

Infrastructure & Community Facilities

The majority of the goals and objectives listed come from the 2011 update to the Georgetown-Scott County Comprehensive Plan. Some of the goals and objectives come from the 1996 and 1991 updates, as marked. Those goals and objectives under 'Vision 2020' come from Scott County United.

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

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

Goal	Objectives	Does this need to be included or updated?	Do we need more information or research?
Transportation (2011)			
1. Efficient, safe, convenient, and coordinated movement of people and goods within Scott County and between its communities, while minimizing adverse social, economic, and environmental impacts, and maintaining the historic, cultural, and environmental quality and characteristics valued by county residents.	a. All new developments and changes in use are supported by streets, roadways, and trails adequate to handle both vehicular and non-vehicular traffic generated by the new development or use change in question.		
	b. All non-constrained streets within Scott County operate at a LOS "C" or better by 2016.		
	c. The capacity and safety of existing roadways is preserved through proper intersection spacing, driveway location, and adequate sight distances and off-street parking.		
	d. Adequate right-of-ways are provided to accommodate both required and anticipated roadway, walkway, bikeway, and utility and maintenance improvements.		
	e. Roadway, walkway, and bikeway systems are designed and constructed based on pre-defined and approved standards.		
2. A rural road system is available that provides access between and among rural areas, to the regional (urban and rural) transportation system, and safe, economical mobility and accessibility for citizens and goods.	a. Initiate development of a highway capacity assessment to be used in reviewing and evaluating proposals for developments located in unincorporated areas of the county.		
	b. Traffic studies are required in order to gauge the effect of large developments on the existing road system.		
	c. Encourage the adoption and application of a strong access management plan.		
	d. Develop and implement an access management strategy aimed at managing growth and creating a safer and more efficient transportation system.		
	e. Maintain the aesthetic character of rural roads.		
	f. Encourage the designation of a regional system of equine/bike/walkways along identified open space corridors.		
	g. Encourage the development and adoption of long-range capital improvement programs by local political jurisdictions consistent with the goals of the Comprehensive Plan.		

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3. The final traffic circulation pattern for a given project area protects community and neighborhood integrity.	a. The intended character of neighborhoods is preserved and protected by preventing intrusion of through traffic on urban streets and discouraging through traffic on urban collector streets unless those streets have been planned and designed for such traffic.		
	b. Development of transportation systems that preserve and protect environmentally sensitive areas and historic landmarks and structures, and enhance community aesthetic values is assured by proper planning and project execution.		
	c. Proper functioning of streets, walkways, or bikeways, and for emergency vehicles, access to, from, and through all developments is accomplished by linking interior facilities with systems already built or planned in the surrounding areas.		
4. Adequate provision is made for adequate, safe, and convenient air transportation service for Scott County.	a. A general aviation facility is maintained that meets the general air transportation needs of the residents and businesses in Scott County.		
	b. Adequate ground and parking facilities exist for all aviation facilities.		
	c. Expansion of general aviation facilities are located so as to minimize adverse impacts on the surrounding area, and include flight path options that minimize adverse impact of sensitive areas and provides adequate clear and safety zones.		
	d. Allow only compatible agricultural land uses within the approach zones of a general aviation airport, with due consideration being given to future air traffic characteristics and requirements, (e.g. 65 Ldn noise contour for a 100 to 1 glide slope, 1000' runway extension, etc.)		
	e. Maintain currency and compliance with all applicable federal and state guidance regarding airport design and operations.		
5. Development of rail facilities is compatible with their surrounding areas.	a. New rail lines do not pass through or within a distance that causes adverse noise impact on residential areas.		
	b. New rail facilities are treated as heavy industrial uses with respect to location and compatibility with surrounding areas.		
	c. When a railroad is abandoned, due-consideration is given to opportunities for public use before allowing the right-of-way to revert to abutting landowners.		
	d. Should commuter rail or mass transit ever come to Scott County, Transit Oriented Development should be encouraged at appropriate station points.		
6. Transportation system capital improvements are coordinated with planned future land uses and other capital improvement programs, recognizing physical and fiscal constraints.	a. Effective and ongoing coordination efforts are established and maintained with the Kentucky Transportation Cabinet to encourage and facilitate implementation of local Transportation Plans and their priorities.		
	b. Right-of-way and transportation corridor requirements are designated and reserved as necessary to support existing and future transportation needs.		

