a park on the eastern side of the city which features a track, playground and basketball court. The City recently received funding from the state to construct a splash pad in the park. The City of Stamping Ground has Buffalo Springs Park, which is centrally located in the city, near City Hall. This park features its namesake, Buffalo Springs, a trail, and provides an open space at the heart of the city for a variety of uses.

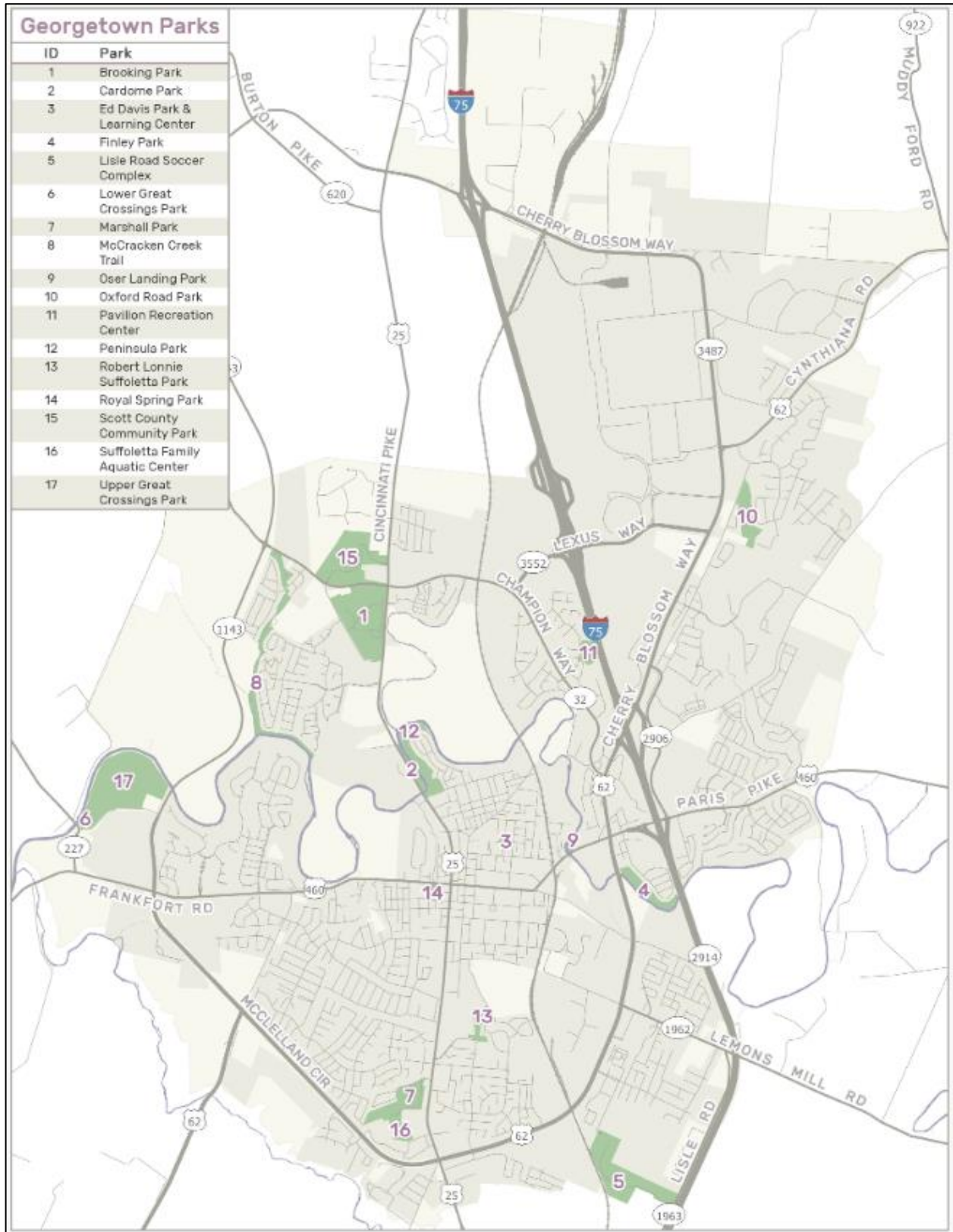


Figure 38: Park Facilities in the City of Georgetown (Map)

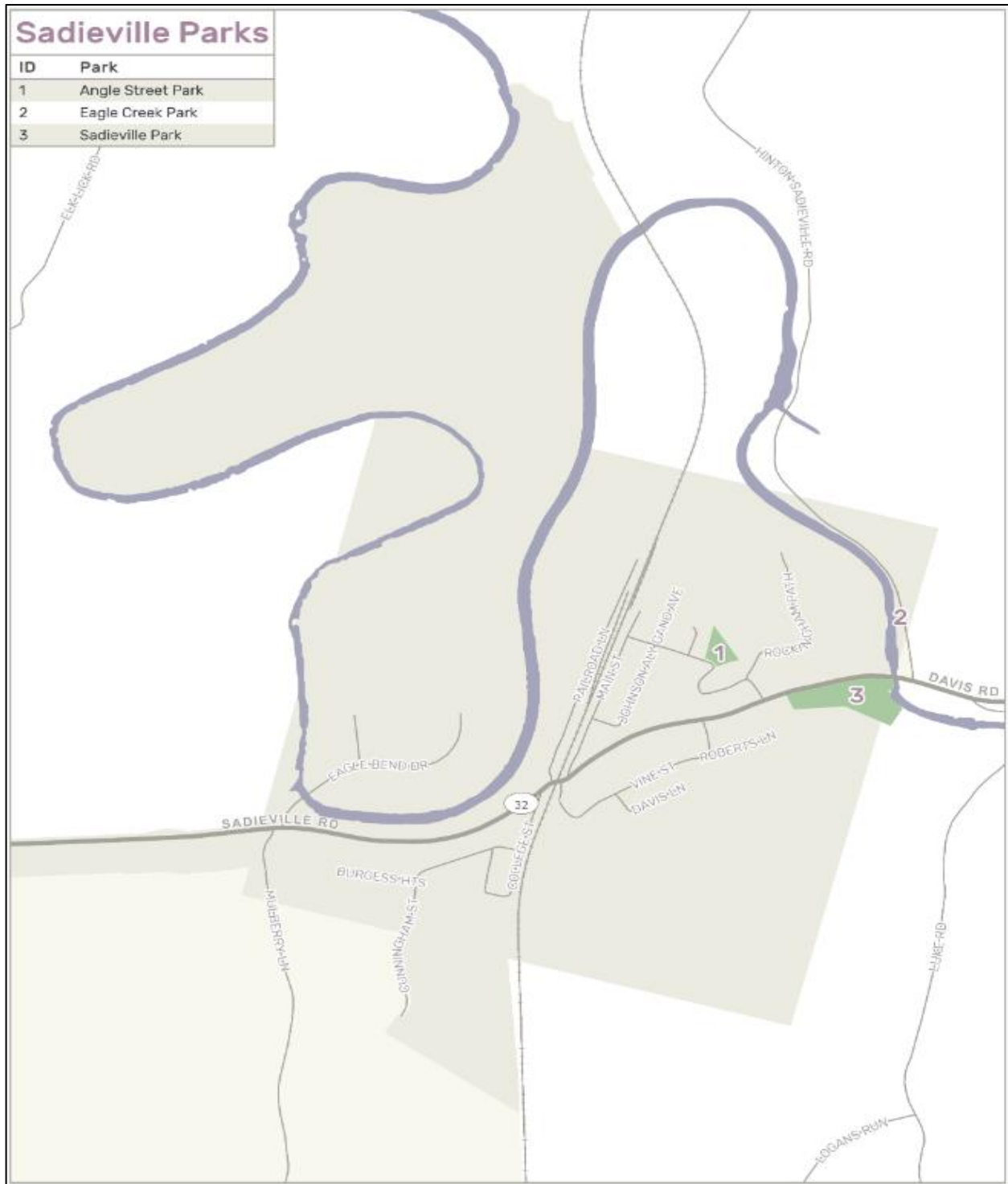


Figure 39: Park Facilities in the City of Sadieville (Map)



Figure 40: Park Facilities in the City of Stamping Ground (Map)

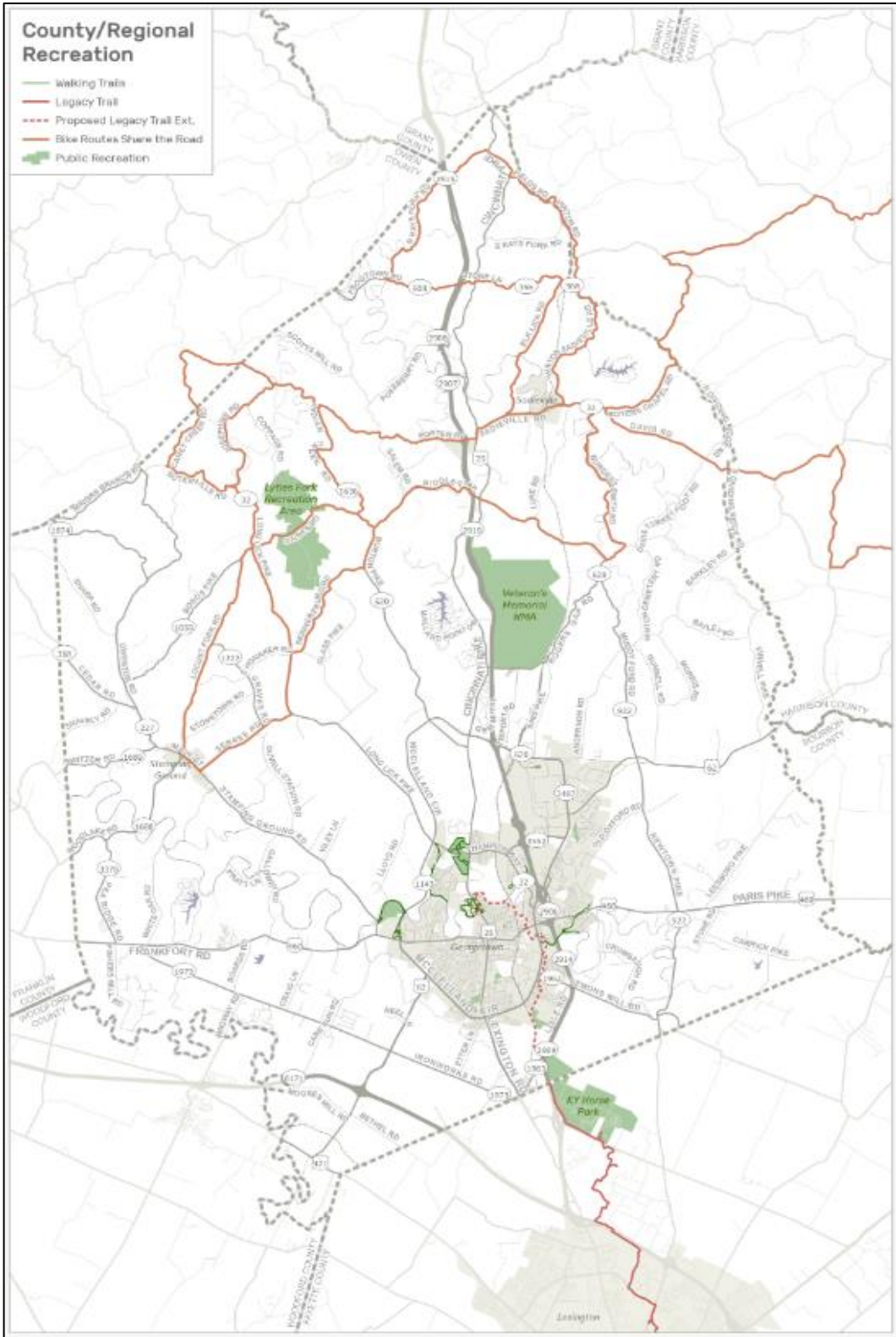


Figure 41: Public Recreation Opportunities in the Scott County (Map)

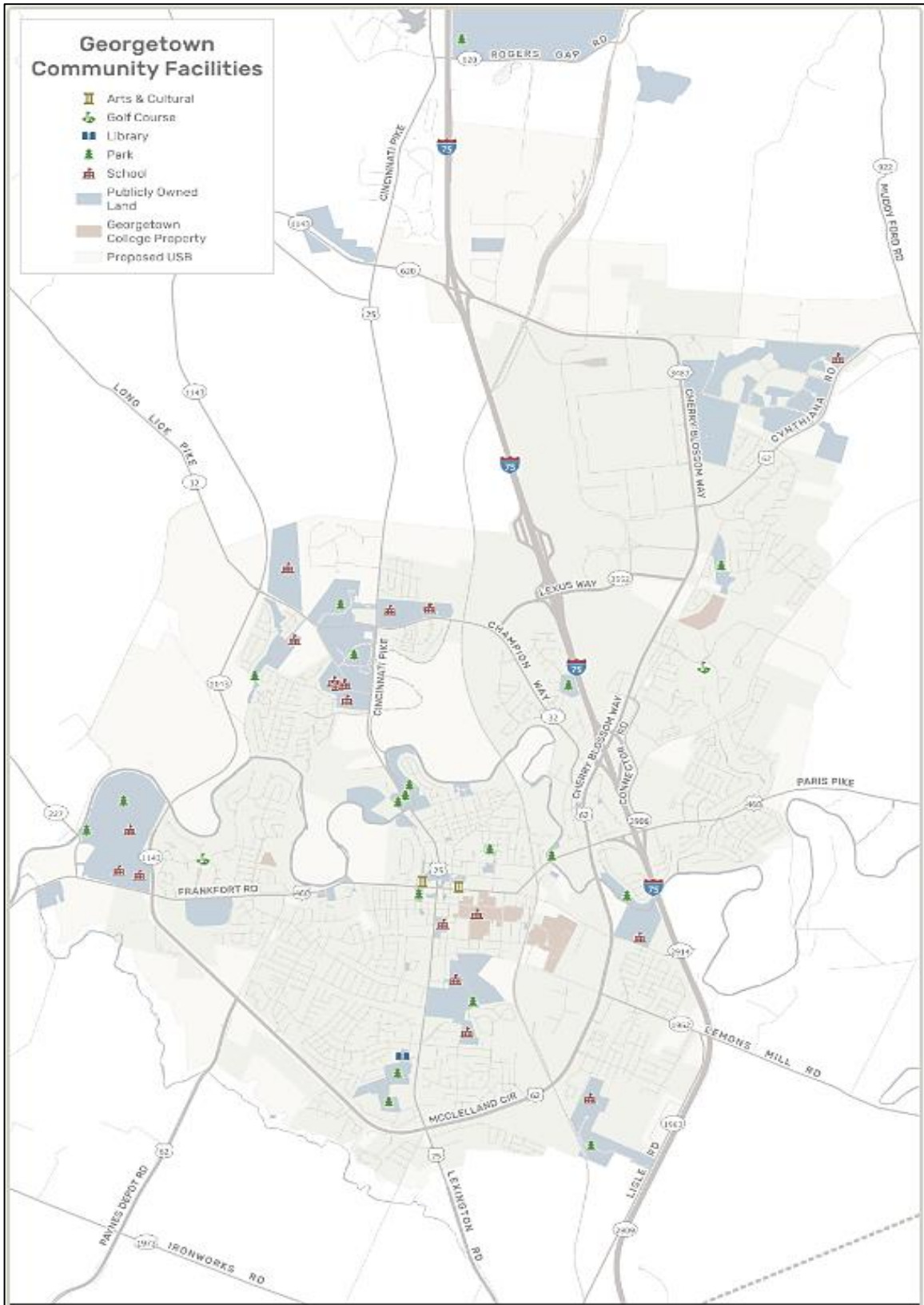


Figure 42: Community Facilities in the City of Georgetown (Map)

Scott County Sheriff

The Scott County Sheriff's office is currently located on North Hamilton Street. The Sheriff's Office is currently constructing a new facility on the west side of Georgetown north of Betsy Way in Scott County Park adjacent to the Scott County Roads Department.

Mission Statement

Our mission is to provide the citizens of Scott County with the highest level of service, safety and security with the most qualified and dedicated employees in the state of Kentucky.

The Scott County Sheriff has many duties and responsibilities beyond law enforcement in the county at large, including tax collection, auto inspections, prisoner transport and court protection. The Sheriff's office coordinates with many other agencies to fulfill their duties.

It is important for the Planning Commission when reviewing new development in the county to communicate with the Sheriff's office to understand potential impacts of development on current Sheriff's office services and coverage to ensure there is no impact to law enforcement service levels.

City of Georgetown Police Department

The Georgetown Police Department is located at the corner of Bourbon Street and Chambers Avenue in the City of Georgetown. The current Police Headquarters building was constructed in 2015.

Mission Statement

To provide the Community of Georgetown and those travelling within, a safe and secure environment through progressive, professional police services while maintaining cooperative relationships with all Law Enforcement Agencies.

Maintaining an adequately staffed Police Department is always a difficult task for cities. This is due to the competition between communities for trained and experienced officers and the expense of recruiting and training new officers. Once trained, officers often leave for larger, better paying jurisdictions.

According to 2016 FBI UCR data for 773 Departments, in communities between 25,000-50,000 in population, the average number of officers per 1,000 population was 1.7 officers, and the number of personnel was 2.1 per 1,000 population. The FBI national standard is 2.4 officers per 1,000 residents. The City of Georgetown Police Department had 1.62 officers per 1,000 residents in 2021.

The City of Georgetown is currently exploring impact fees, which could charge developers a proportional share of the cost to provide new city services, including police and fire protection to those generating the need. The need for growth to pay for growth is a common theme heard from the public in general, and from legislative bodies. Impact fees are one way of generating a new revenue source to meet these needs.

The Sadieville Police Station is adjacent to Sadieville Park on the eastern side of the city. The building was converted into the Police Station in 2012.

The Stamping Ground Police Department is located centrally within the city off of Main Street.

Scott County Fire Department

The Scott County Fire Department has four (4) stations in Scott County. Station 1 is the Scott County Fire Headquarters and training facility and is co-located with Georgetown-Scott County Emergency Management and Homeland Security. It is located at 2200 Cincinnati Road, near the exit 129 interchange for I-75.

Scott County Fire Station 2 is located on KY-32 in the Sadieville area, which is co-located with EMS Station #1. Fire Station 4 is on KY-922 north of Paris Pike on the east side of Scott County. Fire Station 5 is on Frankfort Pike near the Homestead neighborhood.

The City of Sadieville is served by Scott County Fire Station 2/EMS Station #1.

City of Georgetown Fire Department

The Georgetown Fire Department has three (3) stations in city limits. Fire Station 1 is located at the intersection of South Broadway and Opera Alley. This station is shared with EMS. Fire Station 2 is located at 200 Morgan Mill Road. Fire Station 3 is the Headquarters for Georgetown Fire Department and located on the south side of Georgetown at 101 Jacobs Drive. There are plans for a future fire and EMS station on the east side of I-75 off Lexus Way.

Maintaining adequate personnel and equipment and a well-trained, proactive Fire Department is a top priority of the City of Georgetown. In 2021, the National Fire Protection Association average was 1.81 firefighters per 1,000 residents. The Kentucky peer community average, based on a City of Georgetown study in 2021 was 2.22 fire fighters per 1,000 residents. The City of Georgetown employed 1.57 firefighters per 1,000 residents in 2021.

The City has made strides to increase salaries and hire new recruits to increase the number of fire department personnel. One priority that has not yet received funding is to construct a new Fire Station on the east side of I-75 on Lexus Way. Funding is also required to hire new personnel to staff the facility, which will be co-located with a new EMS Station.

Stamping Ground Fire Department

The Stamping Ground Volunteer Fire Department has one (1) station located on Springview Drive in downtown Stamping Ground. This station is centrally located to best serve the City of Stamping Ground.

Georgetown-Scott County Emergency Medical Services (GSCEMS)

GSCEMS is Scott County's only Kentucky Board of Emergency Medical Systems (KBEMS) Advanced Life Support (ALS) certified ground transport provider. ALS certification means the service can employ paramedics who are authorized to administer IV (intravenous) fluids and medications, as well as perform EKG monitoring, cardiac defibrillation, advanced airway maneuvers, and other advanced skills.

GSCEMS Mission Statement

Our ongoing mission at GSCEMS is to endeavor to become the preeminent Pre-Hospital Health Care Provider in Central Kentucky by pledging to be an advocate for our customers and our community. We are committed to serving through our devotion to education by creating a culture of accountability in an atmosphere of integrity.

GSCEMS provides emergency and non-emergency transportation to the residents and visitors of Scott County. GSCEMS serves a population of over 60,000 residents, responding to over 7,500 calls for service annually. They currently have nine (9) ambulances and a full-time paid staff of 31 employees. This includes a Director, two Assistant Directors, an educational coordinator, 22 full-time Paramedics, two (2) Advanced Emergency Medical Technicians (AEMT) and twelve Emergency Medical Technicians (EMT).

The crews operate on a 24/48 rotating schedule. This means the crews work for 24 hours and enjoy 48 hours off. This allows the Department to have three (3) separate platoons or shift days. Each platoon has enough staff to run five (5) ALS ambulances with one supervisor who operates the chase vehicle.

GSCEMS operates out of three (3) stations throughout the county. They have one station in downtown Georgetown (co-located with Georgetown Fire Station #1) one station in Sadieville (co-located with Scott County Station #2) and one stand-alone EMS station in Stamping Ground.

A new EMS station will be constructed in 2024 located on Lexus Way east of I-75 at exit 127, which will eventually be co-located with Georgetown Fire Station #4. Additional personnel will likely be needed to staff the new EMS Station once it is complete.

911 Dispatch

The Georgetown-Scott County 911 Center is assigned to provide county wide communications with police, fire, sheriff, and medical services, and to serve as a liaison with citizens who require emergency assistance. The Department employs dispatchers who work in shifts to cover the County 24 hours a day, seven days a week.

911 Dispatch is located in Georgetown off Washington Street adjacent to the Georgetown Police Headquarters.

Planning Commission GIS Department assigns new E911 addresses and coordinates with 911 Dispatch for the addressing of all new construction. City of Georgetown and Scott County recently completed a 12-million dollar upgrade of the 911 system and facilities.

Georgetown-Scott County Emergency Management/Homeland Security

Georgetown-Scott County EMA is responsible for the coordination of mitigation, preparedness, response and recovery efforts pertaining to major emergencies or disasters arising from natural or human causes. This is in accordance with State Statutes and Federal laws. They provide a number of services important to community awareness and preparedness to protect lives, property, and the environment of Scott County.

Mission Statement

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

Georgetown-Scott County manages the update of the Hazard Mitigation Plan and is housed at the EMA Center which is co-located with the County Fire Headquarters at 2200 Cincinnati Pike in Scott County.

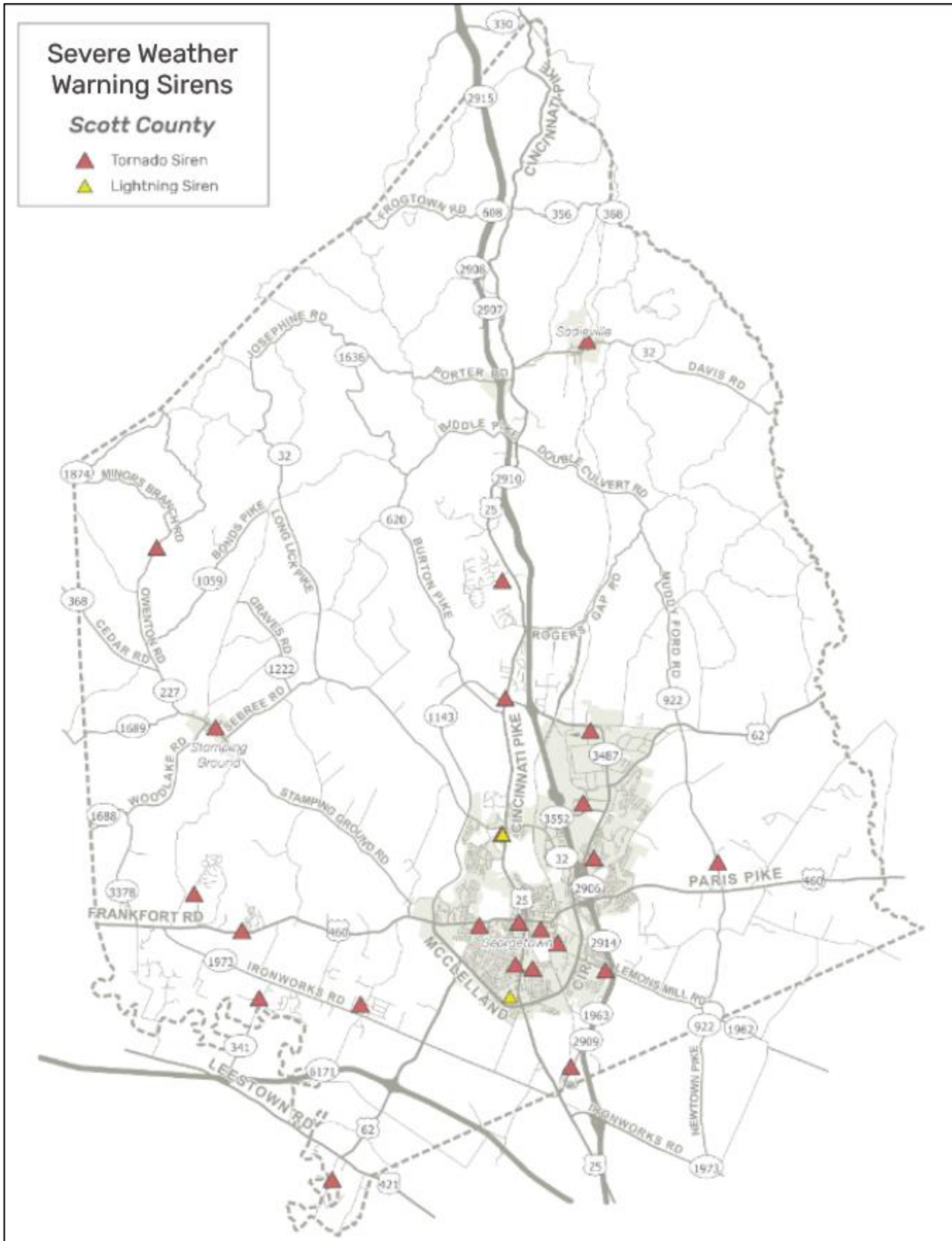


Figure 43: Severe Weather Warning Sirens in Scott County (Map)

Georgetown-Scott County EMA also hosts and staffs the Local Emergency Planning Committee (LEPC). In accordance with the Superfund Amendment and Reauthorization Act of 1986 (SARA) each county in Kentucky was directed to establish a LEPC. The LEPC is composed of members from both government and private industry, as well as the media and local environmental organizations.

The mission of the LEPC is to protect the community from harmful and possibly life-threatening effects of a hazardous materials release by developing and implementing policies and procedures for complying with the Emergency Planning and Right-to-Know Act (EPCRA).

This mission of the LEPC is accomplished by:

- a. Identifying business facilities in Scott County that manufacture, process or store hazardous chemicals and to assist these facilities in preparing emergency response plans
- b. Informing and education the public about chemical facilities in the community and actions that can be taken in the event of an accidental chemical spill or release in the environment
- c. Working to assist governmental and emergency response agencies in being well prepared to respond to and handle any and all emergencies associated with chemical spills or releases that may occur in Scott County

Scott County Public Library

Scott County Public Library serves all Scott Countians by providing access to materials, programs, and information. The library has one (1) branch located on South Bradford Lane in Georgetown. The library recently completed construction, which added 4,600 square feet to the building. The library also has a bookmobile to allow for better service to the entire county.

The Scott County Public Library is centrally located in Georgetown on South Broadway Street. Its recent expansion has added meeting rooms that can be utilized by the public, civic groups, and government agencies to hold public gatherings and information sessions.

Five community volunteers serve as Scott County Public Library Trustees. As stewards of a taxpayer funded institution, they are responsible for financial oversight and short and long-term planning. Their four-year appointments are approved by the Scott County Judge-Executive and the Fiscal Court.

The Scott County Public Library recently completed a 2023-24 Strategic Plan. This plan reflects the organizations desire to emerge from the COVID-19 pandemic stronger, more resilient, and more in touch with customers' needs, it allows for the library to reaffirm its mission and vision, optimize current operations, provide flexibility to explore new opportunities, and remain a good financial steward in the community.

Mission Statement

The Scott County Public Library will provide its patrons with access to materials, programs and information needed to succeed at school, at work, and in their personal lives. Our patrons will discover the joy of reading, develop a lifelong love of learning, and utilize the Scott County Public Library as a focal point of community life that connects and unites people.

Vision

The Scott County Library is where all people learn, know, gather, and grow.

Strategic Direction #1: Adaptive Change

- Evaluate library spaces, collections, policies, and programs to reflect the needs of the community.
 - Collaborate with and respond to the needs of a wide variety of community partners, existing and new.
 - Increase the size of electronic collections to meet increasing demand.

Strategic Direction #2: Patron Experience

- Provide excellent customer service with highly trained, experienced staff.
 - Welcome all with respect, warmth, and acceptance.
 - Emphasize continuing education for staff and trustees.
- Offer a variety of entertaining activities at the Circulation Desk.
 - Through contests and participatory games, build relationships with patrons to facilitate productive, trusting relationships.
- Personalize communication with patrons
 - Provide quick acknowledgment of patron questions and suggestions.
 - Customize occasional newsletter covers according to zip code.
 - Investigate new marketing techniques, including podcasts.

Strategic Direction #3: Lifelong Learning

- Encourage curiosity and the pursuit of knowledge.
 - Develop new Kits for children that focus on STEAM learning.
 - Offer a Library of Things (useful items for checkout.)
 - Develop a Storywalk in collaboration with Scott County Parks and Recreation

The Friends of the Scott County Library was founded in 1975 and is a 501c3 non-profit organization which serves as a support group for the library. Members often volunteer their time and talents to assist with special events at the library. They raise funds by operating the Friends Book Store that is located inside the library, and by conducting an annual "Holiday Silent Auction".

The friends of the Scott County Public Library have served as an extension into the community by spearheading many collaborative projects and partnerships.

The Friends are active in a variety of ways:

- Provide materials, furnishings and equipment for the library.
- Sponsor library programs, for adults and children
- Conduct an annual meeting
- Inform the public about library activities and promote involvement
- Collaborate with other local groups for the community good
- Manage the friends bookstore and special bargain book sales
- Provide books to the Ed Davis Learning Center and other groups through the “Celebrate with Books” program
- Award an annual academic scholarship
- Partner with Parks and Recreation to set up Storywalk for families to enjoy reading in the park.

Schools

Scott County Public Schools is a public school district providing education from Pre-K through high school grade levels.

Mission Statement

Make Scott County the greatest place in the world to live and learn for everybody.

The district has one (1) dedicated preschool, nine (9) elementary schools, three (3) middle schools, and two (2) high schools with 2 additional facilities serving the needs of high school age students. The elementary schools are located throughout the County, and the middle and high schools are predominantly located within the City of Georgetown. Construction is currently underway to build a new high school to move the existing Scott County High School from Cardinal Drive to north of the intersection of Long Lick Pike and McClelland Circle.

Georgetown College is a private college distinguished by its emphasis on outstanding teaching and mentoring with academic programs in the liberal arts, sciences, and professions.¹⁴ Georgetown College has been an integral part of the educational, economic, and social fabric of Georgetown and Scott County since 1829. Georgetown College is located in the heart of Georgetown on about 98 acres. The college’s website lists fall 2020 enrollment of almost 1,600 students.

¹⁴ (Georgetown College, 2023)

Bluegrass Community and Technical College (BCTC) opened a campus in the Lanes Run Business Park in 2017. The site is about 20 acres and boasts a 78,000 square foot Advanced Manufacturing Center.

WEDCO District Health Department

The WEDCO District Health Department is a public district health department that serves the citizens of Harrison, Nicholas and Scott Counties and has offices located in downtown Georgetown at 300 East Washington Street.

The name WEDCO dates to the time of the Governor Martha Lane Collins administration. At that time Health Departments were divided up into districts. Dr. W.E. Davis was a great contributor of his time to the counties that were involved in this district, so out of respect and appreciation for his services, the district decided to honor him and name the district WEDCO or W.E. Davis Counties. When the name was submitted however, the state refused to allow the health department to be named after a person, so the meaning of WEDCO became the Wedding of the Counties. So, in fact, the name WEDCO has a dual meaning.

The service array at WEDCO includes preventative health care such as Well Child Clinics; early intervention and treatment clinics such as STD and TB; environmental services such as restaurant, swimming pool and hotel inspections and approval of new onsite septic or private sewer treatment systems; health education services such as physical activity and nutrition education and puberty/sexuality education, as well as many other vital services.

The WEDCO Health Department was critical as the first responder and lead agency combating the COVID-19 pandemic.

Mission Statement

To be a voice, partner and leader in building stronger, healthier and safer communities for all, where we live, work and play.

The WEDCO Health Department publishes an annual health resource directory which is a helpful resource in understanding their programs, resources, and contacts.

Scott County Detention Center

The Scott County Detention Center relocated to its current location at 130 North Court Street in 1991. The current detention center is designed to hold a total of 86 inmates. It is a full-service jail, with a kitchen, laundry and medical services. The jail houses both male and female inmates.

The Detention Center is supported and funded through the Scott County Government.

Public Facilities Goals and Objectives

We strive to improve access, equity, safety, growth management, and the modernity and longevity of new facilities available in our community. Capital improvement planning should be a collaborative and coordinated process that is used to identify needs, develop new public facilities, and provide maintenance. We should prioritize and address deficiencies in existing areas to improve the quality of life. Public expenditures should also be used to spur private reinvestment. The following Goals and Objectives have been identified.

- PF 1 Ensure adequate public facilities and services are available to meet the needs of businesses and residents.**
- PF 1.1 Maintain access to adequately staffed and equipped police, fire, emergency services, libraries, schools, and community centers.*
- PF 1.2 Fire protection services and facilities are planned and constructed in accordance with standards set by the National Fire Protection Association (NFPA) and the Insurance Services Organization (ISO).*
- PF 1.3 The Planning Commission should consider access to public facilities and service levels when reviewing new development. New development should not reduce the service levels for existing residents.*
- PF 1.4 Develop parks and recreational facilities and activities to meet the needs of our growing population.*
- PF 1.5 Support the creation and expansion of library and educational facilities and programming throughout the county.*

This goal (CF 1) focuses on providing a variety of public facilities to support all Scott Countians. This includes both the physical structures for police, fire, schools, libraries, parks, and more, but also extends to making sure those facilities are adequately staffed and located to most effectively and efficiently serve the community.

PF 2 Capital Improvement Plans for each legislative body account for needed community facility improvements.

PF 2.1 Ensure that capital improvement plans are cost effective, cost efficient, cooperative, and complementary to support long-term growth.

Capital improvement planning has been discussed in many previous plans and is a process by which organizations plan for the completion of large construction and repair projects or purchases of expensive equipment expected to have a long service life. Thorough Capital improvement planning is more than creating a prioritized list of facilities and infrastructure that needs to be constructed, repaired, or purchased. It also involves identifying sustainable and locally controlled revenue sources for continued progress on capital improvements.

The community has expressed interest in exploring the possibility of implementing impact fees. Impact fees might be an appropriate way for the local government and other public agencies to shift some of the burdens created by new growth to those creating the need. As an example, if new growth will create a need for additional fire stations or trucks, an impact fee could be developed and applied to new development that expands the city boundaries, creating the need for new facilities (such as fire trucks and fire stations). Establishing an impact fee for any of the local jurisdictions is likely to be a challenging process, and not one that should be undertaken lightly. A thorough study should be undertaken regarding both the legal basis for such a fee system as well as to closely analyze the levels of service expected by the community and the appropriate rates of fees that may be necessary to maintain that level of service. It should be noted that impact fees can only be used for specific capital purchases and may not be used as part of the general fund. Therefore, while impact fees may be used for equipment, vehicles, and facilities, they may not pay salaries for additional staff persons or other operational costs.



Chapter 5: Infrastructure

Infrastructure includes the public and private services for stormwater infrastructure and management, floodway and floodplain management, water, sanitary sewer, natural gas, telecommunications, and electric utilities, amongst others. Transportation is a critical component of infrastructure, but due to its interconnectivity to all other activities in a community, it has been highlighted in its own chapter. Providing a safe and high-quality system of infrastructure made up of three key elements:

1. Maintain existing services and systems,
2. Identify areas of additional need or support, and
3. Improve our ability to serve the community through investment in new technology.

Utility services satisfy basic needs for customers that significantly improve quality-of-life within a community. A resilient system of high-quality and appropriately scaled infrastructure is essential to the success and prosperity of our residents, workforce, students, and operations within our community. Availability of affordable and reliable utility infrastructure stimulates and sustains economic growth. Without well-maintained utility infrastructure, all facets of a community's stability, from economic viability to housing and public facilities, are greatly impaired.

When understanding our past, present, and future needs for infrastructure, one must consider five key components for the infrastructure element:

1. Access & Equity

Our community strives to provide essential, reliable, and sustainable utility services and infrastructure including drinking water (treatment and distribution), wastewater (treatment and collections), stormwater management, solid waste collection and disposal, recycling, telecommunications, and energy.

2. Safety

Utilities and infrastructure shall be designed, constructed, and operated in accordance with all applicable standards, laws, statutes, and regulations in order to maintain regulatory compliance.

3. Longevity and Affordability

Planning, design, construction, operation, maintenance, renewal, and funding of infrastructure should ensure reliable and affordable service for all customers. The costs of installation of new infrastructure to serve expanded or upgraded service areas should be borne by those creating the need (developer). The costs of operation, maintenance, and renewal of infrastructure should be borne by the service provider.

Georgetown and Scott County have long held the belief that growth should pay for growth and that governing principle will be maintained in the future.

4. Growth Management

Management of urban infrastructure has been a major component of the growth management policies of the three municipalities in Scott County since the adoption of the Urban Service Boundaries. Plans for new urban infrastructure will continue to be an important part of the growth management policies for Georgetown, Sadieville, and Stamping Ground.

Utility services and infrastructure shall be provided for new development at the discretion of the specific provider. In meeting the needs of planned growth, existing customers shall not be burdened with the cost of system expansions to serve growth, but rather, growth shall pay for growth.

5. Modernity

As the needs of residents and businesses of Scott County evolve, it is important to plan for and modernize the infrastructure to meet those changing needs. Utilities and infrastructure shall be designed and constructed to meet minimum levels of service as established by the provider of each service and elected officials.

Mission Statement

All Citizens have access to essential, reliable, and sustainable utility services and infrastructure. These include drinking water, wastewater treatment, stormwater management, solid waste collection and disposal, recycling, communications, and energy. The public, utility providers, and elected officials collaborate to establish appropriate levels of service.

Fundamental Principles:

- Capital improvement planning should be a collaborative and coordinated process used to identify new infrastructure installation and maintenance needs. Georgetown – Scott County should prioritize and address existing deficiencies in existing areas to improve the quality of life, efficiency, and guide reinvestment.
- The initial cost of new infrastructure expenses should be primarily borne by those creating the need.
- We strive to maintain or improve the level of service of infrastructure.
- Future growth incorporates sustainable practices. Locally provided sustainable energy production, green stormwater infrastructure, environmental responsibility, and open space planning shall be encouraged to minimize community-wide negative-impacts of future growth.
- Modern telecommunications should be available throughout the county.

Existing Infrastructure Assets Snapshot



Figure 44: Storm sewer Outfall (Image)

Stormwater Infrastructure & Management

Stormwater is an all-inclusive term that refers to any of the water that runs off a property or land surface after a wet weather event. In an area that is undeveloped, or an area having a high volume of pervious areas, the soil and ground absorbs the water or directs it to creeks and waterways. However, areas that are developed, in part or whole, have greater volume of impervious areas such as roofs, parking lots, and roadways which do not absorb water like soil does. If the water was allowed to drain without management, our neighborhoods, commercial areas, and roads would be covered in water for extended periods of time after a wet weather event.

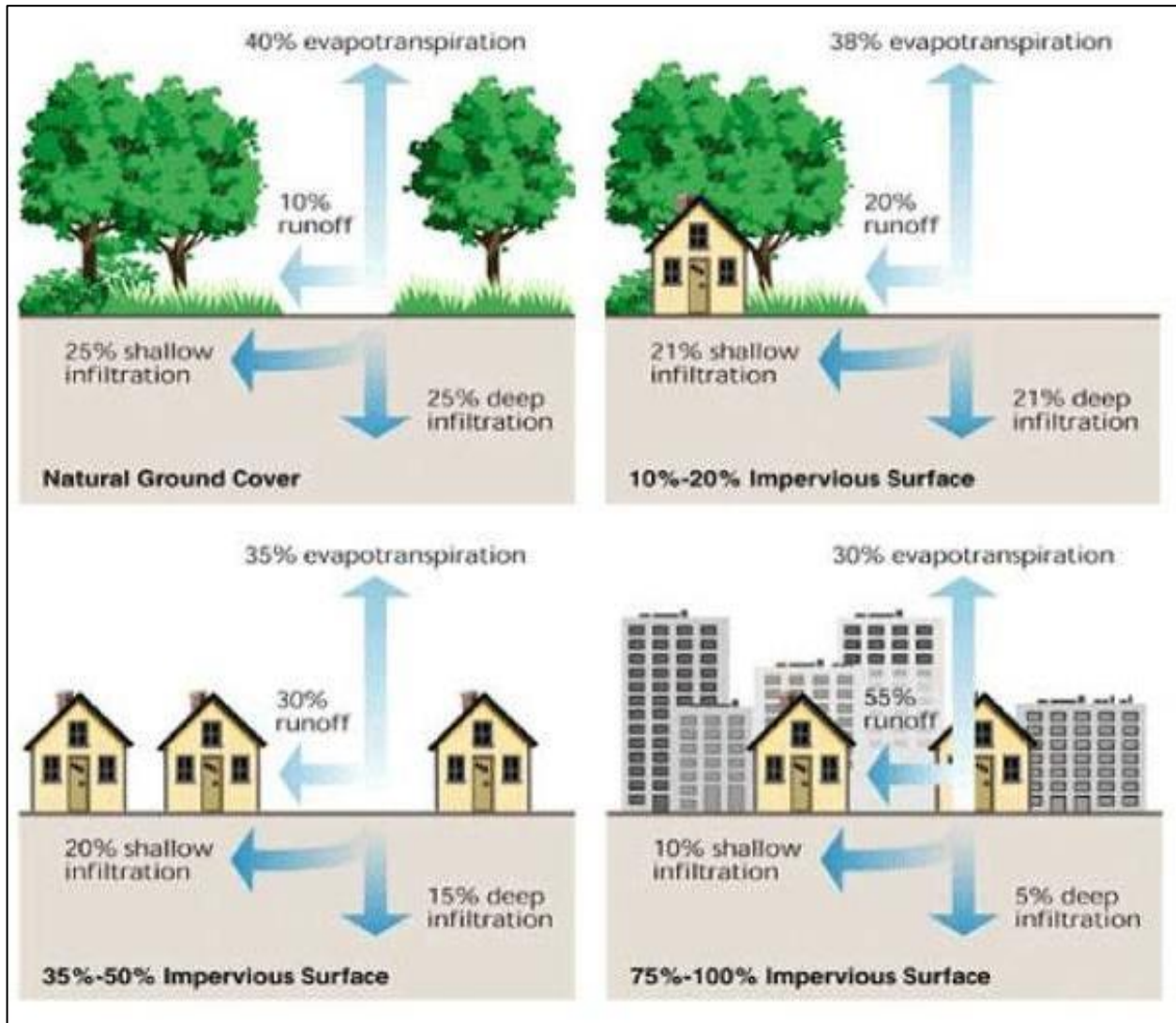


Figure 45: Water Filtration and Impervious Areas ¹⁵

To manage wet weather events, our community has installed stormwater infrastructure to direct water away from our built areas and homes. Storm sewers, drainage areas, strategic site grading, and treatment areas are just some of the infrastructure types used in this effort. As changes in the natural landscape occur with the construction of new roads, parking lots, and buildings, rainfall and drainage are transformed from the low points into a system of hard structures (inlets, pipes & channels). Stormwater systems then convey stormwater runoff from impervious developed surfaces (roofs and paved areas) through a system of hard structures and constructed easements to stormwater controls such as ponds and water quality devices which ultimately discharge into the

¹⁵ *Stream Corridor Restoration: Principles, Processes, and Practices* (1998). By the Federal Interagency Stream Restoration Working Group (FISRWG) (15 Federal agencies of the U.S.)

natural drainage system (streams). The constructed infrastructure system is designed to capture, direct, treat (filter), store and infiltrate (or recharge) the increased stormwater runoff prior to discharge to the natural system and to replicate pre-development conditions, reduce flooding potential and protect our natural water resources from pollution.

These constructed runoff control conveyance systems are maintained by public entities (public system) and landowners of private sites (private system) that discharge into the public or natural system. In residential neighborhoods and common public areas of commercial developments, the system is initially constructed by the developer, but the infrastructure is later dedicated for public maintenance along with the public street system.

Municipal Separate Storm Sewer Systems (MS4s)

Municipalities of a certain size, including Georgetown, and unincorporated Scott County are required by the United States Environmental Protection Agency (EPA) and the Kentucky Division of Water (KYDOW) to monitor and maintain these Municipal Separate Storm Sewer Systems (MS4's) to reduce and prevent degradation of natural water resources. Georgetown and Scott County are required to maintain an MS4 permit through KYDOW. This permit requires local governments to enforce stormwater discharge regulations on new development including erosion control and treatment of post-development runoff and to monitor and ensure maintenance of the constructed stormwater system and controls on private and public property.

Georgetown and Scott County have had ordinances regarding stormwater management regulations for new development since 2002. These ordinances have greatly assisted in compliance with the MS4 permit requirements. These regulations were recently amended in 2015 to better address monitoring and future maintenance of constructed stormwater management controls. Later, in 2017, Stormwater Best Management Practices ("BMPs") Manual was passed through ordinance which includes guidance on the stormwater controls. It is important to note that although most development in Georgetown and Scott County has occurred under these regulations, there are localized areas of uncontrolled runoff and flooding, particularly in areas developed prior to 2002 and the older areas of the city.

Flood Management

Georgetown and Scott County have an extensive history based upon key waterways and systems, such as North Elkhorn flowing west through Georgetown, the historic Royal Spring emerging in downtown Georgetown, the Buffalo Spring in Stamping Ground, Eagle Creek flowing in Sadieville, and the multiple tributaries that feed into these waterways. Scott County is bisected by multiple stream systems and miles of Federal Emergency (FEMA) floodplain with Eagle Creek in the northern half of the county and North and South Elkhorn Creeks in the southern portion. Many are not aware, but a majority of the rainfall that falls in Lexington/Fayette County eventually flows through Scott County from North or South Elkhorn, Cane Run, or the Royal Spring.

Local Floodway Ordinance Protections

Scott County and all its municipalities have adopted a Flood Damage Prevention Ordinance that follows the State (and FEMA) regulatory model with the addition of stronger language in Article 5 that generally prohibits development of the floodplain through the Zoning Ordinance and the Subdivision and Development Regulations. This language dates back to the earliest Comprehensive Plan recommendations for Georgetown and Scott County, especially the 1991 Environmental Quality Management Plan.

“Prudent floodplain policy has two aspects: limiting development within the floodplain, to keep threats to human safety and property damage to a minimum; and limiting filling of the floodplain, so that flood elevations on other properties are not increased. These policies should apply to “creek conservation corridors” which are major streams defined in Section III, A.2.: (Scott County 1991 Comprehensive Plan)

The Zoning Ordinance (Section 4.2) establishes Conservation District Zoning (C-1) with the requirement that floodplain be permanently zoned C-1 Conservation when a property is rezoned for urban development. The Subdivision and Development Regulations (Article XII, Section 1200) describe Environmentally Sensitive Areas and define the C-1 protections. These three documents and the Stormwater BMP Manual seek to protect the natural environment and vegetation around stream areas and require a riparian buffer to be maintained along the stream. The goal of these requirements is to reduce the risk to life, property, and the environment when normal flooding occurs.

watersheds

- 1 Blue Spring Branch
- 2 Boyd Run
- 3 Cane Run
- 4 Caney Creek
- 5 Cedar Creek
- 6 Cherry Run
- 7 Dry Run
- 8 Eagle Creek
- 9 East Fork of Eagle Creek
- 10 East Fork of McConnell Run
- 11 Goose Creek
- 12 Hall Branch
- 13 Hess Branch
- 14 Lanes Run
- 15 LeComptes Run
- 16 Little Eagle Creek
- 17 Locust Fork
- 18 Long Lick Branch
- 19 Lytles Fork
- 20 McConnell Run
- 21 McCracken Creek
- 22 Mile Run
- 23 Miller Run
- 24 Minors Creek
- 25 Muddy Ford
- 26 North Elkhorn Creek
- 27 North Fork Rays Fork
- 28 Rays Fork
- 29 Rogers Gap Creek
- 30 South Elkhorn Creek
- 31 South Fork Rays Fork
- 32 Straight Fork
- 33 Town Branch
- 34 West Fork of Eagle Creek

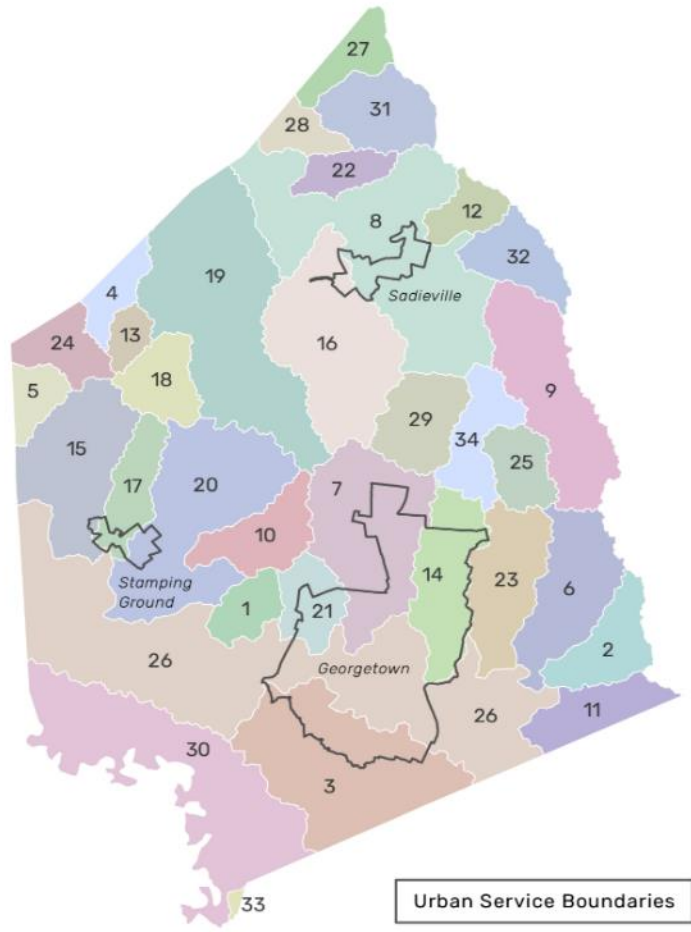


Figure 46: Watersheds of Scott County (Map)

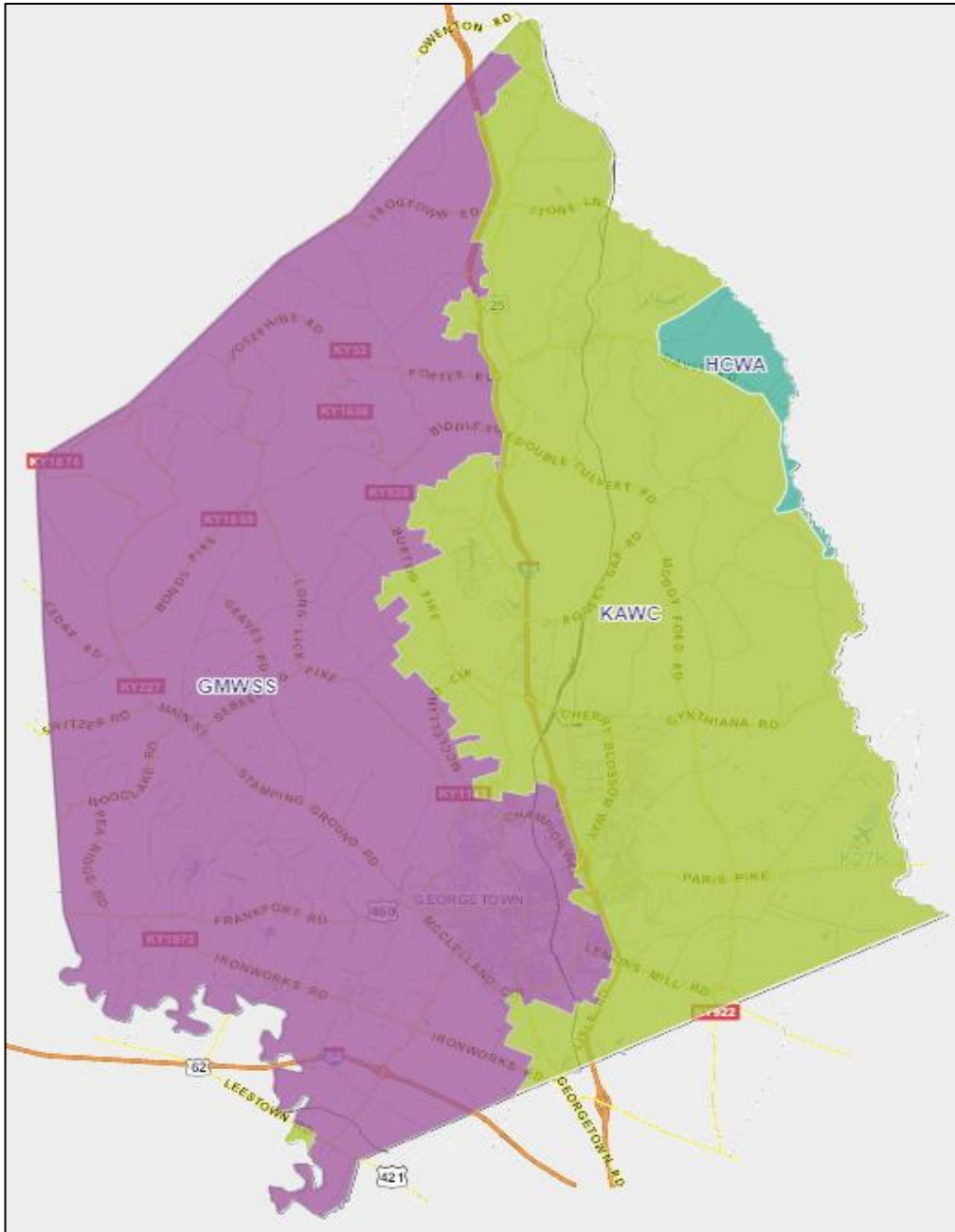


Figure 47: Water Providers of Scott County (Map)

Potable Water Supply

The City of Georgetown owns a municipal utility that provides water service to the majority of Georgetown and Scott County. Georgetown Municipal Water and Sewer Service (GMWSS) is independently managed by a Board of Commissioners and serves approximately 15,000 customers at

the time of this plan. Additionally, Kentucky American Water (KAW) provides water service to customers in Georgetown and Scott County in the vicinity of Toyota Motor Manufacturing and Lanes Run Business Park. Generally, the service area boundary follows Interstate 75, with GMWSS serving customers west of the interstate, and KAW serving customers east of the interstate. The service areas for water and other utilities are shown below.

Royal Spring Aquifer

Since its founding, the City of Georgetown has obtained its drinking water from the Royal Spring aquifer that feeds Royal Spring on Water Street in downtown Georgetown. The Royal Spring Aquifer and aquifer recharge area extends from Georgetown to downtown Lexington. Much of the aquifer lies under industrial developed areas in Lexington. GMWSS treats the water from this aquifer and distributes it to its customers. Additionally, GMWSS purchases water from the Frankfort Plant Board and KAW, both of whom source raw water from the Kentucky River.

In the 1990's GMWSS in partnership with City and County government extended potable water lines to much of the county. There are currently very few active domestic wells in the county, with most predating 1990. Many of the domestic potable water lines in the county will not support fire protection.

Fire Protection

The Scott County Fire Department uses existing waterlines when managing a fire on properties. In recent years, the department has pushed for more fire protection in residential areas in the county. The Planning Commission requires fire protection in newly proposed cluster subdivisions and is recommending as part of this Comprehensive Plan a policy update to require fire protection in all new major residential subdivisions in the county. Many rural residences that are not in major residential subdivisions, but on large tracts or farms, will not have hydrants with sufficient flow to provide fire protection.

Domestic and Commercial Water supply and fire protection is more efficiently provided in Urban Areas. The areas where water is available for new users informed the proposed urban service boundary for the City of Georgetown. The success of our water system relies on political decisions regarding new development that align with the urban service boundary. Developments are best served by water when they are only permitted within existing urban service boundaries and is conditioned upon annexation and use of urban services including water and sewer.

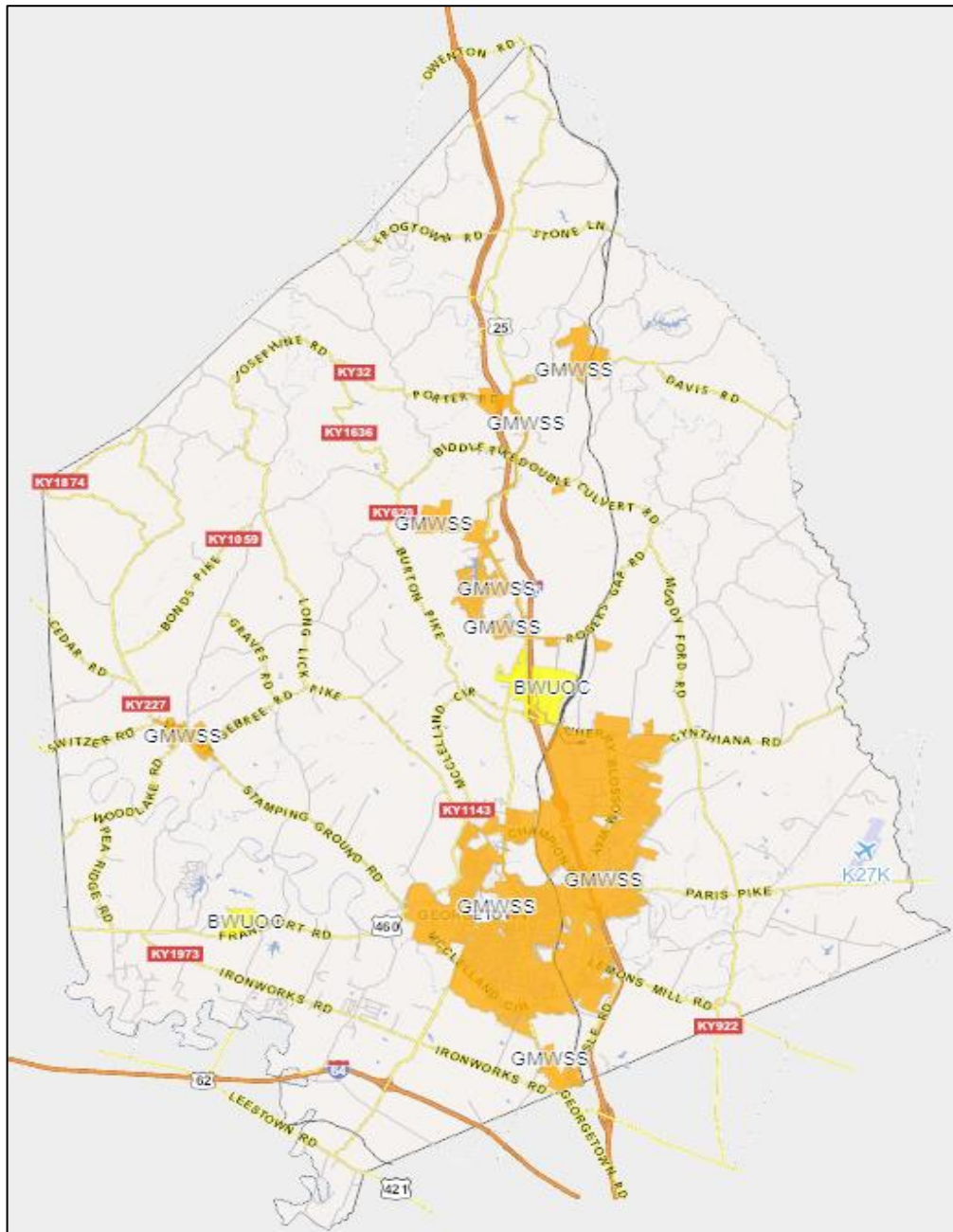


Figure 48: Sanitary Sewer Providers of Scott County (Map)

Sanitary Sewer

GMWSS is the largest sanitary sewer service provider in Georgetown and Scott County. GMWSS owns and operates three wastewater treatment plants.

