COMPREHENSIVE PLAN
for Georgetown, Sadieville, Stamping Ground,
and Scott County, Kentucky

1996 UPDATE

SADIEVILLE ELEMENT

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SADIEVILLE ELEMENT

I. SUMMARY

A. PLANNING ISSUES AND NEED FOR A 5-YEAR ACTION PLAN

The 1991 Sadieville Subcommittee brought to light various problems within the City. It was difficult to reach consensus on the goals the City should pursue. The Subcommittee believed that it is crucial to plan for growth and aggressively implement that plan if Sadieville is to remain a viable community.

Sadieville has not benefitted equally from Scott County's growth opportunities, despite strong advantages of proximity to Georgetown and Toyota, an interstate interchange, an attractive natural environment, and an historic "railroad" town center. To move forward, Sadieville must face several pressing issues:

- An antiquated water distribution system that needs costly upgrades for even minor development projects, as well as road and sewer constraints.
- A difficulty in attracting new residents because of the cost of infrastructure upgrades and a negative visual image due to dilapidated properties, illegal dumping, and junkyards.
- A pressing need for housing rehabilitation.
- A stagnant economy, dependent on other communities for jobs, services, and commercial needs.

Sadieville needs to continue the 1991 short-term, 5-year action plan that recognizes these practical limitations and allows development to occur within them. Special attention and support is needed from County and State agencies and utility companies to help Sadieville improve public services and infrastructure. Sadieville is in a "chicken and egg" situation; without infrastructure, development is stymied, but the beginnings of growth and development are needed to bring energy and commitment to the solving of these problems.

This element of the Scott County Comprehensive Plan contains a proposal for land uses, the urban service boundary, and goals for the 15-year period. However, it gives most attention to what must be accomplished in the next five years to get this community back on track.

B. GOALS

1. *Overall Goal:* **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. *Development and Infrastructure Capabilities:* **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. *Community Facilities Improvement:* **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.**

4. *Economic Development:* **Pursue development that brings new job and business opportunities to Sadieville residents.**

5. *Property Rehabilitation:* **In order to provide safe, sanitary housing and improve Sadieville's community image, encourage rehabilitation of properties, screen unsightly uses, and abate junkyards and illegal dumping.**

6. *Local Community Services:* **Improve the access of Sadieville residents to recreational, cultural, child care, health, and educational services.**

II. ASSESSMENT

A. GROWTH AND LAND USE

Urban Service Boundary Assumptions of the Current Comprehensive Plan: An urban service boundary is a line drawn around an incorporated town to determine the outer limits where urban growth should occur. Examples of urban growth are small lot residential subdivisions, commercial uses, and industrial uses. This line is drawn to limit these types of development to certain areas because they require what are termed "urban services," such as good roads, adequate water supply, and sanitary sewer. These urban services are not easily provided at a distance from the center of any town, and therefore one of the purposes of a comprehensive plan is to determine the exact limit of feasible provision of these services for a certain amount of time in the city's future.

Proposed Land Use Pattern: Without the new Ky 32, new commercial areas should be closer to the existing town center rather than being shifted to the non-existent new road. Future residential development does not rely totally on the new 32; however, without better north/south roads and water service, new residential growth should be limited to infill around the existing core and along Ky 32 west of town.

A significant opportunity does exist in terms of the City's proximity to I-75. This could spur varied commercial development and, along peripheral areas, industrial development. This western area of the Comprehensive Plan could also develop into residential areas, marketed toward easy access to the interstate. New roads would have to be constructed to serve any industrial and commercial development.

The plan reflects the fact that the best access road is existing Ky 32, as there are no adequate roads north or south; that water lines can be most easily laid along the route of the road; that the possibility exists for a new treatment plant in this area; and that the most viable area for new growth is at the interchange area. Holding these assumptions as correct, the most readily adapted

form of growth would be linear along Ky 32.

Through creative planning and design, the downtown could become the eastern anchor of this linear development; tourists can be pulled off the interstate for other reasons and then be enticed to discover "Historic Sadieville".

Growth potential in the core area with regard to vacant tracts has been discussed. Though there are not many available areas, infill development in the downtown area can be of mixed-use types. Affordable housing and industrial development to the south and west of town as well as recreation uses were those uses mentioned for some of this land.

Growth potential: This new direction will require a redefining of the ideal future population of Sadieville. The current population is about 300. The ideal maximum population for Sadieville was projected to be 3000 in the Comprehensive Plan prepared by the University of Cincinnati, with a goal to grow no larger and to preserve the small town character. While many years will be required to reach this figure, at the present it will stand as the ultimate level of desired growth.