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Community Facilities (2011)			
1. Comprehensive Plan Implementation: The location and timing of construction for public facilities and utilities projects is consistent with the requirements of the Comprehensive Plan.	a. Base public facility and service needs on anticipated growth patterns, so that the needed facilities services are in place when required.		
	b. Exact a proper balance between the need to correct existing deficiencies in public facilities with the need to serve new growth.		
	c. Use investments of public capital to strategically encourage and guide growth within the framework provided by the Comprehensive Plan.		
	d. Local governments, public facilities agencies, and the Planning Commission acquire the land necessary for future public facility development in advance of the development need.		
2. Public Facility Planning: All of the agencies that provide public facilities, utilities, and services collaborate as needed to prepare effective, cost efficient, cooperative, and complementary county-wide capital improvements programs.	a. Public facility and service providers develop and adopt methods for joint use of facilities and provision of services wherever feasible to ensure the most efficient use of resources, such as through the use of the Intergovernmental Cooperation Act.		
	b. Utility and public facility providers coordinate the installation of new or upgraded facilities and services in an area, to minimize conflicts, ensure projects occur in a proper sequence, and maximize the related benefits of different facilities and services.		
3. Urban and Rural Services: Planning and provision of public facilities and services should be consistent with and reinforce policies concerning Urban Service Boundaries (USB) and Rural Service Areas.	a. The location of the Urban Service Boundary for each city encourages and enables the most cost-efficient provision of public facilities and services.		
	b. Annexation policies reinforce Urban Service Boundaries and require that development within Urban Service Boundaries be annexed by the appropriate municipality.		
	c. Provide public facilities and utilities, that are appropriate to urban development or that will induce urban development, only within Urban Service Boundaries.		
	d. Plan for collector or arterial streets, interceptor sewers, and other public facilities of similar significance within a given Urban Service Boundary in accordance with policies associated with future changes to the USB. Where future expansion of the boundary is not envisioned, facilities shall be sized		
4. The Role of the Planning Commission: The Planning Commission routinely exercises its responsibility of making recommendations to local governments and agencies on the implementing actions necessary to achieve the Comprehensive Plan.	a. County and municipal governments provide sufficient and ongoing financial and staff support to effect the actions necessary to effectively implement the objectives and recommendations of the Comprehensive Plan.		

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Sadieville (1996)			
1. Encourage growth in Sadieville that will lead to improvements in infrastructure and public services, the local economy, and the quality of life. Assist Sadieville in becoming a more self-sufficient community			
2. Sadieville's current road, water, and sewer constraints should not be a barrier to growth. Focus on the best locations for development within the capabilities of public infrastructure and services. Find positive alternatives that allow development to occur, without compromising public health and safety.			
3. The City of Sadieville, Scott County, and the utility companies should work cooperatively to improve infrastructure and services in Sadieville. Special consideration should be given to Sadieville's needs in capital budgets, grant programs, interlocal agreements, and joint service programs.			
6. Improve access of Sadieville residents too recreational, cultural, child care, health, and educational services.			
A. Growth and the urban service boundary	a.1 Sadieville should maintain the existing urban service boundary to reflect existing infrastructure capacities and the most cost efficient potential to extend infrastructure in terms of roads, water, and sewer.		
B. Water	b.1 Work with Kentucky American to ensure that necessary upgrades are performed to the water distribution system and that future expansion is consistent with the Comprehensive Plan and coordinated with other community facility expenditures.		
C. Sewer	c.1 Upgrade or replace existing sewage treatment plant for adequate operation, and develop capability to sewer the interchange area.		
D. Police and fire protection	d.1 Police and fire protection should be upgraded for Sadieville and surrounding areas, through cooperative efforts with other police and fire agencies in the County.		