- a. Wastewater Treatment Plant (“WWTP”) No. 1, generally serves Georgetown city limits west of I-75. WWTP No. 1 has a capacity of 4.0 million gallons per day (MGD) and was last upgraded in 1991. As of the time of the plan, WWTP No. 1 is currently under an upgrade and expansion that

will increase treatment capacity to 9.0 MGD. The WWTP No. 1 expansion is proposed to be available for service in Spring 2025.

- b. WWTP No. 2, generally serves Toyota and Georgetown city limits east of I-75 and the Mallard Point residential areas north of the city extending to and including the city of Sadieville and the former municipal landfill off Sims Road. WWTP No. 2 has a capacity of 3.0 million gallons per day (MGD) and was last upgraded in 1991.
- c. WWTP No. 3, serves the City of Stamping Ground.

Service in Georgetown is provided only to properties within the Urban Service Boundary and on condition of annexation, unless otherwise approved by Georgetown City Council. The Cities of Stamping Ground and Sadieville partnered with GMWSS to divest in their treatment plants and systems, which are now operated by GMWSS. GMWSS operates the sanitary sewer systems in these smaller jurisdictions, which have their own Urban Service Boundaries.

Bluegrass Water & Utility, a sub-operator of the larger Central States Water Resources company, provides private sewer services in isolated areas of Scott County north of the Toyota plant and west of Downtown Georgetown. Specific developments that are served by this provider include the Triport Industrial Park, Moonlake Estates, Riffon Meadows, Longview Estates, and some other areas northwest of Georgetown.

It is a recommended policy as part of this and past Comprehensive Plans to prohibit new private package treatment plants in the county in order to discourage new urban scale development in unincorporated areas of the county outside established urban service boundaries. This policy is informed by previous issues with private package treatment plants that required intervention by our providers.

Natural Gas

Columbia Gas of Kentucky, a NiSource Company, is the natural gas provider in Georgetown and Scott County. They service 135,000 customers in 30 counties across Kentucky. In Scott County, Columbia Gas lines bisect the community providing gas to residential, commercial and industrial customers. Our industrial base relies heavily on their supply to support operations. Columbia Gas participates as an active member on the Planning Commission Technical Review Committee for new development to support new projects that need to safely utilize existing or expanded service.

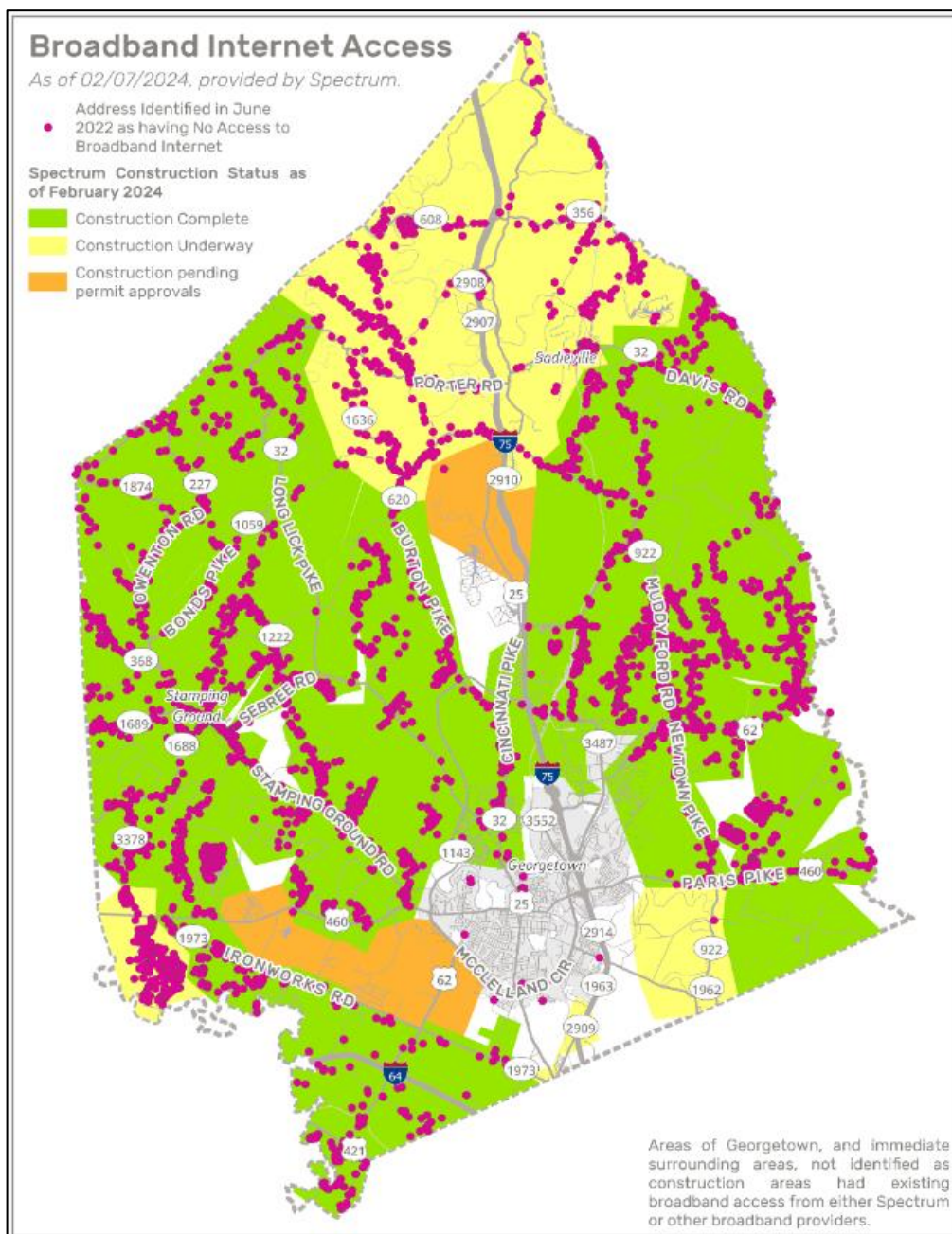


Figure 49: Broadband Expansion Project Update (Map)

Telecommunications

Internet usage has evolved dramatically in the last few years, changing how the community shops, banks, searches for services, and enjoy media. Residents and businesses are increasingly reliant on the Internet for their daily needs. The expectations for internet performance (speed and capacity) continue to increase and that trend is expected to accelerate as people continue to work and learn

from home. Ensuring high-quality Internet and telecommunications is essential to supporting business operations and economic and educational development throughout Scott County.

When completing the 2017 Comprehensive Plan, it was identified that there was a dire need to modernize the telecommunications infrastructure in Scott County. Informed by resident feedback, the Scott County Fiscal Court began a project in October 2021 to develop the Scott County Rural Broadband Expansion Project to offer all residents high quality internet and fiber opportunities. The project secured a \$3.1 million grant to expand wireless communications options to residents in Scott County with the help of Charter Spectrum in 2022. The extension of services is anticipated to include over 5,300 underserved residences while also providing upgrades for households already receiving service.

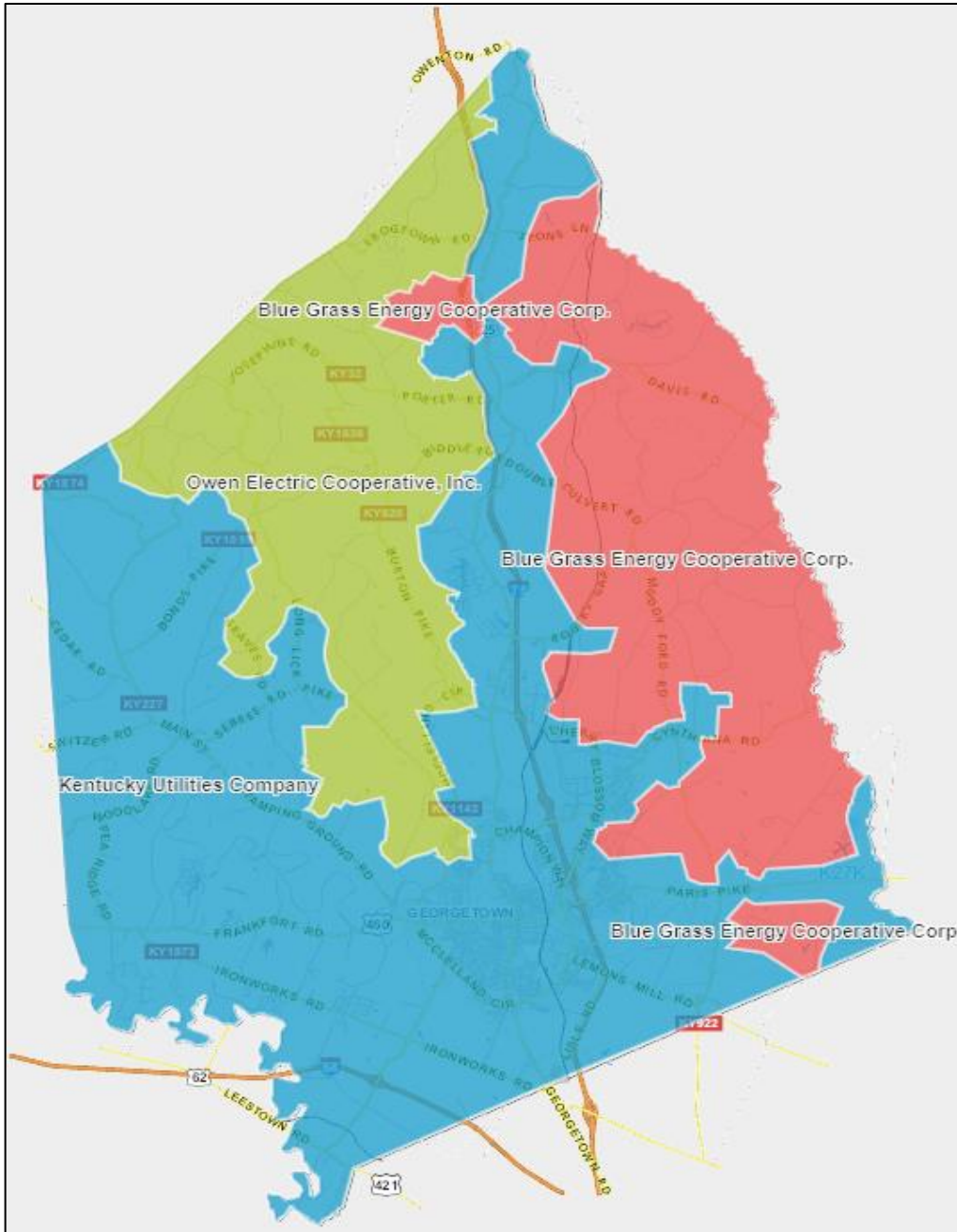


Figure 50: Electric Providers of Scott County (Map)

Electric Utilities

Scott County is served by three electric utilities providers. Kentucky Utilities Company, based out of Lexington, serves the City of Stamping Ground and a majority of the Cities of Georgetown and Sadieville. The provider also serves the communities of Oxford Village, New Zion and Zion Hill, the areas of Minorsville and Skinnersburg, and the areas along I-75, I-64, Frankfort Road (US-460 West), Paris Pike (US-460 East) and Newtown Pike (KY-922) south of Paris Pike.

The remaining portions of the county are served by Rural Electric Cooperative Corporations (“RECCs”). RECCs were first conceptualized during the Roosevelt Administration in 1935 to address the deficits in electricity provisions for rural communities and farms, and in 1936 the Rural Electrification Act was passed to empower farmers to organize and bring electricity to their community. There are two which operate in Scott County:

- a. Bluegrass Energy, based out of Nicholasville, is the combined force of three RECCs, Blue Grass RECC (formed in 1937), Fox Creek, and Harrison RECCs (both formed in 1938). Blue Grass and Fox Creek RECCs combined to become Bluegrass Energy in 2002, and Harrison RECC soon joined Bluegrass Energy in 2006. Twenty-three (23) counties in central and north central Kentucky are served by Bluegrass Energy.
 - a. Areas served by Bluegrass Energy in Scott County are those properties in North and East Scott County, including but not limited to properties in the areas of Davis and Turkey Foot, and off Davis Road, Muddy Ford Road (KY-922), Cynthiana Road (US-62) east of the Oxford Village community, parts of Old Oxford Drive east of Georgetown, and Newton Pike (KY-922) between Old Oxford Drive and the Newtown community.
- b. Owen Electric Cooperative, based out of Owenton, was formed in 1937. Nine (9) counties in northern Kentucky are served by Owen Electric.
 - a. Areas served by Owen Electric in Scott County include North and West Scott County, including but not limited to properties in the areas of Josephine, Biddle, Porter, Long Lick, and Skullbuster and off the northwest portion of the Bypass loop, Long Lick Pike (KY-32), Lloyd Road, and Burton/Biddle Pike (KY-620), Frogtown Road (KY-608), and the west side of I-75 Exit 136.

Projected Improvements to Infrastructure Snapshot

City & County Initiatives



Figure 51: Aerial Imagery of Wastewater Treatment Plant #2 (Image)

Georgetown Municipal Water and Sewer Service (GMWSS)

In 2019, GMWSS completed a Critical Needs Assessment of their water and wastewater infrastructure. The study identified a total of 103 critical needs, with about 82 of these identified to be undertaken in the next 5 years.¹⁶

¹⁶ (GRW , 2019)

In 2020, GMWSS completed a Wastewater Facilities Plan to evaluate the current and future wastewater collection and treatment needs. The plan identified key improvements needed over 0-2 years, 2-5 years, and 5-20 years. Table 1-15 of the Wastewater Facilities Plan lists the implementation schedule for this plan.¹⁷

The Comprehensive Plan supports and relies upon the infrastructure built and maintained by GMWSS. The Comprehensive Plan recommends an actionable item for all three municipalities to support GMWSS in the implementation of the Wastewater Facilities Plan.

Scott County Broadband Project

Scott County Fiscal Court has undertaken a project in conjunction with Spectrum to build out the broadband network of Scott County. It would be difficult to overstate the importance of high-speed internet for business, quality-of-life, and educational purposes. The Scott County Fiscal Court's website provides updates regarding the progress of this important project. "Spectrum will be building more than 400 miles of fiber throughout the year to connect unserved households to high-speed, reliable broadband service."¹⁸ The continuation, and eventual completion, of this project will bring much needed high-speed internet services to parts of Scott County where it otherwise would not have been financially viable.

¹⁷ (GRW, 2020)

¹⁸ (Scott County Fiscal Court, 2023)

Innovative Technologies

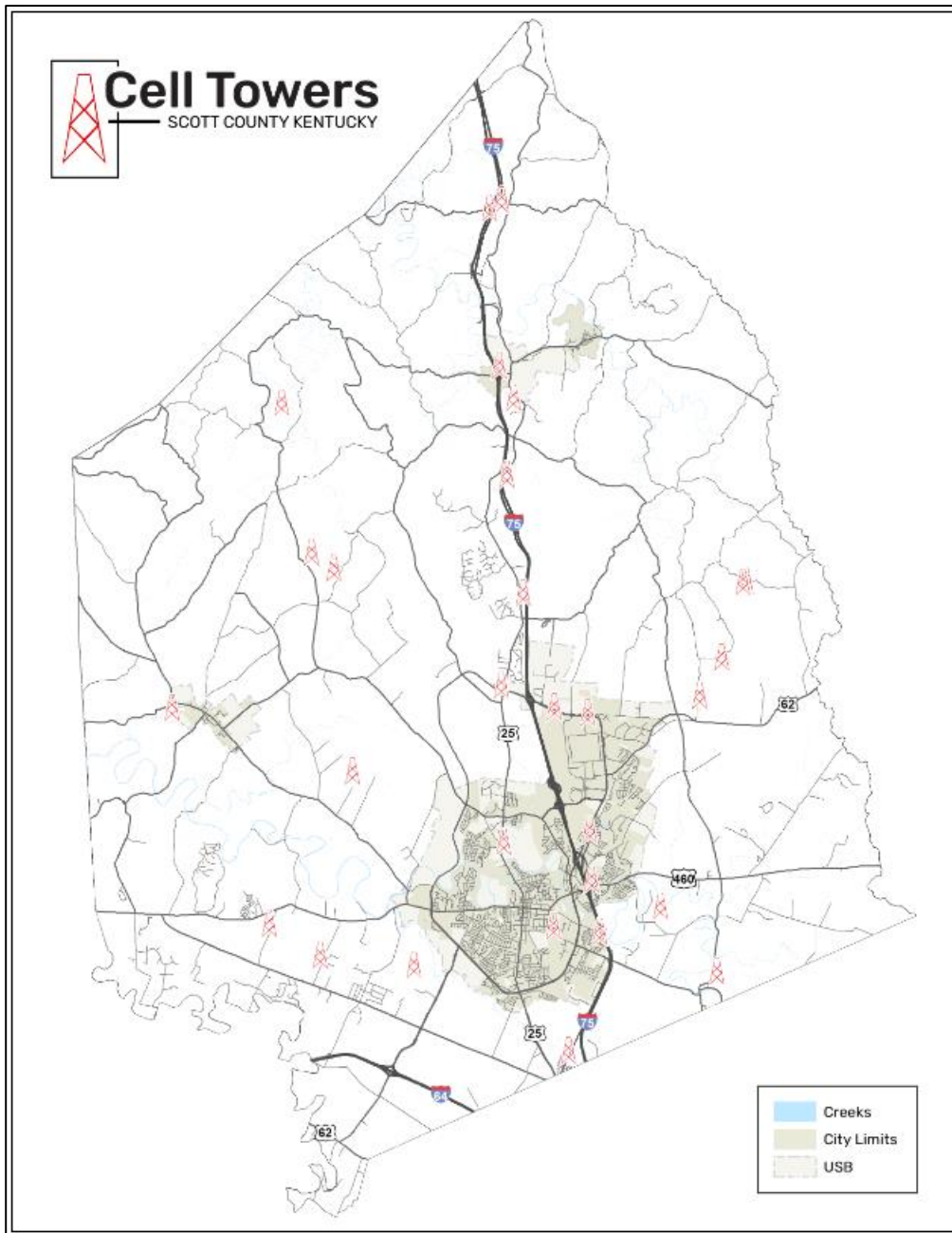


Figure 52: Cell Tower Locations in Scott County (Map)

Wireless Telecommunication Facilities

Wireless Telecommunication Facilities, often called 'cell towers', are an important piece of modern telecommunications. The proliferation of smartphones over the past 15 years has led to the need for

towers to connect those devices to be located throughout the County. These facilities should be sited to protect cultural and historic resources, built and natural, from the damaging impacts of wireless telecommunication facilities and other utilities.

The priority would be for new towers to be constructed in the following locations listed in order of decreasing priority. Public-owned land, agriculturally zoned land, industrial, commercial, office, and lastly residentially zoned land. Public-owned land and right-of-way would be the most preferred location to allow the public areas to be well served by the telecommunication resources, and to allow the community to benefit from any financial agreements such as compensation for the use of property and any impacts to local aesthetics. Agricultural land is the next preferred land use to ensure the rural parts of Scott County are adequately served by wireless telecommunication services. Urban land uses are next in preference, primarily in areas with more intensive land uses devoted to business or industrial purposes already. Finally, the least preferred location would be within existing neighborhoods with established residential zoning/land use.

Regardless of the zoning or current land use, wireless telecommunication facilities should not be located in environmentally sensitive areas. Areas of historic or cultural significance should also be avoided where possible, unless the facilities can be adequately camouflaged or blended into the existing contextual environment.

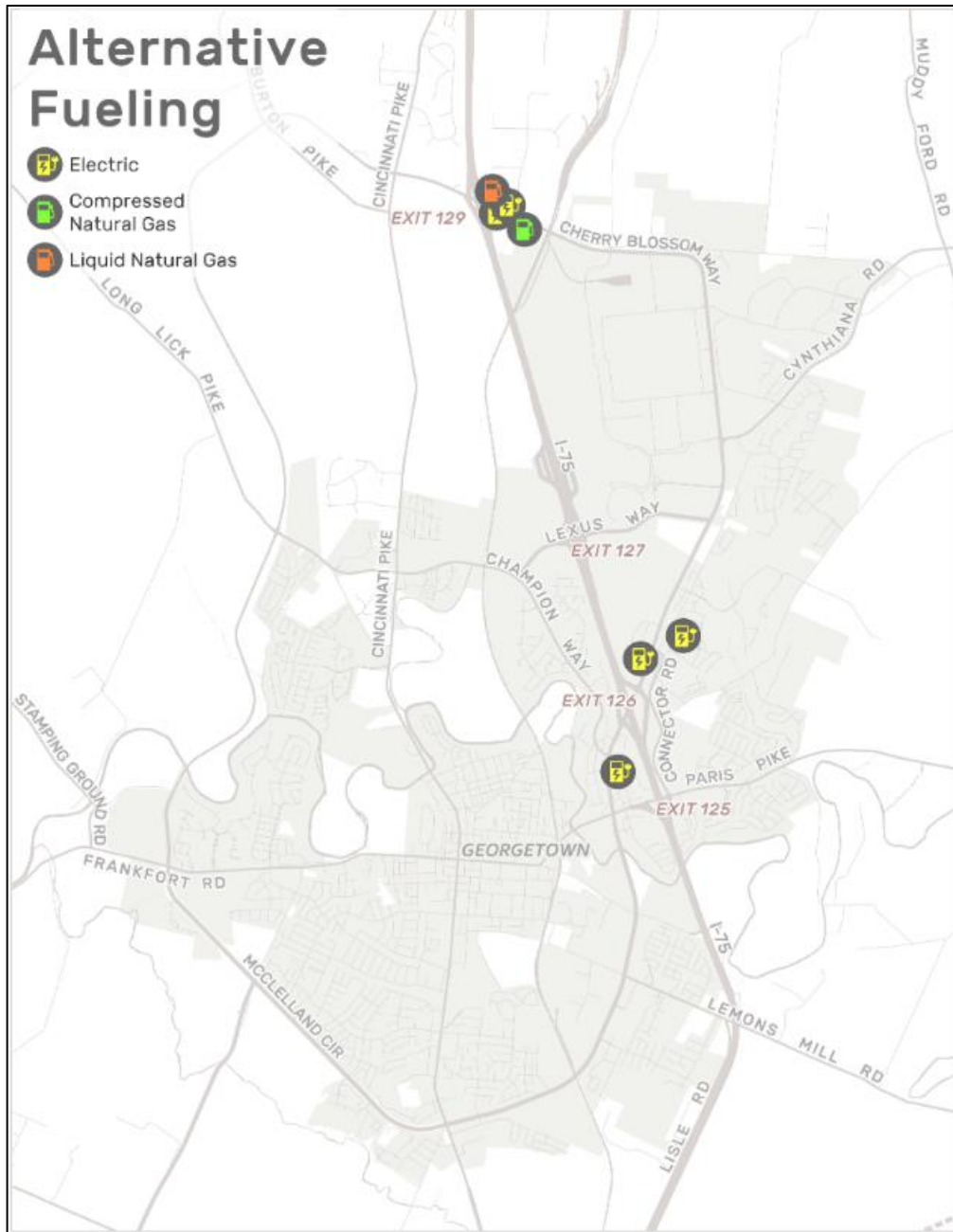


Figure 53: Alternative Fuel Facilities in Georgetown (Map)

Alternative Vehicle Fuels/Energy

Alternative fuels and energy sources for vehicles is a growing interest in Scott County. Increasingly higher percentages of vehicles on the roadways are electric, and alternative fuel sources such as hydrogen fuel cells may be on the horizon.

Interstate 75 has been designated as a pending alternative fuels corridor for Hydrogen.¹⁹ Scott County is positioned well to have a future hydrogen station, and Georgetown has been identified by the Kentucky Transportation Cabinet as a likely location for such a fueling station.²⁰ Developing a hydrogen fueling station in Georgetown opens the possibility for hydrogen generation in Scott County. This would represent a tremendous opportunity to establish the infrastructure to supply other hydrogen fueling stations or local industries with access to this resource.

Infrastructure Goals and Objectives

Georgetown and Scott County strive to improve access, equity, and safety of our existing public infrastructure. Providers and local decision makers should be encouraged to make decisions aligned with our growth management policies and to pursue projects that increase the modernity and longevity of infrastructure and materials used in the construction of new facilities in our community. It is essential to consider and embrace new utility technologies that further these intentions.

Capital improvement planning should continue to be a collaborative and coordinated process that is used to identify needs, develop infrastructure, and provide maintenance. Rates, financial planning, and funding should support the investment into both new and existing infrastructure, services, and facilities. Georgetown and Scott County should prioritize programs that address deficiencies in existing infrastructure and improve established levels of service with the intent of advancing the quality-of-life of customers. Public infrastructure should also be used to encourage and promote private reinvestment into our community. Future growth should incorporate sustainable practices such as locally provided sustainable energy production and green stormwater infrastructure.

IF 1 Build, maintain, and improve public infrastructure.

IF 1.1 All citizens, throughout the applicable service areas, shall have access to essential, reliable, and sustainable utility services and infrastructure including drinking water, wastewater treatment, stormwater management, solid waste collection and disposal, recycling, telecommunications, and energy.

¹⁹ (U.S. Department of Transportation, 2023)

²⁰ (Kentucky Transportation Cabinet & Better Kentucky Plan, 2023)

-
- IF 1.2*** ***Water providers should maintain an adequate, clean water supply to meet the needs of all current customers as well as demand anticipated for future growth.***
 - IF 1.3*** ***Maintain adequate public sewer capacity to meet the needs of Georgetown, Sadieville, and Stamping Ground.***
 - IF 1.4*** ***Require stormwater infrastructure to be environmentally safe and multifunctional where possible.***
 - IF 1.5*** ***Public infrastructure should be sustainable, reliable, affordable, and compliant with federal, state, and local regulations.***
 - IF 1.6*** ***No new privately-owned and operated sewer treatment facilities should be approved.***

This goal (IF 1) focuses on providing a variety of public utility and infrastructure needs, including clean water, public sewer, stormwater infrastructure. Having clean, reliable, and affordable utilities is essential to a successful community. Efforts must continue to be made to provide the highest quality utility services to all members of our community, from our downtown shops and restaurants to our rolling hills and woodlands. Investing in our community greatly improves our quality of life. Researching into existing and new technologies for utilities providers allows us to serve our community better and safely.

- IF 2** **Capital Improvement Plans for each legislative body account for needed infrastructure improvements.**
- IF 2.1*** ***Ensure that Capital Improvement Plans are cost effective, cost efficient, cooperative, and complementary to support long-term growth.***

While we as a community strive to maintain or increase levels of service, the cost of infrastructure improvements is often significant. Capital improvement planning (“CIP”) has been discussed in previous plans as an effective way to budget long-term for infrastructure improvements. It is imperative that Georgetown and Scott County assess the life-cycle costs of new development and infrastructure. This will allow providers to continue to offer and improve upon public services, utilities, transportation maintenance, education, and emergency services. Taxes and rate revenue support many of these expenses, but they do not cover all. Members of the community and elected leaders have expressed desires for infrastructure improvements and expanded optional funding sources for those improvements.

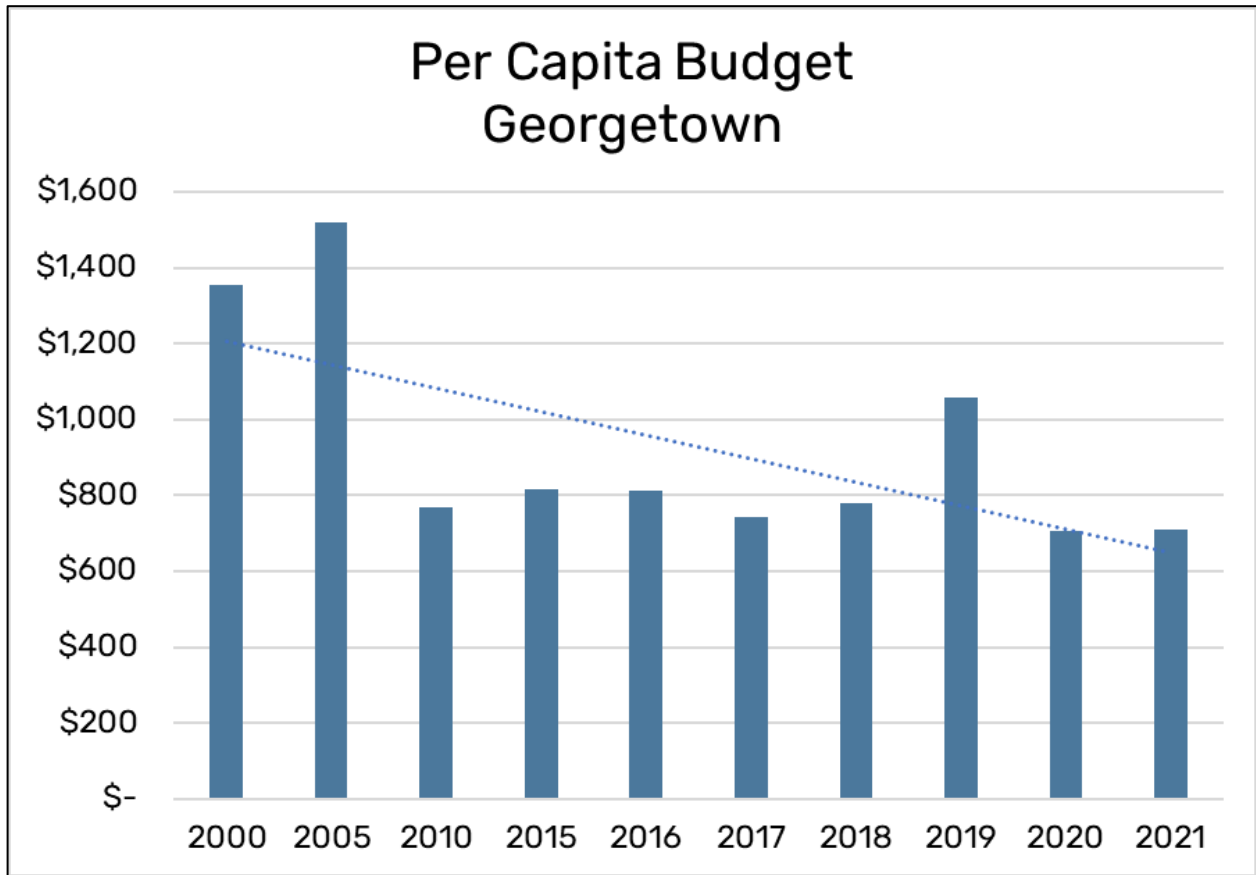


Table 12: Per Capita Spending for the City of Georgetown, 2000-2021

The per capita budgetary expenditures by the City of Georgetown, for example, have decreased from the levels of two decades ago. With declining per capita budgets, it is ever more important to plan appropriately for growth, maintenance, and renewal of infrastructure. Since 2010, the annual budgetary expenditures by the City of Georgetown have remained relatively steady, but they are just more than half of the amount on a per capita basis the community was able to afford during 2005. It is difficult for the City to continue providing the high levels of service expected by residents when faced with a declining per capita budget. Limits on increases to the tax base make anticipation of future maintenance costs of new and existing infrastructure ever more important.

For this reason, the community has time and again shown interest in more thorough capital improvements planning to account for long-term maintenance of existing infrastructure. The community has also expressed interest in implementation of impact fees to ensure that the cost of new infrastructure is initially borne by those creating the need for expanded infrastructure.

IF 3 **Support and advocate for expanded digital connectivity within the county.**

IF 3.1 *Improve high-speed affordable internet access for all citizens.*

IF 3.2 *Prioritize siting of wireless telecommunication facilities and other utilities to protect cultural, historic, environmental, and residential resources.*

This goal (IF 3) is focused on equitable access to and availability of consistent, high-quality telecommunication services. This infrastructure impacts both the workforce of Scott County, but also has implications for education and quality of life. As tasks become more reliant on a stable internet and phone connection, it is essential that we address areas of deficit in our wireless facilities and continue expansion of access to high-speed internet throughout Scott County.

Chapter 6: Transportation

Transportation and its related infrastructure is a vital element of our community. It is interconnected with virtually every element throughout this plan but is particularly tied to the Community Form element. Key themes that emerged within transportation infrastructure discussions included:

1. Access & Equity.

Transportation infrastructure should be multi-modal where possible. Our community needs to shift from an auto-centric past to a more equitable transportation future, including pedestrian facilities, bicycle facilities, and public transportation, such as buses. Connectivity is another critical component of transportation infrastructures. It is one thing to design systems for all users, it is a whole other thing of being able to get from point A to B.

2. Safety.

We need to plan for road networks that provide safe travel patterns for all user types. We need to design so pedestrians and cyclists are able to navigate existing infrastructure. We need to better build infrastructure for these users in the future.

3. Longevity.

Design of infrastructure and financing methods should ensure longevity and realistic maintenance. The quality requirements of new infrastructure installation need to be adequate to prepare for the community's long-term maintenance of the facilities. The appropriate balance between developers, local governments, and citizens must be established to invest and pay for infrastructure and facilities. New infrastructure costs should be born primarily by those creating the need. Maintenance of existing public facilities should be borne by the community of users, at large.

4. Growth management.

Where roads are planned and built should be considered as part of the land use planning process and stronger coordination at regional and local levels is desired. Road networks must be planned in ways that make sense with existing zoning and future land use designations. We must anticipate and develop infrastructure and facilities in locations that are strategic at a local level. We must coordinate roadway plans with our surrounding counties, the Bluegrass Area Development District, and the Kentucky Transportation Cabinet. We should use our planning processes and the Urban Service Boundary to maintain existing community levels of service while allowing for targeted community growth.

5. Modernity.

Our existing infrastructure systems, such as internet, road networks, utilities, etc. should be efficiently expanded to provide the services needed by members of our community. We need to be able to adapt to changing technology and trends.

Mission Statement

Scott County residents, visitors, and businesses benefit from a safe, efficient, and well-maintained multi-modal transportation network.

Fundamental Principles

- Investment decisions should result in a safe and modern transportation network that serves all citizens of Scott County.
- Infrastructure improvements should consider social, economic, environmental, historic, and cultural impacts.
- Capital improvement planning should be a collaborative and coordinated process used to identify new transportation infrastructure construction and maintenance needs. We prioritize existing deficiencies in existing areas to improve the quality of life, improve efficiency and spur reinvestment.

Transportation Snapshot

Scott County is a growing community and with growth comes an increase in public maintenance and service responsibilities, not the least of which is an increase in the miles of new streets that must be maintained, patrolled, and managed. Most new local road construction is done by the private sector as residential subdivisions are built. These roads are built to public standards, which are established in the local Subdivision and Development Regulations. These Regulations establish the width, geometric detail, and construction specifications for public and private streets. These standards also establish street right-of-way widths, along with the required pedestrian infrastructure in the form of sidewalks or multi-use paths which are to be constructed when new streets are built. These standards are important in ensuring the streets are constructed well and will last an appropriate length of time. After a period of time, they are dedicated to the local legislative bodies for acceptance as public streets.

The number of road miles constructed in Scott County, Georgetown, Sadieville, and Stamping Ground roughly parallel their growth rates. Currently there are 231.91 miles of public roads outside of the incorporated areas currently maintained by Scott County, 141.22 miles of public streets currently maintained by the City of Georgetown, 3.27 miles of public streets currently maintained by the City of Sadieville, and 1.93 miles of public streets currently maintained by the City of Stamping Ground.

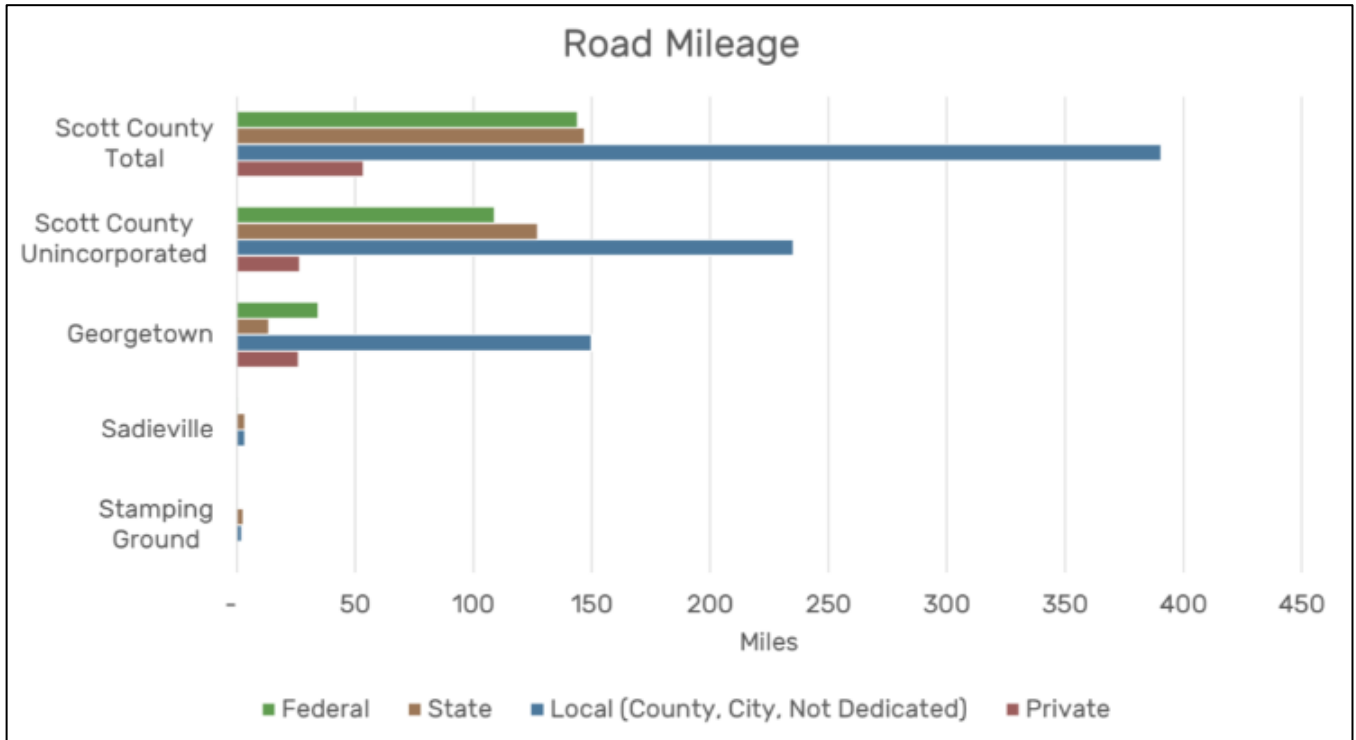


Figure 54: Road Mileage Maintenance Responsibilities by Jurisdiction (Graph)

Major new roads and bridges are funded through federal and state dollars routed through the Kentucky Transportation Cabinet (KYTC). These major regional roads typically stay in the state and federal systems and are limited access or controlled access and maintained by KYTC. Funding for road maintenance is complicated, but local road maintenance funds coming from gas taxes are not keeping up with maintenance needs.

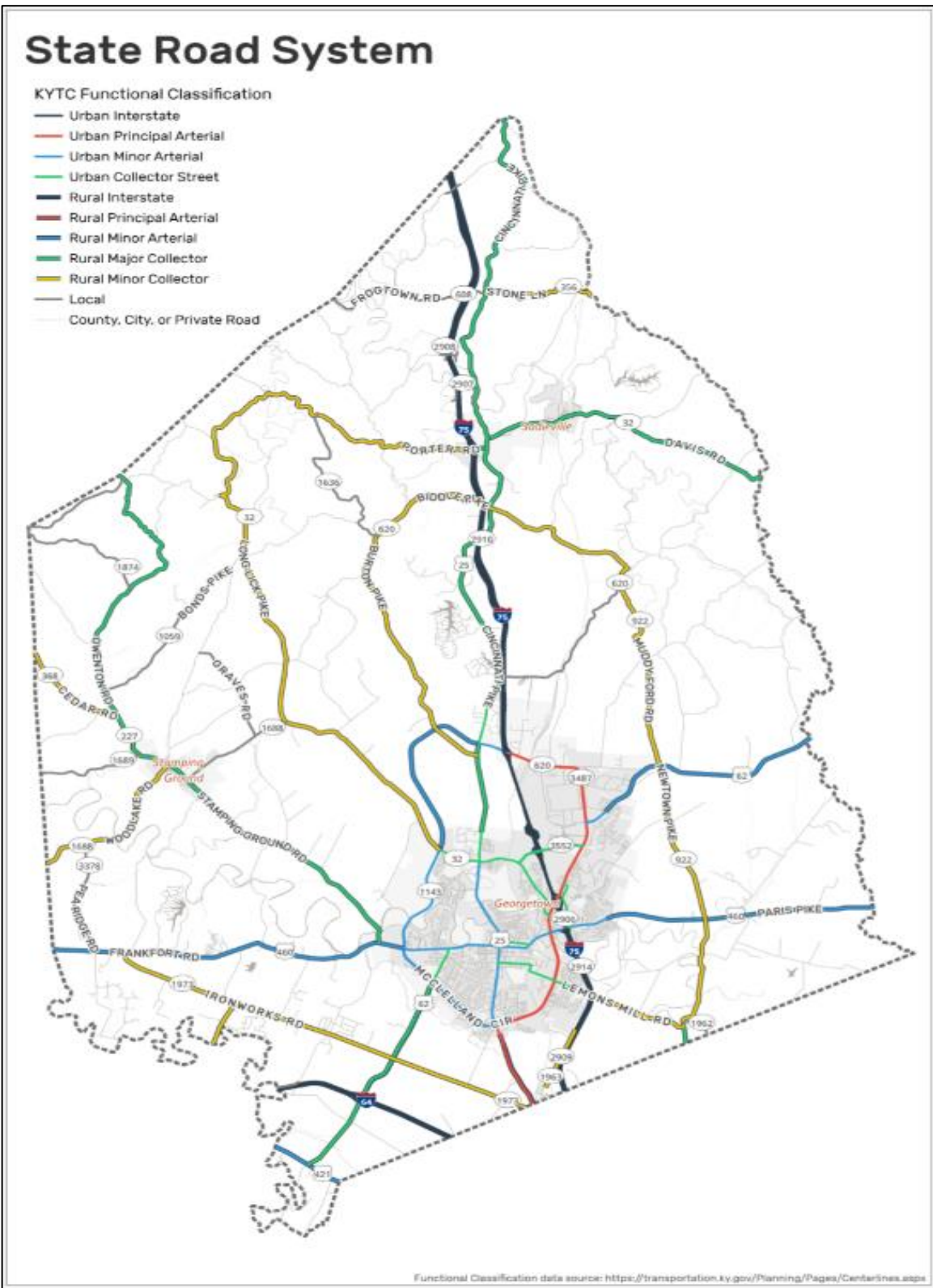


Figure 55: State Road System & KYTC Functional Classification (Map)

Increased development densities and contiguous growth in urban areas decrease the amount of road miles built and maintenance costs per capita. This increases the stability and sustainability of the local road network. Alternative transportation infrastructure, like sidewalks and bike paths, in urban areas can also decrease congestion and support a holistic transportation system.

By connecting existing land uses and areas to each other, one existing road system will stabilize further and increase sustainability through greater connectivity.

Transportation Goals and Objectives

We strive to improve access, equity, safety, growth management, and the modernity and longevity of transportation infrastructure. Capital improvement planning should be a collaborative and coordinated process that is used to identify needs, develop infrastructure, and provide maintenance. We should prioritize and address deficiencies in existing areas to improve the quality of life and network efficiency. Public expenditures should also be used to spur private reinvestment. Future growth should incorporate sustainable practices. The following Goals and Objectives have been identified:

- TR 1 Provide an efficient, safe, clean, and connective transportation system that is coordinated with existing needs and plans for future growth.**

- TR 1.1 Maintain or improve the capacity of the transportation road network for collectors and arterials at Level of Service (LOS) "C" or higher.*

- TR 1.2 Work with community members and government agencies to identify roads and systems in need of expansion, improvements, and construction.*

- TR 1.3 Protect the integrity of existing roads through ongoing maintenance.*

- TR 1.4 Maintain roadways clear of debris and hazards.*

This Goal (TR 1) focuses on creating a transportation network for the entire community. It places an emphasis on identifying needs through public communication, maintaining existing facilities, and planning for future growth.

-
- TR 2** **Expand opportunities for multiple transportation options.**
- TR 2.1.** *Require sidewalk construction when reviewing new and amended developments.*
- TR 2.2** *Acquire and dedicate ROW to ensure adequate road maintenance and, in the case of substandard roads, adequate space for possible road widening.*
- TR 2.3** *Improve existing sidewalks and streets to include proper lighting, construction, signage, and accessibility.*
- TR 2.4** *Anticipate future needs and plan for expanded public transportation.*

With this Goal (TR 2), the community seeks to diversify the transportation network. Scott County is very automobile reliant for most of its transportation needs. This goal acknowledges and plans for improvements to the transportation network that will better allow the three municipalities to handle anticipated growth over the coming years by planning for the transportation network to include multiple modes.



Figure 56: Photograph of Cyclists on Local Roadway (Image)

TR 3. Become more bikeable.

TR 3.1. *Install more bike racks in areas with higher residential density and commercial areas.*

TR 3.2. *Invest in infrastructure and design features to improve bicycle safety, such as signage, multi-use paths, bike lanes, and stop bars.*

TR 3.3. *Educate motorists, residents, and guests of the benefits related to bike usage.*

TR 3.4. *Expand public parks to include bike trails and walking paths.*

This Goal (TR 3) expands on the previous goal for increased transportation options by focusing on bicycle infrastructure and safety. Increases in the number of bicycle users decrease the demand on the existing road infrastructure. Improved bicycle infrastructure also improves quality-of-life for community residents improving health, happiness and property values.

TR 4. Expand and improve pedestrian infrastructure.

TR 4.1. *Invest in safety measures for pedestrians on major roads, including curbs, signage, and lighting.*

TR 4.2. *Widen and improve highly used sidewalks to increase accessibility and pedestrian traffic flow. Invest in ADA tactile and other universal design amenities in downtown commercial areas.*

TR 4.3. *Improve areas where individuals wait for transportation options to include benches and coverings.*

This Goal (TR 4) expands on goal TR 2 for increased transportation options by focusing on pedestrian infrastructure and safety. Increases in the number of pedestrians decrease the demand on the existing road infrastructure. Improved pedestrian infrastructure also improves quality-of-life for community residents, improving health, happiness and property values.

-
- TR 5. Research and support innovations and expansions of freight transportation.**
 - TR 5.1. Provide safe and convenient passenger and freight air transportation services in Scott County.*
 - TR 5.2. Maintain rail facilities to serve Scott County’s future needs.*
 - TR 5.3. Identify and support infrastructure improvements needed for freight transportation within Scott County and along major transportation corridors.*
 - TR 5.4. Support infrastructure improvements for alternative fuel stations.*

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 thoughtful deliberation and the best information available.

The information in this chapter is intended to help the reader understand the complexities of the transportation network and the opportunities for improvement envisioned by the Comprehensive Plan.

Transportation Project Priorities

This chapter discusses 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 included in this section, but local priorities and mobility improvements to increase quality of life are highlighted.

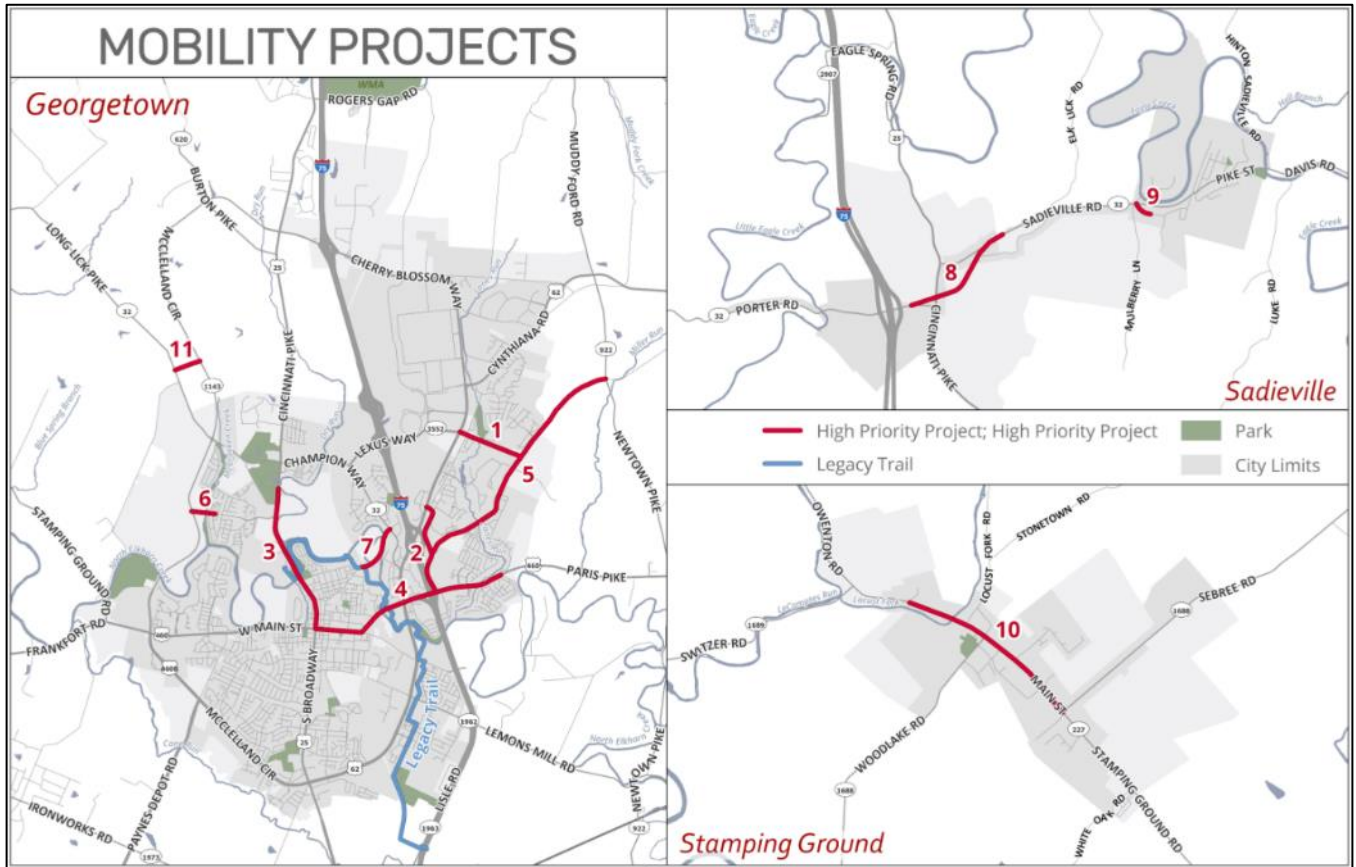


Figure 57: Mobility Projects Supplemental Land Use Map

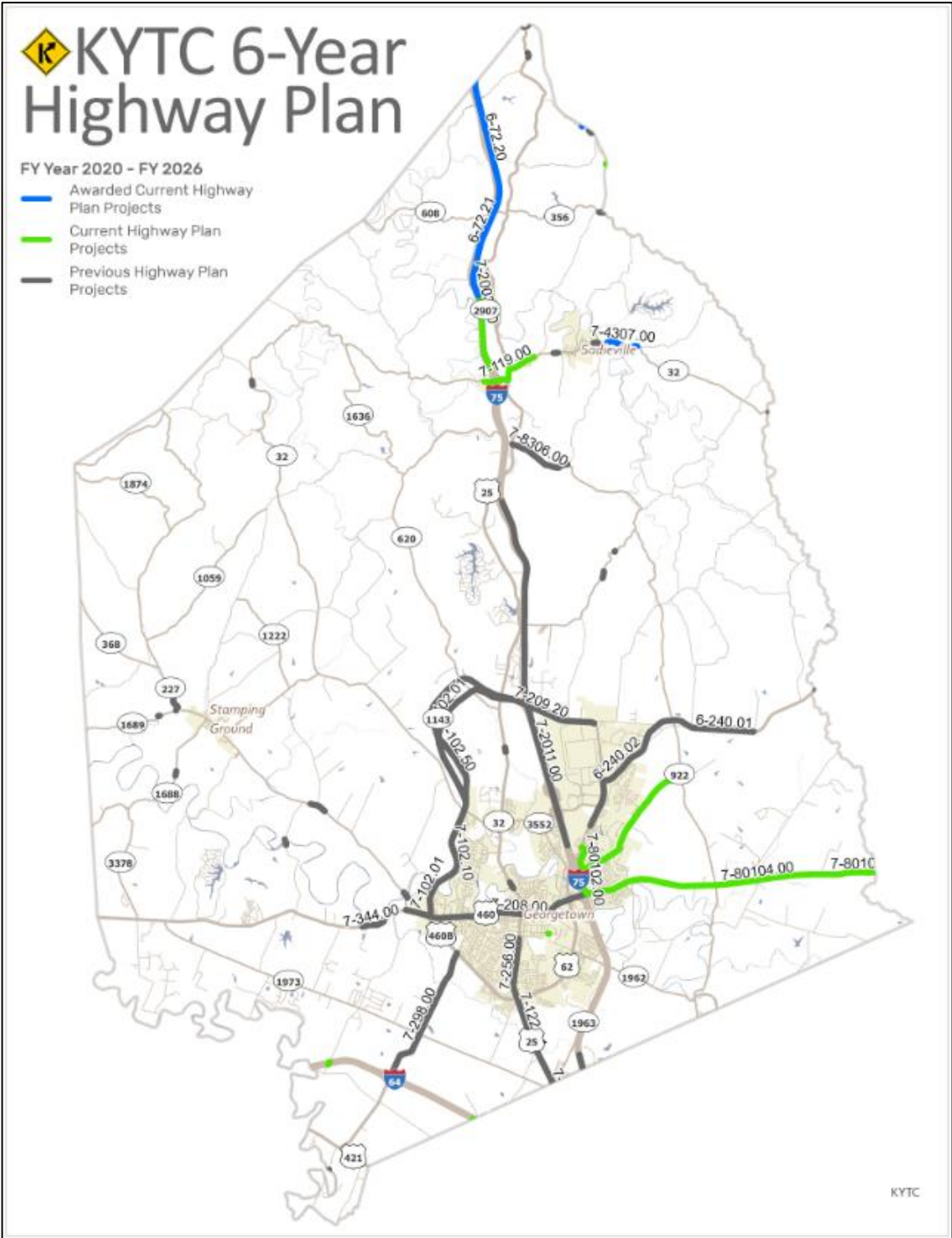


Figure 58: Kentucky Department of Transportation's 6-Year Highway Plan for Scott County (Map)

Kentucky Transportation Cabinet Six Year Highway Plan: FY 2020 - FY 2026					
Item#	Plan Year	Route	Length	Type of Work	Description
7-119.00	2020	KY-32, US-25	1.39	RECONSTRUCTION	RECONSTRUCT KY 32/I-75 INTERCHANGE EXIT 136 (LOVE'S TRUCK STOP), REALIGNING PORTER RD WITH SADIEVILLE RD AT US25. (2020CCR)
7-1139.00	2014	CR-1022	0.02	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N) (EBRP)
7-4307.00	2020	KY-32	0.7	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-32 IN SCOTT COUNTY
7-10006.00	2018	CS-1010	0.02	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LEMONS MILL RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105C00112N)
7-10012.00	2018	KY-1689	0.008	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1689 BRIDGE OVER LOCUST FORK. (105B00039N)
7-10013.00	2018	CR-1020	0.021	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HINTON RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105R00605N)
7-20019.00	2018	I-75	0.325	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 120.792 TO MILEPOINT 121.117
7-20021.00	2018	I-75	4.815	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 138.424 TO MILEPOINT 143.24
7-80102.00	2020	KY-2906	1.118	CONGESTION MITIGTN(O)	IMPROVE CAPACITY AND ACCESS ON KY 2906 FROM US 460 TO US 62 (2020CCN)
7-80104.00	2020	US-460	7.831	RECONSTRUCTION(O)	IMPROVE US 460 FROM RUSSELL CAVE RD TO I 75 (2ND PART OF 7-8705) (2020CCN)

Table 13: Kentucky Department of Transportation's 6-Year Highway Plan Explanation

EVALUATION CRITERIA:

The evaluation criteria for setting project priorities included:

- a. Safety and accident information
- b. Traffic volumes
- c. Existing problem areas (excluding improvements to serve new development)
- d. Creation of an improved rural network connecting cities and smaller towns to Interstate 75 and Lexington
- e. System continuity
- f. Compatibility with the Future Land Use Plan

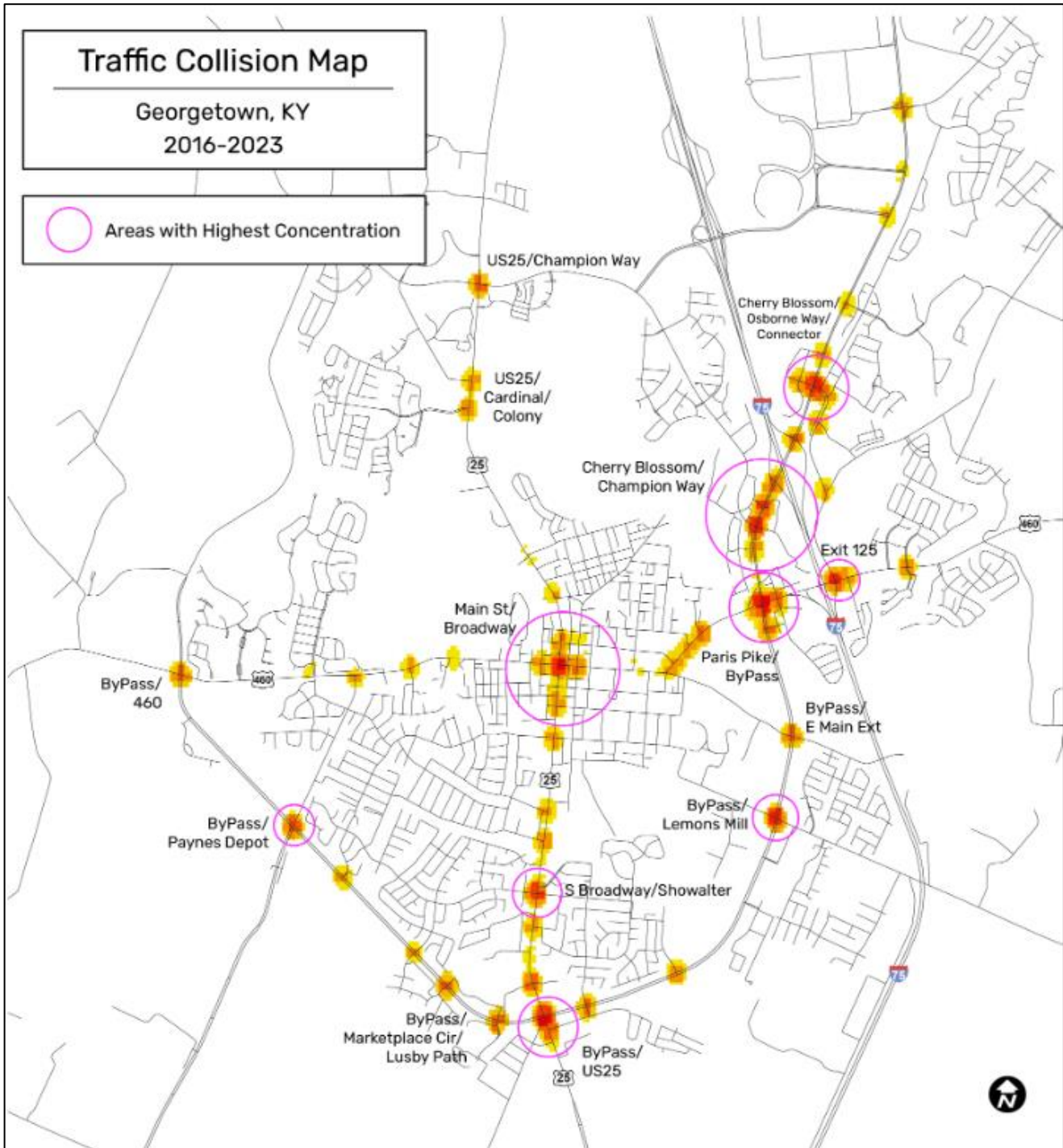


Figure 59: Areas of Frequent Traffic Collision in the City of Georgetown, 2016-2023 (Map)

The Kentucky State Police (KSP) maintains a public access crash database. The data is available to the public on a website developed and maintained by the KSP. This repository contains information gathered from collision reports submitted by Kentucky law enforcement agencies.