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H. Transportation	h.1 Improve road connections between Sadieville and future potential employment and commercial centers in order to enhance Sadieville's growth potential.		
K. Parks and recreation	k.1 Provide improved park facilities at the school site and treatment plant and implement a series of open spaces and trails through town and Eagle Creek. Work with Scott County Parks and Recreation to improve the amount and variety of recreation possibilities for teenagers and older residents. Explore the feasibility of rehabilitating the school gym for recreation and community use.		
Stamping Ground (1996)			
1. To keep services adequate for all residents, while finding ways to improve water supplies and water and sewer facilities.	1.1 To continue working toward the upgrade of the water system, and continue to ensure proper functioning of the wastewater treatment plant.		
2. To upgrade police and fire protection for Stamping Ground and surrounding areas.	2.1 Police and fire protection should be continually monitored for effectiveness. Additional growth will place more demands on these services; additional personnel and equipment will eventually be needed.		
3. To increase the variety of activities and amount of park and open space in Stamping Ground.	3.1 To provide a new park facility at the Buffalo Springs, which is City property, and to continue the existing recreational area around the School. To work with Scott County Parks and Recreation to improve the amount and variety of recreation possibilities for teenagers and older residents.		
4. To address existing deficiencies of Stamping Ground's current road system and upgrade it to accommodate growth.	4.1 To improve road connections between Stamping Ground and employment and commercial centers in order to enhance Stamping Ground's growth potential.		
Downtown Georgetown (1991)			
2. Improve the functioning of Downtown as the hub of surrounding residential neighborhoods and institutions.	2.1 Create attractive corridors to the College, Cardome, and residential neighborhoods, and increase activity linkages with them.		
	2.2 Upgrade blighted areas that interfere with access between Downtown and surrounding residential neighborhoods.		
	2.3 Protect the integrity of established residential neighborhoods that surround Downtown so that they do not become unstable, blighted transition zones.		
3. Pursue public redevelopment and encourage private redevelopment that supports and accomplishes the goals and policies of the Downtown Plan.	3.1 Develop a proactive public redevelopment program to accomplish goals for parking, public safety, and utilities, open space and urban design, and historic resource management.		
	3.2 Assist major new development projects through property consolidation, clearance, and infrastructure upgrades. Projects that require large-scale clearance should be located outside of Historic Planning Areas.		

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A. To ensure that Downtown can compete as a commercial center and can function well as a governmental center, increasing the amount of Downtown parking has the highest priority.			
B. To protect the community's substantial investment in the Downtown building stock, ensure the safety of people who live, work, and shop Downtown, and provide reliable utility service for Downtown properties.	b.1 Ensure adequate fire protection and remove fire hazards Downtown.		
	b.2 Utility lines and facilities should be upgraded, consolidated, and removed to the rear of Main Street and Broadway properties to improve continuity of service, reduce fire hazards, and contribute to an improved appearance of Downtown.		
Vision 2020			
Infrastructure			
1. The transportation focus	1.a Partner with the Kentucky Transportation Cabinet to widen select State maintained roadways to the desired standard when economically feasible. All improved roads should include a utility corridor to accommodate all services.		
	1.b Identify a system of arterial roads that will allow Scott County citizens to safely and efficiently connect with the State and Federal highways within Scott County.		
	1.c Evaluation of Public Transportation System.		
	1.d Develop, with regional partners, a Regional Transportation Plan		
2. The electric focus	2.a In 2020, Kentucky Utilities Company expects to provide electric service to its customers		
3. The natural gas focus and propane focus	3.a Provide a cost competitive natural gas service that meets or exceeds customer pressure, load and service requirements, and maintains a 90% satisfied or very satisfied customer service satisfaction survey rating.		
4. The water and sewer service focus	4.a Provide a dependable and cost effective water and sewer service that meets all water and sewer quality regulations and service expectations.		
	4.b Develop the reservoir to provide our customers with an ample, economical, dependable supply of water for the community.		
	4.c Water service available to all of Scott County by the year 2005.		
	4.d Septic tank maintenance programs.		

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5. The telecommunications focus	5.a Continue delivering a state-of-the-art telecommunications network that meets customer needs in a cost-effective manner.		
	5.b Provide outstanding customer service.		
	5.c Continue to evolve the network in the delivery of a high-speed network capable of meeting any present or future needs of the citizens.		
	5.d Convert existing copper to broadband to have 90% broadband communication.		
6. The geographical information systems focus	6.a Support and develop a fully functioning GIS system that includes all infrastructure facilities using state of the art technology.		
7. The landfill focus	7.a Develop and support a Georgetown Landfill that meets or exceeds all environmental requirements while meeting the landfill disposal needs.		
	7.b Further development of recycling efforts.		
8. The environmental quality focus	8.a Assure compliance with environmental standards for air and water		
	8.b Recognize that air quality and other environmental issues are regional issues.		
9. The regional transportation focus - roads	9.a Widening of US 62 through Scott, Bourbon, and Harrison counties and the Oxford by-pass.		
	9.b Funding for acquiring right-of-way for the NW quadrant of the by-pass.		
	9.c Road improvements to KY 227 and US 127 between Scott and Owen Counties.		
	9.d Identify regional implication of the six-year plan.		
10. The regional transportation focus - rail	10.a Assess Toyota as a major generator of rail shipments impacting rail terminals being built and expanded.		
11. The regional transportation focus - airport	11.a Assess Georgetown Airport runway addition to accommodate business jets and its impact on traffic on US 460 West.		
	11.b Promote more regional use of Georgetown/Scott County Airport		