<http://crashinformationky.org/>

This data is used by the Georgetown-Scott County Planning Commission in their development review process to identify high collision locations adjacent to where new development is proposed. This helps provide additional information to planning staff when they are determining whether turn lanes or other safety improvements should be considered. It can also be used to identify needed public funded project improvements to enhance function or safety of the existing road network.

Local Collector Roadway System

A collector road is a low to moderate-capacity road which is below a highway or arterial road functional class. Collector roads generally carry traffic from local roads to activity areas within communities; to arterial roads or occasionally directly to expressways or freeways. This Comprehensive Plan identifies a system of Collector roads that are expected to be constructed alongside suburban development as it occurs. These Collector Roads are intended to improve the transportation efficiency of urban areas as they develop. Standards for Urban Collector Roadways for width, profile, and design geometry appear in the Subdivision and Development Regulations for Georgetown-Scott County.

In this Plan, recommended new collectors are intended to fill specific gaps between arterial roads, and create multiple alternatives for roadway travel. In instances where development occurs where future Collector Roads are shown, the developer is expected to construct a through road built to Collector Road standards. When future development is proposed adjacent to planned Collector Roads, sufficient right-of-way shall be dedicated to allow for future Collector roadway construction.

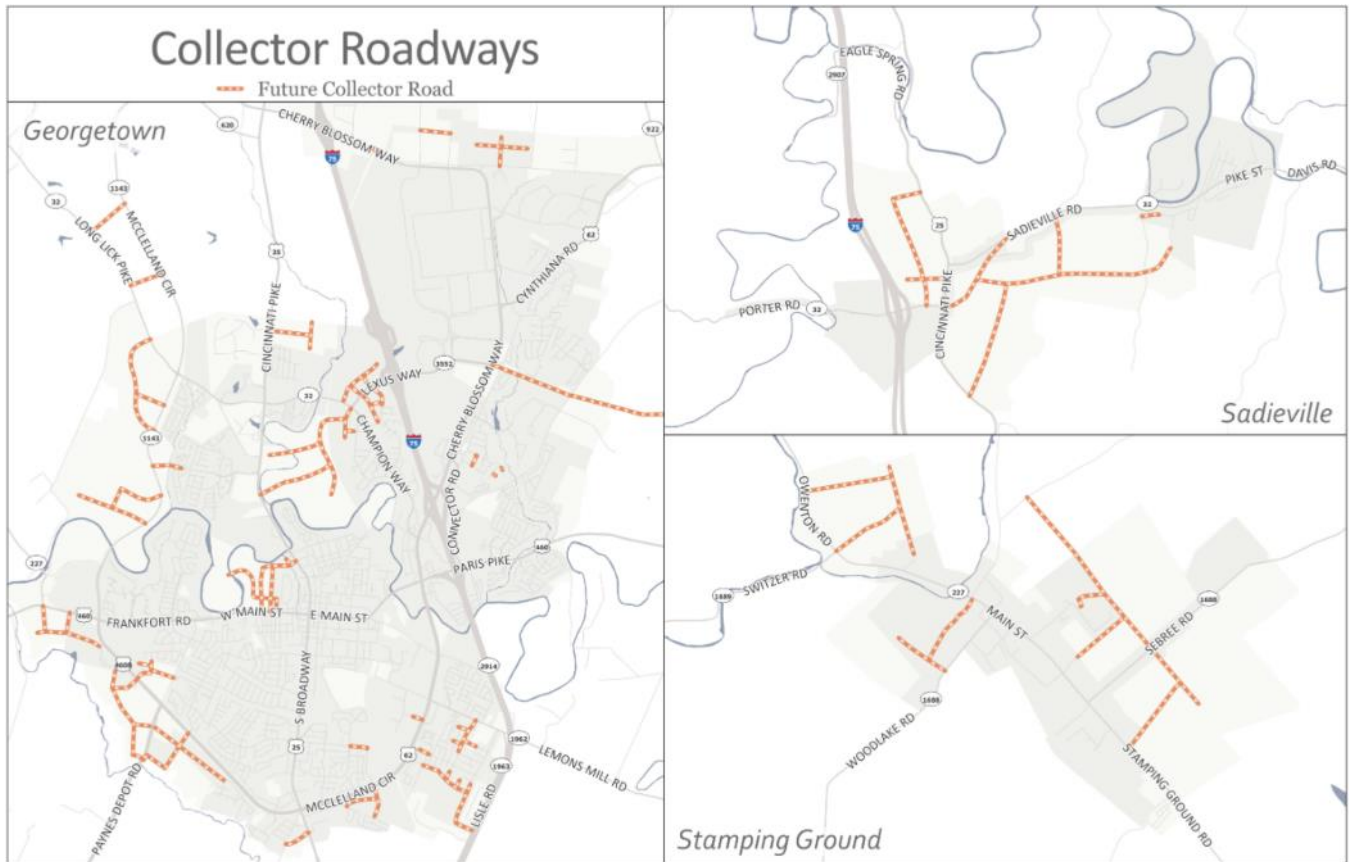


Figure 60: Map of Future Collector Roads in Georgetown, Sadieville, and Stamping Ground (Map)

Connectivity between developing areas is important to maintain future vehicle and pedestrian connectivity in a community. As a general principle higher intensity development should not pass through low intensity development to reach the arterial roadway system. Development should provide dead end road stubs sufficient to provide connectivity between adjoining parcels. The maximum length of dead-end roads shall comply with adopted Subdivision and Development Regulations for maximum length of a dead-end street unless there are special physical or topographical reasons development cannot comply.

Scott County and its municipalities have developed a list of local transportation and bike/pedestrian project priorities based on known functional deficiencies, community quality of life desires, and identified opportunities.

City-Specific Mobility Projects

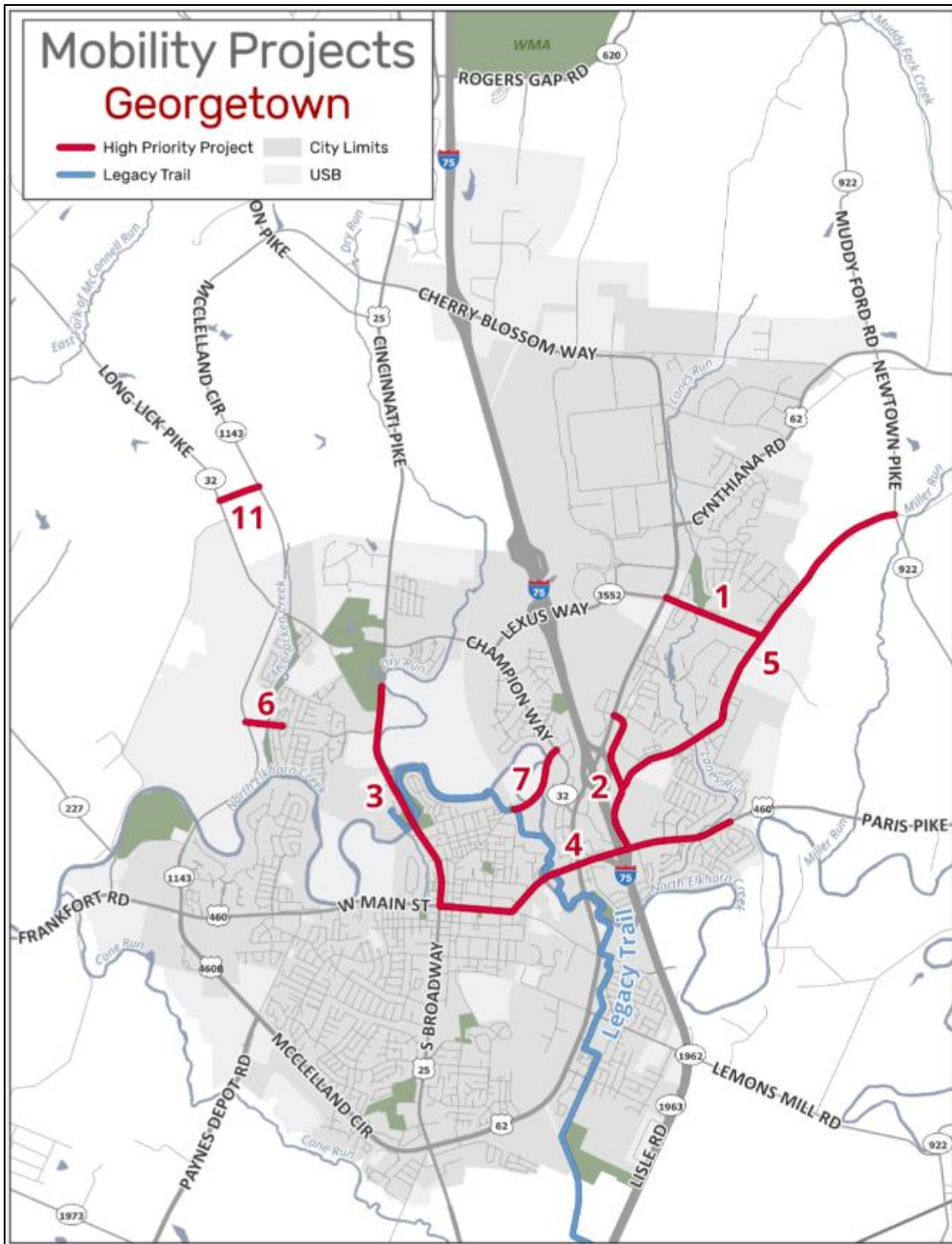


Figure 61: Mobility Projects for the City of Georgetown (Map)

Georgetown Mobility Projects



Figure 62: Mobility Opportunity Area #1 - Lexus Way Extension (Image)

Mobility Opportunity Area #1: Lexus Way Extension

Extending Lexus Way from Cherry Blossom Way to Old Oxford, would provide much needed east-west connectivity for the City of Georgetown. It would relieve some of the traffic issues in this area for traffic to reach Cherry Blossom Way without passing through Connector Road.

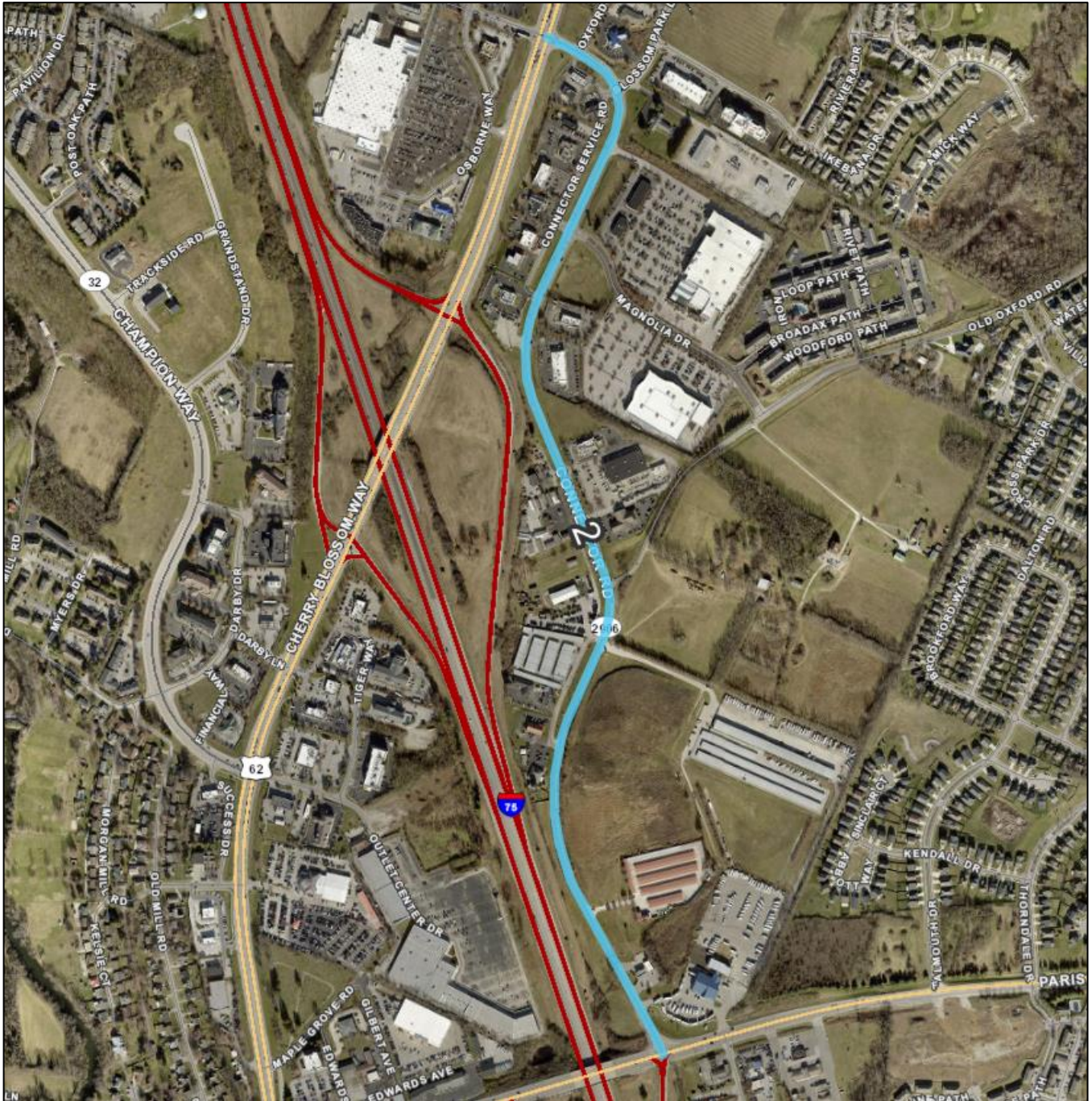


Figure 63: Mobility Opportunity Area #2 - Connector Road (Image)

Mobility Opportunity Area #2: Connector Road

Connector Road is a state route that connects Exit 126 to Exit 125 on Interstate I-75. Exit 125 does not have a northbound onramp so Connector Road gives northbound vehicles a route to the Exit 126 northbound ramp. This road has become a major Commercial corridor and the dual use for thru traffic and for local access to commercial businesses has increased congestion along the heavily used

corridor. There is a need for improvements to help increase capacity of the roadway and for pedestrian and bicycle mobility due to the increase in residential development in the area.



Figure 64: Mobility Opportunity Area #3 - North Broadway (Image)

Mobility Opportunity Area #3: North Broadway

North Broadway has been identified for pedestrian and bicycle improvements. This area has high commercial use, and is surrounded by residential neighborhoods. Greater and safer connectivity is

desired along the full stretch of this corridor. Through public engagement and discussion throughout the Bicycle and Pedestrian Plan development and Comprehensive Plan development, these areas were frequently mentioned. Pedestrian safety along North Broadway has been a major concern for a number of years, sparking interest from both City Council members and Magistrates.

Many pedestrians walk along North Broadway between downtown, the Colony, and the Scott County Middle School and High School campuses, where there are no existing sidewalks. If and when US 25 is widened by the State, our community wishes to partner to provide necessary bicycle and pedestrian facilities to provide safe and adequate non-motorized accessibility for the full length of US 25 within the city limits of Georgetown. For additional information, please consult the Georgetown-Scott County Bicycle and Pedestrian Plan.



Figure 65: Aerial Imagery of Mobility Opportunity Area #4 – East Main Street / US 460 (Image)

Mobility Opportunity Area #4: East Main Street / US 460

East Main Street needs pedestrian improvements from the area of Washington Street to Cherry Blossom Way. A multi-Use path from Cherry Blossom Way to the neighborhoods of Rocky Creek and Adena Ridge would help safety and open up safe opportunities for pedestrian and or bicycle riders access over I-75 and to the downtown area.



Figure 66: Mobility Opportunity Area #5 – Old Oxford Road (Image)

Mobility Opportunity Area #5: Old Oxford Road

There are several growing residential areas currently being served by Old Oxford Road, with others planned to connect in the future. This road has issues with the volume of traffic, maintenance, and speeding. This residential corridor could benefit from improvements to Old Oxford Road including both road widening, and pedestrian improvements.

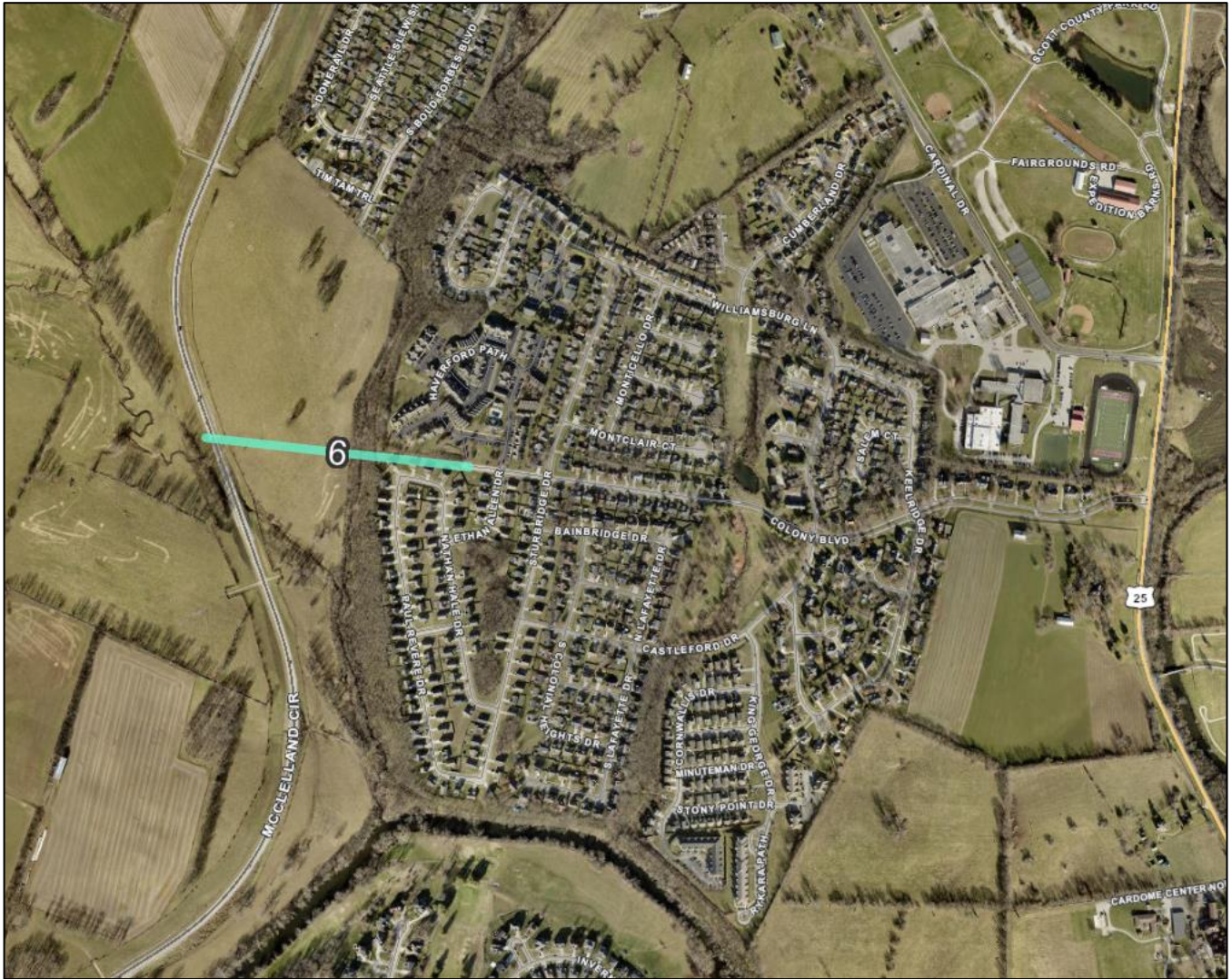


Figure 67: Mobility Opportunity Area #6 - Colony Boulevard Extension (Image)

Mobility Opportunity Area #6: Colony Boulevard Extension

Colony Blvd. Extension. Colony Blvd. serves as the main entrance road to the Colony neighborhood, a neighborhood of 1000+ dwelling units in northern Georgetown. Colony Blvd. currently dead ends at Haverford Apartments on the western edge of the Colony neighborhood. Right-of-way exists to extend Colony Blvd. to McCracken Creek. A bridge over the creek would provide an opportunity for access to a major Arterial on the west side of town (Western Bypass) and would open up the neighborhood for better access to schools, civic uses, parks and commercial areas and improve congestion at the main entrance currently on Cincinnati Road (US 25).



Figure 68: Mobility Opportunity #7 - Degaris Mill Road Extension (Image)

Mobility Opportunity Area #7: Degaris Mill Road Connector

Degaris Mill Road Connection. An extension of Degaris Road to Degaris Mill Road would provide a needed east-west connector roadway from northern Georgetown across the Norfolk Southern Railroad and the North Elkhorn Creek, both of which are physical barriers that landlock the neighborhoods north of downtown Georgetown. A road connection here would provide improved connectivity, improve traffic flow and open up the area between the railroad and the creek for residential and open space uses.

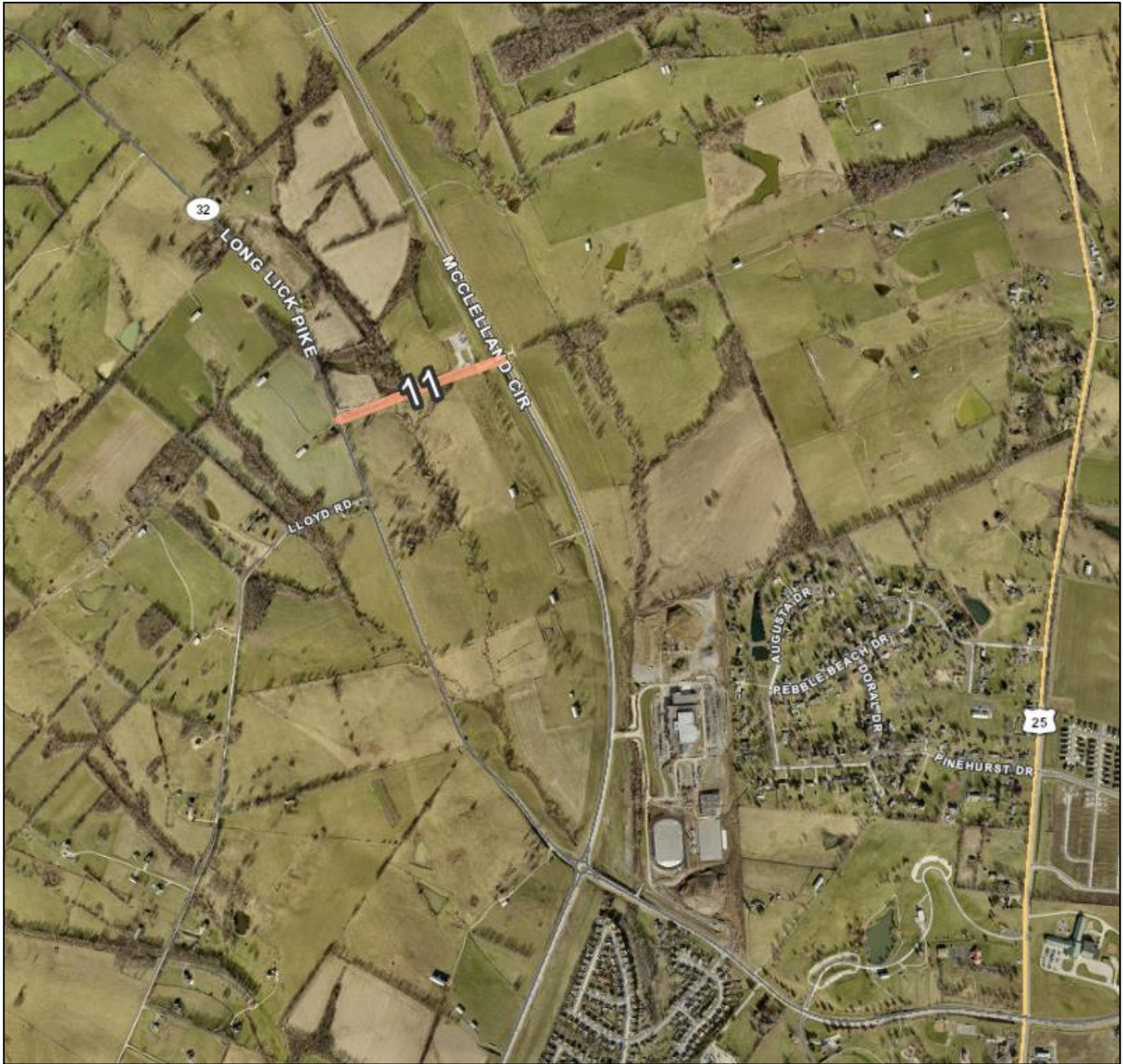


Figure 69: Mobility Opportunity Area #11 - Long Lick /McClelland Circle Connector (Image)

Mobility Opportunity Area #11: Long Lick Pike & McClelland Circle Connector

A two-lane connector road between Long Lick Pike and the northern McClelland Circle leg of the bypass. Designed to reduce travel time, reduce congestion and provide better connectivity from north central Scott County to I-75 and northern Georgetown region.



Figure 70: Mobility Opportunity Area #12 - Legacy Trail (Image)

Mobility Opportunity Area #12: Legacy Trail

The Legacy Trail Scott County Extension is a proposed 7.4-mile long, 12-foot wide, non-motorized shared-use path that will extend from the Kentucky Horse Park to the Cardome Center. The primary alignment (identified on the map as Sections 1-4) extends north from the Kentucky Horse Park, through the Lisle Road Soccer Complex, by Lemons Mill Elementary, past Mansion Estates and East Main Estates toward the Elkhorn. After reaching Elkhorn Creek, the primary alignment follows the creek (alternating sides) to the west until reaching Cardome. An alternate route (identified on the map as the Urban Loop) is proposed to break off from the primary alignment near East Main Extension or

Lemons Mill Road and extend west through Georgetown College, downtown Georgetown, and Royal Spring Park before heading north to Cardome. The alternate alignment would utilize existing streets and pavement and provide more on-road signed bicycle and walking routes. It would use road widenings where necessary or off-road sections where feasible. This secondary alignment would be less costly and provide connection through highly used public areas.

In Lexington, the Legacy Trail currently spans 9.8 miles through Fayette County beginning at the North Lexington YMCA with plans to extend it another 2 miles in 2015 to the Isaac Murphy Memorial Art Garden which marks the historic home foundation of the most winning jockey in history. The trail moves through the urban landscape of downtown Lexington continuing to suburban neighborhoods, parks and the University of Kentucky Coldstream Research Campus before transitioning into the rural landscape. The trail meanders through the Cane Run Creek watershed offering views and vistas of the rolling savanna landscape of central Kentucky before ending where Isaac Murphy was laid to rest in the Kentucky Horse Park.

The trail has an abundance of users from recreational family rides and bicycle commuters to cycling and running enthusiasts. Fayette County has measured 10,000 cyclists per month at the Coldstream Trailhead. Fayette County plans to use place meter sensors to measure pedestrian and bicycle user rates. With the extension of the Legacy Trail into Scott County, we hope to continue on the success and expansion of the Legacy Trail to reach more users, and help move nonmotorized transportation to a safer corridor and encourage more cyclists to choose bicycle commuting as a viable and safe transportation choice. The Georgetown Scott County Legacy Trail Extension has been the vision of many in the region. The feasibility study and planning phases began a partnership including Friends of the Scott County Parks and Recreation, Blue Grass Community Foundation, the City of Georgetown, Scott County Fiscal Court, Georgetown College, Scott County Parks and Recreation and local developer Anderson Communities. The vision of the Legacy Trail has always been one of partnerships. A vision that culminated with the coming together of State and local governments working with public, private and not-for-profit agencies with one goal in mind, connections - connections between communities and people, historical places, nature and the environment, goods and services, education, recreation, and a common vision of sharing the beauty of central Kentucky's landscape and its people with visitors and locals alike.

The Scott County Fiscal Court, Parks and Recreation Department, and the Planning Commission have worked together in their review of the project, and pursuit of funding options. Transportation Alternative Program (TAP) and Congestion Mitigation and Air Quality (CMAQ) grants have been submitted in the past, and will continue to be pursued to bring the Legacy Trail into our community.

Further information can be found in the following places:

- Legacy Trail Feasibility Studies 1 and 2, completed by CDP Engineering
- Draft Georgetown-Scott County Bicycle and Pedestrian Plan
- Bluegrass Tomorrow Regional Trails Alliance documents
- Comprehensive Plan 2015 Public Outreach Survey Responses

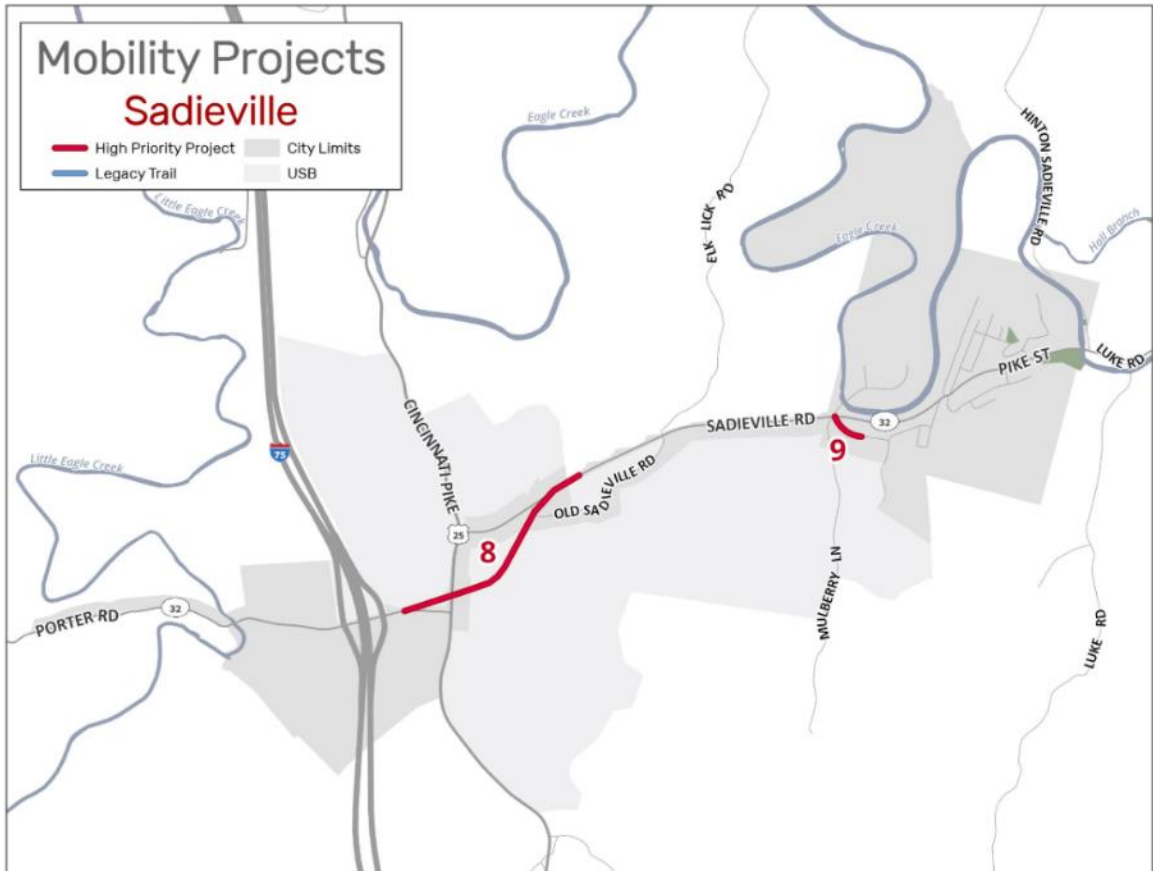


Figure 71: Mobility Projects for the City of Sadieville (Map)

Sadieville Mobility Projects



Figure 72: Mobility Opportunity Area #8 - KY-32 & US-25 Realignment (Image)

Mobility Opportunity Area #8: KY-32 & US-25 Realignment

KY-32 and US-25 Realignment. KY-32 (Porter Road) is proposed to be realigned to eliminate the split intersections between KY 32 and US 25 into one proposed intersection. Along with the exploration of two different alignments of KY 32, both a roundabout and a traditional intersection are being evaluated as part of this project.



Mobility Opportunity Area #9: Burgess Heights Road

Extending Burgess Heights Road to Mulberry Lane would provide additional connectivity in Sadieville, and will also open some land to allow additional residential development. Extending this road, should also include a stub to the south in preparation for any further development in this area.



Figure 73: Mobility Projects for the City of Stamping Ground (Map)

Stamping Ground Mobility Projects



Mobility Opportunity Area #10: Main Street (KY-227)

Stamping Ground's Main Street serves both residential and commercial properties. This corridor needs pedestrian improvements along the entire length inside city limits. Some areas are already served by sidewalks that could be improved to meet ADA standards. There are also areas in need of new pedestrian infrastructure to make the community more accessible to all modes of transportation.

Other Transportation Plans, Projects & Studies

Northeast Georgetown Traffic Study

In 2008-9, the Planning Commission partnered with the City of Georgetown, Scott County Fiscal Court and the Kentucky Transportation Cabinet to fund a Northeast Georgetown Traffic Study, which was completed by Entran and Associates. The Long-Range Transportation Plan was developed to: 1) improve mobility, reduce congestion, and improve safety within the study area; and 2) complement future land use and accommodate future travel demand in the Northeast section of the City of Georgetown Urban Area.

The plan identified needed roadway improvements in Northeast Georgetown in and around the Toyota Plant. This area was experiencing peak hour traffic congestion and roadway congestion choke points due to rapid development. Multiple major recommendations of that plan have been constructed or are in the current KYTC six-year plan (2020-2026). The major improvements which have had the most success in reducing congestion have been the construction of the new I-75 Interchange at exit 127, and the construction of the east-west arterial road, Lexus Way, connecting Champion Way to Cherry Blossom Way.

Two recommendations of the Northeast Georgetown Traffic Study that are Georgetown-Scott County priorities in the current KYTC six-year plan are the US 460 improvement project to the Bourbon County line, and the Connector Road widening project.

Additional needs identified in the plan which are currently unbuilt and unfunded are Lexus Way Extension from Cherry Blossom Way to the US 460 corridor and upgrading Old Oxford Road from rural collector to an Urban Collector profile, with curb and gutter and sidewalks/bike lanes.

Bicycle & Pedestrian Plan

The Georgetown-Scott County Bicycle and Pedestrian Plan is a guide for the creation of accessible and safe transportation facilities for non-motorized transportation users. The plan was drafted with the input of the public and the guidance of a Steering Committee which developed the draft document in the period before and after the previous Comprehensive Plan update in 2017. The intent was for the Bicycle and Pedestrian Plan to be adopted as part of the next Comprehensive Plan for Georgetown, Sadieville, Stamping Ground and Scott County.

Therefore, with the current update, the Bicycle and Pedestrian Plan will be adopted as part of this Comprehensive Plan and will be attached as an addendum to the plan. This addendum will become a component of the Transportation chapter of the Comprehensive Plan for Scott County and its municipalities. Additionally, Chapter 2, Design Standards, will become an addendum to the Subdivision and Development Regulations.

The Bicycle and Pedestrian Plan recommends standards for new bicycle facilities be based on the current AASTHO standards for the *Planning, Design, and Operation of Pedestrian Facilities*, and the *Guide for the Development of Bicycle Facilities*. The most updated versions of these documents are to be used in the construction of new bicycle and pedestrian facilities within Scott County. Chapter 4 of the Bicycle and Pedestrian Plan identifies project recommendations based on community input.

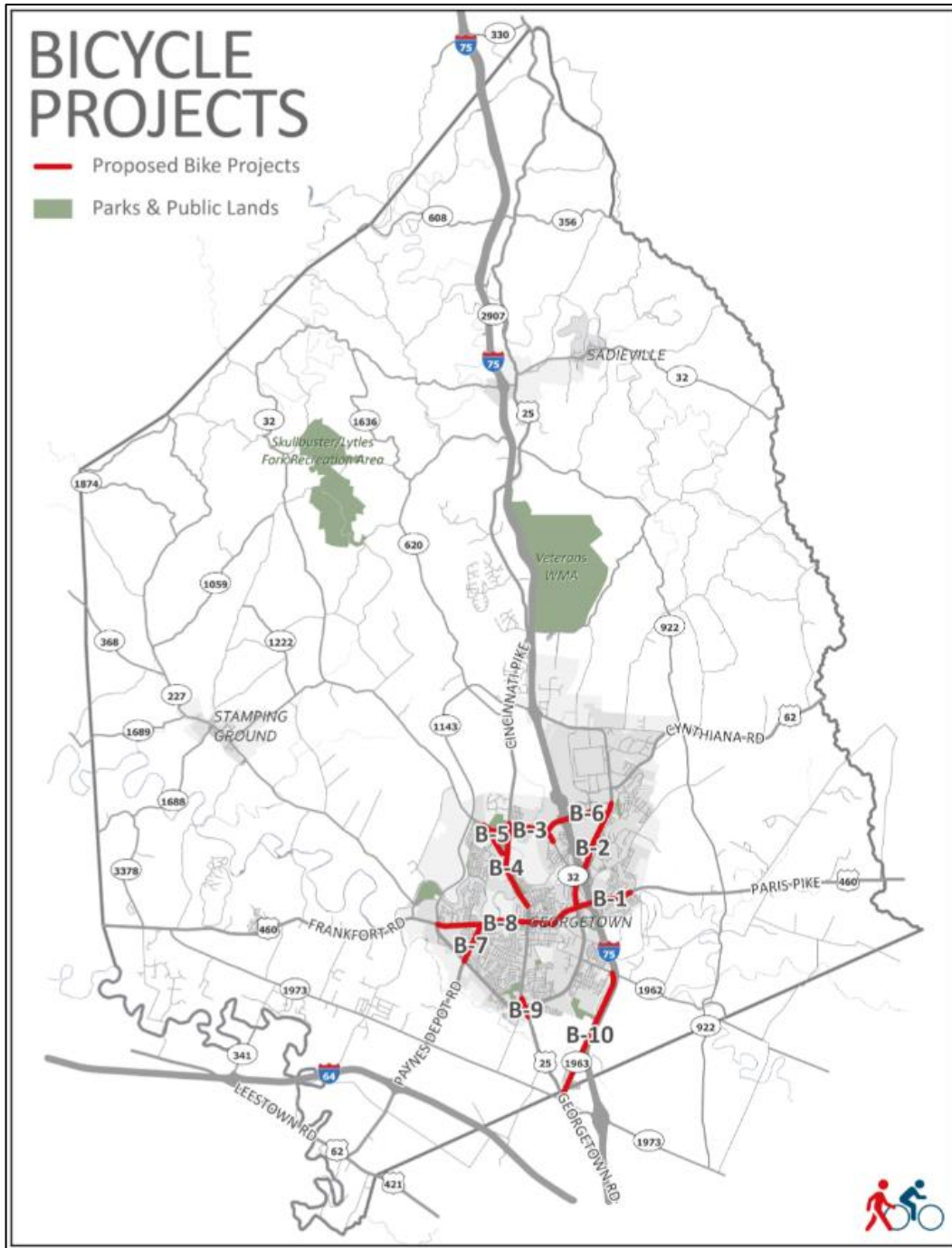


Figure 74: Bicycle Projects for Scott County (Map)

The highest ranked bicycle project (B-1) extends the existing bicycle lanes on North Broadway from Penn Avenue north to Scott County Park. The highest-ranking pedestrian project (P-1) is along the same corridor and provides for sidewalks along North Broadway/US 25 connecting the existing sidewalks at Penn Avenue to Scott County Park.

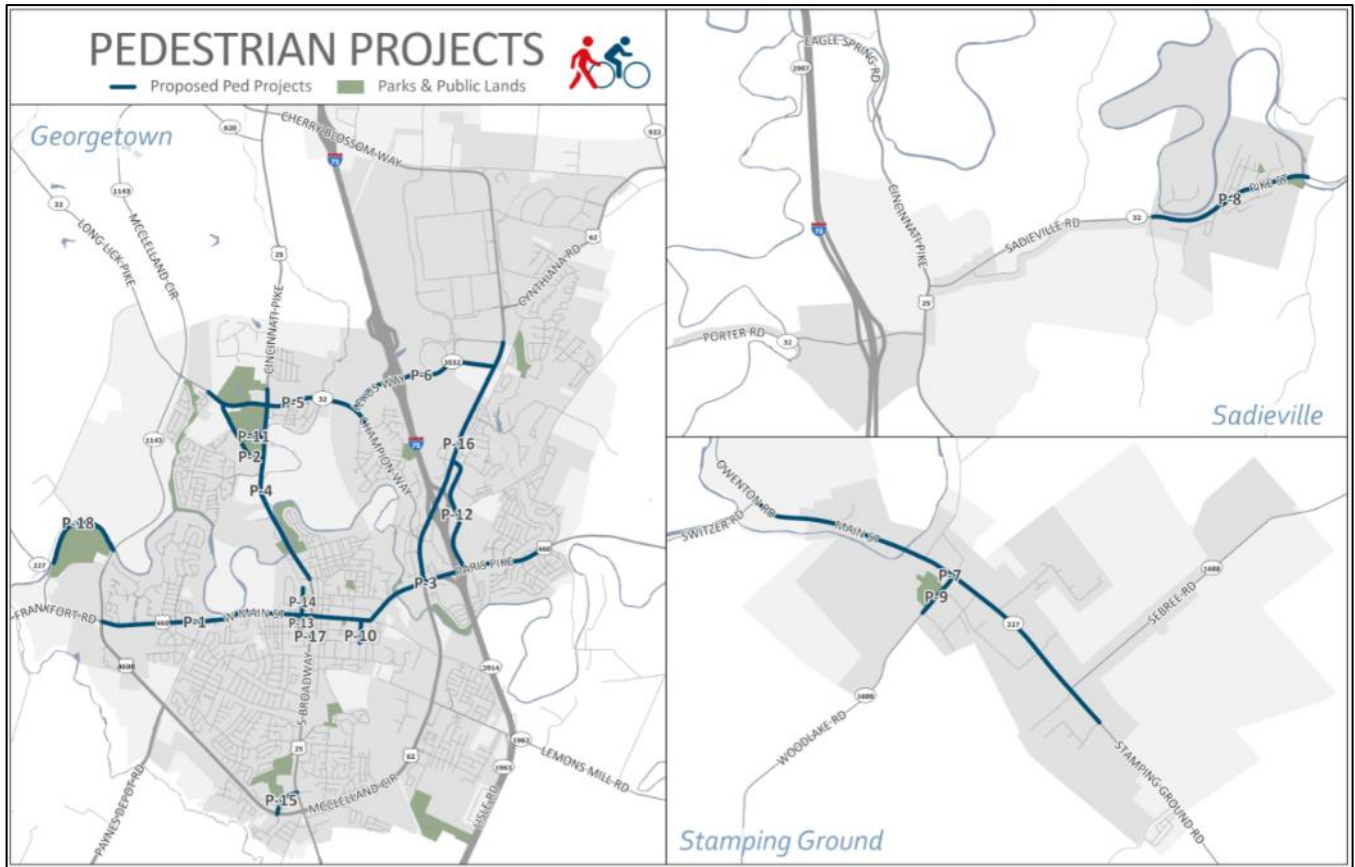


Figure 75: Pedestrian Projects for the Cities of Georgetown, Sadieville, and Stamping Ground (Map)

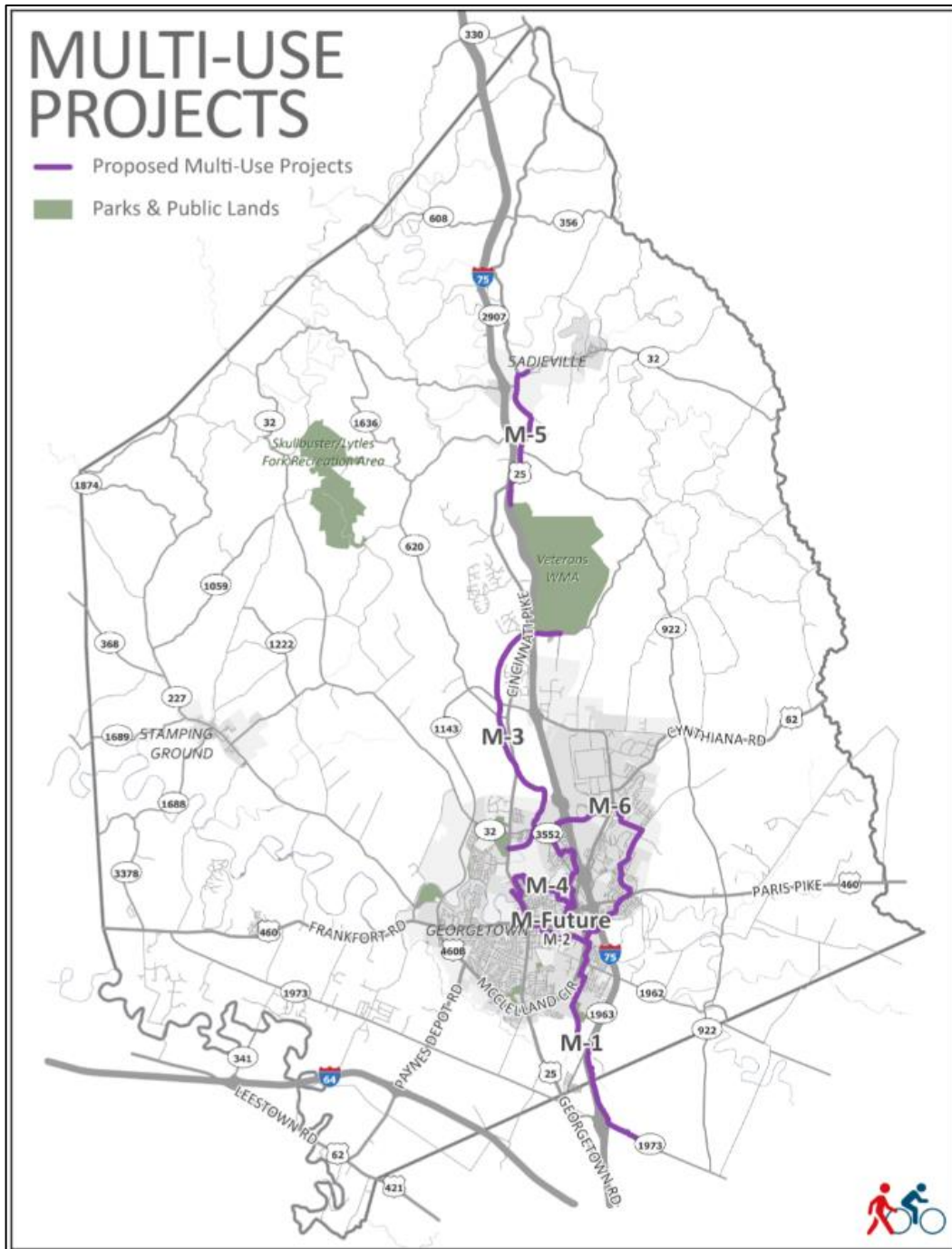


Figure 76: Multi-Use Projects for Scott County (Map)

Multi-Use Facilities

Multi-Use style projects provide a safe mode of transportation for a variety of non-motorized transportation users. These facilities can be used both for recreational purposes as well as transportation on daily trips. There is currently only one multi-use corridor in Scott County, which

exists along the south side of Lexus Way from Champion Way to Cherry Blossom Way. This is an important corridor which crosses I-75 and will act as a 'spine' providing access to and between urban areas east and west of I-75. These multi-use trails will also provide future access to neighboring counties and municipalities within the county, creating a regional network for non-motorized transportation.

The top ranked multi-use projects provide a connection to the existing Legacy Trail in Fayette County and extend this trail north into Georgetown. These projects will provide access for all non-motorized users to travel between Fayette and Scott Counties as well as provide valuable off-road connections between commercial, residential, and community facilities.

Another potential multi-use trail corridor is the now abandoned Paris to Frankfort rail corridor which travels east to west through rural Scott County and the City of Georgetown. This rail bed was abandoned in the 1970's and has reverted to private ownership. However, right-of-way corridors are intact in many areas, and it is feasible that they could be repurchased by the County or Cities. A rails to trails facility could be established along this corridor.

Walkability/Sidewalks

Sidewalks are required to be constructed by developers and builders within public and private right-of-way as part of new street construction and/or development on existing lots. This has created a network of public sidewalks within urban areas of the County. In order to build upon this network and connect missing segments, the Cities should prioritize sidewalk improvements in those areas that would bring the greatest benefit to the community at large.

The map of existing sidewalks in the City of Georgetown highlights the gaps in some high traffic commercial areas, and in the older residential areas of Georgetown. Priority corridors have already been identified along Main Street and North Broadway. The growing commercial area along Cherry Blossom Way at Exit 126 of I-75 is a growing mixed-use commercial/residential area with limited pedestrian connectivity. Some new sidewalks have been installed in recent years as new development occurs, but additional sidewalks are needed to improve safety for local residents and visitors staying in the many hotels in this area.

Implementation

The three principal methods for implementing this Transportation Plan are:

1. Local Government Capital Improvements Budgeting

Local government must lead in the determination of transportation improvement priorities and the implementation of transportation improvements according to those priorities. Local governments absence from this process abdicates the responsibility for the community's transportation needs to the development community and the Kentucky Transportation Cabinet. Neither the State nor individual developers have the community's general transportation needs as their primary interest or responsibility. There are numerous financing methods available for local governments to utilize in the implementation of a transportation plan. Local government is best able to determine the most appropriate of these methods.

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

Development which necessitates transportation improvements should bear its proportional share of the cost of those improvements. This responsibility cannot be properly imposed without legislation which fairly provides for the design, scheduling, and cost assessment of appropriate transportation improvements. The Planning Commission currently requires a traffic study be completed for all major developments that generate over 100 peak hour trips in order to determine needed transportation improvements. All major developments of 35 or more residential dwelling units or their equivalent, at a minimum, require turn lanes at the entrance(s), and widening along their public road frontage. The Planning Commission does not assess fees for a development's impact on the roadway network as a whole. In order to do so, local government must develop the necessary legislation to allow for transportation impact fees.

3. The State's Six-Year Highway Capital Improvement Program

Scott County's state representatives, local officials, Planning Commission, and staff must maintain good communication with Frankfort so that our local needs may be known by the executive and legislative branches of state government. Only through a free flow of information will the six-year plan reflect transportation improvements which best serve the needs of our county.

Chapter 7: Housing

Housing is an integral to quality of life, is central to the form and character of our community and is linked to economic development and growth patterns. It is essential to understand that just because a community is expected to grow, it does not mean that housing automatically becomes available for new residents. With the continued growth forecasted in our community, this chapter has been created to examine current and anticipated housing-related issues.

Connectivity to transportation networks, schools, jobs, and commercial sites including grocery and retail are highly desired with all housing developments. Several locations throughout the community, identified as “Neighborhood Centers” on the Future Land Use maps have been identified as areas where a variety of housing units should be constructed. Each was selected based on areas with existing transportation system connectivity, pedestrian-oriented design and proximity to retail and professional services without requiring use of a car.

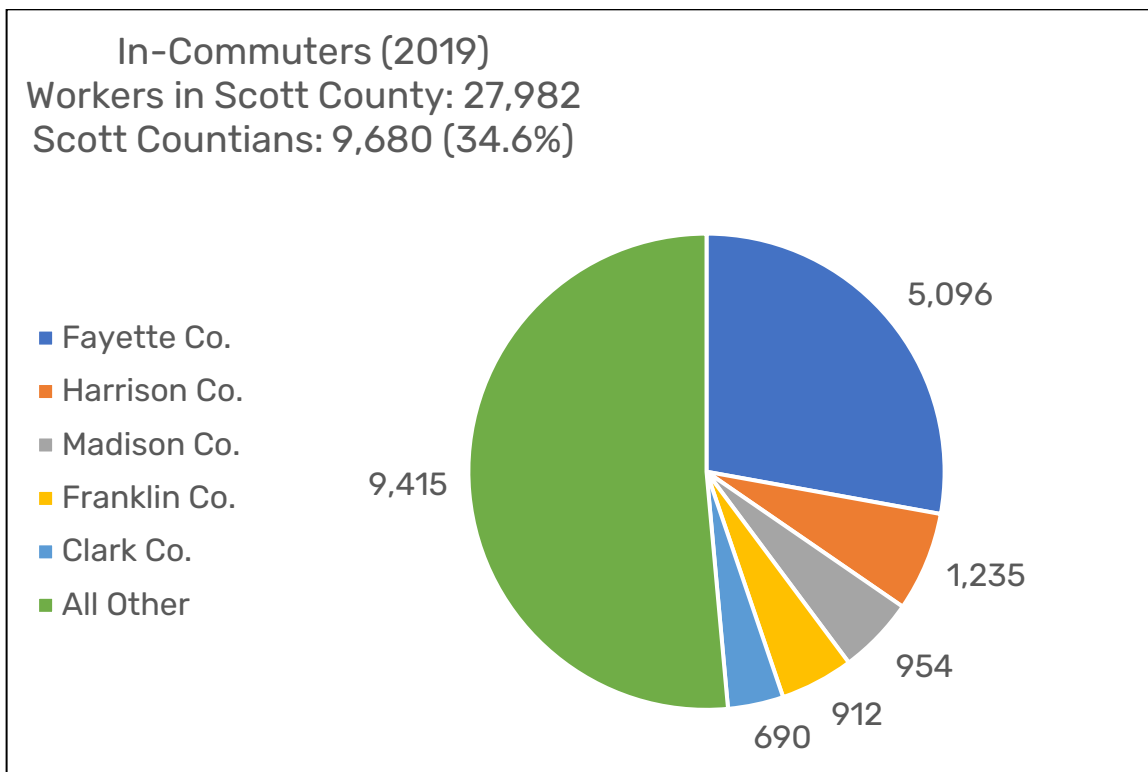


Figure 77: In-Commuters of Scott County, 2019 (Graph)

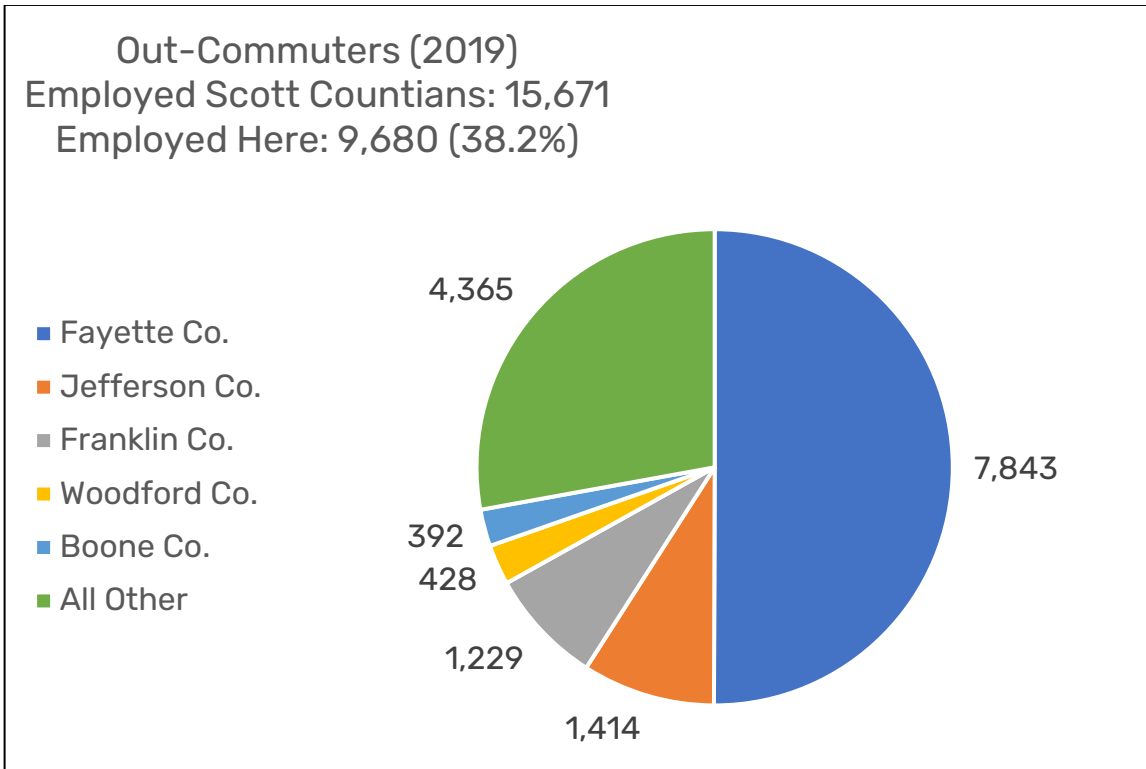


Figure 78: Out-Commuters of Scott County, 2019 (Graph)

Scott County is also a community that has a strong manufacturing base of employment, which draws employees from all 120 Kentucky Counties and multiple states. According to the 2019 American Community Survey (“ACS”) 5-year Census Report 18,302 individuals (65% of persons employed in Scott County) are employed in Scott County but live outside the county. It is likely that those who commute in would live in Scott County if housing was available that satisfied their needs. Housing takes different forms depending on age, ability, household/family size, and income.

Housing prices are increasing faster than wages in Scott County and there is a mismatch between the current household sizes and the number of smaller dwelling units being constructed.

Another key element of our housing market is the safety and condition of rental units, and the fair treatment of the residents within them. At present, we have limited monitoring systems to keep track of our rental conditions and level of use. Moving forward, it will be important to provide closer monitoring of the health and safety conditions present, and to provide more thorough code enforcement to ensure the health and safety of our community members.

A brief overview of national trends in housing is also included in this chapter, as it has been identified that what we allow in our community may not be desired. The ultimate goal is to examine our current conditions and determine if and how new forms of housing could be allowed within the local zoning or land use regulatory structure. There are five topics mentioned in the overview, two national trends in development (“missing middle housing” and “accessory dwelling units”) existing building renovation (“adaptive reuse”), and home type and design (“micro-housing” and “universal design standards”).

These topics could have significant impacts at making housing more affordable and attainable for all Scott Countians of all ages, incomes, and abilities.

Mission Statement

Scott County benefits from a high-quality of life. Community members have diverse and welcoming locations and opportunities to work, gather, play, learn together, and support each other in times of need. Scott County is a community where affordable housing is available, accessible, and kept in good condition. Low-Income, homeless, and disabled individuals have access to housing, shelter, food, and/or workforce training.

Fundamental Principles

- All Scott County citizens should have access to a high standard of living and human services, including but not limited to: arts and cultural enrichment opportunities, quality housing, shelter, public transportation, food, healthcare, education, employment, childcare, and senior care.
- All Scott Countians should have safe and sanitary housing to meet the needs of a diverse population with varying income levels, household size and type, and special housing needs.
- The community values its numerous “Quality of Life Partnerships,” which promote and nurture strong, diverse, and safe environments where people have opportunities for cross-neighborhood/cultural interaction.

Housing Trends Snapshot

Local Housing Options

An examination of the residency rate, affordability, type, options, and stock Scott County homes is important to understand our community and its’ needs developing a strategic approach to homeownership. The following information is the best up to date and available information gathered from a local Housing Needs Assessment tool provided by Local Housing Solutions, a joint project of NYU Furman Center and ABT Associates, which uses US Census data to provide detailed reports for every jurisdiction in the country.

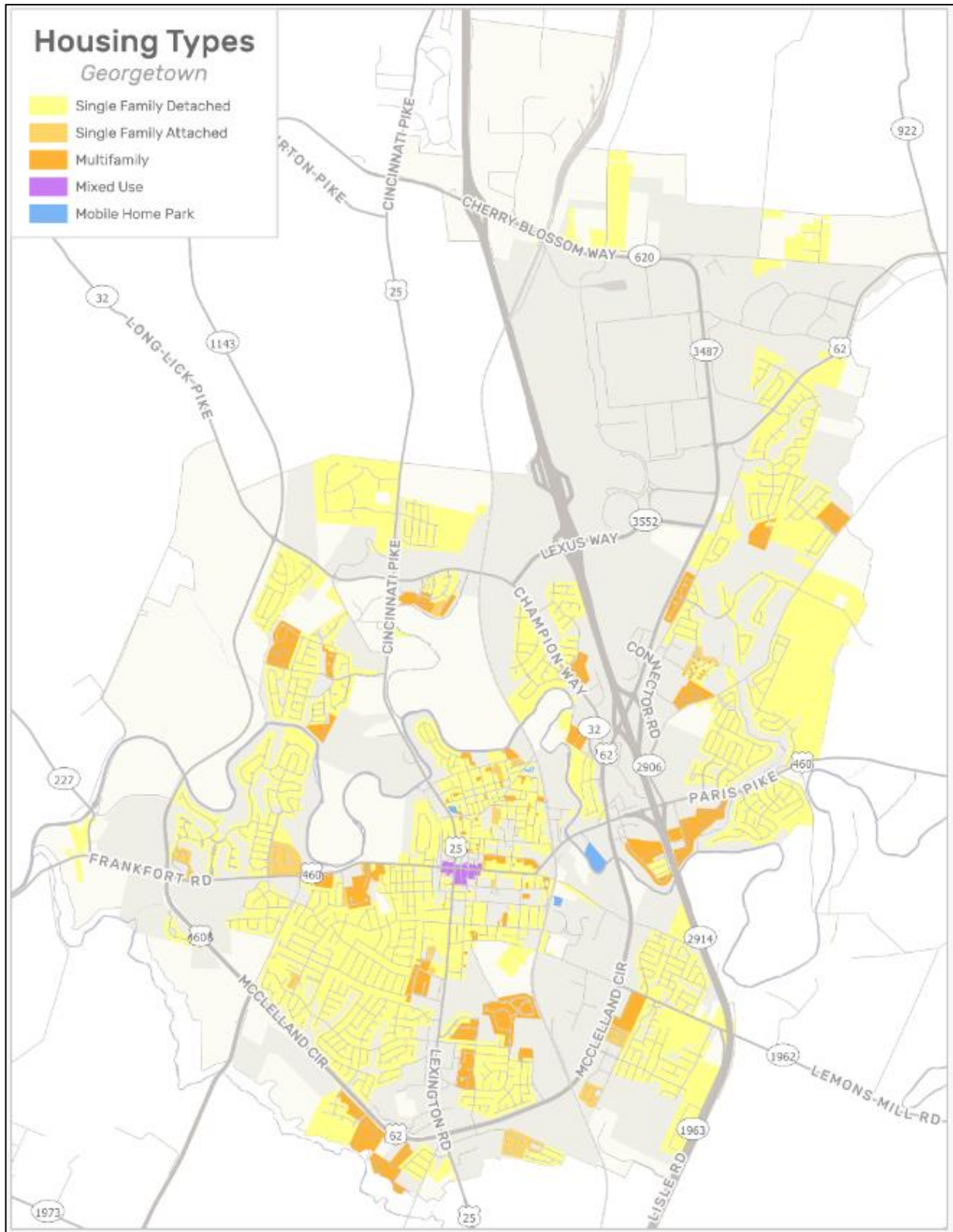


Figure 79: Various Housing Types of Georgetown (Map)

Homeownership in Scott County

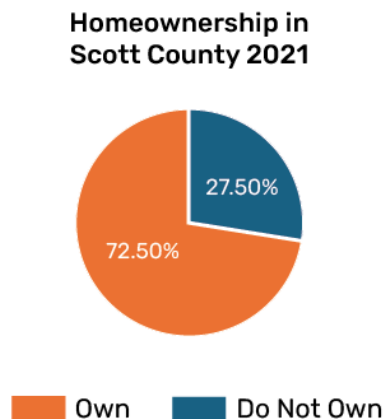


Figure 80: Homeownership in Scott County, 2021 (Graph)

Homeownership rates in Scott County are relatively high compared to the state and the country as a whole. In 2021, 72.5% of households in Scott County owned their homes. This is higher than the state of Kentucky (67.8%) and higher than the homeownership rate in the U.S. (64.6%). Between 2016 and 2021, the homeownership rate in Scott County rose 3.2%, the number of homeowners increased from 13,109 to 15,475. Homeownership rates generally rise by age group as household income and wealth increases.

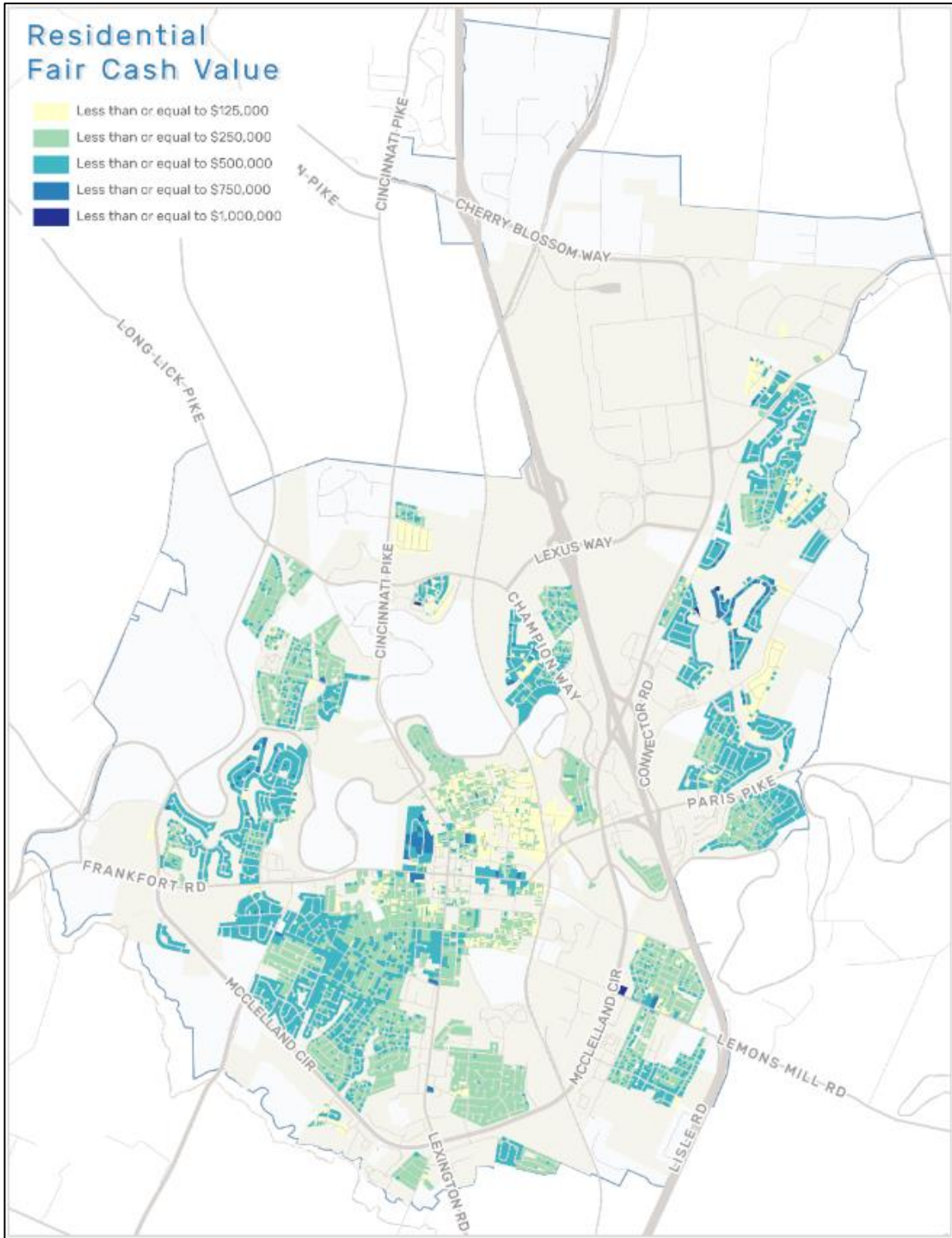


Figure 81: Fair Cash Value of Residential Lots in Georgetown (Map)

Median home values in Scott County have risen \$52,900 in nominal dollars since 2011. As of 2021, a median home value in Scott County was \$208,800 (increase of 33.9% since 2011). During the period between 2011 and 2021, median family income in Scott County has grown from \$69,682 (2011) to

\$85,650 (2021), a growth of 22.9%. The average median income (AMI) in 2022 for Scott County was \$87,300. Using a general rule of thumb, households at 60%, 80% and 100% of the AMI in Scott County in 2022 could afford homes of about \$151,920, \$202,500 and \$261,900, respectively.

Cost Burdened Households

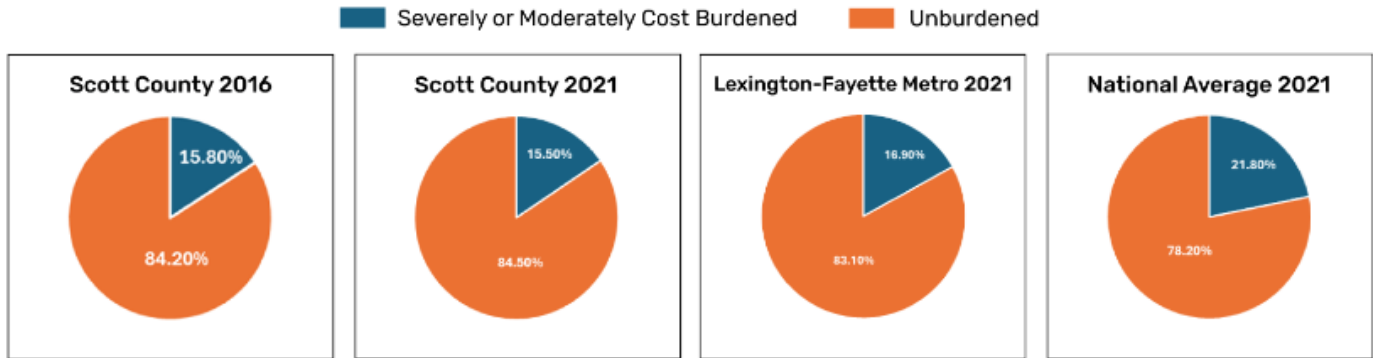


Figure 82: Cost Burden Owner-Occupied Households of Scott County, Lexington Fayette Metro Area and Nation Average (Graph)

In Scott County, the share of owner households that were moderately or severely cost burdened decreased slightly from 15.8% in 2016 to 15.5% in 2021. This share is slightly lower than the Lexington-Fayette Metro Area’s 16.9% and lower than the U.S. as a whole of 21.8%.

Renting in Scott County

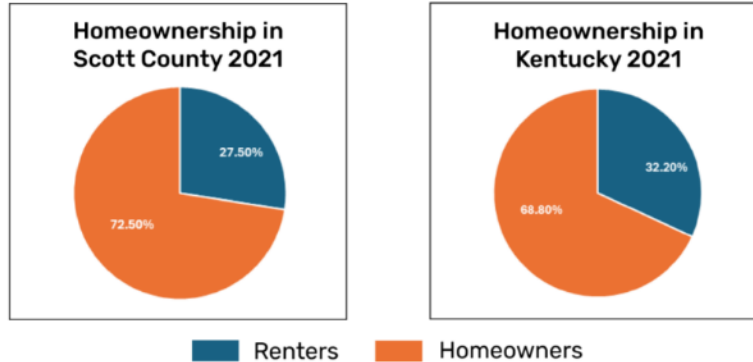


Figure 83: Homeownership in Scott County vs. Kentucky, 2021 (Graph)

In 2021, 27.5% of households in Scott County were renters, lower than the rental percentage in Kentucky (32.2%) and lower than the renter percentage in the U.S. (35.4%). While Scott County’s renter rate is lower than the state, that does not indicate that there are not people who want to live in our community.

In Scott County rents are rising faster than incomes, leading to decreased affordability. The monthly median rent in Scott County rose from \$710 in 2011 to \$996 in 2021 (growth of 40.3%). During this same period, the annual median family income in Scott County rose from \$69,682 to \$85,650 (growth of 22.9%).

A low stock in rental housing options is associated with greater competition for available units and an increase in per unit rental costs. Where fewer rental options are available individuals may not be able to find rental units in their community of choice and are forced to find housing elsewhere. In most localities across the U.S., a significant share of household’s income must go to rent as opposed to own their residence. To reduce rental costs, localities where few households rent compared to the state may want to consider increasing the stock of rental housing in the jurisdiction.

Cost Burdened Renters

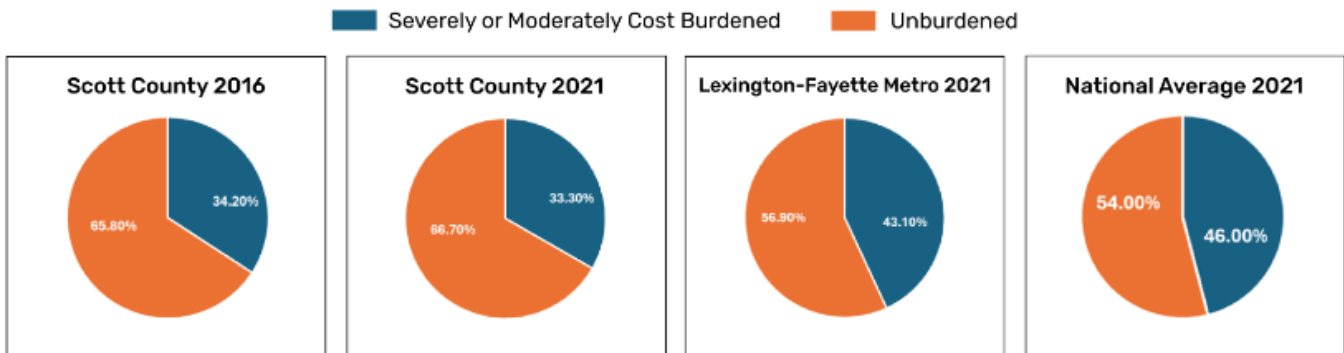


Figure 84: Cost Burden Households of Scott County, Lexington Fayette Metro Area and Nation Average (Graph)

In Scott County the share of renter households that are moderately or severely cost burdened decreased from 34.2% in 2016 to 33.3% in 2021. The share of renter households in Scott County that were moderately or severely cost-burdened in 2021 (33.3%) was lower than the share in the Lexington-Fayette Metropolitan Statistical Area (“MSA”) (43.1%) and lower than the share on the national level (46%). A moderately cost burdened renter household spends between 30 and 49.9% of their household income on gross rent (defined as monthly rent plus utilities expenses). A severely cost burdened renter household spends 50% or more of their household income on gross rent.

Scott County is experiencing a reduction in the stock of units with low/affordable rents as owners renovate housing or simply align rents with a rising market. In 2021, 8.5% of rental units had a monthly rent of \$500 or less, down from 17.6% in 2016. 50.4% of units rented for \$1,000 or less monthly. This is a smaller share than in 2016, when 77.3% of rented units in Scott County had a gross rent of \$1,000 or less. Based on affordability standards defining an affordable rent at or below 30% of income, monthly rent levels at \$500 and \$1,000 are affordable to households with annual incomes of \$20,000 and \$40,000 respectively.

There are numerous reasons why someone would rent as opposed to own. People with disabilities or older community members that require first floor entry without stairs often have incredibly limited options for housing as there is an insufficient stock of ADA accessible and compliant housing available. These community members may also be operating on a fixed income and cannot afford the rent costs. Skilled middle-income workers such as nurses, entry and mid-level machinists and tradespeople, educators, and public servants are often paid appropriate rates for their experience, but the cost of housing in their community of choice is too great for them to live there.

With the increase in opportunities for residents to work remotely part- or full-time and maintain connections with friends and family despite large distances, a new nationwide trend amongst the working aged population is appearing. The trend points to the population subsection being far more mobile, or that they are more comfortable moving to find a better quality of life or career opportunities. Instead of picking a community primarily based upon the job, people are more often picking a community based on its' features and amenities first and its proximity to work second. By having a variety of rental options available regularly, Scott County can capitalize on the trend of residential flexibility for a mobile population.

Another national trend since 2010 shows the gap is closing between owner occupied and renter occupied housing. This can be attributed to many factors, some of which stated previously (mobility of the working-age population); but it can also be a symptom of unaffordable or unavailable rental housing options in a community, lack of renting to homeownership support systems, or simply that people are not interested in the cost of homeownership. By having a variety of high-quality and reasonably priced rental units available, Scott County can better satisfy the variation in interest in home type and ownership.

Subsidized Housing in Scott County

Poverty and How it Relates to Housing in Scott County

It is critical when assessing housing needs and considering housing policy responses to look at the levels of poverty in a community and how this value changes over time. In Scott County, the share of people in poverty decreased 0.5 percentage points from 10.7% in 2016 to 10.2% by 2021, while the number of people in poverty increased from 5,309 to 5,548. This is lower than the rate in the Lexington MSA of 14.1% and the state of Kentucky of 16.3% in 2021. While this is positive that we appear to be performing better than the Lexington MSA and the state, it does not mean that we as a community can stop working to make housing that is affordable, high-quality, and available in our community. It does point to a significant need to provide and maintain affordable housing in the community. Particularly as the community grows and the demand for more housing increases.

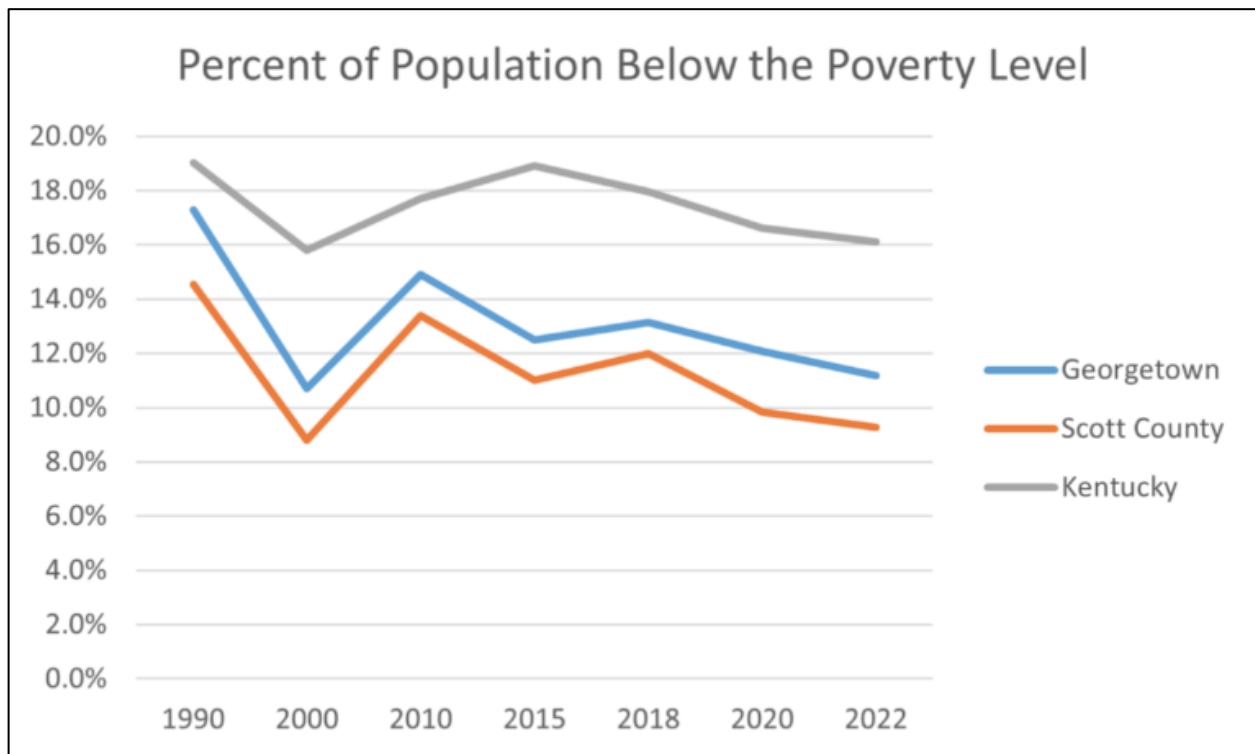


Figure 85: Percent of Population Below the Poverty Level in Georgetown, Scott County & Kentucky (Graph)

Federal Subsidized Housing

In 2021, the inventory of federally subsidized rental housing in Scott County included 1,013 units and comprised 17.3% of Scott County’s total rental stock. Of these subsidized units, 325 are HUD public housing units. The remaining units are privately owned and receive state or federal subsidies.

The existing HUD public housing units and subsidized units are mostly located in older areas of Georgetown, generally within walking distance of downtown. Clustering of affordable units in one area or neighborhood can result in negative outcomes for individuals by concentrating poverty in one area of town.

A neighborhoods’ poverty rate is calculated as the share of a given census tract’s residents that have incomes at or below the federal poverty level and is a commonly used proxy for access to educational and economic mobility opportunities and overall neighborhood quality. Neighborhood poverty rates of 30 to 40 percent or higher are typically considered high and potentially detrimental to individual and family health and well-being, while neighborhood poverty rates at or below ten percent are associated with a range of positive long-term outcomes for adults and children. High average neighborhood poverty rates for federally subsidized housing can indicate that units are unevenly distributed within a jurisdiction or concentrated in neighborhoods with limited educational and economic mobility opportunities.

In Scott County, the average neighborhood poverty rate was highest for households living in HUD multi-family units. HUD multi-family units were, on average, located in neighborhoods where 19.5% of the population had incomes below the federal poverty line. The average neighborhood poverty rate was lowest for households living in HUD Housing Choice Voucher units. HUD Housing Choice Voucher units were, on average, located in neighborhoods where 15.5% of the population had incomes below the poverty line.

Despite improvements and advancements in housing options, there is a stigma around those who utilize local, state, or federal subsidies in order to live in and be members of our community. Oftentimes, when an application is proposed for apartments, townhomes, or smaller residences (whether owned or rented) the first question of from many in our community is “Will it be rented?” soon after followed by “Will it be Section 8?”. Across the board, the idea of renters of any income brings fear of theoretical destruction of property values, potentially unsightly buildings, and hypothetically unsafe streets. Oftentimes, these theoretical impacts to property values and character of the development are not the fault of the tenants within a building, instead it is because they cannot make changes for the better or are not empowered to take care of their homes by their landlords.

Areas that can afford to lobby for no renters in their community use this stigma, either directly or indirectly, to push good community members away from their neighborhoods. These members of our community are either forced out of our community or into near predatory housing options that are insufficient, unclean, unsafe, or unfairly priced. And, if a high volume of our community is forced into these circumstances, it can result in a decrease in property values, unsightly buildings, and unsafe streets that people are often afraid of because these operations are forced into one location.

It is unfair to those existing residents and community members who are forced to live in these housing options to be part of a stereotype they themselves did not create in the first place nor did they actively choose to live within. The perpetuation of a system which only allows homeowners only or that facilitates the production of unaffordable or unsafe renting circumstances only harms our community. The no renter neighborhood loses good community members simply because those members are renters, and the renter community members lose out on the opportunity to live in housing that satisfies their needs, is safe, and is priced fairly. To eliminate (or at least alleviate) this negative stereotype that harms everyone in our community, we need to advocate for each other and take action to ensure that housing is available in all of our neighborhoods for all people.

Housing Stock in Scott County

Housing Supply and Demand

As employment and population have increased in the last decade housing supply has not kept pace. Housing starts steadily increased in the late 1990's and 2000's and peaked in 2005 with 1,126 building permits issued for new dwelling units in Scott County. The economic downturn of 2008-2009 saw a slowing in building permit filings and the start of new construction. Residential construction projects and building permits have not rebounded and have stayed at around new 500 dwelling units per year in Scott County in the years since 2009.

In Scott County, between 2011 and 2021, the change in the total number of housing units of 19% lagged behind the 22% increase in population. From 2009 to 2019, the number of jobs in Scott County increased by 39%. Since 2016, the rental vacancy rate in Scott County fell by 2.9 percentage points. As of 2021, the rental unit vacancy rate in Scott County was 2.1%, lower than the state of Kentucky rate of 5.5% in 2021.

Homeownership Characteristics

Roughly 1 out of every 5 homes in Scott County was built before 1970 (US Census Bureau, ACS 2015, Table B25034). In comparison, 1 out of every 3 homes in Scott County, and more in Georgetown, have been built since 2000 (US Census Bureau, ACS 2015, Table B25034). These trends reflect the explosive growth experienced by Georgetown and Scott County over the past 25 years. Over 63% of the houses in Georgetown were built after 1990. The median year a housing unit was built in Scott County was 1998.

These trends also show the importance of the older housing stock in our community. There are many historic properties in Georgetown that have been maintained for their beauty, cultural contributions, and quality craftsmanship for many generations.

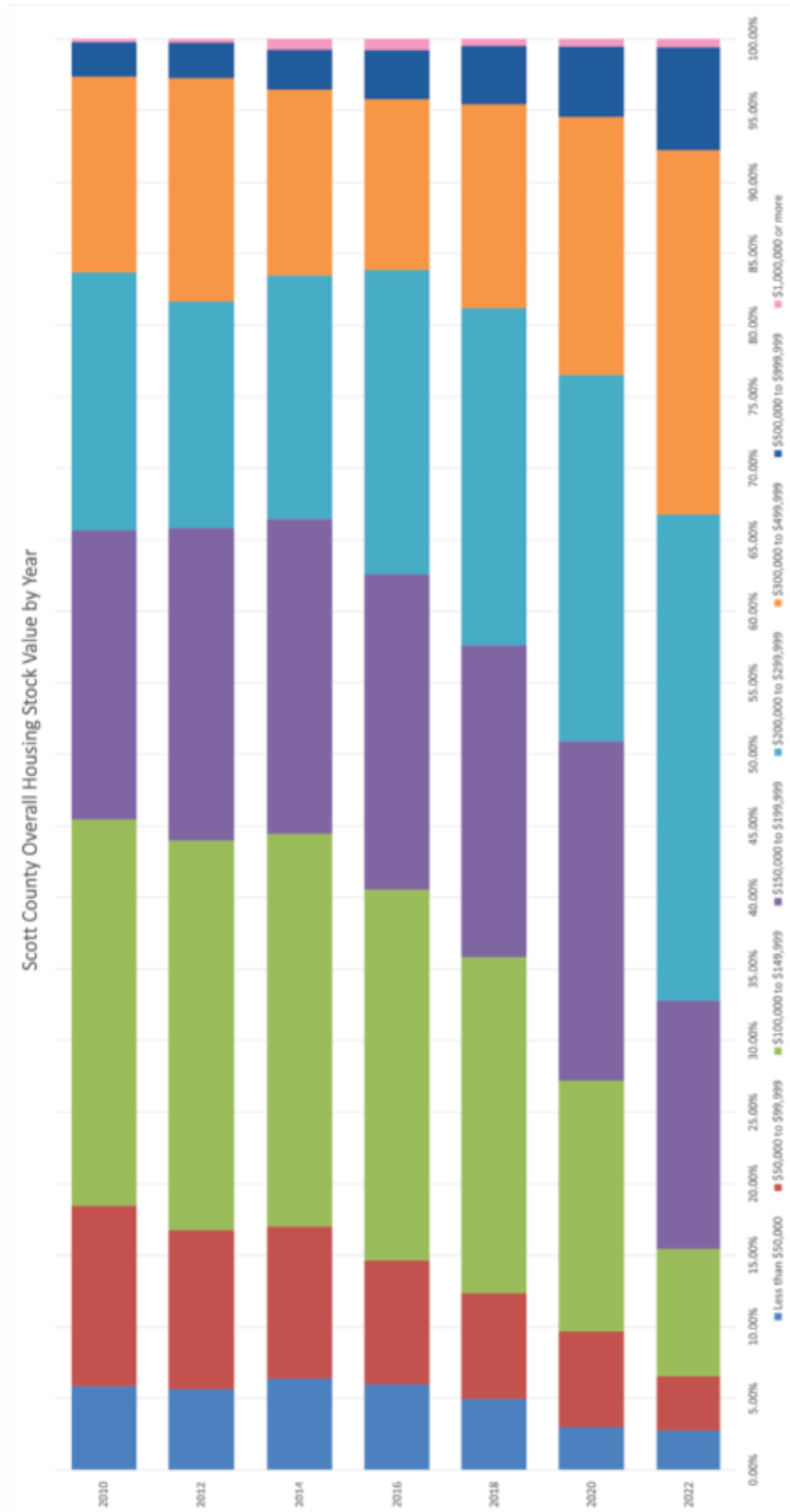


Figure 86: Scott County Overall Housing Stock Value by Year, 2010-2022 (Graph)

Most owner-occupied homes in Scott County, and its municipalities, have a value between \$100,000 and \$299,999 (US Census Bureau). There is not a normal distribution of home values in Scott County, since the tail of the distribution is skewed toward lower values rather than higher values. Homes under \$100,000 made up just over 8.4% of the housing units in Scott County in 2021, while homes under \$199,000 made up 47.4% of the housing units. Many of the homes in the \$100,000 to \$199,000 range are what first-time homebuyers are looking for in terms of affordability.

Median monthly housing costs have increased steadily since 2017. Georgetown and Scott County monthly median rents are \$900 and \$966 in 2021. Stamping Ground and Sadieville have had median monthly housing costs of \$756 and \$684 respectively. The data for Stamping Ground and Sadieville has a greater variance due to the difficulties in estimating for their smaller numbers of housing units. The post-recession housing costs have remained steady, which may reflect a homogenous housing style in our communities.

Renting Characteristics

In 2021, there were 861 studio or one-bedroom rental units (14.7% of all rented units) and 12,180 one- or two-bedroom households in Scott County (57.1% of all households). With the tight housing supply in Scott County and a larger number of households than units in this comparison, there may be opportunities to improve affordability by developing new studio or one-bedroom units.

There are several subdivisions in Scott County that are in some phase of development. The Planning Commission office records the number of vacant platted lots available in the community as a way of tracking new housing construction that can be expected in the near future. The following neighborhood capacity map shows subdivision build out in terms of number of preliminarily approved lots that have been platted and built on to date. This map is updated in January of every year.

An interactive map showing how many lots in a development have been recorded on a final record plat can be found at <https://www.gscplanning.com/comprehensiveplan2024>. The map displays the platted lots as a percentage, with the platted lots being divided by the number of lots approved as part of the preliminary subdivision plat. As more neighborhoods approach 100% capacity, new developments will need to be planned to provide the dwelling units required by the growth of our community.

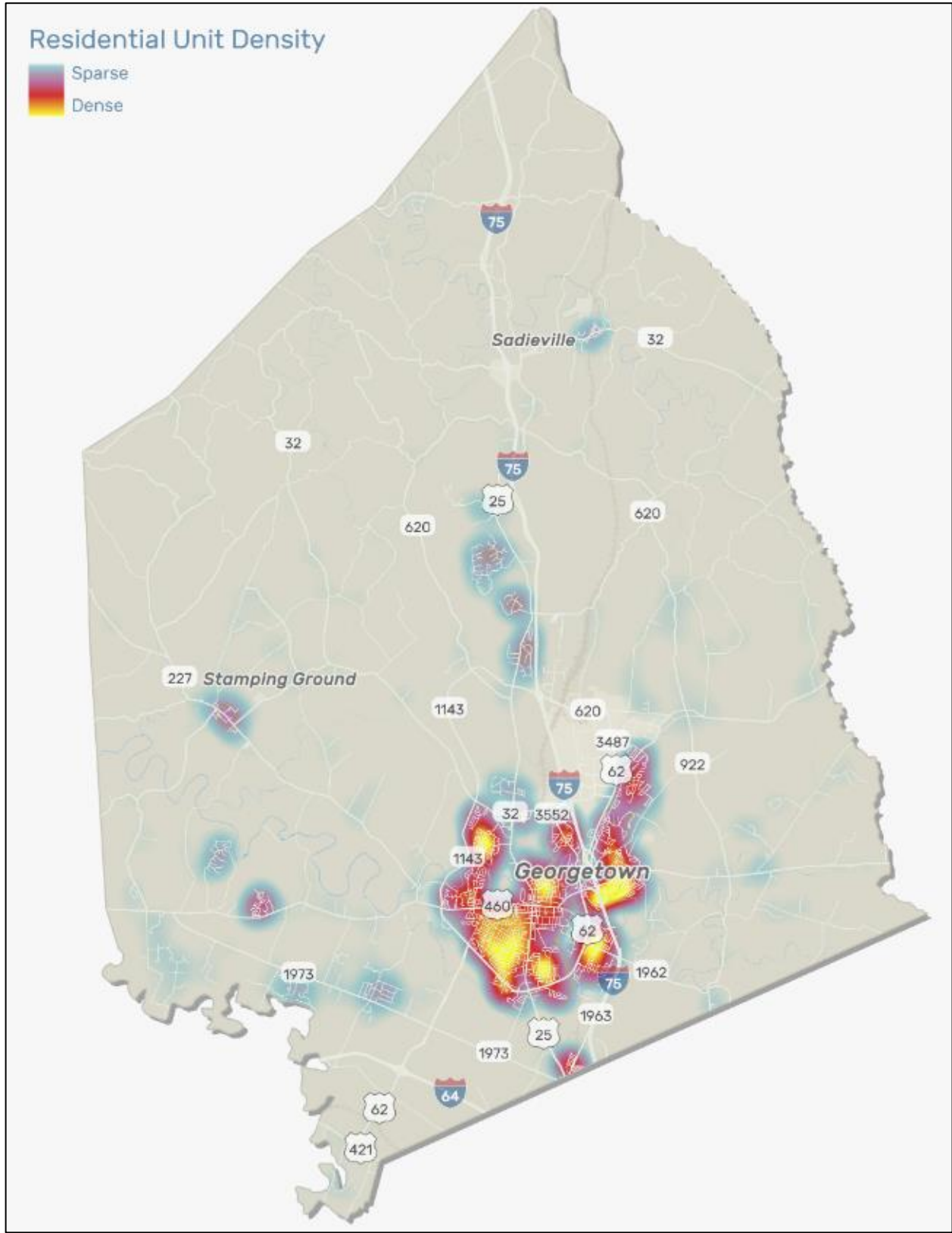


Figure 87: Residential Unit Density Heat Map of Scott County (Map)

This heat map displays high density residential development in reds, and transitions to lower density as the colors shift to orange and yellow, and ultimately to low-density or non-residential in green. Much of the high-density residential development in Georgetown is in close proximity to both larger roads and commercial areas. Access to sufficient transportation and commercial development reduces the impact higher density development has on neighboring properties. The map also shows there is a mix of densities available throughout all the major residential developments in Georgetown.

Local Housing Conclusions and Recommendations:

Scott County and its municipalities must take concrete coordinated action in order to address the current housing affordability and homelessness challenges. Scott County is well positioned because of its physical location and its strong employment base to increase the supply of affordable housing through an incentive-based approach. The specific housing strategies undertaken should be based on broad community input.

National Housing Options and Trends

As part of the comprehensive plan review and research process, Staff identified numerous national trends on housing development patterns, existing building restoration, and new home design (style, size, etc.), and. Five topics that may best suit Scott County and its' needs are:

1. Missing Middle Housing:

“Missing Middle Housing” is a housing development pattern that identifies a lack of housing options and developments that would be between a multi-story apartment complex and large-lot single family detached residences. Furthermore, this pattern identifies that there are deficits in the diversity of housing options for middle-income earners (\$42,000 to \$60,000 annual incomes, like nurses, entry and mid-level machinists and tradespeople, educators, and public servants), young residents interested in moving away from their parents, and older residents interested in downsizing.

“Missing middle” housing types, including duplexes, courtyard apartments and live/work type structures, are perfect for infill projects in our existing more walkable areas of downtown Georgetown, Sadieville, or Stamping Ground. They are ideal for the medium to higher densities called for in the “Neighborhood Center” nodes (see the Community Form chapter). Diversification of housing types and development of more walkable centers throughout the community will help meet the demand for more affordable housing and can be located in an environment and style that is becoming more and more in demand.

2. Accessory Dwelling Units (ADUs)

An accessory dwelling unit (ADU) is a smaller, independent residential unit located on the same lot as an existing, standalone single-family residence. The ADU is known by many names and takes many unique forms and functions to suit the community it is within. It is incredibly likely that there are ADUs throughout Georgetown and Scott County, but to date there has been no ordinance adopted that would more greatly facilitate their integration into our community. Research on the impact on existing neighborhoods or on if allowing ADUs addresses affordability issues in a community has not been finalized, so Planning Commission Staff intends to keep an eye out for any new information and data regarding this home type.



Figure 88: Types of Accessory Dwelling Units (Image)²¹

3. Adaptive Reuse & Residential Infill Development

Adaptive reuse involves the use of existing parcels and buildings that may be underperforming in terms of number of dwellings in or on the property and what is allowed for the underlying property zone with additional residential units. This concept also includes the conversion of certain commercial and light industrial buildings (i.e. warehouses) to new residential units and areas. Using existing buildings for new purposes reduces construction costs and allows the retention of existing neighborhood character.

²¹ APA National: <https://www.planning.org/knowledgebase/accessorydwellings>

A challenge of adaptive reuse is the environmental impact of previous uses and if the cost to renovate the building exceeds the cost to demolish and rebuild on the land.

4. Micro-Housing

The “micro-housing” movement, better known as the “tiny house” movement, potentially offers a way to provide housing in smaller individual units. A micro-house is often seen as a dwelling unit which is 400 square feet or smaller. Micro-houses come in many forms, from detached dwellings on a foundation to chassis-mounted mobile homes, or studio-style apartments. These types of housing options are often seen as a solution to address rising house costs by decreasing the overall square footage of a home. The micro-housing movement is often limited by building code regulations for safe ingress and egress, and Staff aims to monitor trends and case studies for the use of micro-homes in Kentucky similar sized communities.

5. Universal Design Standards

The housing in a community does not always fit the community needs, which is where “universal design standards” come in. Features like three steps from your yard to the porch and front door, narrow door frames, and second-floor master bedrooms are commonplace in Georgetown and Scott County, and while an able-bodied community member can access that residence without a problem, community members with reduced mobility or visual impairments may find that challenge insurmountable.

This is especially important for our aging community. Long-time residents of a neighborhood and community are often displaced due to the natural process of aging reducing their ability to live in their homes. Universal design standards keep people safe in their homes, so instead of misstep on a stair leading to a costly hospital trip and long road to recovery, a community member can move around safely without fear that one misstep will force them out of their homes.

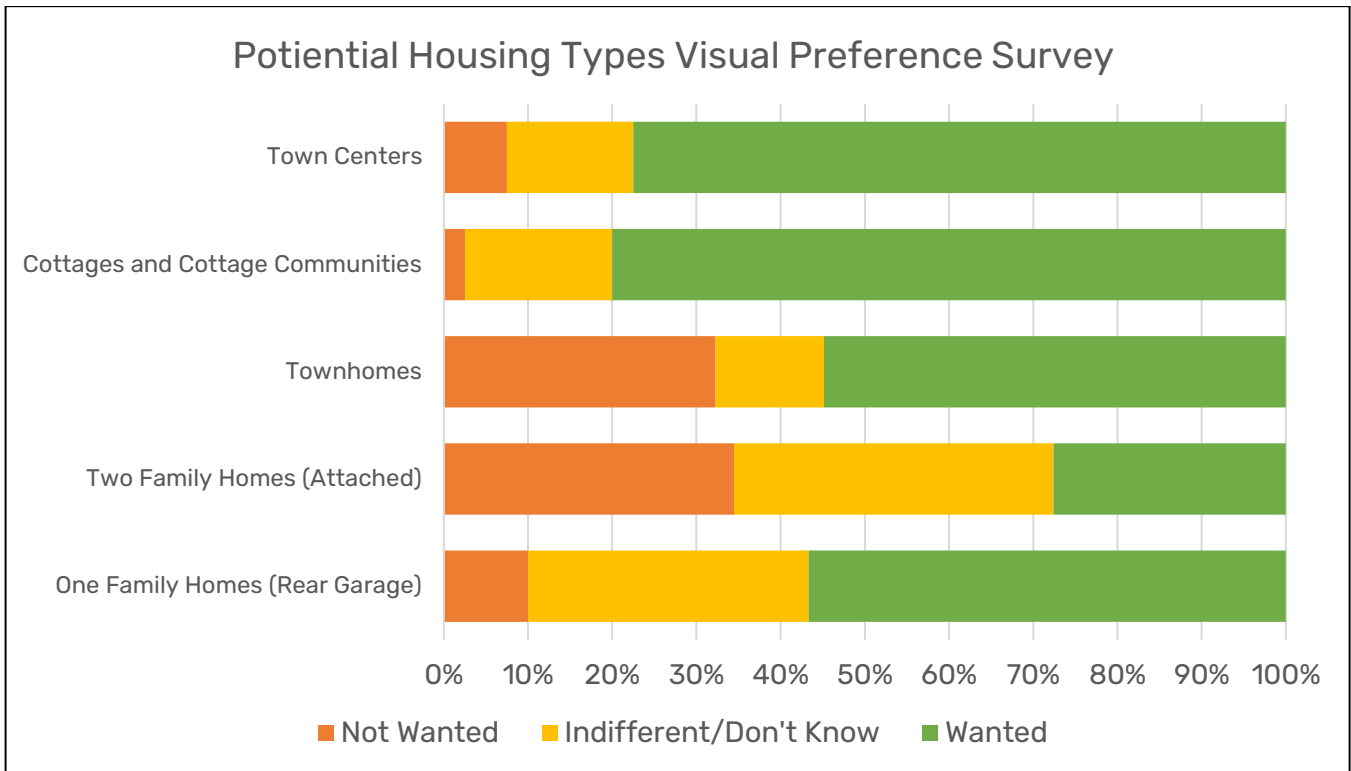


Figure 89: Public Meeting Visual Preference Survey on Potential Housing Types (Graph)

A visual preference survey performed at one of the public meetings supports these research efforts. Community members were encouraged to place votes for different housing types they liked or disliked seeing in their community and for different housing types that should or should not be in their community. The types of homes preferred were those types that are community focused and ultimately allow for

Housing should be available for all Scott Countians in all neighborhoods in any phase of life. A shift to focus on any of these housing trends does not mean the community would stop allowing people to build detached single-family or mid-rise apartments. Instead, the intent of researching national trends is to see how we can find new and creative ways to live in our community. The community is interested in having a full spectrum of housing options, but this focus will help fill gaps that exist in our housing market. It is important that we review and amend our Zoning Ordinance and Subdivision and Development Regulations to adapt to changing trends and patterns in housing.

A Comprehensive local housing strategy, developed through collaboration of government, private sector leaders, housing advocates and service providers and those in need should be the first step in establishing a guiding framework of policy tools. The top action item identified for housing is to prepare a Local Housing Strategy with a broad civic engagement process.

Housing Goals and Objectives

In review of our current housing market and forecasted growth, our community has four distinct tasks.

- First, we need to make sure that we encourage a wide range of housing types to meet the variety of incomes and interests of members of the community. Regulations can and should be adjusted to allow for and encourage/incentivize development of the “missing middle housing” and a diversity of housing types described above.
- Second, stronger care for historic resources and housing in our established neighborhoods should be provided. Regular housing inventory, code enforcement, and historic district regulations for designated areas should be implemented to ensure longevity and maintenance of structures.
- Third, there needs to be a balance between investing into new housing development and facilitating the preservation, care, and rehabilitation of existing housing developments.
- Fourth, we need to decrease barriers to affordable housing. Barriers are three-fold:
 - Housing Stock Barriers (Availability, variety of housing types, quality, etc.)
 - Housing Costs (Upfront costs, maintenance, loans, rehabilitation costs, etc.)
 - Housing Processes (Banking, loans, contract negotiation, permitting, etc.)

These barriers are some of the many that make housing in any community challenging. A thorough analysis of the conditions and programming options to address these issues is essential. While we all face the same challenges, those of low- and middle-income tenants and families require additional consideration and support.

HO 1 Provide a full spectrum of quality housing options for all residents.

HO 1.1 Encourage the expansion of affordable and middle-income housing opportunities throughout the community.

HO 1.2 Explore opportunities to combine development efforts and infill with historic preservation and protection of natural habitats.

HO 1.3 Prioritize preserving existing residential structures of historic value and retaining neighborhood character.

HO 1.4 New residential developments should promote connectivity and be compact to reduce the impacts of sprawl.

HO 1.5 *Eliminate sub-standard housing.*

It is important, as always, that we are a balanced community, with housing options that meet our community's needs. This goal (HO 1) emphasizes the need for a variety of housing to meet the needs of all local residents, including affordable, and middle-income housing. Across the board, there is a deficit of availability and variety of housing types that fall within the "missing middle" housing types (i.e. duplexes, triplexes, four-plexes, courtyard-style development, townhomes and other multi-tenant structures). Objectives of this goal focus on the review of local standards to make sure that regulations are flexible enough to respond to local, state and national trends and the residential needs of the community.

HO 2 **Decrease financial barriers to affordable housing.**

HO 2.1. *Establish and facilitate programs focused on increased rates of owner occupancy.*

This goal (HO 2) supports a variety of measures to decrease financial barriers to affordable housing. Barriers can include access, availability, and costs. In many cases, low- and middle-income housing are not attractive markets for housing developers, because they do not offer profit margins as large as high-income housing. Based on the demonstrated need for these types of housing resources, we, as a community, need to provide either requirements and/or incentives for their creation. If we want to be a responsible community and have options available for all, we need to take action to ensure that those in need can get the support they require.

HO 3. **Support new housing development compatible with existing neighborhoods and downtown areas.**

HO 3.1. *Support small-scale rehabilitation of residences to improve housing stock in existing areas.*

HO 3.2. *Ensure existing public services can support new developments.*

HO 3.3. *Increase the housing supply in downtown areas.*

This Goal (HO 3) focuses on ways that new residential developments can fit into and support existing areas in our community. It is important to the vibrancy and economic vitality of our downtown areas that people live in close proximity to. Having residences in our downtown areas increases activity and pride in our downtowns as well as allows community members to live closer to their workplaces and job opportunities and increases the patronage of downtown businesses. New construction and rehabilitation of existing buildings for residential projects should support and add to the character of the downtown areas by fitting in with building materials and massing.

-
- HO 4.** *Consider aging in place and universal design principles for new developments.*
- HO 4.1.** *Increase availability of assisted living facilities and shelters.*
- HO 4.2.** *Increase availability and flexibility of housing options for elderly residents.*
- HO 4.3.** *Encourage new developments to incorporate universal design and ADA accessibility principles.*

This Goal (HO 4) encourages new residential developments to be designed to allow residents to age in place within the community. Universal design principles in residential areas increase the chances for individuals to remain in their residences as they age or if they have disabilities. When community members can stay in their neighborhood longer, it creates a stronger sense of community among those who live there and a stronger social network. Universal design is also more inclusive and attempts to remove physical barriers that might have existed in older residential developments.



Figure 90: Upstairs Units in Downtown Georgetown can Serve as Housing or Commercial Spaces (Image)

Chapter 8: Human Services

As a community, we plan for growth in terms of land use, roads, natural resources and infrastructure. It is important to remember the very essence of our community – the people. The human services chapter focuses on the collection of programs, amenities, and resources which are essential to the social wellness, physical health and quality of life of a community and its members. This chapter focuses on ways to increase our collective social capital and connections through focusing on the needs of our individual community members.

To improve the health of the community overall, there needs to be greater access and options for services such as health and wellness programs, recreation amenities, opportunities for new and additional education and high-quality employment opportunities. While employment opportunities are addressed in greater detail in the economic growth chapter, it is important to associate having meaningful employment options as a mechanism to increase quality of life of our community members. All Scott Countians deserve the right to live well in their community and have the options to satisfy and pursue their physical, social, and professional needs without having to leave the community to achieve them.

By dedicating a chapter to human services, the needs of the people become an integral part of the decision-making process, and our community can benefit from increased services for the public, and increased participation in educational, training, and wellness initiatives. The fair and equal treatment of all who work, live, recreate, and learn here is essential to planning for our urban community, transportation system, and rural residents and communities. Through greater access to and options for services identified as essential to facilitating the highest quality of living available for community members.

Mission Statement

Scott County is a community based upon values and respect for all. The community benefits from high quality of life, accessible public services, and collaborative community partnerships. Our community supports resources to improve equity and access for everyone. Community members have diverse and welcoming locations and opportunities to work, gather, play, learn together, and support each other in times of need. Low-income, unhoused individuals, and individuals with disabilities have access to housing, food, and workforce training.

Fundamental Principles

- All Scott County citizens should have access to a basic standard of living and human services, including but not limited to arts and cultural enrichment opportunities, quality housing, shelter, public transportation, food, health care, education, employment, childcare, and senior care.

- Every citizen should have access to artistic, cultural, educational, financial, health and wellness, and parks and recreational programs. The community values its numerous “Quality of Life Partnerships,” which promote and nurture strong, diverse, and safe environments where people have opportunities for cross-neighborhood/cultural interaction.
- Scott Countians should have access to quality education and workforce development opportunities throughout their lifetime.
- Funding for partnerships and opportunities comes from a variety of sources, i.e., city, county, college, civic, religious groups, private business and industry, and participants in the many activities.



Figure 91: View of Giddings Hall on Georgetown College Campus from Memorial Drive (Image)

Human Services Snapshot

What are human services?

Human Services are summation of professional fields and service providers (such as doctors, educators, and employers), and experiences and programs (such as training, learning, recreation, and entertainment). While these programs are typically executed by non-governmental organizations, it is important as planners that we take actions to facilitate the establishment and expansion of additional programs and services and encourage new providers and programs to come to the area.

There is no singular answer that will satisfy everyone’s needs in one action, just like how not everyone in a community is identical. While the community as a whole has human services needs, it is important to note that there are certain subgroups of our community that often require additional support and services in addition to those typical for the community as a whole. For example, our marginalized community members, such as the young, elderly, disabled (mental and physical), low-income, unhoused, immigrant, and sick (amongst other subgroups) require specialized programs and services to address their unique needs. Often times their needs are so acute and programs so sparse, that they are disenfranchised and isolated because of their experiences. These community members may have the same needs as everyone else; however, they face additional challenges which require specialized focus and care options that may not be satisfied with a “one-size fits all” approach.

What areas or topics require additional support?

To better facilitate dialogue regarding our community’s human services needs, the plan identifies four (4) areas of growth and opportunity. It is essential to note again that human services programming is incredibly diverse and may contain topics of discussion in other chapters of this plan, or items of discussion that have not been stated by the Comprehensive Plan.

Gainful Employment Opportunities

Unemployment for Georgetown has, until 2015, been higher than Scott County at large. As of 2022, the unemployment rate for Georgetown and Scott County is 3.6% and 3.7% respectively. These rates have been decreasing since 2010, reflecting the strengthening economy following the recession. The unemployed, and the more difficult to capture underemployed, represent a segment of the population struggling to make ends meet.

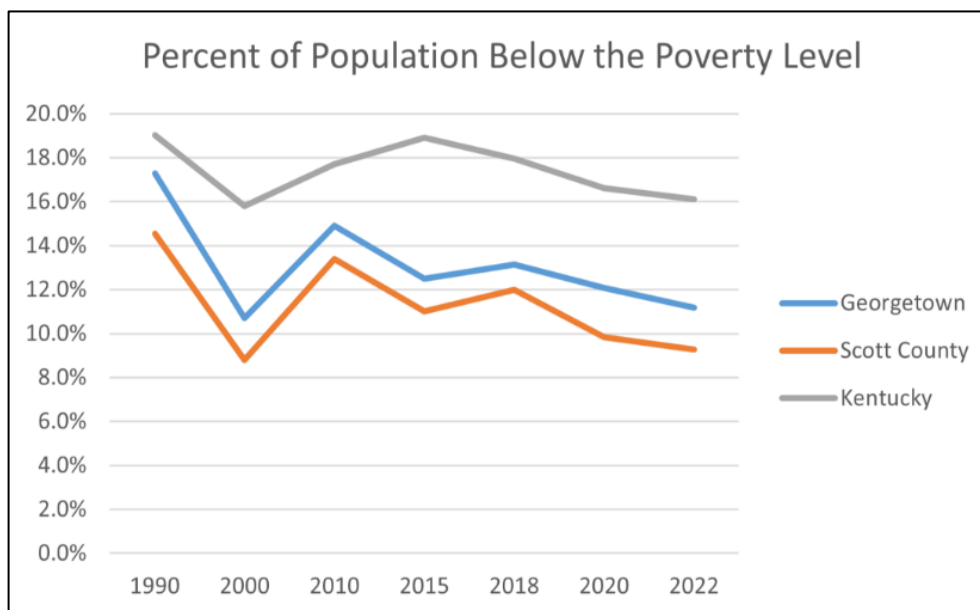


Figure 92: Population below the Poverty Level for Georgetown, Scott County, and Kentucky, 1990-2022 (Graph)

The 2008 recession caused the poverty rate in Georgetown and Scott County to spike from around 10% up to 14%. Currently, over 11% of the under 18 years of age population in Scott County is under the poverty level. Populations under the poverty level struggle with healthcare, finding nutritious food, and safe shelter.

Scott County Public Schools' data shows an increase in the number of homeless, immigrant, and migrant students between the 2012-2013 and 2015-2016 school years, with homelessness peaking in the 2015-2016 school year. Since the 2016-2017 school year, the number of immigrant students has also declined. In the 2012-13 school year, there were 191 students meeting the school district's definition of homeless, and in the 2015-16 school year there were 529 students meeting the definition of homeless (Scott County Public Schools). The number of students meeting these criteria has since decreased to 282 in the most recent school year, 2023-2024. While these are not all students living on the streets, many of these students deal with the uncertainty of living on couches of extended family members and friends, temporary housing, and other non-permanent residential situations. These students are also attached to family members who may be trying to find or retain employment while also dealing with very fluid living conditions.

Meaningful Primary, Secondary, & Continuing Education Opportunities

While not explicitly a part of "human services", it is important to identify the local education and the operators within to understand what the current condition of our educational system. Scott County School District is the largest educator of people aged 6-18 and has approximately 10,000 students. The district operates 18 schools on over 337 acres of land, including nine (9) elementary, three (3) middle and junior high, two (2) high, one (1) alternative school, Phoenix Horizon Community School, and one (1) career and technical education school, Elkhorn Crossing School. Other school programs include, but are not limited to, two (2) private schools (kindergarten to 8th grade) and numerous operators such as home-schooling groups and online-only educators.

Post secondary (after 12th grade education) options are also available in Scott County. Two operators of interest are Georgetown College and Bluegrass Community and Technical College Georgetown-Scott County & Advance Manufacturing Center.

Georgetown College was chartered in 1829 as the first Baptist college west of the Appalachian Mountains. Its enrollment in Autumn 2022 was 1,548 students, 315 of whom were enrolled as graduate students. The College offers 38 undergraduate degrees and one (1) masters-level graduate program.

Bluegrass Community and Technical College (BCTC) is a public community college that is part of the larger Kentucky Community and Technical College System (KCTCS) institution. KCTCS operates sixteen (16) two-year colleges across the Commonwealth and had approximately 78,245 students enrolled as of Autumn 2023 (equivalent to 44% of the state's public higher education undergraduate enrollment). BCTCS was formed in 2005 from the consolidation of two institutions, the Lexington Community College and the Central Kentucky Technical College. According to US News and World

Report, across the seven (7) BCTC campuses, approximately 5,959 students are enrolled on a part-time basis and 4,221 students are enrolled on a full-time basis. The Georgetown-Scott County campus is one (1) of the seven (7) campus locations, the fourth (4th) of which operates outside of Lexington/Fayette County. The Georgetown-Scott County campus is unique in that it offers six (6) technical programs focused on manufacturing, machining and engineering, and medical technology programming.

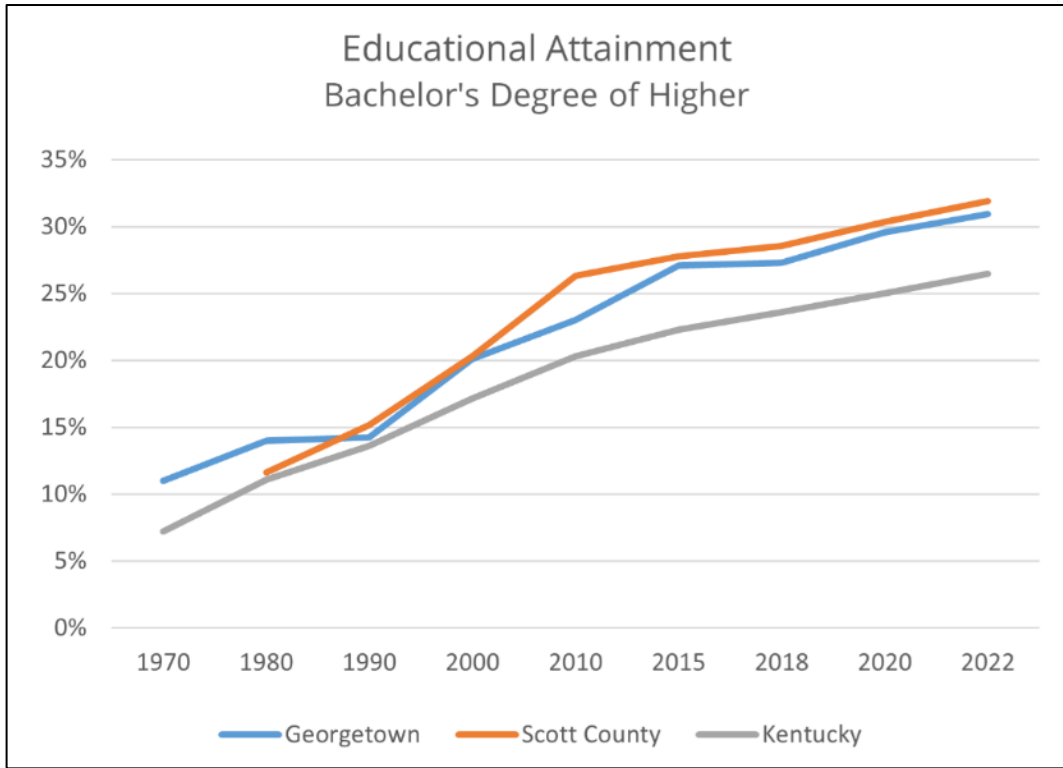


Figure 93: Educational Attainment of Bachelor's Degree or Higher in Georgetown, Scott County, and Kentucky, 1970-2022 (Graph)

Scott County is becoming a better educated community. In 1980, 45% of Scott Countians 25 years of age and older had less than a high school education. The 2022 American Community Survey shows that just under 6% of Scott Countians in this same age group have less than a high school education. The percentage of the population with at least some education above a high school or GED level has grown significantly, which is attractive to employers looking to locate in the region.

Increased & Improved Health and Wellness Opportunities

As our community changes, healthcare is important for citizens of all ages. In 2023, there were 1,720 people per primary care physician in Scott County. This ratio has not fluctuated substantially in the past 4 years. An improved ratio of citizens to physicians can have positive impacts on both the health and the quality of life of our community.

Healthy and Affordable Food Opportunities

Food systems planning is an approach to land use and health that is concerned with improving the local food system, or the connections from production, to distribution, and consumption of food. Having nutritious food options that are affordable and available to all in our community is essential to keeping our community healthy.

In Georgetown, there are three grocery or retail establishments that have larger food sections, and multiple convenience and discount stores that have some food selections available as well. Furthermore, there are multiple gas station convenience stores in town that carry food options, but those often focused on offering processed food options. In Sadieville and Stamping Ground, there is one convenience/discount store and several gas station convenience stores in each town, both of which with some food selections that primarily processed foods. Outside of city limits, there are only gas station convenience stores for our community members.

Both the small number of stores within our community that have larger, often healthier food options available and the distance to a store that offers food people prefer results in people making the decision to choose less healthy options or having to make the trip to a neighboring community to get their needs met. The stores in our community are located along major arterial roads and are not integrated into neighborhoods, thus encouraging automobile use to get to and from. The challenges faced to even get to a store with healthy food often leads people to drive more and walk less. If a community member can even get to a store, the costs and limited or seasonally availability of fresh, healthy food is often weighed against a more cost-conscious, available alternative that is processed, and when you have limited funds for food, that community member is incentivized to choose the second option. While this food may satisfy feelings of hunger, it does not mean that the community members' nutritional needs are met. This pattern of far distances, increased driving, and the limited availability and exorbitant costs of healthy options is correlated with the rising rates of obesity, hunger, and sedentary lifestyles.

To address these challenges, increasing access to affordable, healthy food options is essential. Having a neighborhood store that has healthy options within walking distance of your home encourages people to take less car trips to satisfy their food needs while facilitating healthy eating habits.

Aging in Our Community Opportunities

Georgetown and Scott County, like many areas around the State are aging. The median age in Scott County has gone from 26.3 in 1970 to 36.1 in 2022. Some of this stems from longer life expectancy, but some can also be attributed to families having fewer children. The Kentucky State Data Center projects the median age for Scott County will continue to increase and will reach 43.5 by 2040. These same projections anticipate that over 18% of the population will be 65 years of age or older by 2040. Our community will need to adapt to these demographic changes on the horizon to ensure the design of our community empowers citizens of all ages.

Where are Human Services programs, services, and facilities needed in our community?

It has been identified that there is a need for areas where individuals can engage with our diverse educational resources and to possibly house a skills training space. There is an interest in not only Georgetown, but also Sadieville and Stamping Ground, for a centralized location that can house a variety of educational resources and assistance for the unhoused, low-income, non-native speakers, and new members of our community. Areas like this allow for people of our community to learn essential skills and have the opportunity to further immerse themselves into Scott County.

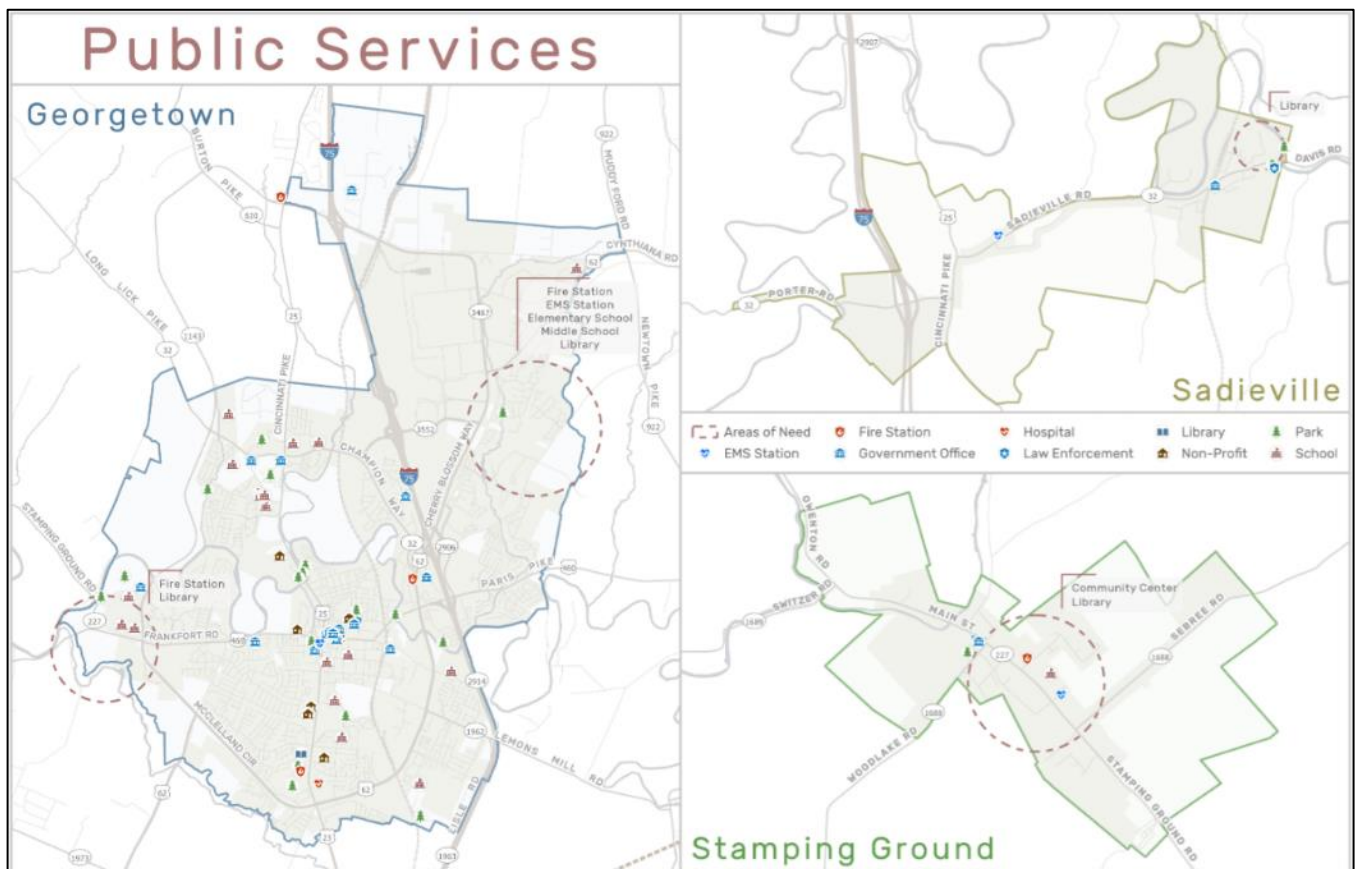


Figure 94: Public Services in Georgetown, Sadieville, and Stamping Ground (Map)

This image shows the public services provided in the Urban Service Boundaries of Georgetown, Sadieville, and Stamping Ground. Areas of need and desired public services are identified for each location.

This map identifies several areas in our cities needing public services. Having easier access to a library would be tremendous for both Sadieville and Stamping Ground as traveling from either of these communities to the library takes about 20-30 minutes depending on traffic. While the mobile library serves these two communities on a regular weekly schedule, which improves access to library rentals, there are still public-funded services and programs which require a physical, permanent presence.

In either Sadieville or Stamping Ground, such a facility would have multiple roles, for example the space could be a library branch with community rooms or a community center with library section.

It has been identified that with the increase in population of Scott County additional facilities for police, fire, and EMS public services are needed. Both the western and northeastern areas of Georgetown have a need for additional fire station(s) to provide faster response times. Western Georgetown is expected to have some alleviation of growth pressures through the new Sheriff's office and County Clerk annex located across from the Great Crossing High School in the Great Crossing school campus. Furthermore, with the potential development of an EMS Station and new Fire Department, additional pressures in Northeast Georgetown may also be addressed. These improvements would bring services up to address current needs but may not be sufficient to address the additional growth in Northeast Georgetown that is expected as a result of existing residential developments being built out. This area has also been identified as in greatest need for a new elementary and possibly a new middle school to service this population.

Human Services Goals and Objectives

The Executive Steering Committee and public feedback identified two major human services themes to be addressed:

- First, our community wants and needs improved access to human services, ranging from educational programming to health and wellness services. The first step in improving access to services is increasing communication and awareness of resources currently available. Scott County does not have a resource center to assist residents in locating information and services. The community needs to develop a centralized and easy to access information source.
- Second, community members have identified a feeling that there is a lack of public identity and involvement. Many participants expressed feeling disconnected from other members of our community. This may stem, in part, from residual feelings of isolation and distance from the Covid 19 pandemic, or the rapid growth and flux of our community. Rapid growth and sudden increase in community development activity creates gaps in identity and sense of belonging or direction connected to "old" versus "new" residents. To facilitate a greater connection to each other, there needs to be more ways to get involved, support each other, and ways to and give back to Scott County, its people, and institutions.

HS 1 Offer superior educational and training opportunities for all Scott Countians throughout their lifetime.

HS 1.1 Increase access to physical and online locations of learning.

HS 1.2 *Increase collaboration between local government agencies and school systems to teach public policy and administration related skills.*

HS 1.3. *Increase collaboration between school systems and local employers to improve workforce quantity and improve skills needed for local jobs.*



Figure 95: Bluegrass Community and Technical College Georgetown Campus, located in the Lanes Run Business Park (Image)

This goal (HS 1) focuses on providing excellent educational programs for all Scott Countians as a way to improve their quality of life, work opportunity, enrich our community and our workforce. Accessible and quality training and education for those of any age and interest is essential to creating a community that is engaging and desirable. Whether you are a young student or adult wishing to change career paths or advance within a specified field, our community needs to be a place where people of all ages and interests can be supported. It is vital that the educational and training programming offered within Scott County be available and attainable for persons of any income or experience. Furthermore, our education programs require a greater emphasis on emerging technologies and trends to ensure that those trained in Scott County are capable of either continuing to work in our community or by serving other communities or companies outside of Scott County. We want to be a place that can continue to adapt and provide educational opportunities to attract and retain talented workers and socially conscious citizens to participate in our community's continued growth.

In addition to the more traditional educational programming, the Executive Steering committee stressed the importance of access to educational information and assistance for those most in need. The 2020 pandemic highlighted areas where investment into infrastructure and resources need to be increased, especially for those learning and working in a virtual environment. Further research into how to address the unique challenges with online education, training, and working environments is important to best serve Scott Countians with the highest quality environment for virtual engagement. A greater sense of unity can be formed through establishing multi-use spaces throughout the community and encouraging cross-neighborhood collaboration on events.

HS 2 Build our social capital and increase civic involvement.

HS 2.1. Nurture a culture of wanting to get involved and give back.

HS 2.2. Foster partnerships and collaboration between human service organizations and a broad range of stakeholders.

HS 2.3. Increase citizen engagement and regional coordination in the government process.

Connection to not only physical public services, but also between the people within and history of Scott County is essential to the future of our community. It was noted that in many cases, people feel disconnected, whether because they are a new resident or haven't yet identified where they "fit" into the community, or they are an existing community member who's needs or interests have changed over time. Regardless of your circumstances, residents may not know how to get involved.

It has been identified that increased awareness of programs can increase the integration of existing or new programs into the fabric of our community. One way to do this is through marketing the programs within our community and encouraging the sharing of its' successes and stories of our programs with each other. Creating groups and commissions of citizen leaders provides a way to bridge the gap between each other and more easily connect to those of use when they need support. Human services agencies can further their outreach through periodically providing updates to City Council, City Commissions, and Fiscal Court meetings so that our community and elected officials are aware of existing needs, efforts, and success stories of the programs operated within Scott County.

HS 3. Improve access to health and wellness services.

HS 3.1. Provide responsive and dependable health and human services delivery systems throughout Scott County.

HS 3.2. Increase access to local healthy foods and nutritional educational programs.

HS 3.3. Increase availability of quality and affordable childcare.

This goal (HS 3) includes the provision of health and wellness services, facilities, and educational programs. The WEDCO Health Department offers high-quality and necessary programs, such as clinic and home health services, environmental education programs, and community health promotion events which can improve the physical and mental health of our community members.

We also strive to increase the number and types of facilities that provide safe and fun access to healthy behaviors such as walking, exercise, and community gardens. Educational programs should be sponsored and supported through multiple avenues – including schools, public offices, the Health Department, Tourism Commission and local organizations and intuitions. Connections to parks and safe walking routes can greatly improve health and increase the feeling of belonging to a group when you are encouraged to go out into the community.

With a growing community, it is essential to offer multiple high-quality, affordable, and accessible childcare programs, especially for second-shift workers and during times when school is not in session. Working adults face unique challenges, such as transit to and from programs, earlier drop-off and later pick-up windows, and evening programming for those working later shifts. It has been identified that, while there are programs available, further reaching opportunities should be encouraged so as to best serve all working adults with children in Scott County.

This chapter focuses on ways to increase social capital and networks, and to provide better access to human services, such as wellness/healthcare, public facilities, and educational resources. In previous Comprehensive Plans, various elements have addressed community facilities, and access, but not identified this need together in one place. The Chamber’s Vision 2020 plan includes a “Quality of Life” section.

As the Human Services committee began work, a variety of topics were discussed. These included:

1. Quality of Life
2. Accessibility, equity, fairness, environmental justice
3. Affordable housing, homelessness
4. Diverse and inviting workplaces.
5. Building collaboration and community involvement
6. Increasing social capital
7. Access to basic human services (education, health & wellness resources, human services informational resources)

While the committee initially covered a wide range of material, and as with all of our chapters, several topics related to human services cross over into other groups – such as housing, land use, transportation, utilities, etc. – and the topics were relocated into other chapters. This group was asked to also review the goals and objectives of all the other committees to ensure that the goals and objectives were developed with all members of our community in mind.

While the Comprehensive Plan has its' own analysis of human services programs and needs, it is important to note that the Georgetown-Scott County Chamber of Commerce performed a study of quality-of-life amenities and needs as part of their 2020 Vision plan.

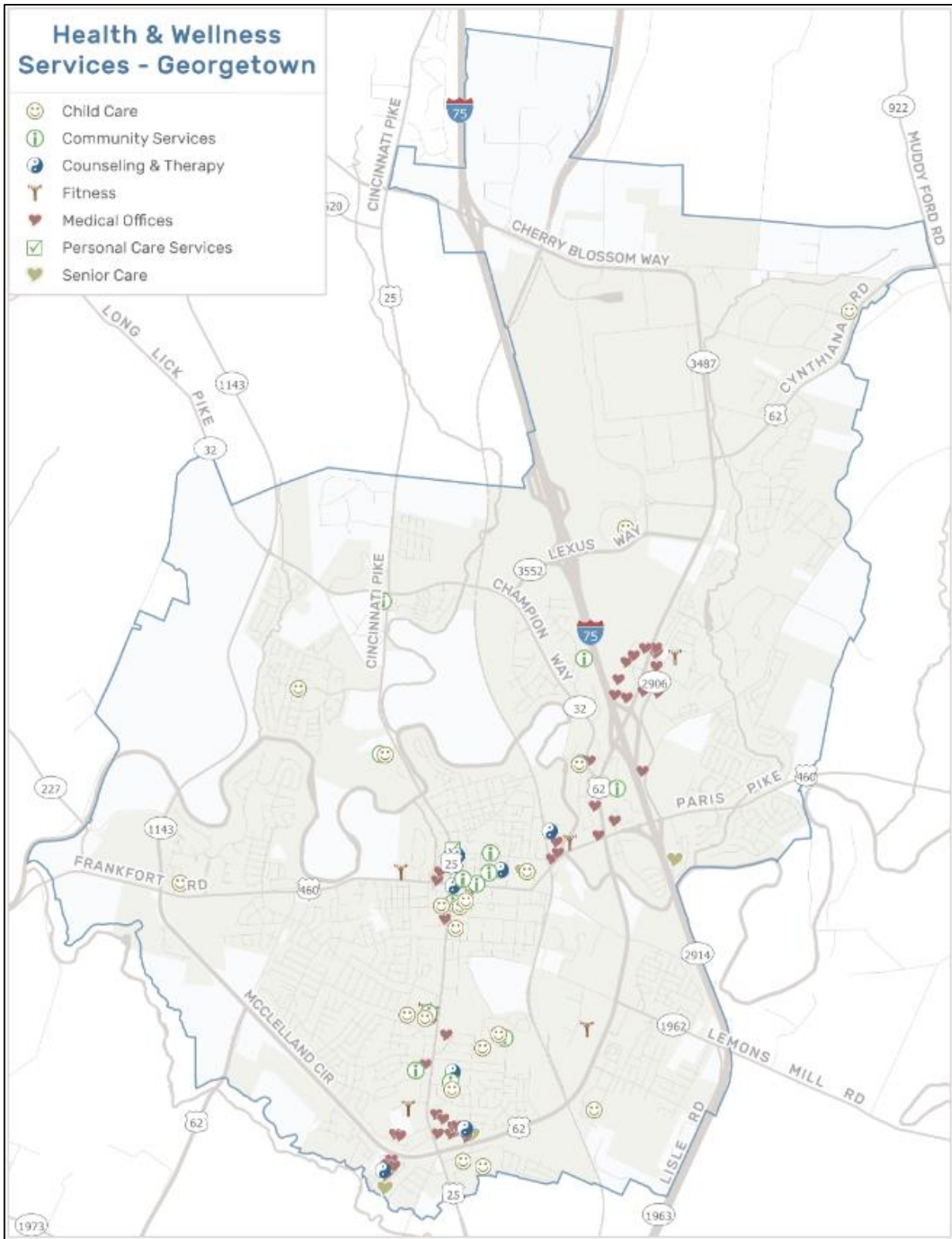


Figure 96: Health and Wellness Services in the Georgetown Urban Service Boundary (Map)



Chapter 9: Heritage

This chapter highlights our history and cultures that make and shape Georgetown, Stamping Ground, Sadieville, and Scott County into the unique community we are today. From our historic downtowns to our dynamic landscapes, our community has many past and present experiences that we can celebrate today because of our continued commitment to remembering our history.

This chapter examines two essential parts of heritage, our “history”, or traditions, memories, arts, and achievements of a group or community, and our “culture” or the beliefs and customs of a society, place, group, or time. Historic resources and character of our downtowns, and rural agricultural character are major components of our identity. Cultural resources include both built and natural resources, as well as the arts. The beliefs and customs of a culture evolve into a dynamic set of shared attitudes, values, goals, and practices, otherwise known as one’s cultural identity.

In the context chapter, we gave a short history of Scott County and the communities within.

In the past, the Comprehensive Plan contained a “Historic Resource Management Element.” This was funded through grants supporting work by the Kentucky Heritage Council and was last updated in 1991. We have also had separate chapters for Sadieville, and Stamping Ground, both of which were last updated in 2006. In this new chapter, we attempt to combine research from all three, and expand the frame of reference for historic resources to include arts and cultural elements that make up and enrich our community.

Members of the community have expressed that a careful balance of small-town character, rural farmlands, and growing and thriving cities is desired. We received many comments through our public meetings, Comprehensive Plan committees and public survey. Furthermore, with the reuse of previous survey questions, we’ve been able to understand community sentiment and how it changes over time. Our local heritage and culture deserve protection and promotion as we celebrate the elements defining our community.

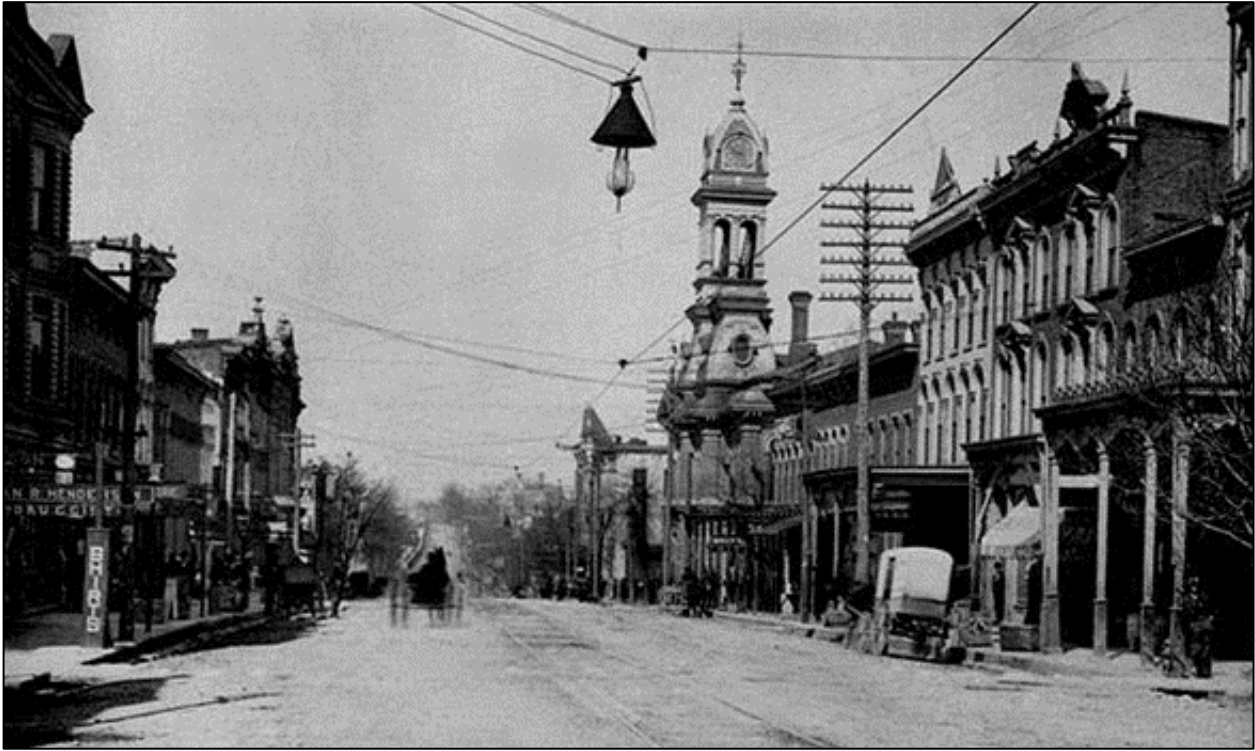


Figure 97: Georgetown Main Street, 1898 (Image)

Mission Statement

Scott County is a vibrant community that welcomes new residents, visitors, and businesses while retaining its small-town charm, rich culture, and heritage. Pride is apparent in our commitment to an urban form that reflects preservation, human-scale design, aesthetic appeal, and dynamic civic spaces.

Fundamental Principles

- Local heritage is an asset to the community; our heritage includes cultural resources and knowledge, history, traditions, historic buildings, and historic sites.
- Maintenance and preservation of historic districts, sites, and structures helps retain our local culture and heritage.
- New construction and renovation should complement the existing character and form of its surroundings. Quality materials, craftsmanship, and consistent design add value to the community as a whole.
- Downtowns play a major role in our cultural identity, local governance, and economic activity. Care should be given to retain and enhance our downtown buildings, public spaces, corridors, and gateways.
- Our community is designed for all, with consideration for aesthetics, accessibility, and design at the human-scale. Design with these characteristics in mind enhances user experience.

Heritage Snapshot

This history of shared values and experiences creates the heritage of Scott County. While the individual cities of Georgetown, Sadieville, and Stamping Ground, and our historic villages each have a unique history, it is essential to remember that we are all Scott Countians. All of Scott County has strong ties to agriculture and the rewards of hard-work, fertile earth, and clean water. Scott County has benefited from economic growth of many different types over the years, whether from agriculture, railroad stations, local businesses, or manufacturing. The community has also banded together to overcome challenges such as floods, tornadoes, and economic shifts.

Historic Preservation of Built Areas

What would Scott County be like without the nineteenth century commercial buildings in downtown Georgetown, Victorian residential neighborhoods, and crossroads villages? Scott County's historic buildings face many threats and obstacles to protection, including demolition, neglect leading to deterioration, and unsympathetic renovations. The destruction of historic landmarks results in a loss of both a sense of place, and pride in the past, both of which Scott Countians value greatly. An evaluation of the conflicts between growth and historic preservation is essential to identifying effective strategies for balancing the two. These strategies must arise from collaboration between local government, community member lead groups, and members of the business community to ensure that all members of our community's interests are taken into account. Scott County's local governments should take a leadership role with sensitivity to historic resources in the planning and review of the development of all future land uses.

National Historic Preservation

Historic buildings and districts can be found throughout Scott County. The National Register of Historic Places has 72 individual buildings listed. Additionally, there are 12 historic districts designated, each of which contains multiple buildings identified for their individual character and their historic significance in the community. These physical structures are links to our community's past, and they represent the hard work, building materials, and aesthetic choices of previous generations. Historic structures and districts also represent the values of the generations of Scott Countians who maintained, restored, and cared for these resources. There are 764 and 1,764 residences in Georgetown and Scott County respectively that were built in 1939 or earlier (US Census Bureau, ACS 2015 5-year estimate).

Existing Historic Districts

Local Historic Districts

There is only one Historic District in Scott County that has some monitoring. The local Historic District in Georgetown consists of those properties with frontage on Main Street between Warrendale Street in the east, to Montgomery Avenue in the west. These properties are in part subject to the Historic District overlay zoning district requirements. No buildings or other features of historic significance, such as stone fences, within this district can be demolished, moved, or substantially altered without first obtaining a conditional use permit from the Georgetown Board of Adjustment.

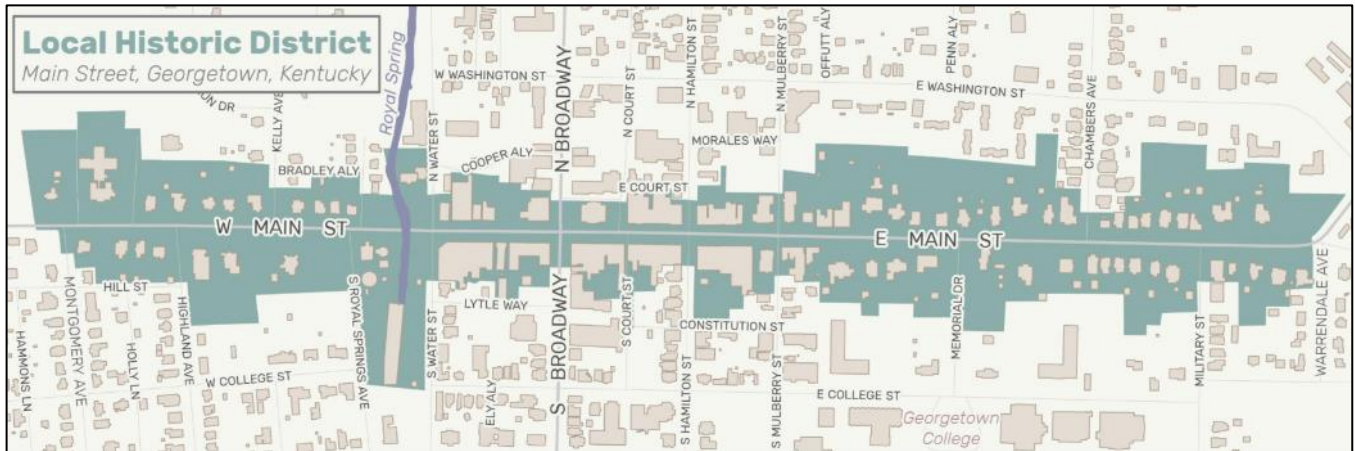


Figure 98: Local Historic District of Main Street, Georgetown, Kentucky (Map)

There have been several proposals to expand the local Historic District over the years. The 1991 Comprehensive Plan recommended all properties on the National Register apply to be included in the local Historic District. The Core of Georgetown plan completed by the University of Cincinnati in 2016 recommended the local historic district be expanded to include:

- All properties within the Main Street Commercial District as identified on the National Register (both the initial submission in 1975 and the expansion in 1982),
- Properties fronting on North and South Broadway between Washington Street and Clinton Street (named “Courthouse Business Area”),
- Properties on South Hamilton between East Main Street and E. College Street (named “Hamilton Street South Business & Residential Area), and
- On the north side of East College Street between S. Broadway and S. Mulberry Street.

State and Regional Historic Districts

While we may not presently have a local historic district or historic preservation ordinance, there are voluntary programs and agencies at the regional and state levels that work to protect areas and buildings of historic significance.

The Bluegrass Trust (“BGT”) is Central Kentucky’s resource clearinghouse for protecting, revitalizing, and educating the community about historic places and spaces. The BGT was founded in 1955, the same year Lexington took historic steps to control growth management by establishing the first urban service boundary in the U.S., to protect a historic residence located in Lexington’s Gratz Park historic district. Since its formation, the BGT has been at the forefront for historic preservation, advocacy and education. Private property owners living in a residence or that have a structure on their property can opt in to their Plaque Program, which is meant to identify that a property has some type of historic value. Properties at risk for disrepair or in need of support can work with the BGT and their resources to support the conservation of their historic properties.

The State Historic Preservation Office, or Kentucky Heritage Council (“KHC”), is an agency of the Kentucky Tourism, Arts and Heritage Cabinet that works to identify, protect and preserve prehistoric and historic buildings, sites, and cultural resources throughout the Commonwealth. They work with groups and communities of all sizes and abilities throughout the state in efforts to retain historic features. Investment into historic structures and spaces has been identified as having long standing impacts on the economic development, employment, housing, environmental conservation, and quality of life in the communities they serve. The Council has tax credits and easements programs meant to protect historic areas, and works with property owners, community members, and government offices to do their “Site Identification Program”. This program helps communities manage the historic properties in their communities through strategic planning, surveying, evaluation, and nomination to state and federal historic preservation programs and grants programs.

Through the Kentucky Heritage Council, there are multiple programs that may be effective in our community regarding historic preservation.

- The Kentucky Main Street Program is a state-level office and group that is associated with the Main Street Program, which works to preserve historic infrastructure downtown. The program focuses on investments into downtown areas to revitalize the heart of a community. There are twenty-five (25) communities in Kentucky that are a part of this program.
- The Certified Local Government Program is a partnership program that promotes historic preservation through the establishment of community historic preservation plans. There are grants available for historic preservation efforts and for communities that are a part of the program. There are twenty-four (24) communities in Kentucky that are a part of this program.

National Historic Districts

There are eleven (11) historic districts in Scott County on the National Register of Historic Places. The district entries are listed as twelve items in the table below because the Main Street Historic Commercial district was expanded in 1982.

District Name	Date Listed on the National Register
Lane's Run Historic District	1/12/1984
Georgetown East Main Street Residential District	6/7/1978
Main Street Commercial District	2/24/1975
Main Street Historic Commercial District (Boundary Increase)	4/15/1982
Oxford Historic District	9/11/1979
West Main Street Historic District	11/5/1985
Suggett, William, Agricultural and Industrial District	11/16/1988
South Broadway Neighborhood District	12/19/1991
Miller's Run Historic District	11/15/1978
Sadieville Historic District	7/30/2013
New Zion Historic District	12/4/2008
Georgetown College Historic Buildings	8/8/1979

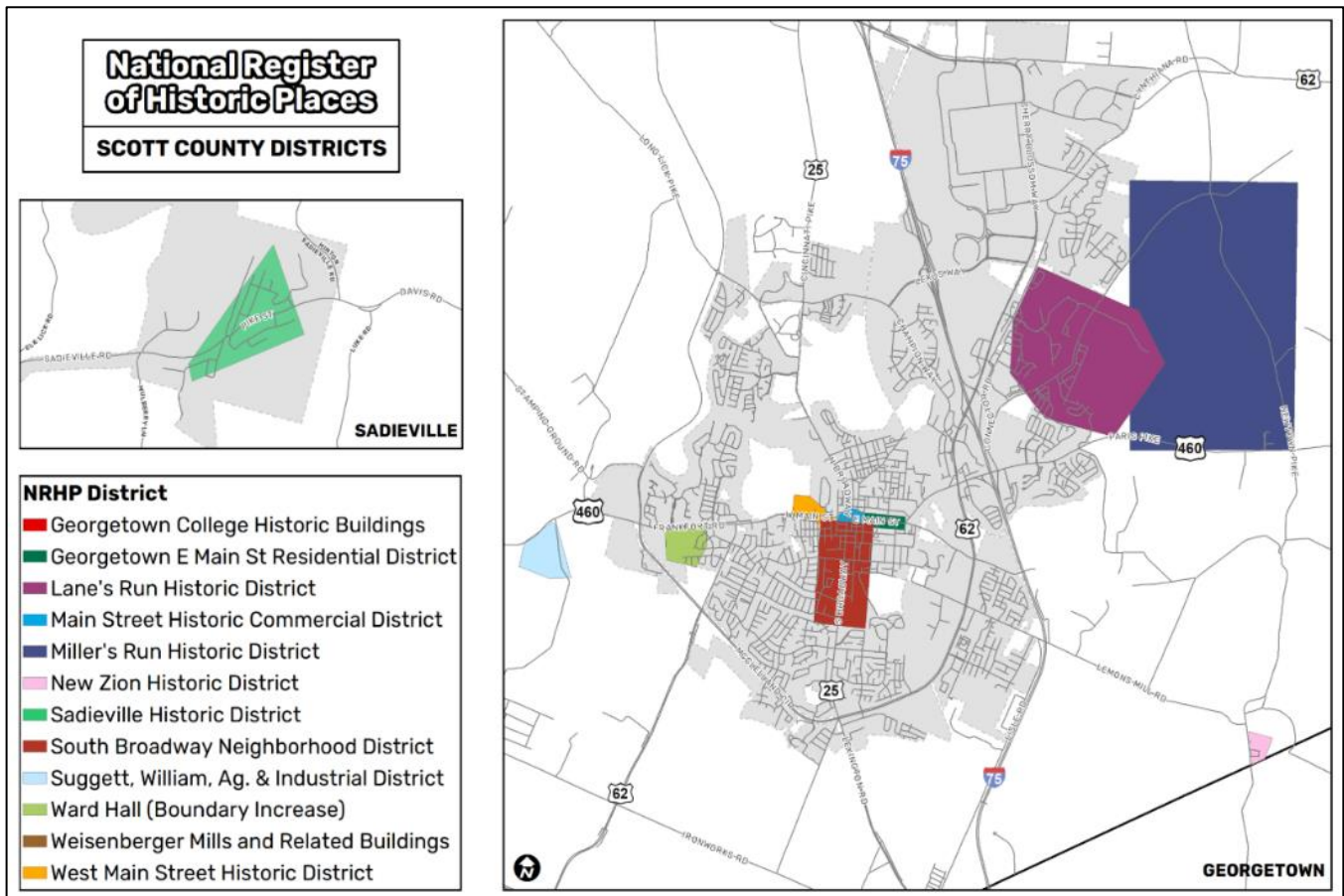


Table 14 (above) & Figure 99 (below): NRHP Historic Districts located in Scott County

Georgetown Main Street Commercial Historic District

The Main Street Commercial District was first placed on the National Register of Historic Places (“NRHP”) in 1975, with the boundaries for this district expanding in 1982. Many of the structures in this district were reconstructed following several fires in 1869, 1876, and 1881. This area still functions as a focus point of the community where government services, commercial shops, and dining options are available.

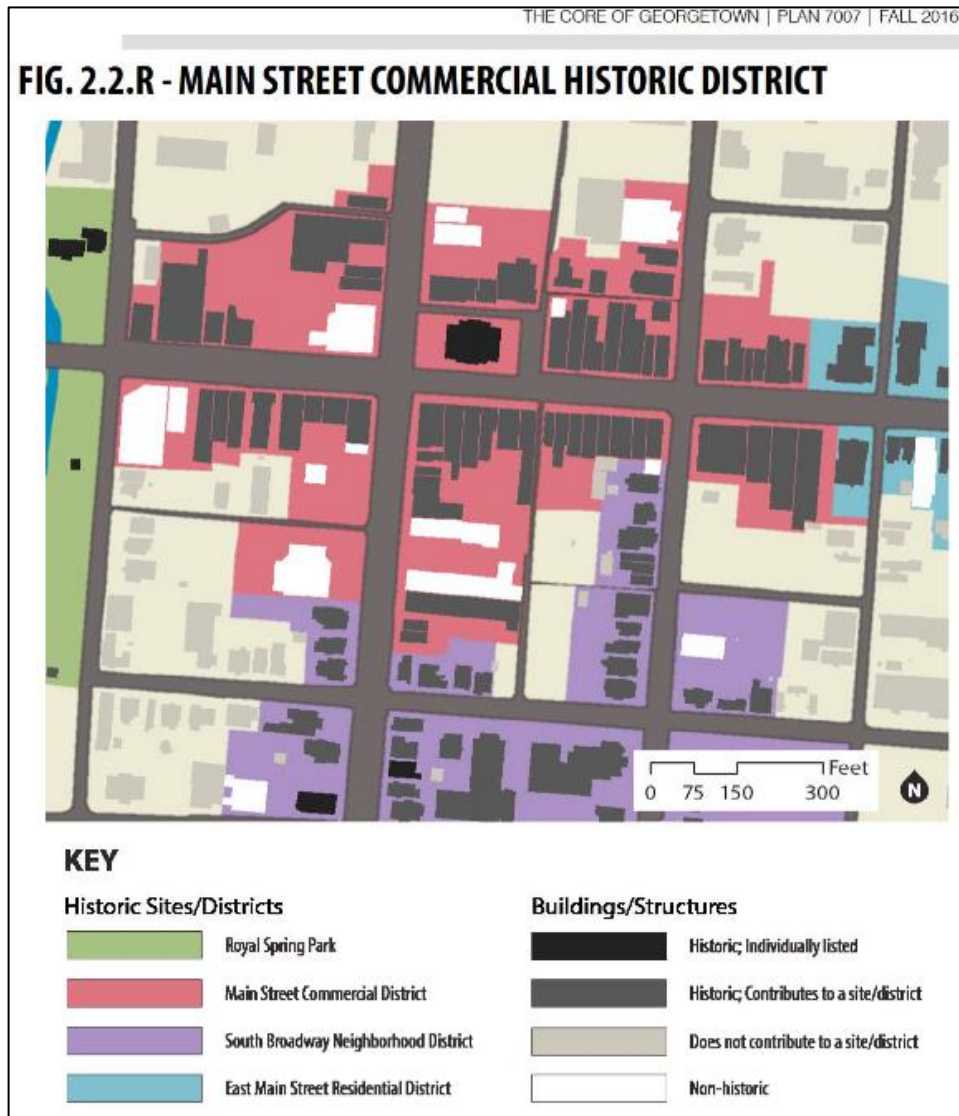


Figure 100: Buildings & Structures Status of Contribution to Historic District (Map)²²

²² The Core of Georgetown, University of Cincinnati School of Planning, Fall 2016

FIG. 2.2.0 - HISTORIC DISTRICTS IN DOWNTOWN GEORGETOWN

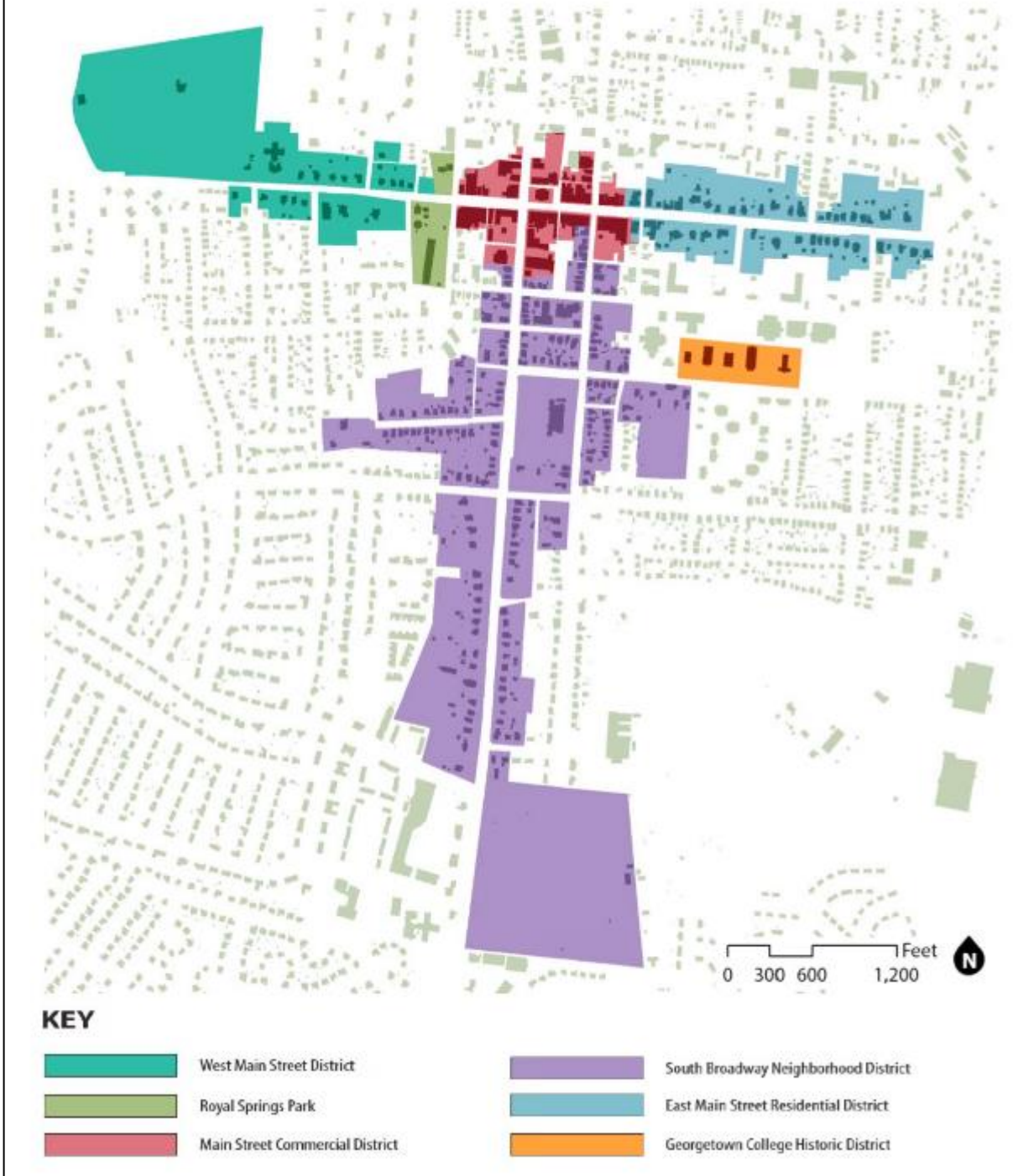


Figure 101: Historic Districts in Downtown Georgetown (Map)

FIG. 2.2.P - PHOTOS OF HISTORIC DISTRICTS IN GEORGETOWN



Figure 102: Historic Districts of Downtown Georgetown Corresponding Building Photographs (Image)

National Historic Properties Listings

There are seventy-one (71) historic properties or structures in Scott County on the National Register of Historic Places. There are seventy-two listings on the table below because the historic boundary around Ward Hall was increased in 1985. Since 2000, two buildings have been added to the NRHP.

Listing	Date Listed on the National Register	Listing	Date Listed on the National Register
Flournoy, Matthew, House	6/23/1983	Longview	10/25/1973
Henry, Matthew, House	6/23/1983	McFarland House	10/15/1973
Briscoe, James, Quarters	6/23/1983	Miller, John Andrew, House	11/9/1977
Emison, Ash, Quarters	6/23/1983	Osburn House	4/11/1973
Suggett, John, House	6/23/1983	Payne, Gen. John, House	3/3/1975
Thomsons, Mill Warehouse	6/23/1983	Payne-Desha House	12/2/1974
Whitaker, Charles, House	6/23/1983	Prewitt, Levi, House	11/1/1974
Smith, Dr. William Addison, House	11/29/1984	Royal Spring Park	4/2/1973
Edge Hill Farm	3/1/1984	Sanders, Robert, House	10/15/1973
First African Baptist Church and Parsonage	3/1/1984	Scott County Courthouse	9/28/1972
Johnson, James, Quarters	10/11/1983	Showalter House	4/2/1973
Craig, Newton, House and Penitentiary Buildings Complex	7/19/1984	Shropshire House	4/2/1973
Ward Hall (Boundary Increase)	8/23/1985	Smith, Nelson and Clifton Rodes, House	10/3/1973
Dry Run Site	12/5/1985	Stone-Grant House	1/11/1974
Allen Hurst	4/2/1973	Cantrill House	4/2/1973
Blackburn, Julius, House	4/14/1977	Cardome	3/13/1975
Bradford, Fielding, House	12/4/1973	Lindsay, James-Trotter, William, House	8/28/1979
Bradley, John W., House	11/5/1974	St. Francis Mission at White Sulphur	4/11/1973
Branham House	4/2/1973	Leatherer-Lemon House	7/20/1977
Brooking, Vivion Upshaw, House	5/28/1975	Audubon	12/4/1973
Buford-Duke House	6/19/1973	Stevenson, Henry, House	8/28/1979
Choctaw Indian Academy	3/7/1973	Ward Hall	4/2/1973
Elkwood	1/20/1978	Coppage, Rhodin, Spring House	6/23/1983
Elmwood	11/19/1974	Garth School	11/16/1988
Flournoy-Nutter House	7/28/1977	Nuckols, Lewis, House	8/28/1979
Gaines, James, House	11/7/1976	Confederate Monument in Georgetown	7/17/1997
Garth, John M., House	11/20/1974	Scott County Jail Complex	9/6/2002
Giddings Hall, Georgetown College	2/6/1973	Craig-Johnson Mill Dam and Mill Sites	6/10/1975
Halley Place	8/28/1979	Branham, Richard, House	6/23/1983
Payne, Asa, House	8/28/1979	Patterson, Joseph, Quarters	6/23/1983
Herdon, Dr. H. C., House	4/10/1980	Griffith House	8/29/1979
Holy Trinity Episcopal Church	10/30/1973	Williams, Merritt, House	2/28/1979
Johnson, George T., Slave Quarters and Smokehouse	11/19/1974	Weisenberger Mills and Related Buildings	8/16/1984
Johnson-Pence House	11/20/1978	Burgess, Joseph Fields, House	11/29/1984
Johnson, Leonidas, House	10/8/1976	Campbell, William, House	11/29/1984
Johnston, Jacobs House	10/2/1973	Bradford, Alexander, House	6/27/1974

Table 15: Properties Listed on the National Register of Historic Places

Properties listed in these tables are not locally protected from demolition, alteration, or relocation, unless they fall in the Georgetown Historic Overlay District described above, and even within the overlay have limited protections or design controls. There are many districts and historic properties in Scott County outside of the areas protected by local ordinance. It is an honor for our community, through the hard work of dedicated local activists, to have so many historic areas listed on the National Register of Historic Places. However, inclusion on this register does not protect these properties or ensure that future generations will be able to enjoy these representations of our character and heritage.

Changes to Historic Districts

There have been many changes to the built environment in Georgetown. Many Historic structures were deteriorated past the point of restoration, were demolished to create space for new development, or were modified in such a way that the structure has lost its historic characteristics. The changes to many historic properties and districts in recent years, and those features' replacement with newer, more modern construction (including styles and materials used) is one of largest threats to a historic district's character. Mixing old and new without oversight aiming to retain character can and has resulted in conflicts in architectural appearance which ultimately creates a disjointed dynamic in our most vital and defining areas.

Based upon the feedback received from our community members, there is an interest in the protection of our historic downtowns, neighborhoods, agricultural community centers, and natural areas. If we want to keep our past a part of our present and available for the future, it is necessary to pursue actions and all options today to limit the loss of our collective heritage through preservation and protection. Previous community conversations have been had regarding the establishment of local protection of areas of built, natural, and cultural significance though historic overlay zones, districts, and building protection programs.

While additional regulations may feel like an overstep of boundaries into the rights of private property ownership, it is essential to understand that the establishment of local management protects the character of the most foundational elements and features. Through the formation of an Architectural Review Board, or similar group, the community and its' representatives can assess how the proposed changes to a protected property impact and fit into the larger context of the district and the community of Scott County as a whole. The aim of these ordinance gives the valuation of "historic significance" not to a faceless agency or group, but to representatives of the community who are passionate about historic preservation and who desire that we not forget our past in favor of an uncertain future.

FIG. 2.2.D - BUILDING FOOTPRINT MAP & TEMPORAL CHANGES

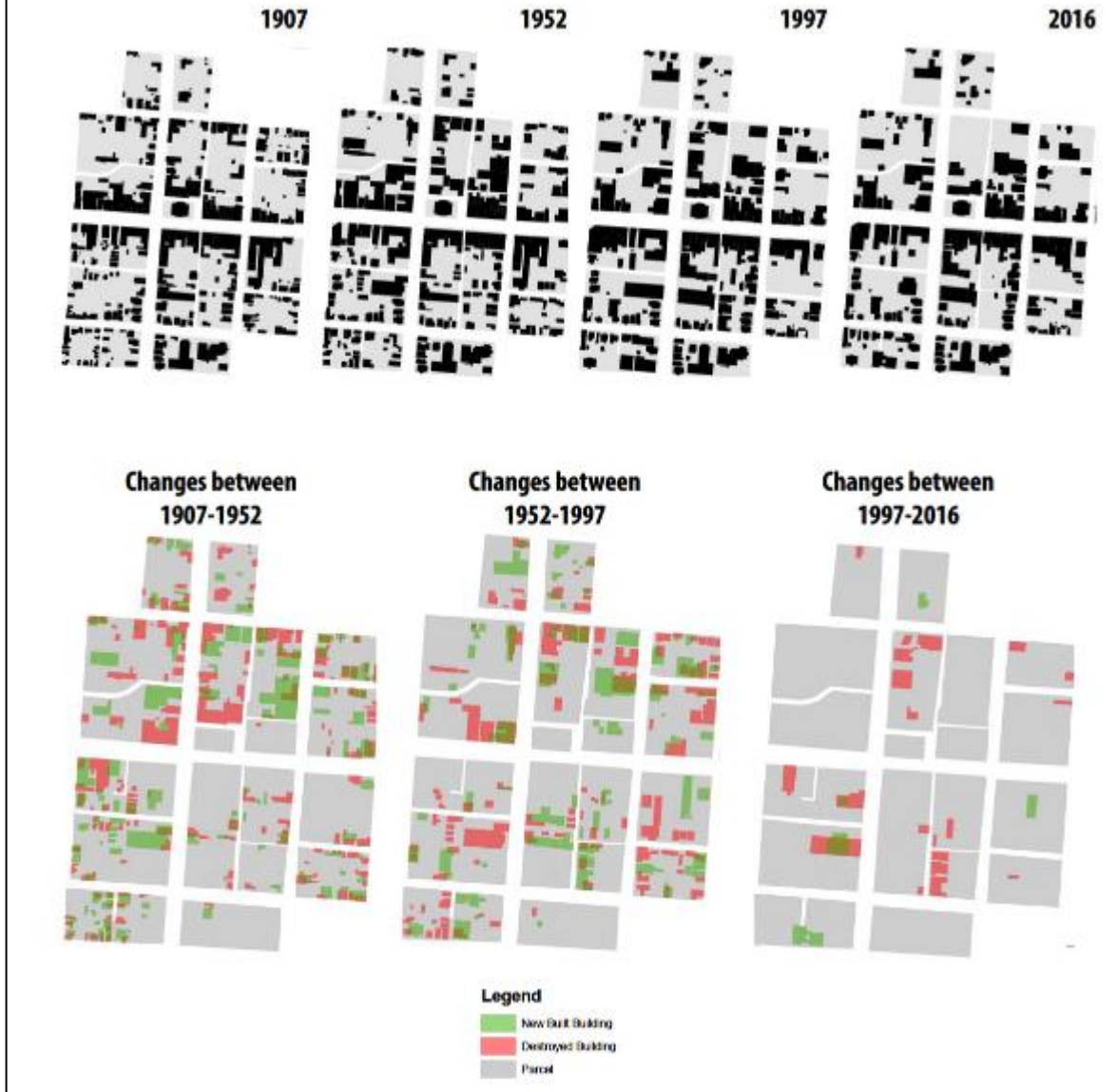


Figure 103: Changes to Historic Districts in Downtown Georgetown (Image)

Agricultural Histories

The Community Form Farms of statewide importance are located throughout Scott County, especially in the southern portions of the county. These prime farmlands should be protected from undue growth or sprawl, thus preserving, and maintaining our rural and agrarian character, while allowing for continued growth and expansion within and close to the current boundaries of our cities.

Environmental Histories

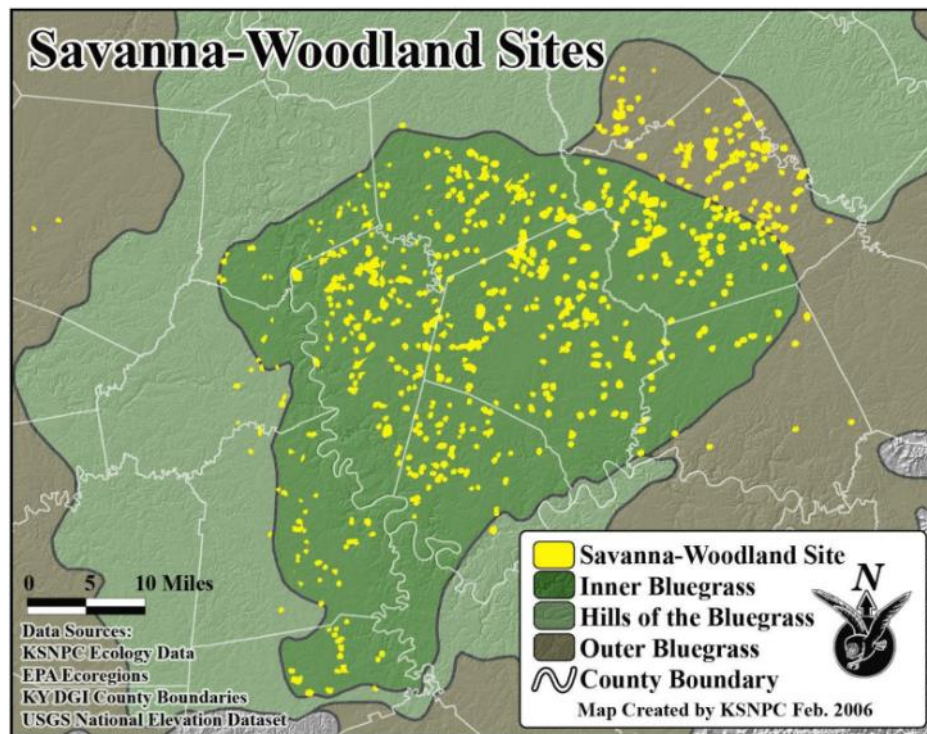


Figure 104: Locations of Savanna-Woodland Sites in the Bluegrass Region (Map)²³

Our founders came here for one reason but stayed for another. The fertile soil and bountiful waterways are hallmarks of an incredibly rare and valuable ecosystem that does not receive credit for our community's success, the Bluegrass Savanna-Woodland. This ecosystem is characterized by deep and fertile soils, grasslands and rolling hills, and rich limestone deposits which nourish our land, crops, water, and people. Once dominated by forests, cane-breaks, salt licks, and meadows of clover, the environment was cleared for agricultural use. Small ash and oak trees were soon cleared, but those that were too large for clearing at the time were left alone, leading to splashes of huge trees in an otherwise rolling crop field or pastureland.

In 2006, the Kentucky Office of Nature Preserves took an inventory of these trees and found that 672 clusters of primarily ash and oak are in the fifteen (15) county Bluegrass region. The study found that fifteen percent (15%) of the sampled sites were declining or destroyed. It is essential for the preservation of our natural heritage that we understand the environments and roles of the past, present and future.

²³ EEC, Office of Kentucky Nature Preservers newsletter: https://eec.ky.gov/Nature-Preserves/About_Us/news/Newsletters/Natky50_Spring2006.pdf

Viewsheds of Significance

Viewsheds are defined as the natural environment that is visible from one or more viewing points. Scott County is lucky in the sense that we have no lack of beautiful scenery of many types. Royal Spring Park, as well as our other public facilities managed by the Georgetown-Scott County Parks and Recreation Department, provide recreational opportunities alongside the features that first drew people to settle amongst the area's rolling hills.

Yuko-En acts as both a different perspective on open space, but also a link to our community's connection to Japan through Toyota. Founded in partnership with Georgetown's Sister City of Tahara, Japan, Yuko-En's mission is to enhance community, international friendship, the appreciation for nature, and the promotion of lifelong learning in the areas of the arts, culture, the environment and international relations and commerce.

Taking a walk or float along any of our waterways offers scenery and solitude unlike that of anywhere else. Learning about the potential impacts to our viewsheds and historic environments is important for the community to understand why protection is important. Appropriately scaled amenities that are safe, accessible, and publicly available that highlight an area's significance are essential to continued preservation.

The Elkhorn Creek and Royal Spring Aquifer are major natural elements that have played and will continue to play a vital part in our history. It is important when we are considering development that we are aware of the potential positive and negative impacts to how we see heritage. These experiences were preserved by regulations for conservation zoning and land use, environmentally sensitive areas, floodplain development, stormwater management, and our greenbelt ordinances.

Our Southern Greenbelt maintains the scenic character and the agricultural viability of the southern part of the county through strict development limitations in the area along Cane Run Creek. This area acts as a natural buffer between Scott and Fayette County, allowing for a gentle transition between areas of urban development. Many equine operations and generational farms exist in this area, providing those traveling through our community with a snapshot of classic Bluegrass heritage.

Visual enjoyment of our historic environment is highly subjective, so the establishment of a regulation based upon a subjective topic is not often appropriate. Currently there are screening requirements between urban uses and agricultural uses that may address protecting viewsheds. Screenings should be done in such a way that it does not take away from the historic views.

The beauty of our scenic county roadways is protected by various developmental limitations. We have imposed five-acre minimum lot sizes, ensuring low residential development in rural A-1 zones, building setback requirements to prevent the crowding of roadways, and signage ordinances that prevent man-made distractions and eyesores along these corridors. As circumstances change, it may be necessary to review these items and determine if a more appropriate approach to historic preservation through viewshed and land use management policies is needed.

Remembering Together

Communal Spaces

Festivals and fairs offer an opportunity for community gathering, sharing of successes, and enjoyment of live music. Increased patronage and attendance show both local leaders and community members that people are interested in being a part of this historic community. Visiting our existing local parks and historic areas offers people the chance to appreciate nature and the environment while also learning about key parts of our community. By visiting historic parks and areas of historical significance or remembrance, the community shows that these spaces matter and can inform decision makers that further opportunities for historic recognition in our communal spaces is desired.

Music & Visual Arts

Music, visual arts, and other mediums are another system for passing along our heritage and culture. Public art, such as statues, murals, and concerts act as sources of community pride and expression. The mural project on South Court Street both livens up a previously non-descript alley, and also highlights our community's connection to agriculture and horse farms. In the same manner as the previous examples, public art acts as beautification and enrichment of our community, while expressing our community values to future generations.

The local arts programs also play an important part in our cultural identity and serve to educate our citizens and attract and entertain residents and visitors alike. At a time when funds are always short, it is important to remember the wide-ranging impacts of our local arts programs in schools and public places.

Education

Georgetown College has been providing education since 1829. The educational opportunities offered at this institution and others in the community have enriched the culture of Scott County through the arts. Further opportunities for the community to learn about the College's significance and role throughout history is important to understanding the community as a whole.

The Georgetown-Scott County Museum and Scott County Public Library have numerous books and exhibits regarding Scott County's history. Increased engagement with these two groups, including attending educational opportunities, producing public art, and having a presence at community events with the intent of sharing information and knowledge is important to their continued success.

Heritage Goals and Objectives

Scott County has strengths in its existing resources. Our historic buildings and downtowns describe our past and are unique aspects of our communities that can also serve as cultural and tourism attractions. We must pay special attention to our built history and work to protect it. In coordination, we must also celebrate our agrarian past, present, and future that play a vital role in the reason Georgetown and Scott County were settled. Finally, we must highlight the importance of how the community looks and its' impact on remembering the past.

HE 1 Preserve our built history.

HE 1.1 Highlight and enhance the historic quality of downtown Georgetown, Sadieville, and Stamping Ground and their surrounding neighborhoods to attract businesses and support economically viable commercial districts.

HE 1.2 Implement policy measures to protect historic resources, incentivize preservation, and enhance the form of surrounding areas, such as downtowns, historic sites, districts, and landmarks.

HE 1.3 Increase awareness of the importance of preservation efforts, processes, and available financial, design, and additional educational resources.

This goal (HE 1) strives to protect and preserve our built history and structures. Scott County is well known for its historic buildings and places. The downtowns of Georgetown and Sadieville have received recognition through the National Registry of Historic Places. However, we have also lost several wonderful resources over the last few years. The majority of the downtown of Stamping Ground was lost to the April 3-4, 1974, Super Outbreak of tornadoes. The Sanders House, Shotwell House, Buffalo Springs Distillery, John Graves Memorial Hospital, 112 & 114 East Washington Street, 164 North Broadway, 215 East Jackson Street, and many other buildings have been lost to neglect, demolition, or natural disaster. Several additional buildings are at risk of loss due to lack of adequate regulatory framework to help protect them. The objectives and related Action Items for this goal help to strengthen resources that provide information about historic preservation, develop ways to monitor and assess current resources, and offer regulatory solutions that can be used to require maintenance of existing structures and compatible design of new structures within specified local districts.

Protecting our community’s heritage and culture takes a combined effort of staff and committed community members. Historic preservation takes many forms, from educating people on our history its’ value, and the importance of protection, to advocating for further NRHP designations of historically significant areas and structures and updating local regulations regarding historic buildings and districts.

HE 2 Protect & enhance the natural, historic, and cultural landscapes that give Scott County its unique identity and image.

HE 2.1. *Highlight the special environmental qualities of Scott County in developed and undeveloped areas.*

HE 2.2. *Promote enhanced use of Elkhorn Creek as a resource for recreation and tourism, and a unique attraction for environmentally sensitive development within the Urban Service Boundary (USB).*

HE 2.3. *Protect the natural environmental qualities of the creeks as special habitats for plants and animals and make them accessible for educational purposes.*

HE 2.4. *Encourage the “greening” of Scott County by preserving trees, increasing tree canopy coverage, and installing new landscaping at community gateways.*

This goal (HE 2) is to bring to our attention how our natural landscapes are part of history and take actions to and appreciation of our natural landscapes and heritage and preserve its’ continued existence. The natural landscape, from the rolling banks of the Elkhorn Creek and its tributaries, to the hilly rock outcroppings of Northern Scott County, are an integral component of our community. More thorough monitoring, mapping, and record-keeping is needed to help protect our cultural resources and natural heritage elements from being lost to misappropriation.

Based off public feedback, staff has identified the need to pull together resources to develop a Cultural Resource Management Plan (“CRMP”)²⁴. The goal of a CRMP is to identify and preserve cultural resources and provide for their appreciation by the public through the integration of cultural resource concerns into broader planning processes in an effort to minimize harm to cultural resources, identify the appropriate uses for each cultural resource, and determine the ultimate treatment of said resource.

A CRMP establishes the following:

- Mission of the CRMP
- Identification of Issues and Opportunities, including information such as
 - Methods to determine if a resource is facing active forces of change (i.e. development pressures, active flooding), or passive forces of change (i.e. neglect, near to but not within a floodplain),
- Data Collection and Analysis of Current Conditions, including information such as
 - A baseline inventory of natural resources
 - Existing resource protections (local, state, federal),
 - Valuation of qualitative resources (i.e. the desire to see rolling hills and grasslands on your way to work) into quantitative values (i.e. how much would a community member contribute financially to protect it, or how much would the residential market take a hit if the resource was gone)
- Development & Evaluation of Alternatives, including information such as
 - Creation cost-benefit analysis framework to determine how much it would cost the community and the agent of change to eliminate or protect a resource, how that would impact the community and agent of change’s lives.
 - Outlining necessary steps regarding the resource.
 - It also outlines ways to monitor and protect resources that are subject to passive forces (i.e. neglect, overuse).
- Selection criteria of Alternatives

Further, we need to expand regulations to protect environmentally sensitive areas, as well as prepare methods to beautify and expand upon the green/natural elements that are such a strong part of Scott County’s identity. To ensure the longevity and quality of our natural areas, further protective measures are needed. Staff has identified areas and topics where additional research and potential regulations need to be added or expanded to preserve our environmentally sensitive areas. A collaborative process to establish environmental protection, in the name of heritage preservation, is necessary to keeping our natural areas here and unthreatened by undue forces. These should include standards of determining areas for new urban development and to ensure that decisions made on

²⁴ credit: National Park Service, https://www.nps.gov/parkhistory/online_books/nps28/28chap3.htm

projects within the community include an understanding of not only the impact on the community, but also to the environment.

There needs to be accessible and sustainable ways to experience the dynamic ecosystem we call home. Our community benefits from being part of a rare ecosystem, and it is our responsibility as beneficiaries of this opportunity to be responsible stewards of it. There needs to be a further emphasis on a greater connection to how important the natural landscape is to our day-to-day lives. Safe and engageable opportunities need to be made available for all people, and these opportunities and areas need to exemplify our collective prioritization of our heritage. Education and engagement opportunities should be undertaken to protect the natural environment for not only the benefit of current residents and visitors, but for the future Scott County. People need ways to learn and understand that Scott County is a sum of many parts and stories that come not just from our built areas, but our unbuilt environments as well.

HE 3. Promote, support, and encourage public art and beautification of public spaces and community gateways.

HE 3.1. *Establish public art programs and installations throughout the community, especially at locations of high activity, and assure access for all Scott County residents and visitors.*

HE 3.2. *Capitalize on our historic character and cultural heritage in public art and enrichment activities.*

HE 3.3. *Encourage neighborhoods to create art identities in their communal spaces.*

HE 3.4. *Explore opportunities to establish downtown districts in Georgetown, Sadieville, and Stamping Ground that reflect the unique qualities and history of each community.*

We are all visual people. An environment beautified by physical art installations is a more engaging and enjoyable environment for all. HE 3 focuses on ways that we can beautify our community and create opportunities to highlight the unique history of Scott County through art. It is important to embrace the arts as a means of welcoming guests and community members, both new residents and longtime Scott Countians.

Our community deserves the best spaces to gather and enjoy, and public art greatly enhances our shared experience. Recent projects in downtown Georgetown have sparked requests for more public art installations. Investment into public art of different sizes, shapes, and areas is a good thing for Scott Countians. Murals tell stories of and for us all and educate our community about themes and people that are important to us. By locating public art where people meet, rest, and socialize, we are reminded that we are a community that cares. Public art exhibits kept in good repair and are well-lit make people feel safer and ensure that our downtowns are welcoming regardless of the time of day or weather conditions.

Beautiful places in our communities increase community pride and facilitate further utilization of our downtowns, increasing the economic activity of areas that matter. Beautiful places also pay-it-forward. It is more likely that if your downtown neighbors take the time to keep spaces neat and orderly, you will undertake the same efforts to do so as well.

Bolstering economic activity and revitalization of Scott County doesn't just start in our downtowns, it starts on our roadways. A meaningful way to highlight our heritage and communities is through a unified plan for gateway signage. The gateway signage would positively impact the economic capacity within our community and increase visibility and awareness of important community events and celebrations. Signage in good condition located at key intersections or stretches of road not only helps to identify the location of a feature but offers an opportunity to highlight why that feature is important to the community. Thematic, unified gateway and wayfinding signage makes it easier for people to identify that we care as a community and ties the community together. Gateway signage themes can be carried over to our downtowns and community areas to create a whole story of what matters to us.

Chapter 9: Environment

Scott County's environment is comprised of both natural and built features. Views of Elkhorn Creek, the rolling fields in the south, and the vaulting terrain of the north, are some of the aspects of the natural environment that define our community.

Agricultural and environmental concerns are ever present in our growing community. Environmental protection and preservation were identified as some of the top priorities by the 2022 community image survey. The relationships between our county's natural features and the community goals for continued environmental wellbeing, as well as the need and interest for additional urban development, have profound impacts on the quality of life in Scott County. Preserving the quality of the environment depends on collaboration between local government, businesses, and community member lead groups.

This chapter focuses on protecting the environmental qualities and character of rural Scott County, and the methods that can be used to evaluate the impacts of existing and proposed growth to our agricultural areas, natural habitats, and urban areas activities.

There are various priorities and methodologies in regard to environmental protection and preservation:

1. Balancing impacts of growth while also allowing for space for new residents, employees, public amenities, and retail shops.
2. Expansion of local regulations and provisions for the protection of environmentally sensitive areas.
3. Preservation and education regarding agricultural practices and the rural history of Scott County.
4. Accessibility of our natural areas in ways to ensure the continued health and availability for existing, new, and future members of our community.
5. Incorporating and encouraging the adoption of sustainable building practices and creation of green infrastructure.

Mission Statement

Agriculture and environmental protection provide Scott County with a sustainable and vibrant future. Prime farmland and environmentally sensitive areas are protected and preserved from sprawl and development. Scott County agricultural areas provide access to locally grown and produced goods. Recycling, re-use, and composting reduce waste and demand on natural resources.

Fundamental Principles

- Water quality can be affected by all land use and development activities. Water resources are interconnected with all other aspects of the environment and are important aspects of land use and development and review.
- Environmentally Sensitive Areas are protected from potentially harmful developments.
- Royal Spring Aquifer requires special protection as it directly provides drinking water and water for agricultural production.
- Locally provided sustainable energy production, green infrastructure, environmental responsibility, and open space planning shall be encouraged to reduce impacts on community and environmental health.
- Open spaces and natural areas should be accessible to all residents and guests of Scott County.
- Scott County maintains a hazard mitigation plan focused on community resilience.

Environment Snapshot

Scott Countians have strong environmental values, perhaps built on the traditional dependence of farmers on good soil and water. The harmonious combination of nature and human activities has created one of the most beautiful rural landscapes in America that we call home. Protection of the environment is not only maintenance of the status quo, it is also an important element of Scott County's future. The continuation of viable agriculture, the attractiveness of this community as a place for new residents to live and work, and the potential to diversify the economy through tourism and recreation are all important outcomes of environmental protection and conservation.

Environmentally sensitive areas and features are natural or cultural characteristics of the land that add value to Scott County, and therefore need special treatment to protect that value. Many relate to water or other natural resources that are important to human health, the local and regional economy, recreation, and the Scott County way of life. Environmentally sensitive areas include qualities of the distinctive Bluegrass landscape that Scott Countians and visitors enjoy, such as creeks, watersheds, and limestone outcroppings. Others represent land or geologic features that are hazardous to develop and maintain, such as sinkholes, caves, aquifers, and steep landscapes. Environmentally sensitive resources are designated to be aquifer recharge areas, creek conservation corridors, minor waterways, the Scott County Reservoir, drainage areas, prime farmlands, significant natural habitats for plants and animals, scenic and historic rural resources, remaining tree stands and fence rows in the southern half of the county, and steep slopes.

Water:

Scott County's water resources are far more than geographical features or lines on a map. Our major springs and creeks were central to our history and city development, they provided essential sources of drinking and irrigation water for previous generations, as well as our community today. They also represent future economic opportunities.

Water quality can be positively or negatively affected by any land use and development activities. Because of this, the quality of water resources is the best indicator of the overall health of the environment and the success of our community's environmental protection strategies.

Watersheds and Springs

Scott County is within the Lower Kentucky Watershed, which contains or touches 26 counties in the Commonwealth. The Kentucky Division of Water provides information on the status of Aquatic Life Health, Primary Contact Recreation, Secondary Contact Recreation, Drinking Water, and Fish Consumption for waterways in Kentucky. Nine of the sixteen waterway segments for which data is available are fully or partially supporting aquatic life, while five of the sixteen are non-supporting. There are many stream segments that have yet to be assessed for any of the above listed categories, and many of the waterways that may have only been partially assessed or have only been assessed for some of the categories. A greater understanding of our community's water quality through additional assessment will allow us to establish a baseline by which we can measure improvement.

Royal Spring and Buffalo Springs are the two most recognizable springs in Scott County. The Royal Spring aquifer recharge area extends from the spring, southeast through the developed area of Georgetown, along I-75 into Lexington where it encompasses the Nandino Drive industrial area, Coldstream, the Horse Park, and other residential areas. Royal Spring is the chief water source for the municipal water supply of the City of Georgetown and western areas of Scott County. Buffalo Springs historically was a steady source of water along a migratory route of the buffalo, and a source of drinking water. The City of Stamping Ground continues to feature the spring as the centerpiece of Buffalo Springs Park.

Floodplains and Stormwater Management

Floodplains in urbanized areas and creeks that drain greater than a square mile of land area throughout Scott County have been studied. These floodplains and floodways have been mapped accordingly. These maps are available through the GSCPC website in the GIS section. Georgetown and Scott County have adopted a Floodplain Management Ordinance, which regulates development in the floodplain. All floodplain areas should be rezoned C-1 Conservation when a rezoning occurs prior to development.

The current Subdivision and Development Regulations require erosion control measures to be in place prior to development. In addition, current Stormwater Regulations require water quality measures to be in place and a stormwater maintenance agreement be executed for long term private maintenance of stormwater facilities on private property. Strong controls should be in place in addition to the existing Stormwater Regulations to protect the Royal Springs Aquifer from hazardous material storage and spills. The Floodplain Management and Stormwater Ordinances shall be reviewed periodically to ensure they are adequate for protecting the community from flooding and stormwater pollution.

A small area study and recreational master plan shall be completed for the county Lytle's Fork Reservoir Area, in order to preserve the potential water impound areas from incompatible uses and to provide proper long-term management and uses for the County owned park.

Air:

Air quality is measured by the levels of pollutants present. The three major pollutants measured are: Ozone, Particulate Matter, and Greenhouse Gases. The presence of these pollutants creates health problems for the elderly, children, and those with asthma. These pollutants also have a negative impact on environmental health, such as contributions to climate change and acid rain. It is important to note that Scott County is currently below the threshold for all three of these pollutants. However, Scott County has been identified as a non-attainment county in the past. An area of "non-attainment" denotes a community with air quality deficiencies and concerns. Scott County having moved away from this designation is a sign of positive progress, and an indicator that enacted policies and procedures are working to maintain environmental preservation for the health and safety of our community.

Georgetown air quality is regulated by the EPA through the Kentucky Energy and Environment Cabinet. Air Quality is monitored in order to maintain or improve the current good air quality levels. New industry shall be required to clean emissions to protect air quality in order to maintain or improve current air quality levels. An increase in air quality issues can also be associated with increased vehicle use, to include cars, trucks, buses, motorcycles, and semi-trailers. Vehicle based emissions release similar to those created by industrial and commercial uses, which ultimately harm human health and increase greenhouse gas emissions. Scott County and its municipalities shall require multi-modal transportation options in all development to reduce air pollution from gas combustion vehicles.

Soil:

Soils are classified by their properties which distinguish them from other types. A “series” is the lowest category in the classification system, and that which gives each type its common reference name.

The three most common soil types in Scott County are Eden, Lowell, and Maury covering roughly 43%, 24%, and 15% of the land respectively. Below, you will find each defined as per the USDA.

Eden

“The Eden series consists of moderately deep, well drained, somewhat droughty soils. These soils formed in residual material that weathered from soft calcareous shale interbedded with thin layers of limestone and some siltstone.”

This soil type is found in the northern part of the county. These soils are suited to pasture if they are properly managed. They were cleared of hardwood trees and used for corn for many years. The soils that have the least slope are used mostly for pasture and hay. The steeper soils have reverted mainly to red-cedar, deciduous trees, or bushy pasture. Soils in some very small areas are used for burley tobacco and garden crops.

Lowell

“The Lowell series consists of deep, well drained soils. These soils formed in material that weathered from limestone or interbedded limestone, shale, and siltstone.”

These soils are generally found on ridges, the upper part of hillsides, and toe slopes. These soils are mostly in permanent vegetation, but less sloping soils are cultivated and used for corn and tobacco. The plow layer is easy to till except in small, eroded spots.

Maury

“The Maury series consists of deep, well drained soils. These soils formed in thin loess and underlying alluvium or residuum, or both, which weathered from phosphatic limestone.”

These are the soils that typify our prime farmlands. They are underlain by solid limestone in many places. The soils are gently sloping and are in broad areas in the southern part of the county. These soils are well suited to cultivated crops. They are used for tobacco, corn, hay, or bluegrass pasture. The phosphate content of the soil makes the grass ideally suited to race horses. Most horse farms in the county are on Maury soil.

Environmental Goals and Objectives

As a community, we need to place an emphasis on environmental protection and education. Local regulations should be reviewed frequently, and updated as necessary to ensure that we are following the best management practices to protect our environment and live in a more sustainable manner. The goals outlined in this chapter demonstrate the community's desire to protect, preserve, and celebrate its natural resources.

EN 1 Protect air and water quality.

EN 1.1 *Protect creek conservation corridors through zoning and riparian buffers.*

EN 1.2 *Promote the preservation and restoration of North Elkhorn Creek and other streams, floodplains, and riparian areas.*

EN 1.3 *Ensure the pristine water quality of the reservoir once it is constructed.*

EN 1.4 *Protect the aquifer recharge area and karst features.*

EN 1.5 *Minimize the amount of impervious coverage in rural areas.*

EN 1.6 *Encourage educational opportunities to learn about and implement clean air and water practices.*

EN 1.7 *Create a diverse transportation network to reduce reliance on automobile use (and therefore reduce traffic, fossil fuel use, and air pollution).*

EN 1.8 *Increase tree canopy coverage for Scott County to reduce the heat island effect and to capture and sequester carbon.*

EN 1.9 *Support the installation of electric vehicle charging areas and alternative fuel stations.*

EN 1.10 Educate the community about the importance of stormwater management, quality, and groundwater recharge.

This Goal (EN 1) strives to protect water and air quality, creek conservation corridors, and the Royal Spring Aquifer recharge area. Further, it strives to protect environmentally sensitive lands from harmful impacts of development, such as run-off problems in karst areas.

Action Items discussed by the committee include further protection of the floodplains through zoning. For example, all creek conservation corridors, which include floodplains and riparian areas, should be included in the C-1 Conservation zone. Additionally, review of agricultural conditional use permit requirements, lot building standards, dimensions, and impervious area allowances would provide an opportunity to evaluate the impacts of non-traditional uses and common practices in lands that do not have access to urban services, helping to reduce off-site impacts on surrounding properties, and reducing impact to streams and water sources.

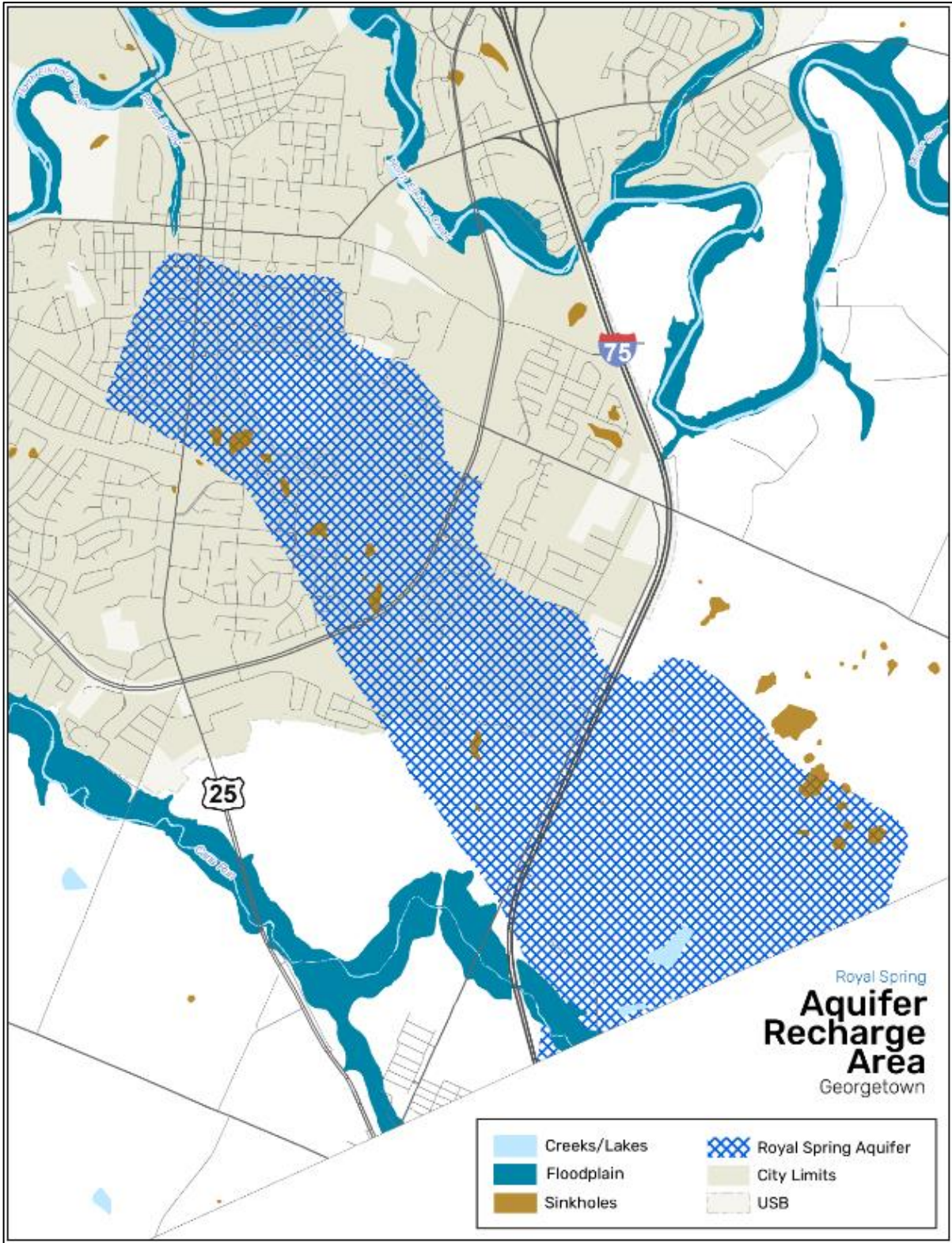


Figure 105: Royal Spring Aquifer Area (Map)

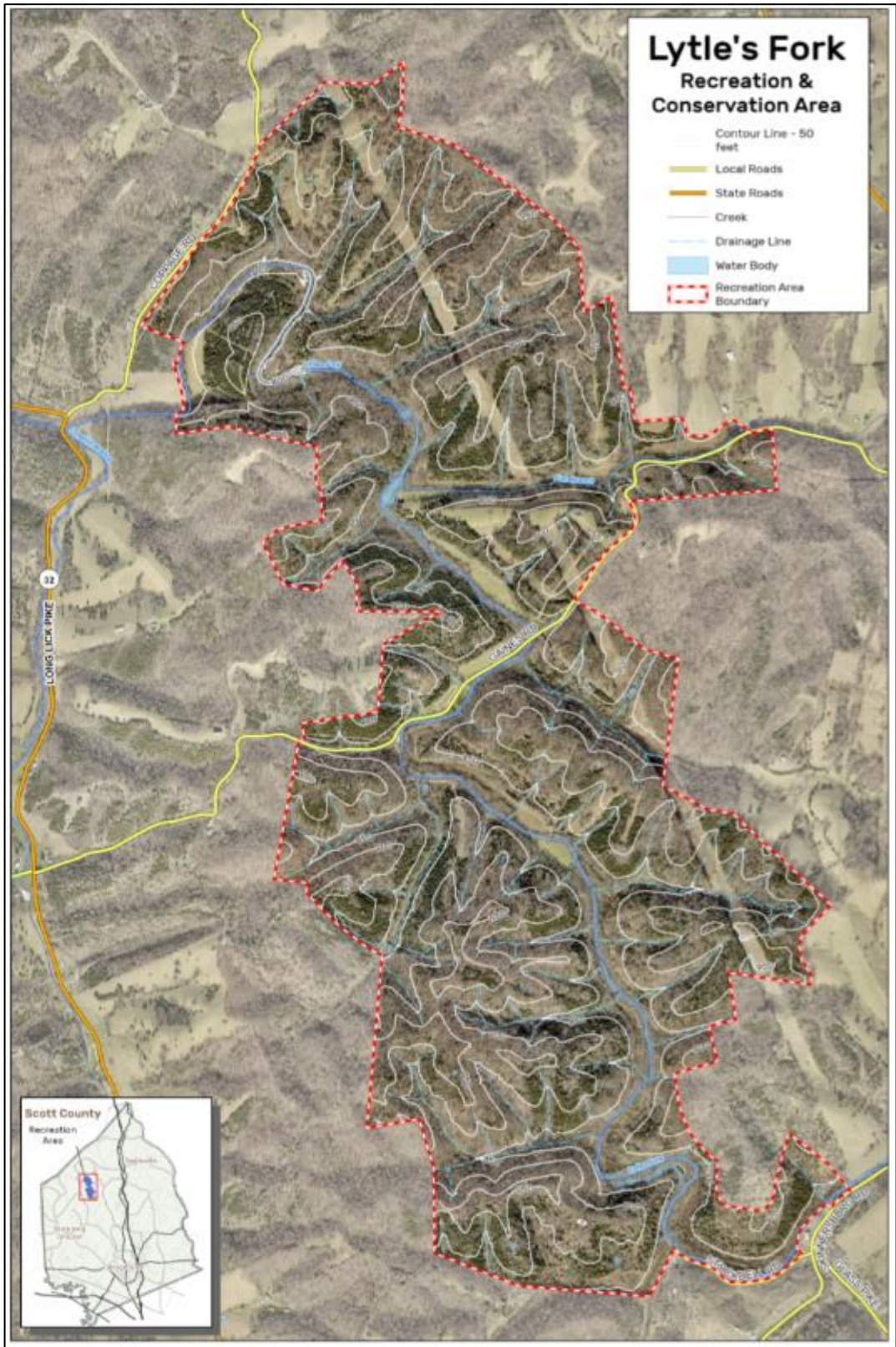


Figure 106: Lytle's Fork Recreation Area, Formerly Referred to as the "Reservoir Property (Map)

This Goal also focuses on air quality and development practices that can impact it, both positively and negatively. Practices that provide air quality benefits should be actively encouraged, and those practices that create negative impacts to air quality should be actively discouraged. The use of incentives and regulations (carrot or stick) should be used when feasible. Education plays an important role in many areas of environmental concerns and should be encouraged to increase awareness of existing issues and new and changing technologies and development practices to provide the best air quality outcomes possible for our community.

EN 2 Minimize the impact of waste produced in Scott County.

EN 2.1. *Reduce amount of landfill directed waste, illegal dumping, and littering.*

EN 2.2. *Encourage recycling and composting and reduce barriers to these activities.*

EN 2.3. *Require the proper use, location, and disposal of hazardous materials to protect human health, water quality, air quality, and environmentally sensitive resources.*

EN 2.4. *Preserve existing homes and buildings to reduce the production of waste.*

This Goal (EN 2) focuses on ways to reduce the impact of waste produced in Scott County. The working committee, and the public at large have shown strong support for the reduction of waste produced in Scott County, and for increased access to recycling services. Recently, citizens in the city limits of Georgetown have been given the opportunity to enroll in curbside recycling as part of their weekly trash service.



Figure 107: Sinkhole in Scott County (Image)

EN 3. Protect environmentally sensitive areas.

- EN 3.1. Discourage development of areas with a concentration of sensitive resources or areas prone to health and safety hazards.***
- EN 3.2. Require rezoning to C-1 conservation for any creek conservation corridors in any area proposed for development.***

This Goal (EN 3) works to protect environmentally sensitive areas. The Environmentally Sensitive Areas ordinance identifies the following areas for additional protection: sinkholes, cave areas, major rock formations and outcroppings, springs, floodplains/ floodways, and landfills/refuse areas. Development in environmentally sensitive areas should be discouraged, or at least reduced in ways to limit potential for hazards.

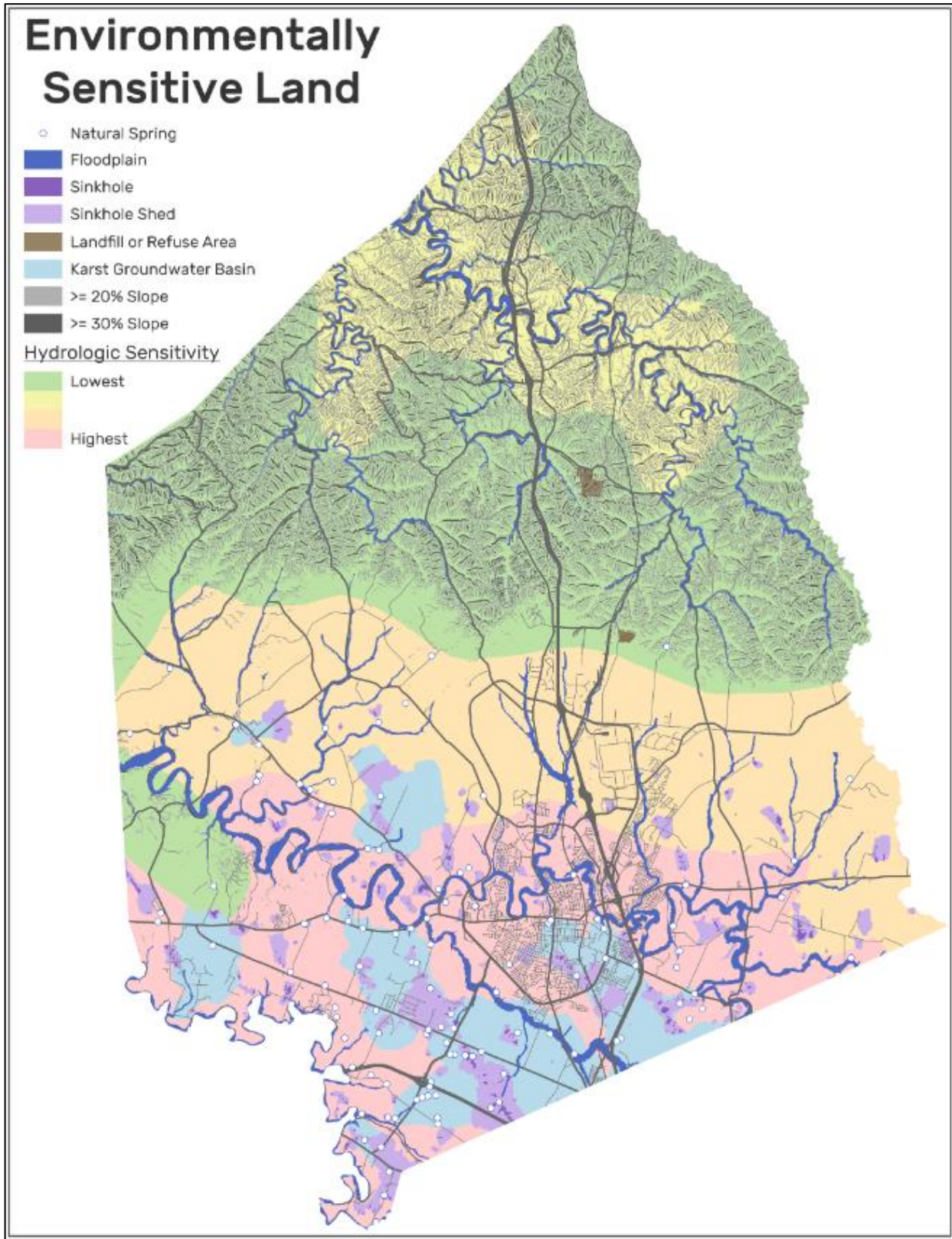


Figure 108: Environmentally Sensitive Lands of Scott County (Map)

EN 4. Support green spaces, parks & walkways.

EN 4.1. Require walkways, ribbon parks, and green spaces along creeks in new development.

EN 4.2. Require open space planning for large scale developments.

EN 4.3. Support non-motorized trail projects for the protection of, and to provide exposure to, the natural environment.

EN 4.4. Preserve land at all scales for park use.

EN 4.5. Support infrastructure enhancements to existing park areas.

EN 4.6. Increase the footprint of the urban tree canopy.

This Goal (EN 4) supports many aspects of the Comprehensive Plan, including portions from the following chapters: Community Form, Infrastructure and Public Services, Human Services (Education), and Environment. Green spaces, parks and walkways are a vital component of the shape and character of our community, can serve as both transportation and recreation resources, provide health and wellness, depending on their location and signage, can offer environmental exposure and education. Finally, green spaces, parks, and walkways also support the environment. These facilities reduce dependence on the automobile and reduce carbon emissions. Often, these facilities also include green infrastructure such as trees, bio-swales, and sometimes even renewable energy resource production, all of which provide positive impact to or reduce negative impacts on our environment.

-
- EN 5. Encourage the adoption of sustainable practices at all scales.**
 - EN 5.1. Encourage the rehabilitation of existing structures where possible.*
 - EN 5.2. Support the expansion of solar and other renewable energy sources throughout the county and minimizing impacts to prime farmland.*
 - EN 5.3. Maintain the health and quantity of mature trees in developed areas.*
 - EN 5.4. Encourage new and existing developments to expand the opportunities for multiple forms of transportation.*

Chapter 10: Economic Growth

Scott County is fortunate to benefit from the major economic engine (pun intended) that Toyota provides to our community. Toyota, and the many supporting industrial businesses have brought a variety of jobs and steady work to Scott County and the surrounding region. It has been identified that employment options need to diversify by simultaneously continuing in this area of strength, while expanding to additional markets and sectors. In a time when more and more families are choosing where to live first, and then where to work, we need to make sure our community has options for people to live and work here.

In addition to providing more opportunities and diversified jobs and training that attract a broad range of people, economic diversification also leads to resiliency and the ability to adapt with changing times. How do we best prepare ourselves for unforeseen, or undesirable, events such as another housing market crash, or the departure of Toyota, or some other major change to our economy? The best solution is not to have “all our eggs in one basket,” as the saying goes. A diversified economy will help strengthen our community so that we can continue to grow and adapt over time.

Mission Statement

Scott County and its communities have a distinctive local and regional impact. A diverse economy encourages growth and provides consumers with an array of locally produced goods and contributes to the quality of life of the community. Local schools, job training resources, and a robust transportation network make Scott County a premier location for employers and employees.

Fundamental Principles

- Economic and population growth should occur in a manner that allows for a fiscally healthy community.
- Educated and skilled citizens drive growth and attract employers.
- We promote a sustainable economy by encouraging a variety of industrial and commercial entities.
- Diversified agriculture production allows sustained employment and local agricultural commerce.
- Technological infrastructure that is compatible with future economies improves our natural resources and improves opportunity for our community.

Economic Growth Snapshot

Scott County has a robust manufacturing-based economy. Total manufacturing employment exceeds 56% of the total labor force in Scott County, 35% of whom live in our community. TMMK currently employs 9,543 full and part-time employees. Toyotas presence also fuels other major industrial employers include Adient, Toyota Tsusho, International Crankshaft, Vuteq and Leggett and Platt.

A primary source of general fund revenue for the City and County is occupational tax and net profit tax. Local Economic Development and Job growth is very important to maintaining sufficient revenues to fund local governmental services. A strong local employment base is necessary to sustain the current level of services. Scott County currently has a net positive inflow of employees commuting from outside the County to work in the County. This is driven by the higher wages in the advanced manufacturing sector and the lack of employment opportunities in other parts of the State.

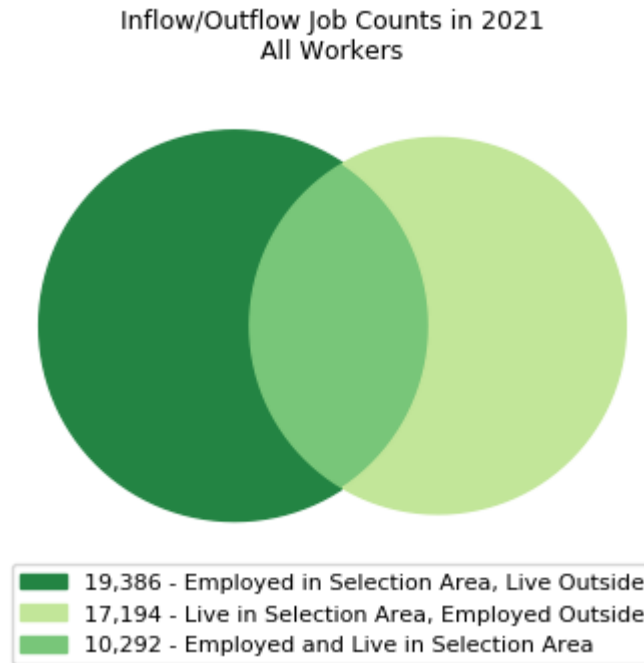


Figure 109: Inflow-Outflow Job Counts for All Workers Living or Working in Scott County, 2021 (Image)

The 2021 Inflow/Outflow Report from the US Census has indicated that, at the time, there were 29,678 jobs in Scott County. Between 2011 and 2021 the number of jobs in Scott County increased from 22,073 to 29,678, indicating an increase in opportunity for residents and a strong local economy.

The report also noted that there were 27,486 Scott Countians who were working and 10,292 of those residents who worked in our community and 17,194 of those residents who commuted to counties outside of Scott County for work. The remaining 19,386 jobs within Scott County are working age adults who commuted from outside the County to work in Scott County, for a net gain of 2,192 employees who pay the occupational tax and do not require local government services.

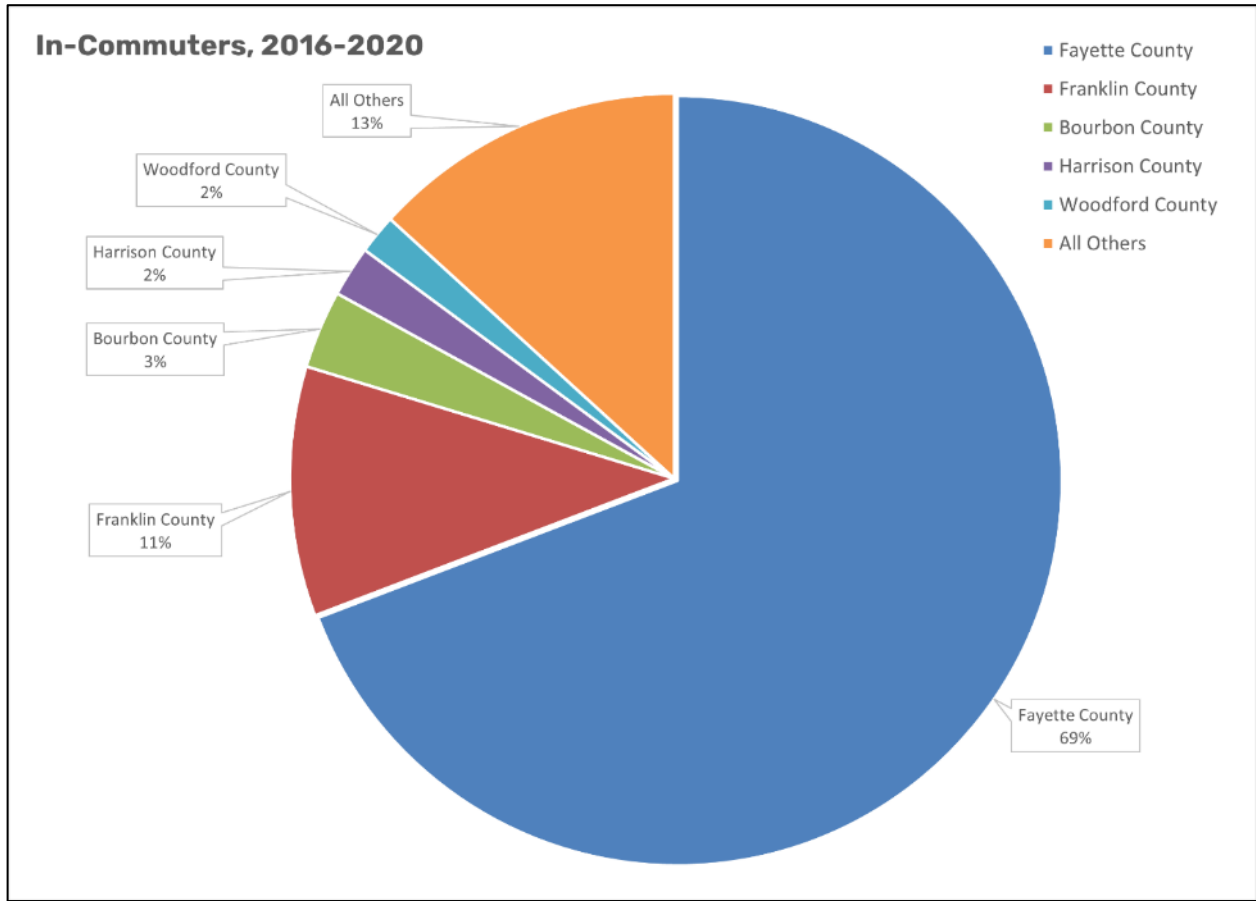


Figure 110: County of Origin of Workers Coming to Scott County for Work, 2016-2020 (Graph)

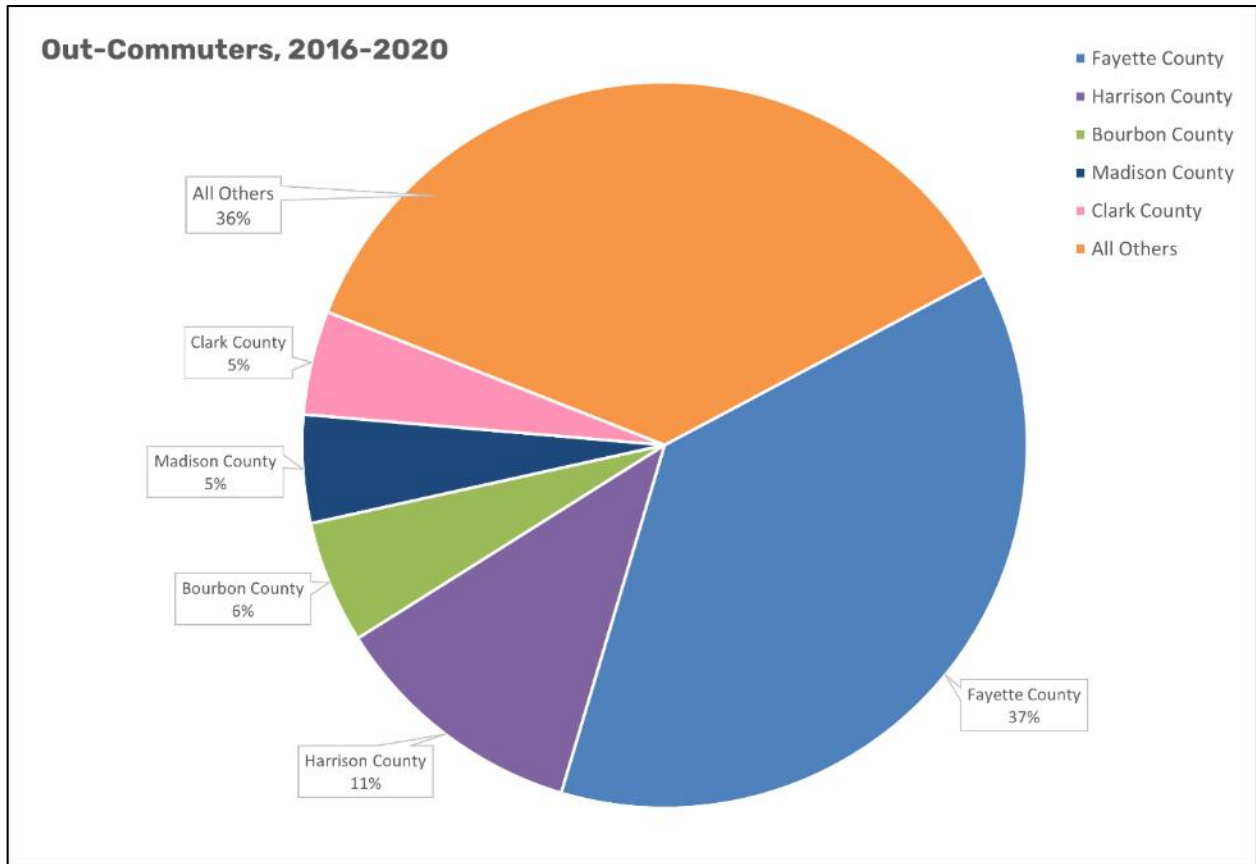


Figure 111: County of Destination of Workers Leaving Scott County for Work, 2016-2020 (Graph)

Scott County residents are productive workers who find employment throughout the region. Census data shows roughly 15,671 Scott Countians work outside of Scott County, with more than 8,500 of these working in Fayette County. Some of this migration is due to the lower general cost of housing in Scott County as compared to Fayette County. Housing costs and the availability of quality affordable workforce housing is a continued concern and something that needs to be monitored going forward.

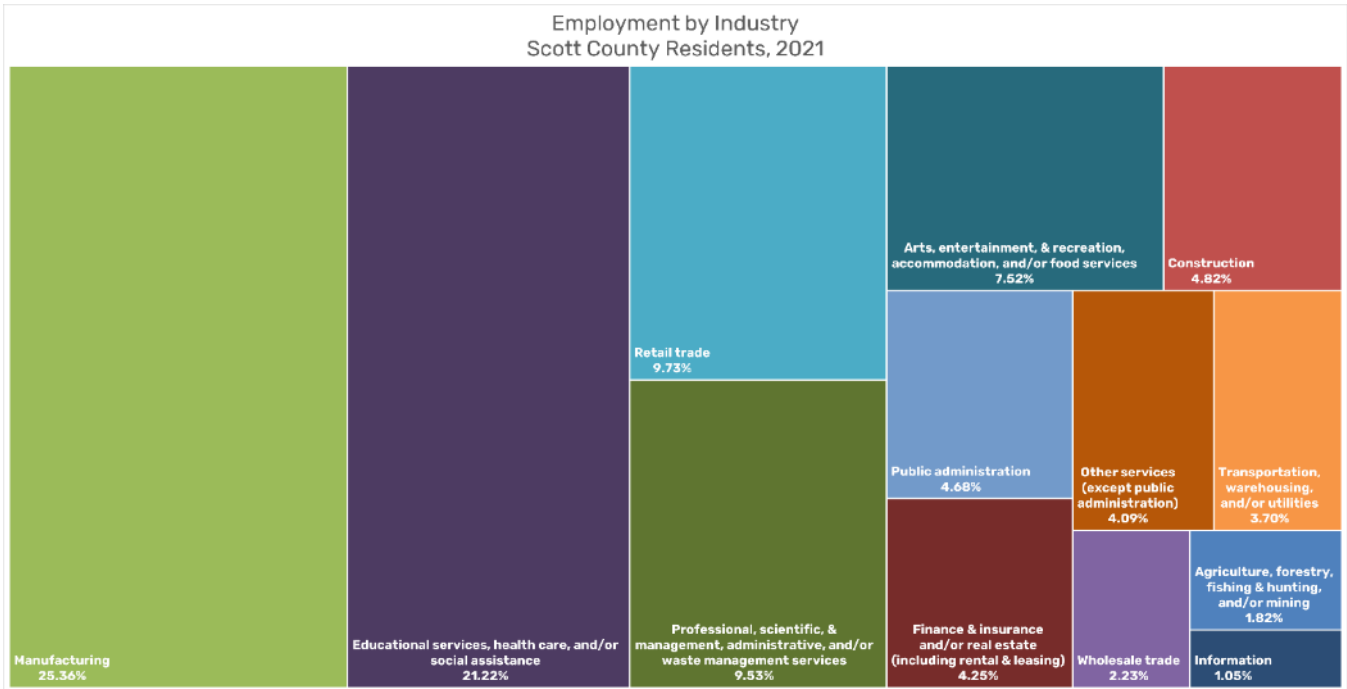


Figure 112: Employment by Industry for Scott County Residents, 2021 (Graph)

The graphic above shows the employment by industry for Scott County Residents in 2021. The percentage of residents by industry with their respective colors and percentages are as follows:

1. Manufacturing (Lime Green): 25.36%
2. Educational Services, Health Care and/or Social Assistance (Eggplant Dark Purple): 21.22%
3. Retail Trade (Bright Blue): 9.73%
4. Professional, Scientific & Management Administrative and/or Waste Management Services (Forest Green): 9.53%
5. Arts, Entertainment & Recreation, Accommodation, and/or Food Services (Steel Blue Teal): 7.52%
6. Construction (Salmon Pink): 4.82%
7. Public Administration (Periwinkle Blue-Purple): 4.68%
8. Finance & Insurance and/or Real Estate (Including Rental & Leasing) (Brick Red): 4.25%
9. Other Services (Except Public Administration) (Maple Brown): 4.09%
10. Transportation, Warehousing and/or Utilities (Gold): 3.70%
11. Wholesale Trade (Dark Lavender): 2.23%
12. Agriculture, Forestry, Fishing & Hunting, and/or Mining (Dark Sky Blue): 1.82%
13. Information (Navy): 1.05%

Scott Countians are predominantly employed in the manufacturing sector, which is not unexpected due to Toyota facility and its suppliers. The second highest sector in Scott County is the educational, health care and social services sector, which can be attributed to our local school district and medical providers who call Scott County home. These two sectors account for approximately 46.5% of the jobs available in the community.

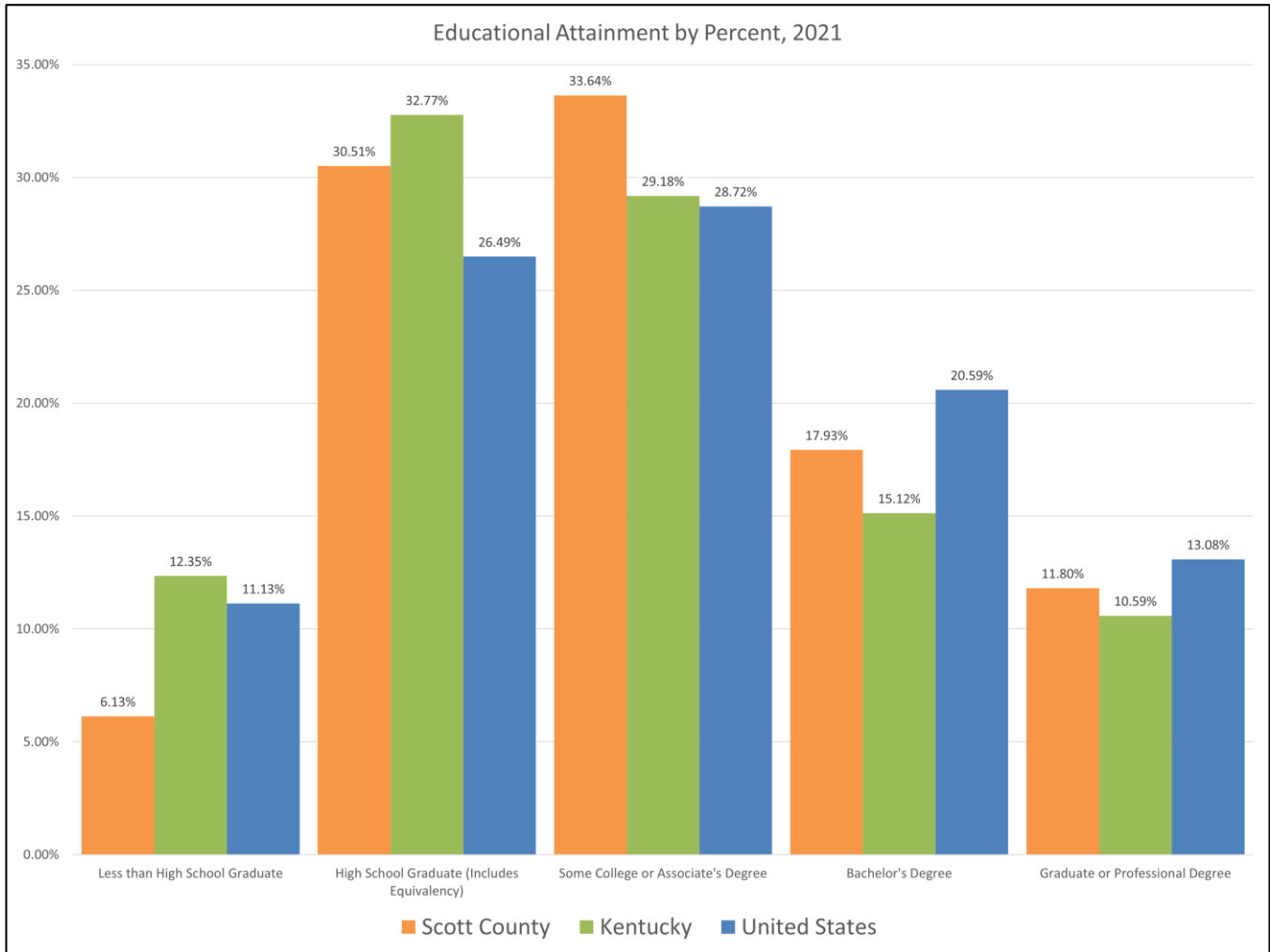


Figure 113: Educational Attainment by Percent for Scott County, Kentucky, and the United States, 2021 (Graph)

Georgetown and Scott County residents are above State average in educational attainment for both High School/GED and Bachelor’s Degree completion (Census Bureau). Better-educated populations can draw higher paying employers into a community. The growth of Scott County Public Schools, Georgetown College, and the new Bluegrass Community and Technical College facility will continue to educate and prepare Scott Countians for productive employment. Since 1980, the number of Scott Countians with a Bachelor’s Degree has increased from 5.7% to 17.2%. Over the same time frame, the median household income, after being adjusted for inflation, has grown by 51%.

Health is an often-overlooked factor in economic growth. Healthy populations are attractive to employers because they result in lower insurance premiums, more productive employees, and fewer days lost due to illness or other health related issues. The 2022 data from County Health Rankings ranks Scott County 3rd out of 120 counties in Kentucky for Health Outcomes, Length of Life, and Health Behaviors. Adult obesity in Scott County is trending in a healthier direction, with the 2016 percent of obese adults down to 31.5% from 33% in 2013 and 2014. The Centers for Disease Control and Prevention indicates obesity is associated with poorer mental health outcomes, reduced quality

of life, other issues including diabetes and heart disease (CDC). Other health related indicators are also improving over the last several years. The number of people per health care provider (mental health providers, primary care physicians, or dentists) is decreasing. This allows these providers to better care for their charges, which is similar to decreasing class sizes in our schools.

Scott County's median household income in 2021 was \$73,113, 1.3 times higher than the amount in Kentucky \$55,454 and slightly higher than the U.S. rate of \$69,021. Per capita income in Scott County in 2021 was \$34,912, about 10% higher than the amount in Kentucky \$30,634 and about 90 percent of the amount in the United States of \$37,638. This has an effect on our economic growth as it relates to the purchasing power of the local population and their ability to spend in local shops, restaurants, and on hobbies, homes, cars, and other activities that boost our local economy. In 2021, Scott County had 10.2 % of the population below the poverty line, about three-fifths of the rate in Kentucky of 16.3% and 80% of the rate in the United States of 12.6%.

Economic Growth Goals and Objectives

The Comprehensive Plan Steering Committee and members of the public identified a desire for a strong and distinctive local economy and regional economic impact. In order to do this, the community should diversify our economic base. Scott County can focus on a variety of initiatives to improve economic prosperity for all community members.

EG 1 Diversify the Scott County Economy.

- EG 1.1** *Support the Economic Strategic Plan's initiatives to diversify the Scott County economy.*

- EG 1.2** *Improve access to employment opportunities for all Scott County residents.*

- EG 1.3** *Invest in quality-of-life measures that residents and business owners seek, including parks, open space, historic resources, and public services.*

This Goal (EG 1) focuses on quality-of-life initiatives. A diverse community, with a high quality of life attracts not only residents, but businesses – which are more and more frequently located in places with a high quality of life. The growing trend, especially for young adult populations, is to choose a location first, and a job second. If we can provide an array of services and amenities that attracts a variety of people, our businesses will be better off. Likewise, knowing this new climate in living choices, employers seek locations that offer a well-rounded community and high quality of life. Our intent is to attract all types of people, from a variety of cultures, incomes, and business sectors, to help enrich our community – making it more diverse, and helping it continue to grow economically.



Figure 114: Downtown Georgetown (Image)

EG 2 Create more local business and job opportunities.

EG 2.1. Encourage long-term incremental local business development to benefit the community.

EG 2.2 Encourage small-scale commercial and temporary businesses to increase entrepreneurship and provide access to a wider range of local goods, services, and capital.

EG 2.3 *Support downtowns to be economically viable and protect investments in cultural and historic resources.*

EG 2.4 *Educate young residents and parents about career pathways available in the community.*

With this Goal (EG 2), the committee wanted to encourage our community to think small-scale, and incremental, in the creation of local jobs and businesses. We need to further encourage small start-ups, and adaptive reuse of existing buildings. In both cases, these entities or buildings can grow gradually and pick up pace as funds increase. Additionally, the re-use of existing structures can reduce costs for young businesses and help to revitalize urban cores and big box structures that have been abandoned. Adaptive re-use also provides an opportunity for more local contractors and businesses to provide the rehabilitation work, as these types of projects don't usually pull in large outside contractors. By focusing on small businesses, retention, and gradual growth, we work to both diversify the local economy and provide more local jobs.

EG 3. **Encourage agricultural economic growth in Scott County.**

EG 3.1. *Work with agricultural advocacy groups to maintain and enhance the agricultural base.*

EG 3.2. *Multiply markets for local agricultural products, and create market-driven agricultural diversification strategies.*

EG 3.3. *Support existing agricultural businesses and venues including local farms, orchards, and the Kentucky Horse Park.*

This Goal (EG 3) calls on our local history and heritage as an agricultural community, and directs the community to specifically focus on ways to strengthen the agricultural industry and practice. Existing zoning regulations should be reviewed to ensure that adequate protection of the land is provided, but also that farm operations and conditional use permit requirements reflect current agriculture practices. It may be possible to develop local incentives for farming operations, but this requires further discussion and review.

Agribusiness & Agritourism

1	Bi-Water Farm & Greenhouse
2	Bill's Paylake
3	Bluegrass Hosta Farm, LLC
4	C&C Nursery & Landscape, Inc.
5	Cedar Hill Fiber Farm
6	Elmwood Stock Farm
7	Etter Lane Nursery
8	Evans Orchard
9	Fertile Pastures
10	Gray Arbor Farm
11	Hallstead Farm and Meats
12	Hi-View Meats
13	Hilander Feed Co
14	HomeGrown Direct LLC
15	Honey Tree Farm
16	Hymer Feed Company
17	Landscape Alternatives
18	Lavender In Bloom
19	McFarland Farms
20	Old Friends, Inc
21	Polsgrove Farm
22	Quest Farm
23	Saxony Farm
24	Shawnee Run Farm and Greenhouse
25	Southern States
26	Summer Starts Here Farm
27	Tackett Farms
28	Tina's Plants and Such, LLC
29	Triple J Farms
30	Whispering Woods Riding Stables

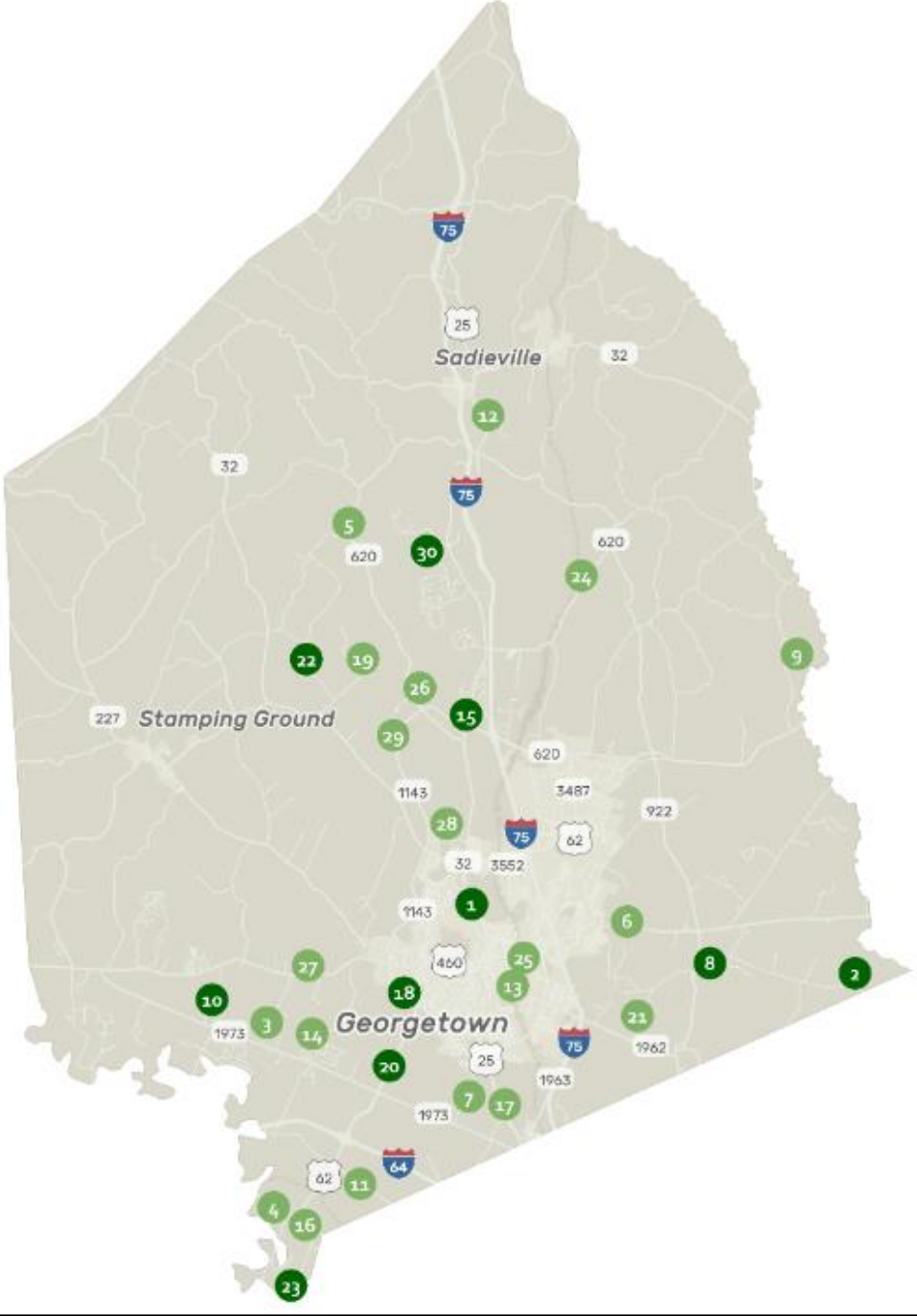


Figure 115: Locations of Agribusinesses and Agritourism Sites in Scott County (Map)

EG 4. Promote Scott County’s image as a superior location for industrial development.

EG 4.1. Support and assist local educational efforts to produce an adequate-sized available and skilled labor pool.

EG 4.2. Retain adequate acreage and locations for industrial development.

EG 4.3. Support efforts for positioning Georgetown as a hydrogen “Hub” including creating hydrogen fueling stations and other hydrogen associated infrastructure to serve industrial development.

This Goal (EG4) strives to expand upon our community’s already strong industrial base and identity. We have a strong industrial environment, but it is one that could be further diversified. We need to continue our research into industrial practices and trends to make sure we can attract new growth, train our workforce, and provide a variety of opportunities for new businesses and creation of new jobs. As the community continues to expand, we should consider the full spectrum of land use types that are needed to support our community. Finally, we should make it easier for new businesses to relocate or begin operations in our community by providing concise and easy to navigate information about the local development process.

Regional Economic Development Partnership

Commerce Lexington for more than two decades has worked regionally through the Bluegrass Alliance, Central Kentucky Policy Group and Leadership Central Kentucky to promote economic development, job creation, workforce development and overall business growth in Lexington and the greater Bluegrass region.

Recently, Scott County and the City of Georgetown were active participants in a Regional Economic Development Strategic Planning process that was undertaken in the seventeen county Bluegrass region. Economic Leadership, an economic development and strategic planning consultant, was the consultant leading the effort in the Bluegrass region.

Regional stakeholders and the team from Economic Leadership collaborated to create actionable intelligence about the region’s current economy and future competitiveness. The report prepared by Economic Leadership, captures the competitive landscape post-pandemic, identifies areas for attention, examines future growth opportunities and prioritizes the actions needed. (Report included as an appendix to this plan)

The goal of the regional strategic plan was to identify a limited number of new efforts that would be impactful, provide benefit to the whole region, be financially feasible, and have broad support needed to be implemented by Commerce Lexington in partnership with other regional stakeholders.

Regional Strategic Plan - Summary

The region served by Commerce Lexington includes nine Kentucky counties: Bourbon, Clark, Fayette, Franklin, Jessamine, Madison, Montgomery, **Scott**, and Woodford.

The Commerce Lexington plan identified that the population of the bluegrass region is approximately 700,000 with regional employment just over 376,000. The population is projected to grow by about 20,000 (2.8%) over the next 5 years, decelerating from the 25,660 increase (3.8%) over the past five years.

The largest industry sectors in the region include government, manufacturing, and health. The region also has double the national average in agriculture sector jobs and above the U.S. average for jobs in accommodation and food services and retail trade. The fastest growing industry clusters are business services, distribution and e-commerce, state government services, aerospace, automotive and paper and packaging.

The region has experienced steady growth over the past five years, but slower than the national economy. In addition to below average Gross Domestic Product growth per capita and employment growth, the region also lags the national average in personal income growth.

Over the past decade (2011-2021) the region has grown its labor force by only 1.9 percent or 6,430 workers. During the same period over 21,000 net new jobs have been added. The percentage of young adults aged 25-39 is below the national average and overall racial diversity is low, about half the national average. Labor availability is the top business concern.

The average earnings per job in the region is \$62,500, well below the national average of \$76,600. Offsetting some of the difference is the lower regional cost-of-living, currently estimated at 95.5 percent of the national average. Compared to the national average, the region's jobs mix includes a higher percentage of lower paying jobs and a lower percentage of jobs that pay wages in excess of \$30 per hour. Affordability, a regional strength, is being eroded. Over the past 10 years average annual pay has increased in Fayette County by 33 percent while average housing values have increased 71 percent.

The Stakeholders describe the region as a smaller town with a big city feel that is beautiful, hospitable and affords its residents a very high quality of life. The region's strengths are concentrated in the areas of infrastructure, affordability, and quality of life. The areas needing improvement to be more competitive are the availability of labor, the real estate product (ready sites and buildings), and the regulatory and approval process.

The overall goal is to grow the economy, maintain adequate infrastructure, attract and create more and better jobs, educate and train the future workforce, and maintain both the affordability and the quality of life that citizens enjoy.

Cluster, technology, and housing analysis were completed as part of the work, to identify additional opportunities and challenges. When compared to competitor regions, the region scores higher in quality of life (QOL) and business climate, lower in workforce and recent economic performance. Post pandemic trends suggest that the combination of a high quality of life and relative affordability when compared to competitor regions provides real opportunity for accelerated growth in advanced manufacturing, business and professional services, and targeted technology.

The Regional Plan identified seven (7) specific take aways to create a more competitive bluegrass region:

1. The regional economy needs to be more competitive. Despite labor shortages, excellent educational attainment numbers and an outstanding quality of life, the regional growth in population, jobs, wages, and GDP lags many competitor communities and national averages. Aggressive actions and investments to improve the region's competitiveness are needed. Without action the region will continue to lag.
2. The regional labor force needs to grow. The availability of skilled workers will be a critical factor in economic success in the coming years – probably the most important factor. The region's labor force growth has been slow, and a better strategy for talent attraction and retention of younger workers is needed. Housing affordable is critical and Fayette County's average home value has increased 57% between 2016-2021 and an additional 13 % so far in 2022.
3. More ready sites and buildings are needed. The investment decision process has accelerated in recent years. For most clients, the immediate availability of shovel-ready sites, or ready-to-occupy buildings that meet their needs, is a determining factor. Due to infrastructure needs, zoning decisions, and the lack of speculative building the region's real estate product is limited. Actions to expand and improve the available buildings and sites are needed to successfully compete for the opportunities that the region gets.
4. Regional wages need to rise. The region's current industry mix creates too few high paying jobs. Actions are needed to focus marketing and business support efforts on industries that raise the average wages across the region.
5. Opportunities abound. As the impacts of the pandemic wane, reshoring expands and innovation surges, most businesses report a need for new facilities and more workers. In addition, federal stimulus funding is available to cities and counties to invest in infrastructure, product development and worker training. Kentucky and the Commerce Lexington region have opportunities to grow the advanced manufacturing, business services, and technology sectors, if they can meet business needs.

6. Data analytics are important, and mostly regional. Counties in the region are working to grow and improve, and these efforts are important. Detailed data is easily accessible to any potential investor today and “regional” is the geography most often used for comparison. Labor sheds, housing availability, cost of doing business and many other factors are aggregated at the regional level by site selectors and compared to other regions across the country. Regional assessment, collaboration and alignment is imperative to success.
7. Regional collaboration can be hard, but it is necessary for success. Branding, economic development marketing, talent attraction and retention, product development, and business support are all activities where working together can improve efficiency and effectiveness.

The recommended actions for the next five-year period (2022-2027) identified in the strategic plan were:

a. Economic Development Strategy

Increase the regional job, wage, and GDP growth rates to the national average

- a. **Lead Responsibility:** Bluegrass Alliance
- b. Budget Annual: Total - \$1.1million Budget – Five Years: \$5,500,000
- c. Strategic Actions:
 - i. Increase investment in regional branding and site selector awareness with a focus on quality of life and affordability.
 - ii. Create a detailed multi-jurisdictional product development strategy to secure more shovel-ready land and buildings, including developing a strategy and advocacy plan for the creation of a regional business park.
 1. Seek grants or low-interest loans as seed funding for a speculative building program, or cover carrying costs to incent private sector development of speculative buildings.
 2. Examine the potential to create a competitive economic development megasite of at least 1,000 contiguous acres with multi-modal transportation and robust utility capacity.
 - iii. Develop a proactive program to educate key leaders in the region about economic development/site development needs and post-pandemic competitive

b. Workforce Strategy

Increase the regional labor force by 1,500 per year

- a. **Lead Responsibility:** Business and Education Network
- b. Budget Annual: \$200,000 personnel plus \$275,000 programmatic Budget – Five Years: \$2,375,000
- c. Strategic Actions:
 - i. Develop a regional talent recruitment/attraction marketing campaign with messages aligned with the economic development branding effort.
 - ii. Initiate Intern Connect
 1. Create a work experience platform to connect business with students in the region for internships, etc. to increase the stickiness of young adults.

c. Leadership/Regionalism Strategy

Increase the state's and region's competitiveness by attracting state and federal funding and advocating for policy improvements

- a. **Lead Responsibility:** Regional Public Policy Group
- b. Budget: \$200,000 annually Budget – Five Years: \$1,000,000
- c. Strategic Actions:
 - i. Coordinate advocacy for federal and state infrastructure and product development funding.
 - ii. Advocate for improved tax/regulatory policies that will improve the region's competitiveness.

Total five-year budget requirements to implement the strategic actions: \$8,875,000

Local Strategic Plan

Economic Leadership was also hired under a separate contract by Scott County United, the Economic Development Board for the County to lead a strategic planning effort in Scott County that would align Scott Counties efforts with the larger Bluegrass Region.

Scott County United and Georgetown-Scott County Planning partnered during the Comprehensive Plan study period to hire Economic Leadership, to review Development Review processes and timelines to identify ways to improve or streamline the project approval process and to identify Best Practices and Recommendations for Land Development and to Identify targeted locations to promote Economic Development.

Mixed Use Development

Economic Leadership recommendations which are included in the Implementation chapter of this plan included changes to improve processing of development applications, particularly making use of software to enable online review, comments, and electronic signatures related to application review and approval. They also recommended the establishment of a working group of utility and government agency staff to share information on long-range planning and implementation schedules of each organization's activities.

Economic Leadership noted that due to demographic shifts and other trends, mixed-use development (M.U.D.) was gaining in popularity in the decade before COVID, and the pandemic only increased interest in a walkable lifestyle that incorporates multiple uses.

The expansion of mixed-use in secondary and tertiary U.S. markets bodes well for development opportunities in smaller but growing cities like Georgetown. For smaller to midsize communities the residential component is increasingly important. The report recommended that MUDs in less urban places like Georgetown should consider incorporating both apartment and single-family components.

MUDs typically make more efficient use of infrastructure such as water and sewer systems, streets and parking areas. Strong broadband internet is a key infrastructure item, and having transportation such as a shuttle between downtown, Georgetown College and MUDs would be an attractive amenity.

In order to better support retail, restaurant, and service businesses, the commercial core of a MUD should be visible from main roads adjoining the development. Usable, attractive outdoor spaces are important. Providing space for community ballfields adjacent to a mixed-use neighborhood can draw traffic for businesses there. The report noted that all groups – but especially Millennials – prefer authentic places and experiences that reflect a region’s culture. In a mixed-use neighborhood this can be achieved through design, leasing to local businesses, displaying local arts and crafts, and hosting community events.

Housing

The popularity of Sunbelt metro areas, increased preference for smaller, more affordable cities, and job growth in the Lexington region all point to continued housing demand in Georgetown and Scott County.

Demographics – with housing markets no longer dominated by families with children, with a larger share of buyers and renters being young singles and empty nesters – will drive the need for a variety of housing choices, including continued demand for apartments as well as detached single-family homes. Due to the rise in rents, home prices, and mortgage interest rates, a new keyword is “balance” between square footage, amenities, and price. Affordability is back as an important consideration.

Whether or not housing is part of a mixed-use community, residents will want ready access to coffee shops, restaurants, grocery stores, and libraries. Convenient infill locations in Georgetown could be in demand if they offer easy access to amenities. Walkability, useful and attractive outdoor spaces are important to develop the community feel and gathering opportunities that are increasingly valued by home buyers and renters.

Entertainment Districts

Entertainment districts almost always have a central focus – most often an indoor or outdoor sports venue, music or arts venue(s) – but need to contain a mix of core destination(s) and complimentary uses such as restaurants, retail shops, and museums. Entertainment district design should include a variety of indoor and outdoor gathering, dining, and drinking places, with a circulation system that encourages walking and biking with good access to parking areas. As with other types of development, Americans seek authenticity in entertainment areas, whether they are newly created or in an older neighborhood. For many cities it may be easier to build upon existing assets that help define their community. A robust schedule of events is important to success, with enough variety to avoid the area becoming a “single-use” district.

Important infrastructure needs include wi-fi internet service, parking (on-street, surface or structured), attractive streets and sidewalks, public restrooms, lighting, water and sewer. Government policies to spur entertainment district success range from tax incentives rewarding building renovation and local artists' sales; measures to increase liquor license availability and lower their cost; and laws permitting the carrying of alcoholic drinks outdoors within a district.

Non-profit organizations (including neighborhood organizations, theater groups, and arts councils) play important roles in district success – fundraising, overseeing physical improvements and the addition of amenities, and managing day-to-day operations.

Promotion of Economic Development

The most closely aligned to Economic Growth aspect of the Economic Leadership study was a review of the community to identify targeted locations to promote Economic Development. In other words, consider the demand in Georgetown and Scott County for various uses or types of development, and where they might best be accommodated.

Demand for housing is rated as strong, with multi-family (apartments) mentioned as the strongest performer over recent years. This parallels national trends which have seen very high levels of new apartment construction paired with robust demand, resulting in little overbuilding. The single-family market also views Georgetown and Scott County as desirable. Some note that demand is particularly strong in the southern part of Georgetown and the county, closest to the population center of Lexington-Fayette.

Retail uses are seen as developing “nicely” in conjunction with residential growth, which is logical since retail development almost always “follows the rooftops” (new homes). Given the rapid surge in online shopping during COVID – a trend which has leveled off at about 20 percent of core retail sales nationally – no one should expect rampant brick-and-mortar retail growth, as developers and retailers are cautious about over-building. This caution has led to a sharp decline in new retail construction nationally since 2020, which helped the market avoid soaring vacancy rates. As one national observer wrote in late 2021, the predicted retail apocalypse “has been canceled.” So far, 2022 has been the first year since 2016 with net positive store openings versus store closings. Still, new retail space is likely to be in locations and at a scale complimentary to nearby residential construction, with little risk-taking.

Office construction could be even more cautious, given the rise in remote and hybrid work models that seem likely to persist. Because many office tenants have multi-year leases, the fallout from these trends will take several years to play out. Expect speculative office construction (development without having tenants committed to leasing in advance) to be very limited. Medical office might be the most successful type of new office construction, given America's aging population and the corresponding need for healthcare. Also, developers may perceive reduced risk by including office as a component of mixed-use development, since office space in a mixed-use setting could more easily be converted into retail, entertainment, or other uses depending on market demand. Overall, local real estate experts are no more than lukewarm on the potential for significant office building in Georgetown and Scott County.

Among non-residential property types, industrial is the star of the show both nationally and locally. The United States is experiencing all-time record levels of new industrial construction, but demand is more than equal to the added supply, leading to record-low vacancy rates as well. The largest driver of demand is warehouse and distribution space (also referred to as logistics space) to enable the huge volumes of e-commerce since the COVID-induced economic shutdown. Despite the presence of two interstate highways, Georgetown and Scott County are not viewed as leading logistics destinations, due to the dominance of nearby air hubs in Northern Kentucky and Louisville. Still, the county might experience some warehouse and distribution demand to take advantage of good interstate access and to serve regional needs. Traditional manufacturing is also fairly strong post-pandemic, including some "reshoring" of supply chains back to the United States. The bulk of future industrial space demand in the area is likely to come from manufacturing and assembly needs, from Toyota suppliers and a variety of other industries.

Northern Part of County (Sadieville area)

The northern portion of Scott County presents fewer economic development opportunities for several reasons, including: 1) low population density meaning fewer residents to support commercial uses, and a smaller labor pool; 2) severe topography making it difficult and much more expensive to create buildable sites for industrial and commercial buildings; 3) limited public sewer service; and 4) narrow, winding roads with low traffic counts that are not well suited for non-residential or dense residential development. For example, the main road into Sadieville has about 1,600 vehicle trips per day according to recent KYTC maps, while locations along McClelland Circle in Georgetown range from 10,000 to 20,000 trips per day.

That said, the area in the immediate vicinity of Interstate 75 exit 136 (at Porter Road) offers some economic development potential. Downtown Sadieville should be another focal point for small-scale commercial improvements, as discussed in Additional Notes at the end of this section.

Commercial

A small area (14 acres) at the northwest quadrant of the exit 136 interchange, adjacent to Love's Travel Stop. An additional expansion area has greater topographic challenges.

Industrial

60+ acres in the southwest quadrant of exit 136 interchange, across Porter Rd from Love's Travel Stop. It would likely have demand for small-scale industrial (buildings under 100,000 square feet) or warehouse & distribution. There is no Columbia Gas pipeline in the vicinity, again pointing to this location as best suited for small-scale industrial and warehouse uses.

(Economic Leadership report is attached as an Appendix to this plan)

Targeted Economic Development Projects

Scott County Economic Development is led by the Economic Development Director who also serves as the Chamber of Commerce Director, manages and staffs the Business Park Board and coordinates activities with the City of Georgetown and Scott County Government thru Scott County United, the Economic Development Board for the County.

In promoting Economic Development in the County there is a realization that Scott County is a manufacturing-based economy and growth comes primarily thru developing existing businesses and relationships in the county. Specific community priorities include expanding the local Lanes Run Business Park by completing phase three of the park to provide additional land for future business expansion and development. Completing a project to build out a couple of sites in the business park with two 20,000 SF shell buildings and one 40,000 SF shell building to allow the county to complete for new business by providing locations ready to go. In addition, the City of Georgetown and Scott County have identified a local site within the Georgetown Urban Service Boundary for a large regional business park that will be available for business/industrial clients that need larger sites and facilities.

On a broader scale, Georgetown has an abundance of available land well situated and with utilities present, either zoned commercially or planned commercial on the Future Land Use Map. The following sites would be appropriate for commercial development, mixed-use development or potentially higher density residential development if rezoned.

Commercial & Industrial zoned parcels

SCOTT COUNTY KENTUCKY

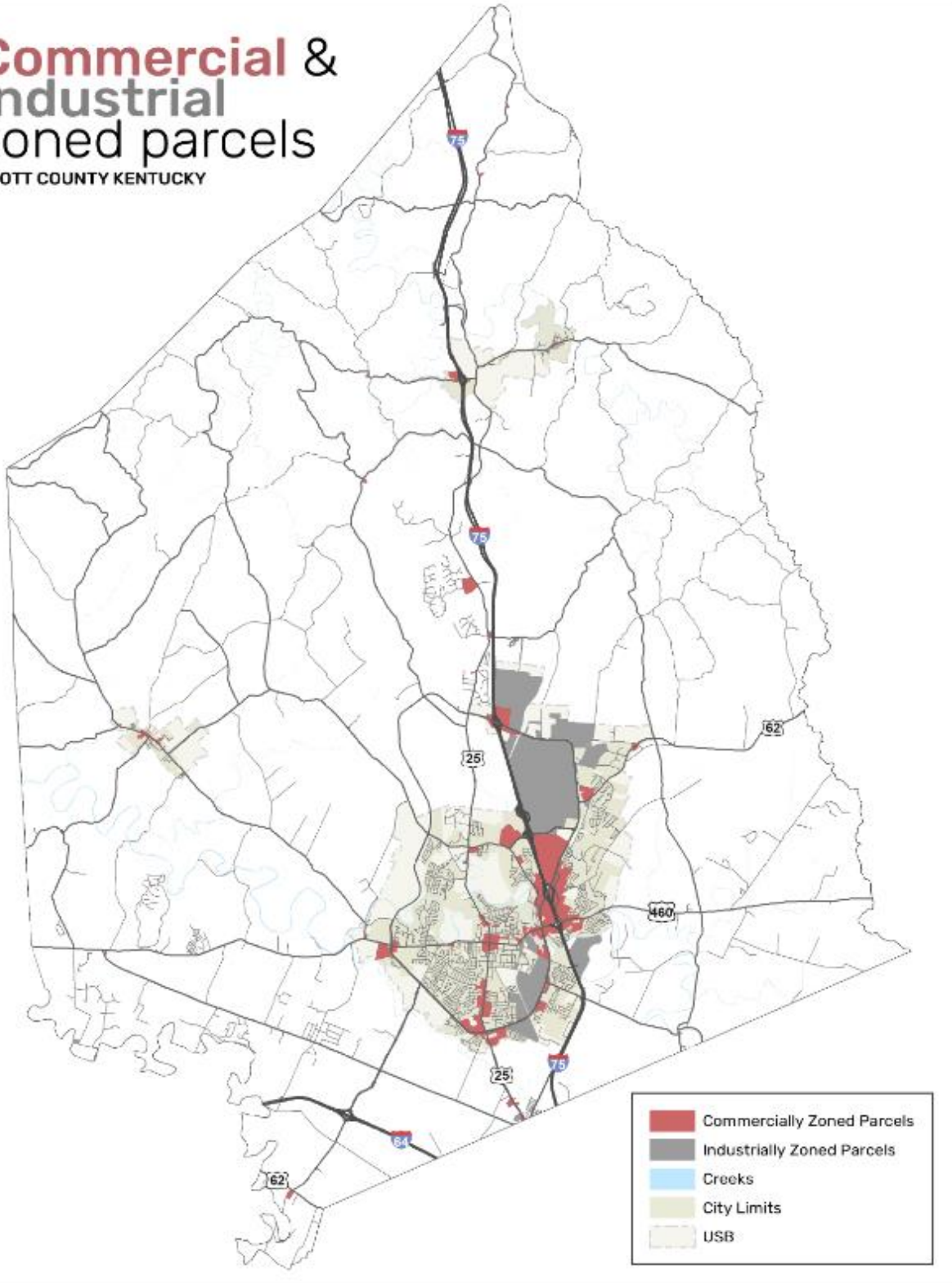


Figure 116: Locations of Commercial and Industrial Zoned Properties in Scott County (Map)

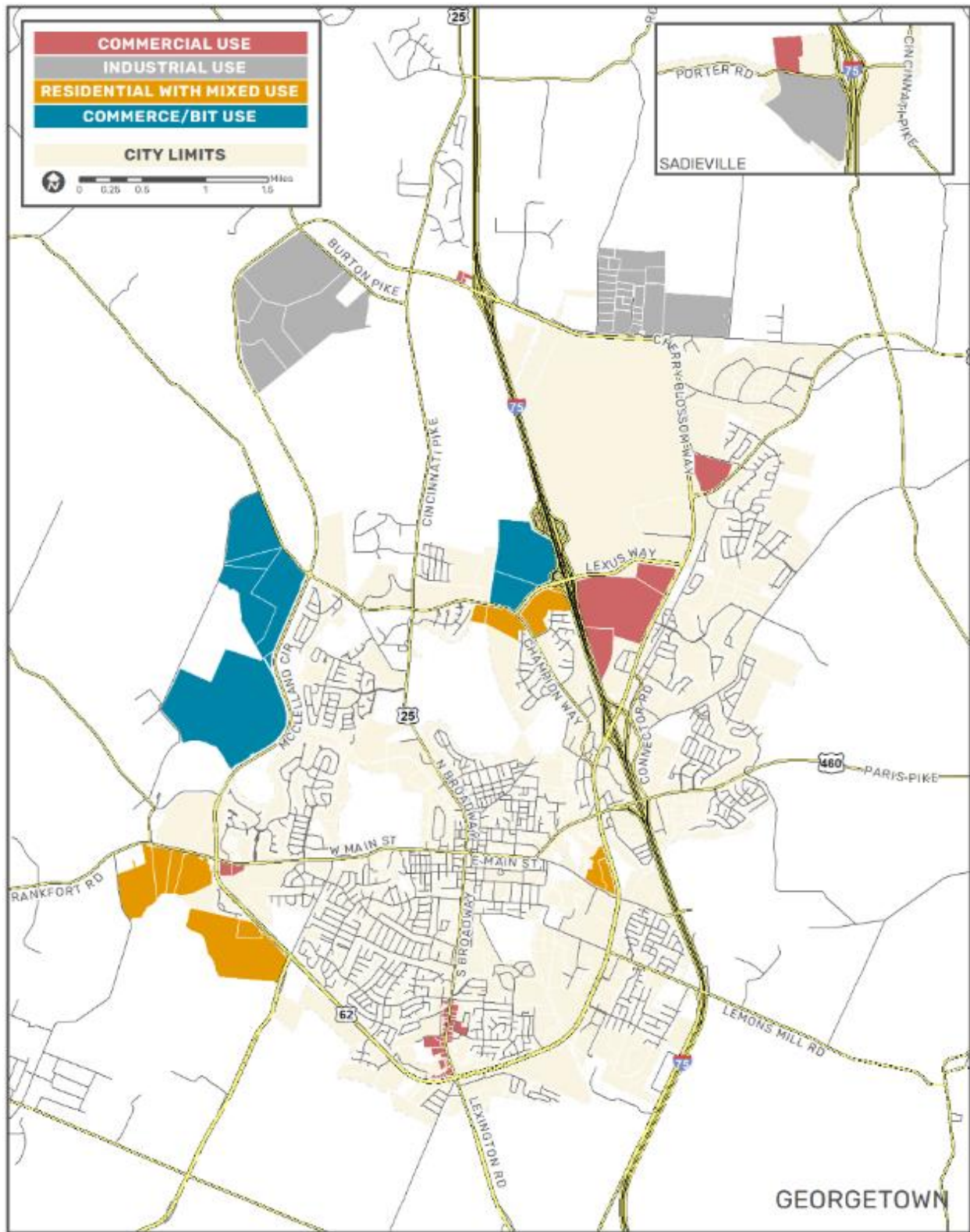


Figure 117: Locations of Undeveloped Lands with Potential Commercial, Industrial, or Residential Uses (Map)

Current & Future Commercial Development



Figure 118: Potential Commercial Site A - Thoroughbred Acres Unit 11 (Image)

Site A: Thoroughbred Acres Unit 11.

The undeveloped portion of the site is about 23 acres in size and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the west, northwest, north, and southwest and a community recreation center to the north. The site has visibility from the interstate as well as Champion Way (KY 32) and is located between I-75 interchanges 126 and 127.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~23 acres
 - Future Land Use (2017): Urban Residential
 - Future Land Use (2024): Commercial
 - Population within $\frac{1}{4}$ mile of the site: 908
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is not located within any current Privilege Fee Areas
 - Electric: KU
 - Gas: Columbia Gas

- Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
- Transportation
 - Roads: The site access comes from state arterial Champion Way (KY 32). Interstate 75 runs along the eastern side of the site.
 - Champion Way Traffic Count: 6,063 (Station B54, 2021)
 - I-75 Traffic Count: 50,853 (Station 283, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 119: Potential Commercial Site B - The Shoppes at Cherry Point (Image)

Site B: The Shoppes at Cherry Point.

The undeveloped portion of the site is about 13.4 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the north and east and commercial areas to the south and west. The main access to the site comes through the busy Connector Road (KY 2906) corridor.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-5 (General Commercial Park)
 - Acreage: ~13.4 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Mixed Use
 - Located in Blossom Park Neighborhood Center (2024)
 - Population within ¼ mile of the site: 926
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service (GMWSS) – This site is located within Privilege Fee Area #5
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
- Transportation
 - Roads: The site access comes from state road Connector Road (KY 2906). The site is close to the Connector Road and Cherry Blossom Way intersection.
 - Connector Road Traffic Count: 11,025 (Station A90, 2021)
 - Cherry Blossom Way Traffic Count: 22,953 (Station 252, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 120: Potential Commercial Site C - The Shoppes at Equestrian Crossing (Image)

Site C: The Shoppes at Equestrian Crossing.

The site is about 224 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the west and east and commercial areas to the south and southeast. The site has visibility from the interstate as well as two other state highways, and is located within a quarter of mile of the largest employer in Central Kentucky.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-5 (General Commercial Park)
 - Acreage: ~224 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 1,171
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service (GMWSS) – Most of the site is located within Privilege Fee Areas #4 & 5
 - Electric: KU

- Gas: Columbia Gas
- Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data shows possible wetland areas on the site.
- Transportation
 - Roads: The site access comes from state arterials Lexus Way (KY 3552) and Cherry Blossom Way (US 62).
 - Lexus Way Traffic Count: 11,765 (Station B57, 2021)
 - Cherry Blossom Way Traffic Count: 22,953 (Station 252, 2019)
 - Bicycle & Pedestrian: There is a multi-use trail, 10 feet wide, running along the north side of the site. The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.

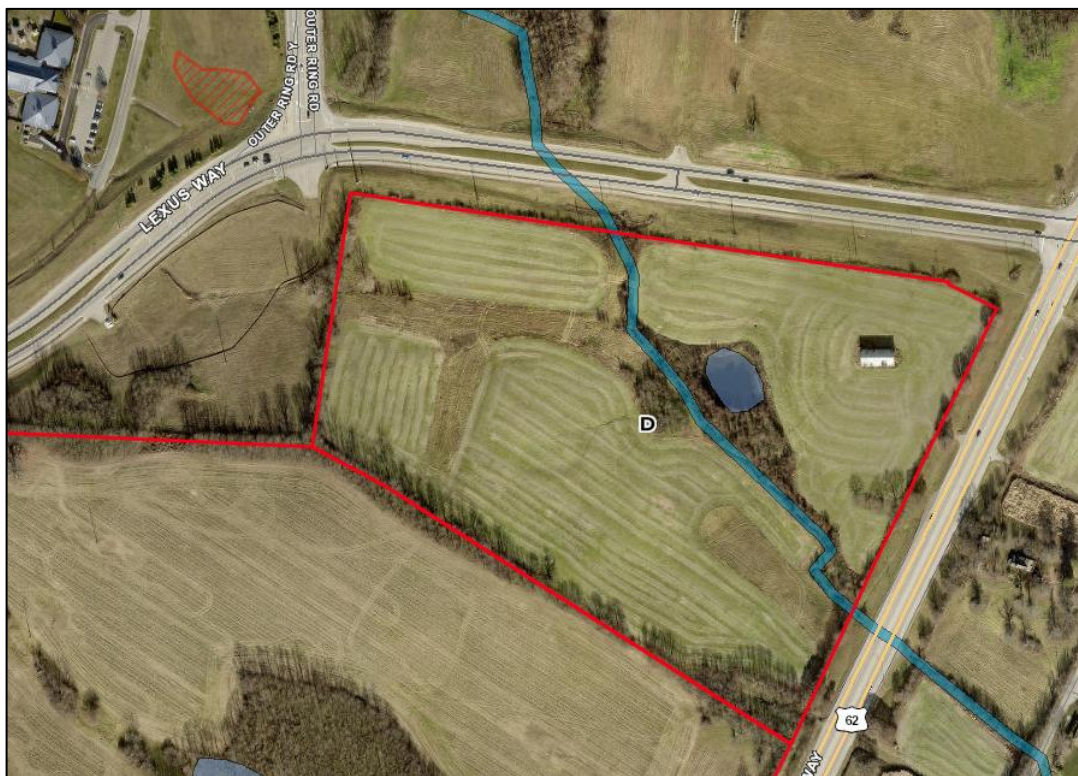


Figure 121: Potential Commercial Site D - Waits Property (Image)

Site D: Waits Property.

The site is about 33 acres in size, and is in close proximity to a variety of land uses. Within a quarter of

a mile there are residential areas to the east. The site is near the interstate, has frontage on two other arterial roads, and is located within a quarter of a mile of the largest employer in Central Kentucky.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: A-1 (Agricultural)
 - Acreage: ~33 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 421
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service (GMWSS) – Most of the site is located within Privilege Fee Area #4
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data shows a possible wetland in a natural drainage area.
- Transportation
 - Roads: The site access comes from state arterials Lexus Way (KY 3552) and Cherry Blossom Way (US 62).
 1. Lexus Way Traffic Count: 11,765 (Station B57, 2021)
 2. Cherry Blossom Way Traffic Count: 22,953 (Station 252, 2019)
 - Bicycle & Pedestrian: There is a multi-use trail, 10 feet wide, running along the north side of the site. The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 122: Potential Commercial Site E - Rocky Creek Commercial (Image)

Site E: Rocky Creek Commercial.

The site is about 11.3 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the north, east, and south. The site is near the interstate and has frontage on an arterial road.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-4 (Community Commercial)
 - Acreage: ~11.3 acres
 - Future Land Use (2017): Commercial & Urban Residential
 - Future Land Use (2024): Medium Density Residential
 - Population within ¼ mile of the site: 1,829
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service (GMWSS) – Most of the site is located within Privilege Fee Area #6
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.

- Wetlands: Local GIS data does not show the presence of a wetland.
- Transportation
 - Roads: The site access comes from Falmouth Drive and the site has frontage on arterial Paris Pike (US 460).
 - Paris Pike Traffic Count: 13,541 (Station A82, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 123: Potential Commercial Lot F - Wyndamere Outlots (Image)

Site F: Wyndamere Outlots.

The site is about 1.87 acres in two lots, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the north, east and south. The site is near the interstate and has frontage on an arterial road.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: Lot 1: 0.85 acres & Lot 2: 1.02 acres

- Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
- Population within ¼ mile of the site: 1,675
- Utility Providers - The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water & Sewer Service – This site is located within Privilege Fee Area #6
 - Electric: Kentucky Utilities
 - Gas: Columbia Gas
 - Internet: Unknown
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site access comes from the apartment complex entrance, and the site has frontage on arterial road Paris Pike (US 460).
 - Paris Pike Traffic Count: 13,541 (Station A82, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.

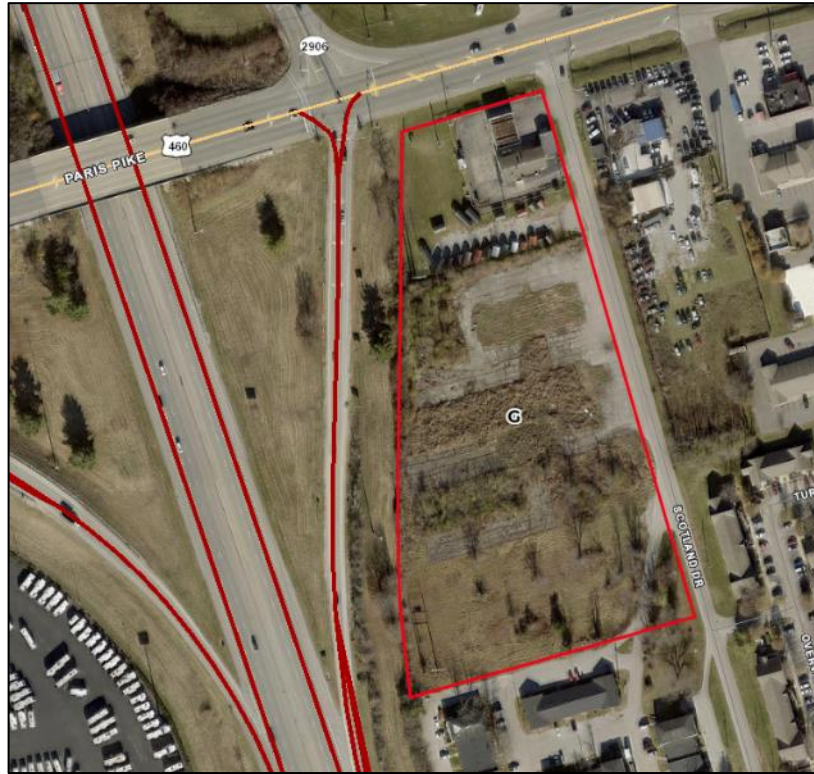


Figure 124: Potential Commercial Site G - Scotland Drive Property (Image)

Site G: Scotland Drive Property.

The site is about 5.78 acres, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the northeast, east and south. The site is adjacent to the interstate.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: 5.78 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 1,715
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water & Sewer Service – This site is located within Privilege Fee Area #6
 - Electric: Kentucky Utilities
 - Gas: Columbia Gas

- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site access comes from Scotland Drive near its intersection with arterial road Paris Pike (US 460).
 - Paris Pike Traffic Count: 13,541 (Station A82, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 125: Potential Commercial Site H - Thoroughbred Acres Community Commercial (Image)

Site H: Thoroughbred Acres Community Commercial.

The site is about 11 acres in size, and is close to large residential areas. Within a quarter of a mile there are residential areas to the north, east, south, and west. The site has visibility and frontage on an arterial road, and is within a quarter of a mile from the Pavilion.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-4 (Community Commercial)
 - Acreage: 11 acres
 - Future Land Use (2017): Urban Residential
Located in Champion Way Neighborhood Center (2017)
 - Future Land Use (2024): Low-Density Residential & Medium-Density Residential,
Located in Champion-Lexus Neighborhood Center (2024)
 - Population within ¼ mile of the site: 822
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water & Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is not in a privilege fee area.
 - Electric: Kentucky Utilities
 - Gas: Columbia Gas
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does show the presence of wetlands
- Transportation
 - Roads: The site is bounded on the west by state arterial road Champion Way (KY 32).
 - Champion Way Traffic Count: 5,719 (Station 292, 2020)
 - Bicycle & Pedestrian: There is a multi-use trail, 10 feet wide, within a quarter mile of the site. The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 126: Potential Commercial Site I - Whitaker Commercial NW Site (Image)

Site I: Whitaker Commercial NW Site.

The site is about 250 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there are schools to the west, residential areas to the west, southwest, south, and southeast. The site has visibility from the interstate as well as two other state highways, and is located within a quarter of mile of the largest employer in Central Kentucky.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-5 (General Commercial Park) & A-1 (Agricultural)
 - Acreage: ~248 acres
 - Future Land Use (2017): Commercial & Urban Residential
Located in Champion Way Neighborhood Center (2017)
 - Future Land Use (2024): Commerce/BIT, Creek Corridor and Low-Density Residential
Located in Champion-Lexus Neighborhood Center (2024)
 - Population within ¼ mile of the site: 362
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)

-
- Sewer: GMWSS – This site is located within Privilege Fee Area #7
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: Dry Run Creek runs through the northwest corner of the site, and there are some areas of the site within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data shows a possible wetland on the site near the interstate.
 - Transportation
 - Roads: The site is bounded on the south by two state arterials Champion Way (KY 32) and Lexus Way (KY 3552). Interstate 75 runs along the eastern side of the site.
 - Champion Way Traffic Count: 5,719 (Station 292, 2020)
 - Lexus Way Traffic Count: 9,407 (Station B56, 2021)
 - I-75 Traffic Count: 51,753 (Station 299, 2016)
 - Bicycle & Pedestrian: There is a multi-use trail, 10 feet wide, within 200 feet of the site. The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: There is a railroad running along the western property line of the site, but no spurs to the site at this time.

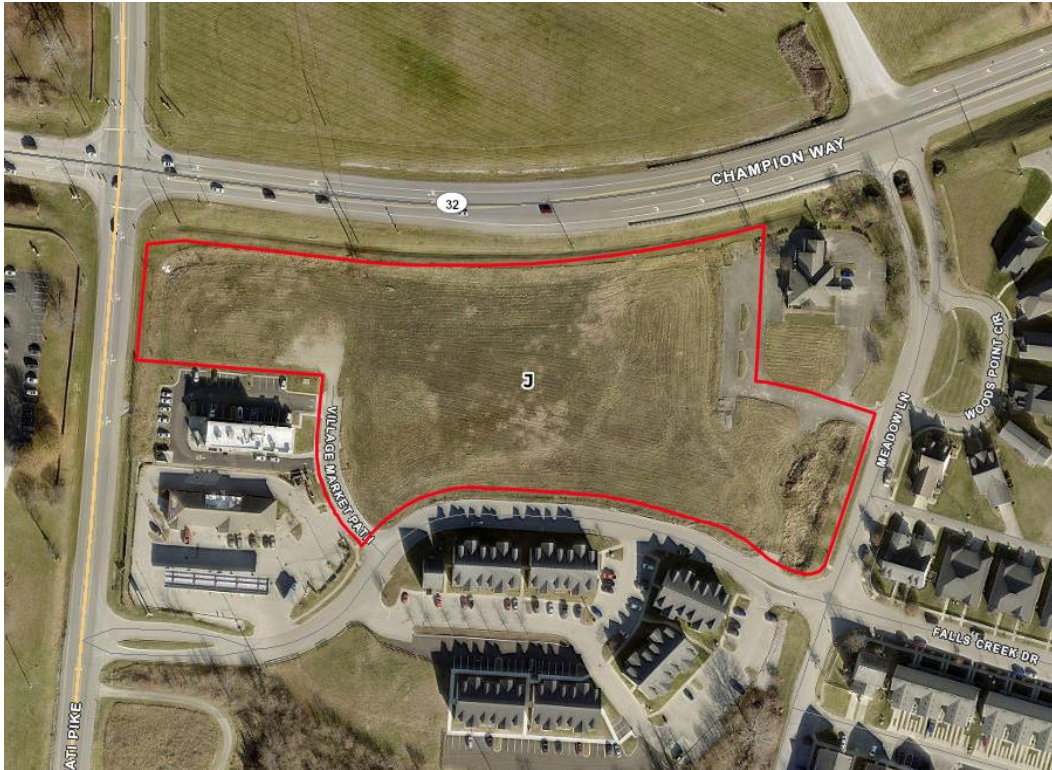


Figure 127: Potential Commercial Site J - Falls Creek Commercial (Image)

Site J: Falls Creek Commercial.

The site is about 6 acres in size and is in close proximity to a variety of land uses. Within a quarter of a mile there are schools to the north and west, residential areas to the north and east. The site has visibility and from two arterial roads and is located less than a tenth of a mile from one of Scott County's largest parks.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-4 (Community Commercial)
 - Acreage: ~6 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 230
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within Privilege Fee Area #7
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum

- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site is bounded on the north and west by two arterials Champion Way (KY 32) and Cincinnati Road (US 25).
 - Champion Way Traffic Count: 5,719 (Station 292, 2020)
 - Cincinnati Road Traffic Count: 9,845 (Station A24, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 128: Potential Commercial Site K: East Main Extended Commercial (Image)

Site K: East Main Extended Commercial.

The site is about 33 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there is a school to the east, residential areas to the southeast, industrial development to the south, and Georgetown College’s sports complex to the southwest. The site has frontage and visibility from the bypass.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial) & B-5 (General Commercial Park)
 - Acreage: ~33 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 176
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within Privilege Fee Area #6
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: North Elkhorn Creek runs along the northern side of this site. Part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site is bounded on the east by arterial McClelland Circle (US 62) and to the south by collector East Main Street Extended.
 - McClelland Circle Traffic Count: 23,821 (Station B09, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 129: Potential Commercial Site L - Amerson Orchard Commercial (Image)

Site L: Amerson Orchard Commercial.

The site is about 17 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there is a school to the south, residential areas to the north, east, and south, and industrial development to the west. The site has frontage and visibility from the bypass

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-4 (Community Commercial)
 - Acreage: ~17 acres
 - Future Land Use (2017): Urban Residential
 Located in Amerson-Lemons Mill Neighborhood Center (2017)
 - Future Land Use (2024): Mixed Use
 Located in Amerson-Bringardner Neighborhood Center (2024)
 - Population within ¼ mile of the site: 210
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within Privilege Fee Areas #3 & 6
 - Electric: KU
 - Gas: Columbia Gas

-
- Internet: Spectrum
 - Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
 - This site is located within the Royal Spring Aquifer Recharge Area
 - Transportation
 - Roads: The site is bounded on the west by arterial McClelland Circle (US 62) and is bisected by collector Pleasant View Drive.
 - McClelland Circle Traffic Count: 23,821 (Station B09, 2021)
 - McClelland Circle Traffic Count: 19,238 (Station B11, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site. The Legacy Trail is proposed to run along the eastern and northern boundaries of the site. Its construction should be included in development plans approved along the route.
 - Railroad: The site does not have any railroad access.



Figure 130: Potential Commercial Site M - Lemons Mill Commercial (Image)

Site M: Lemons Mill Commercial.

The site is about 5 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential uses to the north, east and south and industrial development to the west. The site has frontage and visibility from the bypass.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-4 (Community Commercial)
 - Acreage: ~5 acres
 - Future Land Use (2017): Commercial & Urban Residential
Located in Amerson-Lemons Mill Neighborhood Center (2017)
 - Future Land Use (2024): Mixed Use
Located in Amerson-Bringardner Neighborhood Center (2024)
 - Population within ¼ mile of the site: 453
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within Privilege Fee Areas #3 & 6
 - Electric: KU

-
- Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
 - Transportation
 - Roads: The site is bounded on the west by arterial McClelland Circle (US 62) and to the north by collector Lemons Mill Road (KY 1962).
 - McClelland Circle Traffic Count: 23,821 (Station B09, 2021)
 - McClelland Circle Traffic Count: 19,238 (Station B11, 2020)
 - Lemons Mill Road Traffic Count: 3,808 (Station B03, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site. The Legacy Trail is proposed to run along the boundary of the site. Its construction should be included in development plans approved along the route.
 - Railroad: The site does not have any railroad access.

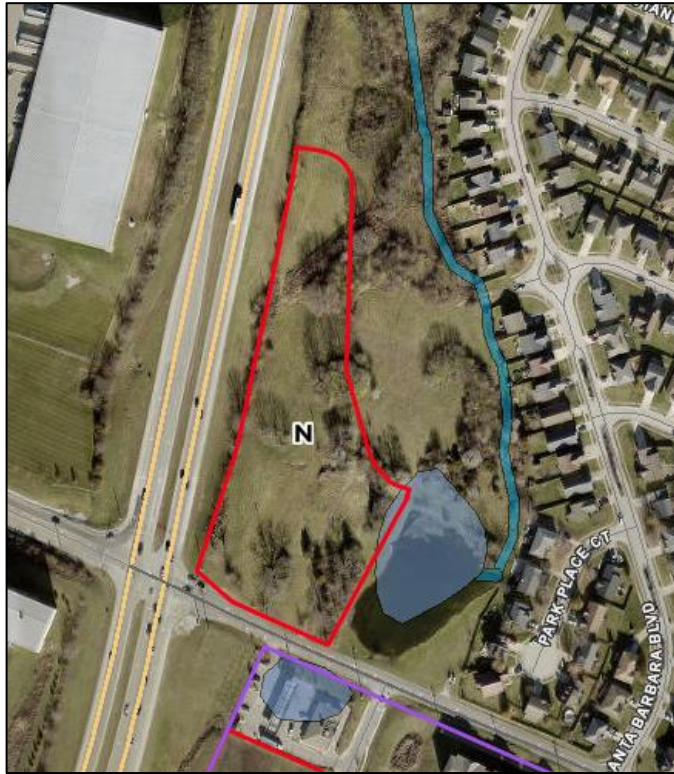


Figure 131: Potential Commercial Site N - The Villages Commercial (Image)

Site N: The Villages Commercial.

The site is about 4.8 acres in size and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential uses to the north, east and south and industrial development to the west. The site has frontage and visibility from the bypass.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~4.8 acres
 - Future Land Use (2017): Commercial & Urban Residential
Located in Amerson-Lemons Mill Neighborhood Center (2017)
 - Future Land Use (2024): Commercial & Medium-Density Residential
Located in Amerson-Bringardner Neighborhood Center (2024)
 - Population within ¼ mile of the site: 666
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within Privilege Fee Areas #3 & 6
 - Electric: KU

-
- Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does show the possible presence of wetlands.
 - Transportation
 - Roads: The site is bounded on the west by arterial McClelland Circle (US 62) and to the south by collector Lemons Mill Road (KY 1962).
 - McClelland Circle Traffic Count: 23,821 (Station B09, 2021)
 - McClelland Circle Traffic Count: 19,238 (Station B11, 2020)
 - Lemons Mill Road Traffic Count: 3,808 (Station B03, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site. The Legacy Trail is proposed to run along the boundary of the site. Its construction should be included in development plans approved along the route.
 - Railroad: The site does not have any railroad access.



Figure 132: Potential Commercial Site 0 - Paris Pike Commercial #1 (Image)

Site 0: Paris Pike Commercial 1.

The site is about 2 acres in size, and is in close proximity to other commercial uses. Within a quarter mile there are residential areas to the north, a park to the west, and commercial development to the east, south and west. The site has frontage and visibility from Paris Pike.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~2 acres
 - Future Land Use (2017): Urban Residential
 - Future Land Use (2024): Commercial & Medium Density Residential
 - Population within ¼ mile of the site: 321
- Utility Providers - The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS - This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum

- Environmental Constraints
 - Floodplain: North Elkhorn Creek is within 300 ft. of this site. Part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does show the possible presence of wetlands.
- Transportation
 - Roads: The site is bounded on the south by arterial Paris Pike (US 460).
 - East Main Street Traffic Count: 13,576 (Station A60, 2020)
 - Paris Pike Traffic Count: 19,411 (Station A58, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 133: Potential Commercial Site P - Darby Drive Commercial (Image)

Site P: Darby Drive Commercial.

The site is about 1 acre in size, and is in close proximity to other commercial uses. Within a quarter mile there are residential areas to the south and west, and commercial areas to the north and east. The site has frontage and visibility from Champion Way.

-
- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~1 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 396
 - Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does show the possible presence of wetlands.
 - Transportation
 - Roads: The site is bounded on the south by arterial Champion Way (KY 32).
 - Champion Way Traffic Count: 6,063 (Station B54, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 134: Potential Commercial Site Q - Tiger Way Commercial (Image)

Site Q: Tiger Way Commercial.

The site is about 2.3 acres in size, and is in close proximity to other commercial uses. Within a quarter mile there are residential areas to the west, and commercial areas to the north, south, and east.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~2.3 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 111
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water
 - Sewer: GMWSS – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum

- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does show the possible presence of wetlands.
- Transportation
 - Roads: The site is bounded on the west by Tiger Way.
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 135: Potential Commercial Site R - Stonecrest Commercial (Image)

Site R: Stonecrest Commercial.

The site is about 6.2 acres in size, and is in close proximity to a variety of uses. Within a quarter mile there are residential areas to the north and east, and commercial areas to the west.

-
- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~6.2 acres
 - Future Land Use (2017): Commercial
 - Located in the South Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 676
 - Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the possible presence of wetlands.
 - Transportation
 - Roads: The site is bounded on the north by Southgate Drive.
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 136: Potential Commercial Site S - Pioneer Plaza (Image)

Site S: Pioneer Plaza.

The site is about 3.5 acres in size, and is in close proximity to a variety of uses. Within a quarter mile there are residential areas to the east, commercial areas to the west and east, and churches to the north and south.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~3.5 acres
 - Future Land Use (2017): Commercial
 - Located in South Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 198
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas

- Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does show the possible presence of wetlands.
- Transportation
 - Roads: The site is bounded on the north and west by Mary Lynn Drive.
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 137: Potential Commercial Site T - Southgate Shops (Image)

Site T: Southgate Shops.

The site is about 0.8 acre in size, and is in close proximity to a variety of uses. Within a quarter mile there are residential areas to the north and east, commercial areas to the south, west and east, and the hospital to the north. The site has frontage and visibility from McClelland Circle.

- Site Details
 - Jurisdiction: City of Georgetown

- Zone: B-2 (Highway Commercial)
- Acreage: ~0.8 acre
- Future Land Use (2017): Commercial
Located in South Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Commercial
- Population within ¼ mile of the site: 368
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does show the possible presence of wetlands.
- Transportation
 - Roads: The site is bounded on the north by arterial McClelland Circle and to the south by Southgate Drive.
 - McClelland Circle Traffic Count: 19,238 (Station B11, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 138: Potential Commercial Site U - Quality Drive (Image)

Site U: Quality Drive.

The site is about 1.86 acres in size, and is located within a quarter mile of both residential and industrial uses. The site has frontage and visibility from McClelland Circle.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-1 (Neighborhood Commercial)
 - Acreage: ~1.86 acres
 - Future Land Use (2017): Urban Residential
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 913
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site may be in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum

- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the possible presence of wetlands.
 - This site is located within the Royal Spring Aquifer Recharge Area
- Transportation
 - Roads: The site is bounded on the south by arterial McClelland Circle and to the east by Quality Drive.
 - McClelland Circle Traffic Count: 19,238 (Station B11, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 139: Potential Commercial Site V - South Lexington Road (Image)

Site V: South Lexington Road.

The site is about 4 acres in size and is located within a quarter mile of residential, commercial, and agricultural uses. The site has frontage and visibility from Lexington Road.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~4 acres
 - Future Land Use (2017): Commercial
 - Located in South Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Low-Density Residential
 - Population within ¼ mile of the site: 162
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service (GMWSS) – This site may be in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site is bounded to the east by Lexington Road and to the north by Etter Lane.
 - Lexington Road Traffic Count: 15,929 (Station 281, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 140: Potential Commercial Site W - Ashton Grove Commercial (Image)

Site W: Ashton Grove Commercial.

The site is about 2.1 acres in size and is located within a quarter mile of residential, commercial, and office uses. The site has frontage and visibility from McClelland Circle.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-4 (Community Commercial)
 - Acreage: ~2 acres
 - Future Land Use (2017): Office
 - Located in South Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Low-Density Residential
 - Population within ¼ mile of the site: 220
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within privilege fee area 11 and may be located within another privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas

- Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site is bounded to the north by McClelland Circle and to the west by Ashton Grove Path.
 - McClelland Circle Traffic Count: 16,436 (Station 257, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 141: Potential Commercial Site X - Frankfort Road Commercial (Image)

Site X: Frankfort Road Commercial.

The site is about 48 acres in size and is located within a quarter mile of residential and commercial uses. The site is also close proximity to several schools and historic Ward Hall. The site has frontage and visibility from Frankfort Road and McClelland Circle.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial) & B-5 (General Commercial Park)
 - Acreage: ~48 acres
 - Future Land Use (2017): Commercial
 - Located in West Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Commercial & Low-Density Residential
 - Population within ¼ mile of the site: 181
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS - This site is located within Privilege Fee Area #14
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: Cane Run Creek runs along the southwestern part of the site, and there are areas of the site within the 1% annual flood chance area.
 - Sinkholes: Kentucky Geological Survey data shows the presence of a sinkhole on the site.
 - Steep Slopes: Local GIS data shows the presence of some steep slopes on the site.
 - Wetlands: Local GIS data shows the presence of a wetland on the site.
- Transportation
 - Roads: The site is bounded to the north by Frankfort Road and to the east by McClelland Circle.
 - McClelland Circle Traffic Count: 10,581 (Station 506, 2019)
 - Frankfort Road Traffic Count: 11,176 (Station 544, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 142: Potential Commercial Site Y - Ward Hall Commercial (Image)

Site Y: Ward Hall Commercial.

The site is about 7.5 acres in size and is located within a quarter mile of residential and commercial uses. The site is also in close proximity to several schools and historic Ward Hall. The site has frontage and visibility from Frankfort Road and McClelland Circle.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acreage: ~7.5 acres
 - Future Land Use (2017): Commercial
Located in West Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 354
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within Privilege Fee Area #14
 - Electric: KU
 - Gas: Columbia Gas

- Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site is bounded to the north by Frankfort Road and to the west by McClelland Circle.
 - McClelland Circle Traffic Count: 10,581 (Station 506, 2019)
 - Frankfort Road Traffic Count: 11,176 (Station 544, 2019)
 - Frankfort Road Traffic Count: 6,569 (Station 287, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 143: Potential Commercial Site Z - Canewood Commercial (Image)

Site Z: Canewood Commercial.

This site is about 3.2 acres divided by Canewood Center Drive. The site is located within a quarter mile of residential and commercial uses, and is located in close proximity to several schools and historic

Ward Hall. The site has frontage and visibility from Frankfort Road and McClelland Circle.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acres: ~3.2 acres
 - Future Land Use (2017): Commercial
 - Located in West Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 285
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – The site is located within Privilege Fee Area #14
 - Electric: KU
 - Gas: Columbia Gas

 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does show the presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site is bounded to the south by Frankfort Road, to the west by McClelland Circle, and is bisected by Canewood Center Drive.
 - McClelland Circle Traffic Count: 10,581 (Station 506, 2019)
 - Frankfort Road Traffic Count: 11,176 (Station 544, 2019)
 - Frankfort Road Traffic Count: 6,569 (Station 287, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site has no railroad access.



Figure 144: Potential Commercial Site AA - Paris Pike Commercial #2 (Image)

Site AA: Paris Pike Commercial 2.

The site is about 3.5 acres, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the north, east and south. The site has frontage on Paris Pike.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-2 (Highway Commercial)
 - Acres: ~3.5 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 1,360
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service – The site is located within Privilege Fee Area #6
 - Electric: KU
 - Gas: Columbia Gas

- Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does show the possible presence of steep slopes.
 - Wetlands: Local GIS data does not show the presence of wetlands.
- Transportation
 - Roads: The site is bounded to the north by Paris Pike.
 - Paris Pike Traffic Count: 13,541 (Station A82, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site has no railroad access.



Figure 145: Potential Commercial Sites BB & CC - Outlet Center Commercial #1 & #2 (Image)

Site BB: Outlet Center Commercial 1.

The site is about 2 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the west and a variety of commercial uses to the north, east and south.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zoning: B-2 (Highway Commercial)
 - Acres: ~2 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 111
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Kentucky Geological Survey data shows the presence of a sinkhole on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
- Transportation
 - Roads: The site has frontage on Outlet Center Drive
 - Bicycle & Pedestrian: The nearby residential areas ((within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have railroad access

Site CC: Outlet Center Commercial 2.

The site is about 2.8 acres in size, and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the west and a variety of commercial uses to the north, east, and south.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zoning: B-2 (Highway Commercial)
 - Acres: ~2.8 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 111

-
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Kentucky Geological Survey data shows the presence of a sinkhole on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
 - Transportation
 - Roads: The site has frontage on Outlet Center Drive
 - Bicycle & Pedestrian: The nearby residential areas ((within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be a part of any development of the site.
 - Railroad: The site does not have railroad access.

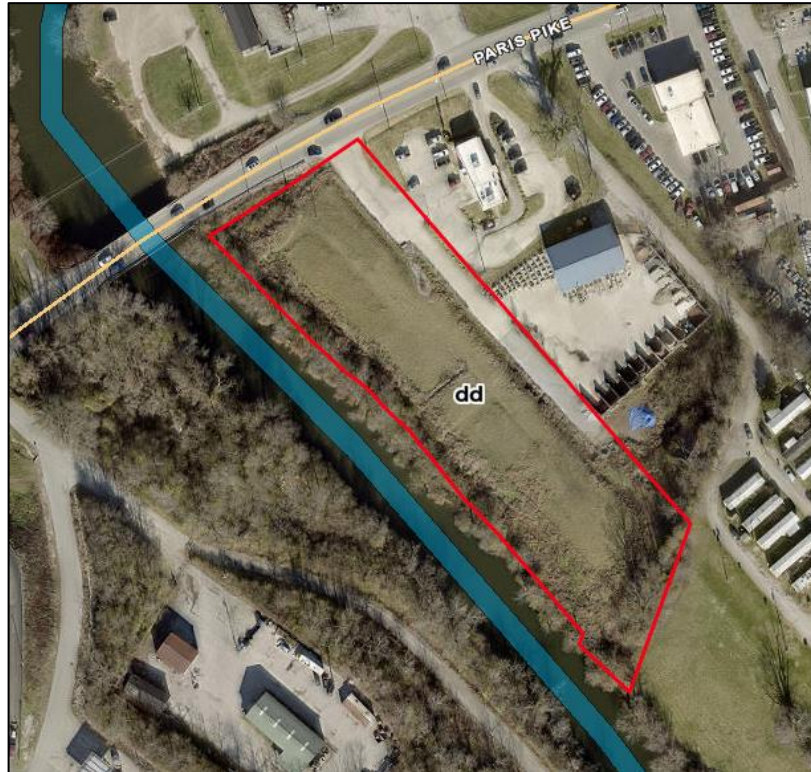


Figure 146: Potential Commercial Site DD - Elkhorn Commercial (Image)

Site DD: Elkhorn Commercial.

The site is about 3.6 acres in size, and is in close proximity to other commercial uses. Within a quarter mile there are residential areas to the west, a park to the north, and commercial development to the north, east, south and west. The site has frontage and visibility from Paris Pike.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zoning: B-2 (Highway Commercial) & C-1 (Conservation)
 - Acres: ~3.6 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Creek Corridor
 - Population with ¼ mile of the site: 113
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – The site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum

- Environmental Constraints
 - Floodplain: The site is within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
- Transportation
 - Roads: The site is bounded on the north by arterial Paris Pike (US 460).
 - East Main Street Traffic Count: 13,576 (Station A60, 2020)
 - Paris Pike Traffic Count: 19,411 (Station A58, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 147: Potential Commercial Site EE - Old Oxford Commercial (Image)

Site EE: Old Oxford Commercial.

The site is about 9.5 acres in size and is in close proximity to a variety of land uses. Within a quarter mile there are residential areas to the north and east. There are commercial developments to the west and south. The site has frontage on Old Oxford Road and has some visibility from Connector Road.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zoning: B-4 (Community Commercial)
 - Acres: ~9.5 acres
 - Future Land Use (2017): Commercial
Located in the Connector-Old Oxford Neighborhood Center (2017)
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 295
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service – This site is located within privilege fee area #10.
 - Electric: KU

 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
- Transportation
 - Roads: The site is bounded on the west by Old Oxford Road and Connector Road (KY 2906)
 - Connector Road Traffic Count: 11,025 (Station A90, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.

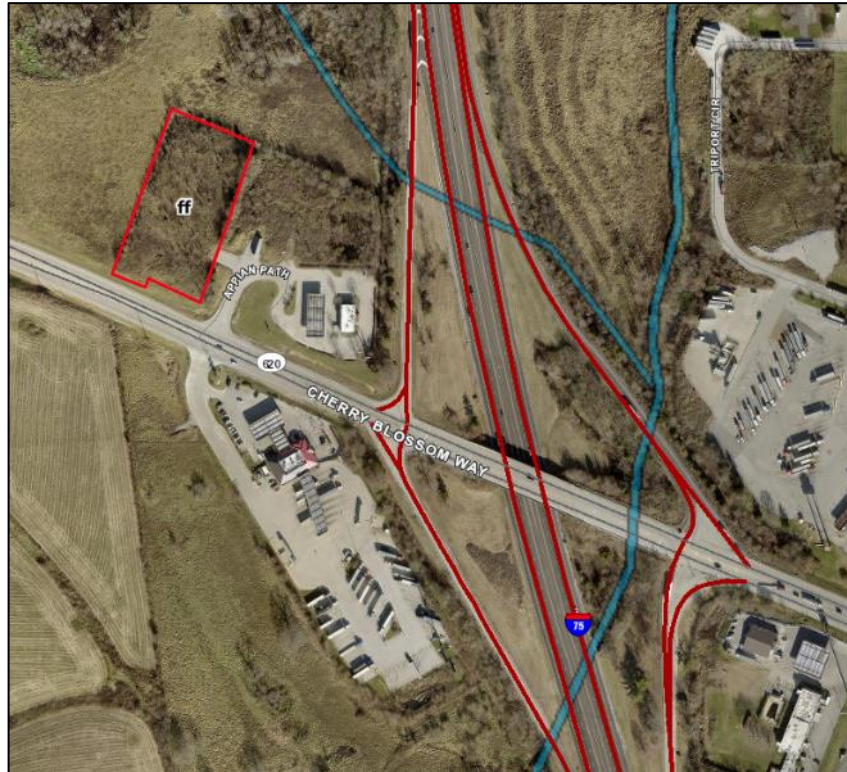


Figure 148: Potential Commercial Site FF - Georgetown Commercial (Image)

Site FF: Georgetown Commercial.

The site is about 2.9 acres in size and is in close proximity to a variety of commercial uses. Within a quarter mile there are residential areas to the north. There are commercial developments to the east and south. The site has frontage on Cherry Blossom Way.

- Site Details
 - Jurisdiction: Scott County, This site is not in Georgetown City Limits
 - Zone: B-1 (Neighborhood Commercial)
 - Acres: ~2.9 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial
 - Population within ¼ mile of the site: 91
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Local GIS data is unclear about the sewer provider for this area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum

- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
- Transportation
 - Roads: The site is bounded to the south by Cherry Blossom Way (KY-620).
 - Cherry Blossom Way Traffic Count: 7,773 (Station: 012, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 149: Potential Commercial Site GG - Blossom Park (Image)

Site GG: Blossom Park.

The site is about 0.85 acres in size and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the north and east and commercial areas to the south and west. The main access to the site comes through the busy Connector Road (KY 2906) corridor.

- Site Details
 - Jurisdiction: City of Georgetown

- Zone: B-5 (General Commercial Park)
- Acres: ~0.85 acres
- Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial, Low- & Medium-Density Residential, and Mixed Use
- Located in Blossom Park Neighborhood Center (2024)
- Population within ¼ mile of the site: 763
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service – This site is located within privilege fee area #5
 - Electric: KU
 - Gas: Columbia Gas

 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
- Transportation
 - Roads: The site is bounded on the east by Blossom Park Drive, the south by Planet Drive, and the east by Oxford Drive.
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 150: Potential Commercial Site HH - Cynthiana Road Commercial #1 (Image)

Site HH: Cynthiana Rd. Commercial 1.

The site is about 3.6 acres in size and is in close proximity to a variety of land uses. Within a quarter of a mile there are rural residential areas to the south and east and a business park to the west. The access to the site comes from Cynthiana Road (US 62).

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-1 (Neighborhood Commercial)
 - Acres: ~3.6 acres
 - Future Land Use (2017): Commercial & Rural Residential
 - Future Land Use (2024): Low-Density Residential
 - Population within ¼ mile of the site: 21
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service – This site is not in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas

- Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is shown to be within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
- Transportation
 - Roads: The site is bounded to the north by Cynthiana Road (US 62).
 - Cynthiana Road Traffic Count: 8,388 (Station 020, 2021)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.



Figure 151: Potential Commercial Site II - Cynthiana Road Commercial #2 (Image)

Site II: Cynthiana Rd. Commercial 2.

The site is about 41 acres in size and is in close proximity to a variety of land uses. Within a quarter of a mile there are residential areas to the north, east, and south and a business park to the north. The site has frontage on Cynthiana Road (US 62) and Cherry Blossom Way (KY 620), and is located within a quarter of mile of the largest employer in Central Kentucky.

-
- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-5 (General Commercial Park) & C-1 (Conservation)
 - Acres: ~41 acres
 - Future Land Use (2017): Commercial
 - Future Land Use (2024): Commercial & Creek Conservation
 - Population within ¼ mile of the site: 512
 - Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Kentucky American Water Company
 - Sewer: Georgetown Municipal Water and Sewer Service – This site is located within privilege fee area #13.
 - Electric: KU

 - Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: Lanes Run Creek runs along the western side of the site and parts of the site are in the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does show the presence of wetlands on the site.
 - Transportation
 - Roads: The site is bounded to the south by Cynthiana Road (US 62) and to the west by Cherry Blossom Way (KY 620)
 - Cynthiana Road Traffic Count: 8,388 (Station 020, 2021)
 - Cherry Blossom Way Traffic Count: 10,060 (Station 093, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have railroad access.
-



Figure 152: Potential Mixed-Use Commercial Site JJ - Amerson Farms Mixed Use (Image)

Site JJ: Amerson Farms Mixed Use.

This mixed-use area is located in southeast Georgetown with access to McClelland Circle (US 62) and Lemons Mill Road (KY 1962). Within a quarter of a mile of the site are residential and industrial areas, a public park and an elementary school.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: B-4 (Community Commercial) & R-3 (High Density Residential)
 - Acres: ~89 acres
 - Future Land Use (2017): Urban Residential
 - Located in Amerson-Lemons Mill Neighborhood Center (2017)
 - Future Land Use (2024): Low- & Medium-Density Residential, Mixed Use, and Quasi-Public
 - Located in Amerson-Bringardner Neighborhood Center (2024)
 - Population within ¼ mile of the site: 917
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within privilege fee areas #3 & 6.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is located within the 1% annual flood chance area.
 - Sinkholes: Local GIS data does not show the presence of sinkholes.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does show the presence of wetlands on the site.
 - This site is located within the Royal Spring Aquifer Recharge Area
- Transportation
 - Roads: The site is bounded on the west by arterial McClelland Circle (US 62), on the north by Lemons Mill Road, and is bisected by collector Pleasant View Drive.
 - McClelland Circle Traffic Count: 23,821 (Station B09, 2021)
 - McClelland Circle Traffic Count: 19,238 (Station B11, 2020)
 - Lemons Mill Road Traffic Count: 3,808 (Station B03, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site. The Legacy Trail is proposed to run along the eastern and northern boundaries of the site. Its construction should be included in development plans approved along the route.
 - Railroad: The site does not have any railroad access, but there is a railroad adjoining the southern boundary of the site.



Figure 153: Potential Mixed-Use Commercial Site KK - Paynes Depot Mixed Use (Image)

Site KK: Paynes Depot Mixed Use.

This mixed-use area is located in southwest Georgetown with access to McClelland Circle (US 460B) and Paynes Depot Road (US 62). Within a quarter of a mile of the site are residential areas to the east, and potential residential developments to the west, south, and east.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: A-1 (Agricultural)
 - Acres: ~92 acres
 - Future Land Use (2017): Commercial, Greenbelt & Urban Residential
 - Future Land Use (2024): Creek Conservation, Greenbelt, Low- & Medium-Density Residential, Mixed Use, & Quasi-Public
Located in Paynes Depot Neighborhood Center (2024)
 - Population within ¼ mile of the site: 1,517
- Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is located within privilege fee area #14.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
- Environmental Constraints
 - Floodplain: No part of the site is located within the 1% annual flood chance area.
 - Sinkholes: Kentucky Geological Survey data shows the presence of a sinkhole on the site.
 - Steep Slopes: Local GIS data does not show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does show the presence of wetlands on the site.
- Transportation
 - Roads: The site is bounded on the north by arterial McClelland Circle (US 460B) and on the east by Paynes Depot Road (US 62).
 - McClelland Circle Traffic Count: 10,581 (Station 506, 2019)
 - Paynes Depot Road Traffic Count: 12,739 (Station 509, 2019)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access.



Figure 154: Potential Mixed-Use Commercial Site LL - West Georgetown Mixed-Use (Image)

Site LL: West Georgetown Mixed Use.

This mixed-use area is located in central Georgetown with access to West Main Street (US 460). Within a quarter of a mile of the site are residential areas to the east, south, and west and historic downtown Georgetown to the east.

- Site Details
 - Jurisdiction: City of Georgetown
 - Zone: A-1 (Agricultural)
 - Acres: ~21.8 acres
 - Future Land Use (2017): Urban Residential
 - Located in Downtown Georgetown Neighborhood Center (2017)
 - Future Land Use (2024): Creek Conservation, Low- & Medium-Density Residential, & Quasi-Public
 - Located in Downtown Georgetown Neighborhood Center (2017)

-
- Population within ¼ mile of the site: 1,020
 - Utility Providers – The following are the utility providers for the site. Any development of the site needs to be coordinated with and approved by the following organizations.
 - Water: Georgetown Municipal Water and Sewer Service (GMWSS)
 - Sewer: GMWSS – This site is not located in a privilege fee area.
 - Electric: KU
 - Gas: Columbia Gas
 - Internet: Spectrum
 - Environmental Constraints
 - Floodplain: This site is not located in the 1% annual flood chance area.
 - Sinkholes: Local GIS data does show the presence of sinkholes on the site.
 - Steep Slopes: Local GIS data does show the presence of steep slopes on the site.
 - Wetlands: Local GIS data does not show the presence of wetlands on the site.
 - Transportation
 - Roads: The site is bounded on the south by arterial W. Main Street (US 460).
 - West Main Street Traffic Count: 8,125 (Station A61, 2020)
 - Bicycle & Pedestrian: The nearby residential areas (within a quarter of a mile) are constructed with pedestrian access. Pedestrian access and connections should be part of any development of the site.
 - Railroad: The site does not have any railroad access

Chapter 11: Implementation

This chapter includes Actionable Items to implement the Goals and Objectives of this plan. As staff and Steering Committee members developed the plan, it was identified that there needs to be a concrete way to monitor projects and ensure that follow-up action be taken to support the plan. This element provides a framework to assist Scott County to make meaningful changes in accordance with community priorities through the pursuit of the Action Items.

How were the Action Items created?

Planning Commission staff began by reviewing the Action Items from the previous Comprehensive Plan. Staff removed Action Items that had been completed and proposed adjusted language for Action Items that remained. Staff then reviewed the Goals and Objectives for each element to determine if additional Action Items were needed to achieve the community's goals. Staff brought these draft Action Items to the Steering Committee for comment and took them to the public for review and feedback at an Open House at the Scott County Library. Staff examined comments and suggestions from both the Steering Committee and the public and made adjustments to the Action Items before finalizing the Action Items list for the Comprehensive Plan. Planning Commission staff also met with various municipal and county leaders to discuss including actionable items from departments other than the Planning Commission in the Action Items list.

How will the Action Items be implemented?

The responsibility for completion of the Action Items in the Comprehensive Plan have been assigned to various agencies and organizations. The Planning Commission has met with these organizations to discuss the viability of the projects, timeframes for completion, and potential outcomes. The list of Action Items includes a description of each item, a timeframe in which it should be completed, the expected outcomes, and the agency responsible for completion.

Once the Comprehensive Plan is adopted, a new committee of eight (8) community stakeholders will be created. A committee of this size is large enough to better disseminate information to the broader Scott County community, but small enough to not be cumbersome. The members of the Steering Committee include:

- The Judge-Executive,
- Mayors from Georgetown, Sadieville, and Stamping Ground,
- A representative for Scott County United,
- A representative of the Chamber of Commerce,
- A representative of the Tourism Commission, and
- A representative of the Planning Commission.

This Implementation Committee will meet semi-annually, with additional meetings as necessary, to hear reports on the project status of the Action Items. The agencies and organizations assigned to complete the various Action Items shall attend the meeting of the Implementation Committee and give updates on the Action Items under their responsibility.

It is recommended that a Long-Range Planning and Project Manager position be created within the Georgetown-Scott County Planning Commission to assist with the Implementation of the Comprehensive Plan. The Project Manager would meet with the agencies involved in the Plan's development to create a standardization process for approaching the Action Items, developing targets and timelines for completion, and reporting progress and needs. Day-to-day functions would be focused on executing long range plans, especially regarding the compliance with, and implementation of the Comprehensive Plan. Their position would be responsible for report writing and regular communication with stakeholders and the community regarding progress towards achieving Comprehensive Plan goals. They will also be responsible for making periodic updates to the Plan. This position would also be involved in finding funds to implement projects in the plan and working with other agencies to find funding for projects supported in the plan.

Reference Number	Description	RELATED CHAPTERS								AGENCY		RESOURCE COMMITMENT						
		CF	PF	IN	TR	HO	HS	HE	EN	EG	Policy, Plan, or Project	Project Lead	Owner / Point of Contact	General Fund	Capital Budget	Grant/ Outside Funding Source	Staff Time	Land Use Reg Change
1	Plan for additional community garden(s) in locations serving all areas of our cities.										Plan	Scott County Cooperative Extension	SC Extension Officer					
2	Create a downtown Georgetown parking & business wayfinding plan to direct visitors to landmarks and parking.										Plan	Tourism Commission	Director of Tourism					
3	Each legislative body creates a Capital Improvements Plan and coordinates a periodic review and comment by the Planning Commission on its conformance to the adopted Comprehensive Plan.										Plan	Legislative Bodies	Mayors and Judge Exc.					
4	Prepare a study for the long-term use of the Lytles Fork regional county park.										Plan	Scott County Fiscal Court	Lytles Fork Committee					
5	Develop and maintain a local inventory of historic landmarks, places and districts, with photographs, descriptions and information on history, ownership and current conditions.										Plan	Planning Commission	Planning Director/GIS Manager					
6	Hire a consultant to conduct a Transportation Master Plan for the Northwest Bypass and targeted expansion areas. (Eventually shorten to Conduct a Transportation Master Plan for the NW Bypass and targeted expansion areas.)										Plan	Planning Commission	Planning Director					
7	Develop design standards for commercial development at gateways and along major corridors.										Plan	Planning Commission	Planning Director					
8	Establish an adequate level-of-service (LOS) for local government agencies and services, and conduct a study to determine if impact fees are needed to maintain adequate local government services.										Plan	City of Georgetown & Scott County Fiscal Court	Georgetown Chief of Staff					
9	Conduct a Housing Needs Assessment to examine the current housing stock for types and affordability and to project future needs.										Plan	City of Georgetown & Scott County Fiscal Court	Director of Affordable Housing					

Reference Number	Description	RELATED CHAPTERS								AGENCY			RESOURCE COMMITMENT					
		CF	PF	IN	TR	HO	HS	HE	EN	EG	Policy, Plan, or Project	Project Lead	Owner / Point of Contact	General Fund	Capital Budget	Grant/ Outside Funding Source	Staff Time	Land Use Reg Change
10	Identify and map City/County property for suitability providing land for projects to meeting community needs.											GIS Manager						
11	Develop beautification projects at gateways and along major corridors.											Tourism Commission	Tourism Director					
12	Develop best practice in employee retention publication for local employers.											Chamber of Commerce	Economic Development Director					
13	Research local employers' offshore supply chains and identify opportunities for reshoring locally.											Scott County United	Economic Development Director					
14	Develop ongoing content for leaders regarding economic development trends, best practices, the county's competitive position, and local progress.											Scott County United	Economic Development Director					
15	Produce periodic content about economic development for community stakeholders (annual events, white papers, editorial content, social media, podcast, etc.).											Scott County United	Economic Development Director					
16	Adopt ordinances to support an entertainment district in downtown Georgetown around Water Street to enhance quality of life.											Tourism Commission	Planning Director, Tourism Director					
17	Research the availability, suitability, and cost of software to enable online review, comments, and electronic signatures related to application review and approval.											Planning Commission	Planning Director					
18	Hire a consultant to conduct an infrastructure Master Plan for the Northwest Bypass and targeted expansion areas.											Planning Commission	Planning Director					

Reference Number	Description	RELATED CHAPTERS										AGENCY			RESOURCE COMMITMENT			
		CF	PF	IN	TR	HO	HS	HE	EN	EG	Policy, Plan, or Project	Project Lead	Owner / Point of Contact	General Fund	Capital Budget	Grant/ Outside Funding Source	Staff Time	Land Use Reg Change
19	Develop a plan to improve water pressure and hydrant capacity in rural Scott County.												County Fire, GMWSS Director					
20	Develop a plan to address homelessness in Scott County.												Director of Affordable Housing					
21	Develop a Small Area Plan for Sadieville looking into the possibility of establishing a greenbelt to protect the US 25 corridor north of KY-32												Planning Commission					
22	Establish incentives for green building practices. Possibly including Tax incentives, particularly property tax abatements, for projects achieving LEED Silver or better certification.												City of Georgetown					
23	Update the Residential zoning categories to allow "Missing Middle" housing (small scale multi-family housing).												Planning Commission					
24	Amend the downtown historic district regulations to better support long-term maintenance and preservation efforts, along with compatible contemporary design and use of new structures. Option 1) Adopt a revised local historic preservation district ordinance, Design Standards, and Architectural Review Board to ensure the historic qualities of designated areas are maintained and enhanced over time. Option 2) Consider use of regulations with a Form-Based Code in Downtown Georgetown.												Planning Commission					
25	Adopt a Planned Unit Development (PUD) Ordinance.												Planning Commission					

Reference Number	Description	RELATED CHAPTERS								AGENCY		RESOURCE COMMITMENT							
		CF	PF	IN	TR	HO	HS	HE	EN	EG	Policy, Plan, or Project	Project Lead	Owner / Point of Contact	General Fund	Capital Budget	Grant/ Outside Funding Source	Staff Time	Land Use Reg Change	
26	Establish/Continue local 50-50 matching grant programs for targeted sidewalks improvement areas.											Georgetown City Engineer, City of Sadeville, City of Stamping Ground	City Engineer						
27	Revise the Zoning Ordinance to minimize impacts of wireless communication facilities and other utilities to historic, cultural, and environmentally sensitive areas, while still providing necessary services.										Policy	Planning Commission	Planning Director						
28	Adopt a connectivity index to make neighborhoods/the community (not just residential, but commercial, office, industrial, etc.) more walkable and accessible for provision of emergency services.										Policy	Planning Commission	Planning Director						
29	Develop a program to reduce fees and/or provide City/County funded services and utilities to applicants who develop affordable housing.										Policy	Affordable Housing	Director of Affordable Housing						
30	Provide bi-annual progress reports on Comprehensive Plan implementation and other local planning efforts to the Planning Commission.										Policy	Planning Commission	Planning Director						
31	Provide an orientation session for every new member of the Technical Review Committee.										Policy	Planning Commission	Planning Director						
32	Amend the R-2 zoning district to codify the performance standards identified for Neighborhood Centers for mixed-use developments.										Policy	Planning Commission	Planning Director						
33	Amend the B-4 zoning district to allow residential uses and codify the performance standards identified for Neighborhood Centers.										Policy	Planning Commission	Planning Director						

Reference Number	Description	RELATED CHAPTERS								AGENCY			RESOURCE COMMITMENT					
		CF	PF	IN	TR	HO	HS	HE	EN	EG	Policy, Plan, or Project	Project Lead	Owner / Point of Contact	General Fund	Capital Budget	Grant/ Outside Funding Source	Staff Time	Land Use Reg Change
34	Create a vacant property task force to advise on adaptive reuse of vacant and underutilized properties.											City of Georgetown	Georgetown Chief of Staff					
35	Make educational resources on historic properties and preservation available through the Planning Commission website.											Planning Commission	Planning Director					
36	Conduct sign sweeps and general clean-up efforts along major corridors.											Code Enforcement	Code Enforcement Director					
37	Establish a land bank as a tool to deliver more affordable housing.											City of Georgetown & Scott County Fiscal Court	Georgetown Chief of Staff					
38	Develop a Neighborhood "tool-kit" and/or "meeting-in-a-box" so that small organic groups can develop their own Neighborhood Plans using assessment tools, mentors and/or resources.											Planning Commission	Planning Director					
39	Coordinate maintenance and facility plans with local utility providers, local governments, Georgetown College, BCTC, and the Scott County Schools system.											Planning Commission	Planning Director					
40	Complete Scott County's expansion of broadband internet.											Scott County Fiscal Court	County Judge Exc.					
41	Teach Planning concepts and seek assistance with long-range planning programs. Work with local schools to develop projects and assignments for student involvement.											Planning Commission	Planning Director					
42	Develop a local business incubator/accelerator program/project.											Scott County United	Econ Development Director					

Reference Number	Description	RELATED CHAPTERS								AGENCY			RESOURCE COMMITMENT					
		CF	PF	IN	TR	HO	HS	HE	EN	EG	Policy, Plan, or Project	Project Lead	Owner / Point of Contact	General Fund	Capital Budget	Grant/ Outside Funding Source	Staff Time	Land Use Reg Change
34	Create a vacant property task force to advise on adaptive reuse of vacant and underutilized properties.											City of Georgetown	Georgetown Chief of Staff					
35	Make educational resources on historic properties and preservation available through the Planning Commission website.											Planning Commission	Planning Director					
36	Conduct sign sweeps and general clean-up efforts along major corridors.											Code Enforcement	Code Enforcement Director					
37	Establish a land bank as a tool to deliver more affordable housing.											City of Georgetown & Scott County Fiscal Court	Georgetown Chief of Staff					
38	Develop a Neighborhood "tool-kit" and/or "meeting-in-a-box" so that small organic groups can develop their own Neighborhood Plans using assessment tools, mentors and/or resources.											Planning Commission	Planning Director					
39	Coordinate maintenance and facility plans with local utility providers, local governments, Georgetown College, BCTC, and the Scott County Schools system.											Planning Commission	Planning Director					
40	Complete Scott County's expansion of broadband internet.											Scott County Fiscal Court	County Judge Exc.					
41	Teach Planning concepts and seek assistance with long-range planning programs. Work with local schools to develop projects and assignments for student involvement.											Planning Commission	Planning Director					
42	Develop a local business incubator/accelerator program/project.											Scott County United	Econ Development Director					

Reference Number	Description	RELATED CHAPTERS								AGENCY				RESOURCE COMMITMENT				
		CF	PF	IN	TR	HO	HS	HE	EN	EG	Policy, Plan, or Project	Project Lead	Owner / Point of Contact	General Fund	Capital Budget	Grant/ Outside Funding Source	Staff Time	Land Use Reg Change
43	Hire a firm to develop a new multi-organization branding message emphasizing Scott County's live-work-play advantages.										Project	Scott County United	Econ Development Director					
44	Create a work experience online portal to create more stickiness among young residents, provide exposure to a variety of career pathways, and also provide experience that would improve soft skills.										Project	Chamber of Commerce	Econ Development Director					
45	Develop a marketing strategy for informing school parents about the economy and future career options for their children.										Project	Chamber of Commerce	Econ Development Director, Schools Superintendent					
46	Create an easy-to-use online entrepreneurial support web portal to leverage existing services.										Project	Chamber of Commerce	Econ Development Director					
47	Create and train a local rapid deployment team to support business recruitment opportunities.										Project	Scott County United	Econ Development Director					
48	Form a Utility Coordination Committee										Project	Planning Commission	Planning Director					
49	Support GMWSS in the implementation of the Wastewater Facilities Plan										Project	City of Georgetown	GMWSS Director, Georgetown Chief of Staff, Planning Director					
50	Complete Legacy Trail project in Scott County.										Project	Parks & Recreation	Parks & Rec Director					
51	Create an Agricultural Policy Advisory group to develop strategies on rural development and farmland preservation										Project	Planning Commission	Planning Director					

Glossary

Accessible: Refers to a site, facility, work environment, service, or program that is easy to approach, enter, operate, participate in, and/or use safely and with dignity by a person with a disability.

Access Management: The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

Accessory Dwelling Unit: A separate, complete housekeeping unit with a separate entrance, kitchen, sleeping area, and full bathroom facilities, which is an attached or detached extension to an existing single-family structure. These are also known as accessory apartments, granny flats, in-law apartments, or secondary units.

Activity Centers: Areas of more intense, compact, mixed-use development including commercial, office, civic and multifamily residential uses. Activity centers can vary in size and mix of uses and their service areas can range from the neighborhood to the regional level.

Adaptive Reuse: Rehabilitation or renovation of existing building(s) or structures for any use(s) other than the present use(s).

Affordable Housing: Housing units where the occupant is paying no more than 30 percent of gross income of low-income households (defined to be a household earning less than 80 percent of the median annual income adjusted for household size).

Age-Friendly Communities: Communities that provide a range of housing opportunities as well as access to amenities and services that benefit a diverse, intergenerational population. An age-friendly community will retain support facilities and amenities that cater to both children and the elderly as well as supporting concepts such as Aging in Place.

Aging in Place: The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level.

Agricultural Land Use: This is the general designation of rural lands throughout the unincorporated areas of the county – those outside of the urban service boundaries and existing rural cluster subdivisions and rural subdivisions. This category allows use of land for production of agricultural or horticultural crops, and dwellings for persons engaged in the agricultural use on the tract at a maximum density of one dwelling unit per five acres. The standard agricultural zone district (A-1) also allows detached single-family residential use, even if no traditional agricultural use is conducted if the lot otherwise meets the zoning site standards. Special agricultural land uses, such as automobile salvage and recreational sites are only permitted in specific agricultural districts. Further information can be found in the Zoning Ordinance.

Agricultural Tourism: Any agriculturally based operation or activity that brings visitors to a farm to provide a way of increasing the economic potential of agricultural land by allowing certain recreational, educational, entertainment, or limited business activities to occur.

Air Quality Conformity and Determination Report: A report created with computer modeling programs to determine the level of air pollution a proposed road project will cause. The Air Quality Report is critical in determining the future air quality and viability of a new project.

Annex/annexation: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: A geologic formation, group of formations, or part of a formation capable of yielding, storing, or transmitting a usable amount of groundwater to wells or springs for domestic or animal use.

Aquifer Recharge Area: Land or water areas through which groundwater is replenished.

As-Built Plans: Engineering plans of public facilities prepared after construction by the developer and certified by an engineer, to show the exact location and dimensions of the system as it has actually been installed.

Arterial Road: Streets designed or utilized primarily for high vehicular speeds or for heavy volumes of traffic.

Bluegrass Bike Hike Horseback Trails Alliance: A coalition of business and conservation interests to promote coordinated growth planning for the central Bluegrass Region of Kentucky on the premise that growth planning is the key to building and sustaining stronger communities. Goals of the Alliance are: cultivate a vibrant region of arts, entertainment, sports and culture; cultivate a strong sense of place rooted in landscape and architecture, vibrant downtowns, transportation alternatives, walk ability and trails, access to high quality outdoor recreational activities, and a diverse social scene and nightlife; capitalize on our stunning Bluegrass landscape, environment and tourism opportunities, and preserve our unique natural and heritage resources.

Brownfield: The Environmental Protection Agency (EPA) defines brownfields as "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant."

Buffer Zone: A section of land used to separate and partially obstruct one land use type from another, typically with vegetation or other landscaping.

Building Code: Regulations governing building design, construction, and maintenance as currently adopted by the City.

Built Environment: The man-made surroundings that provide the setting for human activity, ranging in scale from buildings to parks. The humanitarian-made space in which people live, work, and recreate on a day-to-day basis.

Cluster Subdivision: A major subdivision of agriculturally-zoned land that separates a dwelling lot from agricultural reserve at a ratio of one acre to four acres minimum with a total density not to exceed 1 unit per 5 acres.

Collector Street: A low-to-moderate capacity road which serves to move traffic from local streets to arterial roads. These roadways are mainly used for traffic movements within residential, commercial, and industrial areas.

Commerce/Business, Information 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 ensure that development is properly related to its site and to the surrounding developments.

Commercial Land Use: This land use permits the purchase and sale of goods and services as well as recreational and entertainment activities.

There are several commercial zone districts that provide a hierarchy of commercial uses can provide flexibility for new commercial development, if it is balanced with surrounding character. Where possible, new commercial growth should be concentrated and planned as a unit, rather than "strip"-type development. Additionally, it is intended to pursue Small Area Plans for several of the Neighborhood Center mixed use areas which correspond with several of the areas identified for commercial land use. The recommendations of these Small Area Studies should be followed.

Community Land Trust: Community Land Trust is a mechanism used to provide affordable housing opportunities and to retain their affordability for a long term. In this model, a non-profit entity retains the ownership of the land and sells the physical structure (house) along with a long-term lease of the land to the home owner. Therefore, the property (physical structure and lease on the land) can only be resold at affordable rate to another eligible buyer. Since this model allows the home owner to only pay the full price of the structure and removes the price of the property from the transaction, this model allows for long term affordability.

Community-Based Planning: A planning process that focuses on citizen and community involvement in the development decision making process. Although more time intensive, community-based planning is more inclusive and addresses more issues that are relevant to local citizens.

Complete Streets: Streets designed to serve the needs of multiple modes of transportation and ensure safety, convenience and accessibility for all travelers irrespective of the mode of transportation.

Connectivity Index: A measure used to quantify how well a roadway network connects destinations. Indices can be measured separately for motorized and nonmotorized travel, taking into account nonmotorized shortcuts, such as paths that connect cul-de-sacs, and barriers such as highways and roads that lack sidewalks.

County: Scott County, Kentucky; when referring to jurisdiction the term “County” or “Scott County” shall imply the cities of Georgetown, Sadieville, and Stamping Ground and the unincorporated areas of Scott County.

Culture: The beliefs, customs, arts, etc., of a particular society, group, place, or time; a set of shared attitudes, values, goals, and practices.

Cultural Resource: Physical evidence or place of past human activity: site, object, landscape, structure; or a site, structure, landscape, object or natural feature of significance to a group of people traditionally associated with it.

Density: The number of dwelling units per acre. “Gross Density” refers to acreage of the entire property; “Net Density” refers to number of units per acre.

Development: Any construction, redevelopment, change in use or intensity of use of a property, or renovation involving such a change, with the exception of single-family construction and multi-family construction not involving an increase in the number of units, provided that the standards in regulations are met by all proposed improvements and existing features.

Development Plan: A presentation in the form of sketches, maps, and drawings (plans and profiles) of a proposed use and/or structure by the owner or developer of the land which sets forth in detail the intended development, according to the standards and procedures in Article IV (Development Approval Procedure), and Articles V through VIII.

Easement: Authorization by a property owner for the use by other of any designated part of his property, for a specified purpose and time as described in the conveyance of limited rights to land by such easement.

Environmental Impact Statement (EIS): A document required by the state and/or federal government that fully assesses the projected impacts that a development may incur. It is a report meant to guide good development practices and prevent severe environmental degradation.

Environmental Protection Agency (EPA): The Federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, and the Clean Water Act.

Environmentally Sensitive Areas: Designation for an agricultural area which needs special protection because of its landscape, wildlife or historical value, such as sinkholes, cave areas, major rock formations and outcroppings, springs, floodplains/floodways, and landfills/refuse areas.

Floodplain: Any land adjacent to streams or rivers that is susceptible to flooding during large storms. The floodplain is composed of the floodway and the flood fringe. The floodway is comprised of the actual stream or river channel and any immediately adjacent land that would carry a current in a flood event. The flood fringe is comprised of any land adjacent to a stream or river that is often flooded during a high discharge event, but does not carry a strong current.

Form-Based Code: Form-Based Codes are an innovative alternative to conventional zoning that focus on the form of buildings (i.e., the physical character of buildings, and the relationship of buildings to each other and to the street), rather than the use. Form-Based Codes allow communities to code for character – to protect the existing character of the area, and ensure that new development is compatible with it. For example, Form-Based Codes may require a certain set-back, a range of allowable building heights, or even required architectural style.

Geographic Information Systems (GIS): A system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data.

Governing Authority: The Scott County Fiscal Court, Sadieville City Council, Stamping Ground City Council, and/or Georgetown City Council; also referred to as Legislative Body.

Greenbelt: A policy and land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighboring urban areas; an area of open land around a city, on which building is restricted. The local Southern Greenbelt is envisioned as a natural preserve which defines the southern boundary of the city of Georgetown, while also providing a place for exposure to nature and recreation. It serves as a buffer between the urban areas of the city of Georgetown and the rural character of the Scott County to its south. Over time, it is expected that as property develops, the land along the Southern Greenbelt should be officially designated for conservation, and easements for future recreational trails should be created. Land adjoining the Greenbelt is permitted to develop, but with respect to this common goal, and dedication of property for this long-term community use.

Green Building: The practice of creating structures and using processes that are environmentally responsible and resource efficient throughout a building's life cycle. Leadership in Energy and Environmental Design (LEED) is a green building certification program.

Greenfield Sites: Sites that have not previously been developed. They are typically large tracts of vacant land located in suburban or rural areas.

Greenhouse Gases: Atmospheric gases that absorb infrared radiation, trap heat in the atmosphere and contribute to the greenhouse effect. The most common greenhouse gases are water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).

Greenprint Map: A set of mapping and planning tools to help communities see their current resources, learn about current best practices and create maps and files needed for grant applications, plan development, meeting presentations, and other day-to-day planning activities.

Greenways: Linear open space corridors that can be managed for conservation, recreation and/or transportation purposes. Many greenways have paved trails that provide pedestrian and bicycle access to neighborhoods and community facilities.

Greyfield Sites: Derelict or declining commercial areas that are suited for redevelopment. They are typically characterized by large tracts of land with nondescript, decaying, and often long-term vacant commercial structures surrounded by parking lots. They usually do not have the environmental difficulties associated with brownfield sites.

Hazardous Materials: Any item or agent (biological, chemical, radiological, and/or physical), which has the potential to cause harm to humans, animals, or the environment, either by itself or through the interaction with other factors. OSHA's definition includes any substance or chemical which is a "health hazard" or "physical hazard".

Health Impact Assessment (HIA): A combination of procedures, methods and tools by which a policy, program, or project may be judged in terms of its potential effects on the health of a population and the distribution of those effects within the population.

Heritage: The traditions, achievements, beliefs, etc., that are part of the history of a group or nation (legacy, tradition, inheritance); practices or characteristics that are passed down through the years, from one generation to the next.

Historic (H) District: A local zoning district in Georgetown-Scott County where specific guidelines must be met when altering, constructing, moving, or demolishing historic properties.

Historic Resource: A resource with architectural, engineering, archeological, or cultural remains present in districts, sites, buildings, or structures that possess integrity of location, design, setting, materials, workmanship, feeling and association.

Human Services: Meeting human needs through an interdisciplinary knowledge base, focusing on prevention as well as remediation of problems, and maintaining a commitment to improving the overall quality of life of service populations; programs or facilities for meeting basic health, welfare, and other needs of a society or group, as of the poor, sick, or elderly.

Impact Fee: A fee imposed on a new or proposed development or subdivision project to pay for all or a portion of the costs of providing public services to the new development. These fees are designed to offset the impact of additional development and residents on the municipality's infrastructure and services, which include the city's water and sewer network, police and fire protection services, schools, and libraries, government offices, etc.

Impervious Surface: Any surface created with a material that prevents absorption of rain and floodwater into the soil. Concrete, asphalt, and buildings are examples of impervious surfaces.

Industrial Land Use: This land use includes the processing of products or raw materials. The associated zoning districts are intended to provide concentrated areas of high quality employment facilities within Urban Service Boundaries for uses including light and heavy manufacturing, warehousing and distribution, trucking, indoor, screened, and outdoor storage, and a wide range of other service operations.

Infill: The development of vacant or partially developed parcels which are surrounded by or in close proximity to areas that are substantially or fully developed.

Karst Topography: A landscape formed from the dissolution of soluble rocks such as limestone, dolomite, and gypsum. It is characterized by underground drainage systems with sinkholes and caves.

Land Banking: Land banking is a tool used by communities to allow for the redevelopment of blighted, vacant, or underutilized properties. Typically, a government or a quasi-government entity acquires and assembles underutilized parcels. These parcels are then resold/ reused to pursue a community's priorities and their local land use or economic development plan.

FLU Map: Future Land Use Map. (See Land Use below)

Land Use: The management and modification of natural environment or wilderness into built environment such as settlements and semi-natural habitats such as arable fields, pastures, and managed woods; the occupation or use of land or water area for any human activity or any purpose.

Land Use Planning: The systematic assessment of land and water potential, alternatives for land use, and economic and social conditions in order to select and adopt the best land-use options; provides a vision for the future possibilities of development in neighborhoods, districts, cities, or any defined planning area; the scientific, aesthetic, and orderly disposition of land, resources, facilities, and services with a view to securing the physical, economic and social efficiency, health and well-being of urban and rural communities.

Leadership in Energy and Environmental Design (LEED): A green building certification program intended to provide builders and owners a framework for identifying and implementing Green Building site selection, design, construction, operation, maintenance, renovation and deconstruction. LEED construction can be applied to homes, schools, businesses, healthcare structures as well as the retrofitting of existing structures.

Level-Of-Service (LOS): A qualitative measure used to relate quality of traffic service; used to analyze highways by categorizing traffic flow and assigning levels of traffic based on performance measure like speed, density, etc.

LOS A: Free Flow; traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. Generally occurs late at night in urban areas and frequently in rural areas.

LOS B: Reasonably free flow; LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted.

LOS C: Stable flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. Roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target LOS for some urban and most rural highways.

LOS D: Approaching unstable flow. Speeds slightly decrease as traffic volume slightly increases. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. A common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.

Examples are a busy shopping corridor in the middle of the day, or a functional urban Highway during commuting hours.

LOS E: Unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit.

This is a common standard in larger urban areas, where some roadway congestion is inevitable.

LOS F: Forced or breakdown flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. A road in constant traffic jam is at this LOS.

*LOS is an average of typical service rather than a constant state. *For example, a highway might be at LOS D for the AM peak hour, but have traffic consistent with LOS C some days, LOS E or F others, and come to a halt once every few weeks.*

Light Pollution: Light that intrudes on a natural setting, such as obscuring the stars at night, or excessive light, such as lighting that extends beyond a property line, leading to discomfort and nuisance.

Livability: The Federal Government, including the U.S. Departments of Housing and Urban Development (HUD), Transportation (DOT), and Environmental Protection Agency (EPA) have described livability as building the communities that help Americans live the lives they want to live. To achieve this, six principles of livability were developed including: Provide more transportation choices; Promote equitable, affordable housing; Enhance economic competitiveness; Support existing communities; Coordinate and leverage federal policies and investment; and Value communities and neighborhoods.

Local Streets: Roadways used primarily for direct access to residential, commercial, and industrial properties, or to other abutting property. They generally do not include roadways carrying through traffic.

Low-Impact Development: An approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs.

Metropolitan Planning Organization: A transportation policy-making body consisting of representatives from local, state, and federal governments, transit agencies, transportation providers and other stakeholders. Federal law requires all urbanized areas with populations greater than 50,000 to designate an MPO to conduct transportation planning activities; federal funding for transportation projects and programs are channeled through this planning process.

Mixed-Use Development: A development that seeks to integrate differing land-uses into a single developed and contiguous whole. There are two major types of mixed-use buildings. Vertical mixed-use buildings have different uses on different floors. Horizontal mixed-use development occurs when two differing land uses are planned adjacent to one another with connecting road and pedestrian access. Properties on which various uses like office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with a significant functional interrelationship and a coherent physical design.

Missing Middle Housing: A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

Mobility: The movement of people in a population, as from place to place; the ability to move between different levels in society or employment; a contemporary paradigm that explores the movement of people, ideas and things, as well as the broader social implications of those movements.

Multimodal: A transportation system that is designed to serve more than one mode of transportation, such as automobiles, transit, bikes, and pedestrians.

Municipal Services Area: The area of Winston-Salem and Forsyth County that has access to water, sewer, and other municipal services. Sewer service is usually the limiting factor when determining the serviceable area.

National Ambient Air Quality Standards (NAAQS): Federal standards that set the allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to the Clean Air Act.

National Register: A federal historic preservation program of the National Park Service, Department of the Interior, and administered by the State Historic Preservation Office. National Register designation is honorary and does not impose regulations on property owners unless federal or state funding is involved or application is made for federal income tax benefits. The designation can be applied to sites or districts.

Neighborhood Center: Locality-based service centers, often located in urban or inner-city neighborhoods, offering specialized programs in arts, education, senior citizens or youths, while also offering a broader range of family services and recreation. Provide a common, centrally located destination for residents; are a symbolic, coalescing focal point, but also provide needed services for people, ideally within walking distance; provides a means of connecting people to one another and to a larger shared, public purpose.

New Urbanism: A planning strategy that attempts to develop diverse, walkable, mixed-use communities. A New Urbanist community incorporates work, home, and social life into a compact geographic area.

Node: (1) A focal point within a city. Nodes are centers of activity, typically located at the joining of major corridors or paths, and should be easily recognizable or distinct. See Kevin Lynch's "The Image of the City" (1960) for further discussion.

(2) A numbered point along a road section, usually located at intersections, used to divide the road into manageable sections, or links, for analysis.

Noise Pollution: A noise, whether produced by a human, animal, machine or equipment, that goes beyond the normal noise level and is no longer reasonable or acceptable to residents and can impair the activity of wildlife.

Office Land Use: 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.

Open Space: A term describing land reserved specifically for conservation and public use. Examples may include parks, greenways, or recreational fields. Open space can also be called green space.

Ordinance: A law enacted by a municipal or other local government body.

Overlay: A land use designation or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner. For example, overlay zones are often used to deal with areas with special characteristics, like flood zones or historical areas – development of land subject to an overlay must comply with the regulations of both zones. (See **Overlay District** below)

Overlay District: A regulatory tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone. The overlay is usually superimposed over conventional zoning districts, consisting of a physical area with mapped boundaries and written text spelling out requirements that are either added to, or in place of, those of the underlying regulations. Overlays can be used as stand-alone regulations to manage development in particular areas of a community.

P3 Model: A model in which Public-Private Partnerships are used to build everything from roads and bridges to schools and hospitals; a P3 model enables a federal, state, or local agency to execute a project efficiently while transferring risks onto the private sector; can be an effective way to deliver valuable civil and social infrastructure to an agency's constituents.

Package Treatment Plant: A small water treatment plant used to provide sewage treatment for a small development or community that cannot be serviced by municipal sewer.

Paratransit: Any form of rubber-tired transit, such as a taxi, van, etc., that is available for hire to the public. Paratransit vehicles generally do not operate on a fixed route or schedule.

Pedestrian/Transit-Oriented Development: Compact development that integrates transit stations with a mixture of complementary land uses and design elements that encourage transit ridership.

Planning Commission: The Scott Joint Planning Commission; also referred to as the Georgetown-Scott County Joint Planning Commission, or the Commission.

Private Street: Any street that is privately owned and maintained. Private streets cannot be through streets.

Proposed Land Use Map: A composite map of all land use recommendations from all area plans.

Public/Private Partnership: Any sort of relationship under contract that is undertaken by a public organization and a private firm. These partnerships usually involve a public good venture, such as job creation, and are undertaken to facilitate that good by distributing risk and capital investment.

PUD: Planned Urban Development; is a type of building development and also a regulatory process; a designed grouping of both varied and compatible land uses, such as housing, recreation, commercial centers, and industrial parks, all within one contained development or subdivision.

Purchase of Development Rights (PDR) Program: An incentive based, voluntary program with the intent of permanently protecting productive, sensitive, or aesthetic landscapes, yet retaining private ownership and management. A landowner sells the development rights of a parcel of land to a public agency, land trust or unit of government; a conservation easement is recorded on the title of the property that limits development permanently; while the right to develop or subdivide the land is permanently restricted, the land owner retains all other rights and responsibilities associated with that land and can use or sell it for purposes allowed in the easement.

Quality of Life: This often-vague concept typically refers to the evaluation of the general well-being of individuals, communities, or societies as a whole. Indicators of quality of life may include, but are not limited to, wealth and employment, physical and mental health, education, recreation, freedom, human rights, happiness, and even social belonging.

Quasi-Public Land Use: 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. 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.

Right-of-Way: The right-of-way is a portion of the public space that is generally used for transportation. Public streets, highways, strips of property owned by the public for providing utilities are all considered the right-of-way. There are policies related to the use of rights-of-way, as opposed

to policies related to the use of private property. Right-of-way policies are intended to allow individuals to utilize public spaces while preserving the public interest. Right-of-way policies may regulate signage, traffic of pedestrians, bicycles, or automobiles, materials used in construction, street furniture, and public art.

Rural: A geographic area that is located outside of towns and cities; encompassing all population, housing, and territory not included within an urban area; typically have a low population density and small settlements.

Rural Residential Land Use: This subcategory allows for less dense residential uses outside of the Urban Service Boundary and unincorporated areas. It is also intended to phase down intensity of residential use from the urban areas of the cities to the rural areas. These areas are of a rural character, but appropriate near urban areas, so as not to further drain resources, increase transportation demands or rural roads, or further divide large/prime farmland in the county. This land use is also promoted in the northern areas of the county where the land is hillier and more difficult to farm. Lot types include traditional single-family or cluster lots.

Setback: The measurement of how far back a structure must be placed from either a property line or a road right-of-way (reserved or dedicated), whichever is greater.

Site Plan: A plan that graphically describes existing and proposed building footprints, travelways, parking, drainage facilities, sanitary sewer lines, water lines, trails, lighting, and landscaping elements. It is used to visualize all improvements that will be made on a property to assess development impacts and site design proposals.

Smart Code: The Smart Code is a transect-based code (see **Transect** below), with the entire city or region divided into transects from urban to rural. Each of these transects have design guidelines that encourage the quality of life within that transect. For example, properties within the dense urban transect are encouraged to be developed at higher densities, public transportation is encouraged, minimal parking requirements or underground parking is encouraged. On the other hand, guidelines for properties in the rural area are designed to preserve the rural quality of life, and may include low density single-family housing, large lots, large setbacks etc. Smart Codes allow for walkable and mixed-use neighborhoods, transportation options, conservation of open lands, local character, housing diversity, and vibrant downtowns.

Smart Growth: An urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl (see **Sprawl** below); advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of house choices; values long-range, regional considerations of sustainability over a short-term focus. Its sustainable development goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health.

Sprawl: (also known as urban sprawl) Describes the expansion of human populations away from central urban areas into low-density, monofunctional and usually car-dependent communities.

Sprawl Development: A low-density development pattern that requires more use of roadways and the extension of utilities to geographically spread out locations.

Stakeholder: An individual or organization involved in or affected by a planning process.

Stormwater: Water that originates during precipitation events and snow/ice melt. Stormwater can soak into the soil (infiltrate), be held on the surface and evaporate, or runoff and end up in nearby streams, rivers, or other bodies (surface water).

Street Connectivity: The directness of links and the density of connections of the road network.

Streetscape: The area including the road/street surface, any pedestrian walkways or crosswalks, street furniture, including trash bins and benches, street lighting, street level landscaping, including trees and hedges, and any outside entryways to street level buildings, walkways, or premises.

Strip Development: Type of development that includes car-centric design modes including large parking areas; large footprint, one-story buildings; and inefficient use of land area. Often strip development is a large component of Sprawl Development.

Strong Towns (Strong Towns Development): A model of development that allows America's cities, towns and neighborhoods to become financially strong and resilient; relies on small, incremental investments instead of large, transformative projects; emphasizes resiliency over efficiency of execution; designed to adapt to feedback; inspired by bottom-up action and not top-down systems; seeks to conduct as much of life as possible at a personal scale; is obsessive about accounting for its revenues, expenses, assets and long term liabilities.

Subdivision: The division of a parcel of land into two (2) or more lots or parcels for the purpose, whether immediate or future, of sale, lease or building development, or if construction of a new street or street extension, widening, or improvement is involved, any division of a parcel of land; provided that a division of land into a parcel greater than fifty (50) acres in size for agricultural use and not involving a new street, extension, or widening shall not be deemed a subdivision. The term includes re-subdivision and when appropriate to the context, shall relate to the process of subdivision or to the land subdivided.

Subdivision, Major: Any subdivision of land for multi-family residential, commercial, industrial, professional, or institutional uses; or into four (4) or more single-family residential lots; or any subdivision of land, including for agricultural or horticultural use, that requires the construction, improvement, extension, or widening of streets or other public improvements; or that requires new off-site utility easements.

Subdivision, Minor: (1) The division of a tract of land into three (3) or fewer single-family residential, non-agricultural lots, including the remainder of the original tract. Such lots shall front on an existing public street, except where a single lot is added behind an existing lot that fronts on such as street, and shall involve no new street construction, widening, or extending of an existing street, or any other major public improvements.

(2) Only one (1) minor subdivision plat may be submitted and approved per parent tract. The parent tract shall be identified using the records contained in the Property Valuation Administrator's Office, the Scott County Clerk's Office, and the Planning Commission Office. Subsequent subdivision of such property shall be classified as a Major Subdivision, regardless of the number of lots, and require the submission of a Preliminary Subdivision Plat.

The following are also classified as a minor subdivision: a subdivision for the purpose of the transfer of land between adjacent property owners and not involving the creation of any new lots or building sites; a subdivision for the purpose of enlarging the size of any previously subdivided lot or parcel of land; the consolidation of up to five lots of record to create a lesser number of parcels and involving no new public improvements; five or less condominium units of previously built developments; and technical revisions to a recorded final plat of an engineering or drafting nature or similar small discrepancy, but not including the altering of any property lines or public improvement requirements.

Subdivision Plat: A detailed drawing showing the lot and street arrangement or other features or details of the area being subdivided.

Subdivision Regulations: In general, Subdivision is the process for creating more than one smaller lot from one larger lot. The Rules and Regulations outline the process for subdivision including the required documentation and approval of appropriate government bodies. These processes are intended to ensure a unified pattern of development for an attractive, economical, and durable neighborhood. Subdivision is also limited by the Zoning Code, which identifies a minimum lot size for each zoning district.

Sustainable Communities Grant: A grant program directed by HUD for the support of metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: 1) economic competitiveness and revitalization; 2) social equity, inclusion, and access to opportunity; 3) energy use and climate change; and 4) public health and environmental impact.

Sustainable Development: The organizing principle for meeting human development goals while at the same time sustaining the ability of natural systems to provide the natural resources and ecosystem services upon which the economy and society depends; creating a society where living conditions and resource use continue to meet human needs without undermining the integrity and stability of the natural systems.

Sustainable Growth: The wise use of physical resources and the establishment of development patterns that allow communities to meet their current needs and have resources to meet the needs of generations to come.

Sustainable Sites Initiative: An interdisciplinary effort by the American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center at The University of Texas at Austin, and the United States Botanic Garden to create voluntary national guidelines and performance benchmarks for sustainable land design, construction and maintenance practices.

Telecommuting: The act of working away from traditional office environments. By doing so, working from home or from another location can greatly reduce traffic congestion, parking requirements, and transportation and building energy requirements.

Thoroughfare: Part of the roadway system serving as the principal network for through traffic flow. Thoroughfares connect areas of principal traffic generation to other such areas.

Traffic Impact Study (TIS): A study conducted to assess the impact that a proposed development will have on traffic demand for the road network in the surrounding area.

Transect: A hierarchical scale of environmental zones that define a land area by its character, ranging from rural, preserved land to urban centers; used as a tool for managing growth and sustainability by planning land use around the physical character of the land; allows a community to plan for growth while preserving the natural and historical nature of their environment.

Transfer of Development Rights (TDR) Program: A voluntary, incentive-based program that allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another location. While the seller of development rights still owns the land and can continue using it, an easement is placed on the property that prevents further development. This program protects land resources at the same time providing additional income to both the landowner and the holder of the development rights.

Transit Oriented Development (TOD): TOD's are compact, mixed-use areas located in close proximity (walkable/bikeable distance) to a transit station. TOD's are designed to reduce the auto dependency within the community by providing amenities like housing, jobs, entertainment etc., in close proximity to each other.

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential, commercial, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (such as safety and emergency response).

Urban Fabric: The physical aspect of urbanism, emphasizing building types, thoroughfares, open space, frontages, and streetscapes but excluding environmental, functional, economic and sociocultural aspects.

Urban Form: The physical patterns, layouts, and structures that make up an urban center

Urban Services Area: That area designated as such in the Comprehensive Plan, planned to be the limitation of future urban development and urban services.

Urban Residential Land Use: This category allows residential uses and those home occupations, small-scale businesses, and institutions that will not detract from the basic residential integrity of a neighborhood. New urban residential growth will only occur within cities and Urban Service Boundaries. This category includes the broad range of all urban residential zones, including low, medium, and high

density. Follow-up studies (including all identified neighborhood centers) and the merits of any specific zone change application will be reviewed to determine appropriate infill and density for the precise locations proposed.

Visitability: This refers to the construction and renovation of residences to enable persons with mobility impairments to visit family, friends, and neighbors in their homes without undue obstacles such as steps or narrow doors. The hallmarks of visitability include one zero-step entrance to the house, main floor doors with a minimum of 32 inches clear passage, and access to at least one half bathroom on the main floor.

Walkability: A concept involving pedestrian access to footpaths, sidewalks, greenways, building accessways, and other pedestrian-related facilities. Walkability is often measured by determining the ability of pedestrians to access and utilize a pedestrian network that is integrated into a multimodal transportation network including vehicles, bicycles, and mass transportation.

Wellhead Protection: Protecting the area surrounding public drinking water supply wells, and in turn, protecting drinking water supplies.

Wellhead Protection Area: A surface and subsurface land area regulated to manage and prevent potential sources of contamination of a well or well-field supplying a public water system.

Zero Waste: A concept with the goal to create and use products that can be reused or recycled completely, creating a materials-use cycle to reduce our need for raw materials and eliminate the expensive practice of transporting and burying waste.

Zoning: A common form of land use regulation that designates permitted land uses based on mapped zones that separate one set of land uses from another. It also establishes development standards including building height, lot coverage, setbacks, screening, landscape buffering, and parking requirements for designated zones.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Appendix

Legislative Body Resolutions

Urban Service Boundary Goals, Criteria & Guidelines

This section of the Plan establishes criteria for establishing or adjusting 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 includes those properties that can be developed with urban uses at urban 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 sewers, roads, and fire and police protection, which can best be provided by local government. For these reasons, each city's incorporated boundary should eventually be co-extensive with all developed lands within their respective Urban Service Boundaries.

The criteria included below address issues related to boundary design and location, rural and environmental protection, public facilities, cost efficiency, and quantity of land. No single element of the criteria, therefore, stands alone as a determinant of boundary adjustment. These criteria have value both as a group and as individual points to assist the Planning Commission in making specific judgments. When used together, however, the criteria interact to offer comprehensive guidelines for making effective boundary decisions.

Urban Service Boundary Goals & Objectives

The Goals and Objectives listed in the Community Form chapter of the Comprehensive Plan should also help guide decisions about Urban Service Boundaries. It includes objectives useful for evaluating and selecting the most appropriate locations for the boundaries.

1. Supply: Maintain an adequate supply of developable land to accommodate anticipated growth and allow sufficient market flexibility over a 5-20-year planning period. (short, medium and long term)
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. Since urban development of land within the USB requires annexation, the USB should not expand too far beyond the current city limits,

thereby discouraging leap-frog development of land that is not contiguous to city limits.

3. Selection Criteria: Formalize the use of the criteria adopted by the Planning Commission in the 2024 Comprehensive Plan.
4. Annexation: Annexation policies should reinforce the Urban Service Boundary. Development within urban service boundaries that requires public services should be annexed. The USB is a planning tool to be used by municipalities for long range planning. Cities are not obligated or required to annex property contiguous to city boundaries if they are not able to provide city services necessary to serve the proposed area.
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 future expansion areas. These include the area inside and around the northern bypass and other areas identified for urban expansion or of special concern to the community as the County grows.

Criteria and Guidelines

1. The USB should be located so as to:
 - a. Achieve or enhance major themes and goals of the Comprehensive Plan.
 - b. Encourage balanced and incremental growth that is cost effective and efficient use of public facilities.
 - c. Include the land within watersheds that are currently being served by a public sewer system. The USB shall not be expanded to include land in watersheds that are not currently served by a public sewer system unless the public sewer provider has a project for sewer expansion planned and funded to provide sewer service to the area.
 - d. Include lands that have access by roads that are built to current urban standards. The USB shall not be expanded to include lands that are accessed by a substandard or constrained roadway, unless the roadway(s) providing access is currently in process of being widened or improved to city standards sufficient to serve the land area.
 - e. Provide for urban development that is compact and contiguous. The USB should include existing development that is contiguous to the existing or planned urban area.
 - f. Provide sufficient quantity of land to accommodate 5-20 years of projected population growth and economic development.
 - g. Enable, encourage and stabilize urban growth patterns.
 - h. Not conflict with evolving patterns of rural land preservation and protection.

- i. Follow significant natural or man-made features, such as large lakes; minor and major drainage boundaries; parks; railroads and principal arterials or freeways, wherever appropriate.
 - j. Follow the tops of ridgelines within drainage basins to allow for efficient sewer and stormwater design and construction within the USB.
 - k. Follow property lines when there is not a logical physical or natural boundary that breaks a property into separate development areas.
2. The USB should be located to direct development away from:
- a. Significant or scenic landscapes, as defined in the Comprehensive Plan (see Heritage and Cultural Resource Protection).
 - b. Prime agricultural land.
 - c. Major environmentally sensitive and geologic hazard areas.
 - d. Unnecessary development pressure on land outside the USB.
3. The USB may be amended where specific situations create an unnecessary burden on the landowner or create impractical or unusable parcels.
- a. The USB should not encroach on the Greenbelt Reserve Area.
 - b. The Greenbelt Reserve Area is currently shown between the centerline of Cane Run and a 100-foot buffer north of the floodplain for Cane Run Creek, plus a minimum of 2' above the floodplain elevation, whichever is greater. As land is zoned for development, the Greenbelt and USB boundaries shall be maintained. The Greenbelt Reserve Area shall be zoned C-1 Conservation.
 - c. The northeastern portion of the USB is located along the eastern boundary of the Lanes Run Watershed. As land is zoned for development, the USB boundary shall be adjusted based on existing conditions on the property. Where possible, the boundary shall follow parcel lines and natural boundaries as close as practical to the Lanes Run Watershed boundary.

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