Development should not occur that will reduce water pressure and service to other customers. After this is done, developers will be responsible for only water improvements within their subdivisions.

B. SEWER

Sewer line expansion is easier and the existing sewer system is estimated to be at 20% capacity now. There is some concern that the plant is not functioning properly, however, and options are being explored to change the type of function that it performs, which is similar to that of a septic system. The question also exists of whether the plant can be expanded to meet future growth. It is obvious that any growth that does not occur in the direct proximity of the plant will need either pump stations or a new plant constructed to serve it. In addition, only domestic-type waste can be treated by this system; industrial development would require a new system.

At some future time development may warrant construction of a new treatment plant to the west of Sadieville along Eagle Creek. This plant could serve development around the interchange as well as residential development along Ky 32. In the interim the City might choose to upgrade and modify the existing plant to handle larger volumes and mixed types of waste. Pump stations could be used for those developing areas around the Interstate and along Ky 32. This would allow time for revenues and interest in bond issues to increase to a point that study and construction of a new plant could take place. The City Commission and Mayor should continue aggressive pursuit of Federal and State grants and loans (CBDG, KIDFA, etc.) to insure that capital and support will be available when situations demand.

C. ROADS

Existing roads in the Sadieville area need to be evaluated for their improvement potential. There is a lack of adequate north-south roads that would allow development to expand in those directions. Existing north-south roads (Hinton, Burgess Smith, Luke, Elk Lick) are substandard and cannot support much increase in traffic.

The main route through town, Pike Street or Kentucky 32, is adequate in most places except for the area at the railroad underpass and further east through town, where there are several substandard houses that are extremely close to the road. The sharp curve at the Pike Street railroad underpass is considered to be a serious constraint on the capacity and safety of the road, which is unlikely to be improved within the next five years. This also suggests that major new development should occur to the west of downtown.

It appears that plans for the proposed relocation of Ky 32 have been put on hold for the immediate future and will therefore require a concentration on the opportunities and constraints of the existing roads.

It must be stressed that there is still a strong desire to see the new Ky 32 constructed. The City and Scott Fiscal Court should constantly lobby to have the road included within the Transportation Cabinet's Six Year Plan.

It is important to note that if the new Ky 32 is included within the next Six Year Plan and funding is committed for construction, then an amendment to this plan and the urban service boundary and land use plan would be warranted. This change would be of such magnitude that the overall direction of growth for Sadieville could be substantially altered and would need the detailed study that a plan amendment could give.

A caution light is urgently needed at the intersection of KY 32 and U.S. 25. Several serious accidents have occurred at this location that might have been avoided with proper cautionary equipment.

D. HOUSING

Housing for the elderly and affordable housing for younger persons are potentially important to Sadieville.

Dilapidated housing contributes to a negative image for Sadieville, which discourages new growth. Many Sadieville residents are living in unsafe housing. Rehabilitation of housing around the town center is needed. The condition of some of the houses at the entrances to town is substandard. In the past, there have been many problems associated with rehabilitation projects that have led to a lack of consensus on rehabilitation needs, goals, and programs. Ordinances regarding junk and the like also need better enforcement.

Residential growth is necessary to move Sadieville forward. New residents will mean more City revenues, new customers for Kentucky American to encourage them to upgrade the water system, and more interest from commercial and industrial developers. Sadieville must find a way to overcome its infrastructure barriers and market itself for new housing. The City should capitalize on the image of rustic, private living in a beautiful natural area, within a stone's throw of Toyota and other major employers.

E. DOWNTOWN

Downtown Sadieville has potential to be a center for people of the surrounding region. A restaurant, offices, a drug store, and a grocery store as well as specialty retail stores are uses needed most. Through these Sadieville can gain more self-sufficiency. A parking study is important to find areas that could be used for increased parking demands. A design study has been done by the UK Landscape Architecture students. This included concepts for streetscape and building improvements, as well as a parking plan and concepts for linking downtown with other areas.

The area along the south side of Pike street (Ky 32) is another prime area for redevelopment for commercial and professional services. The area offers opportunities for multi-level development, perhaps in conjunction with residential uses. Parking could happen below and behind developments to allow buildings to remain close to the street and to help reduce visual clutter of parking lots. Development along this corridor and redevelopment of the Main Street area would provide a needed anchor to the eastern end of the Sadieville development corridor.

F. ECONOMIC DEVELOPMENT

Economic development is a key point to focus on. The City is looking for industrial development to provide revenues. A "booster" is needed to promote Sadieville's business interests. A better connection to the County's industrial

recruitment effort is also needed. Growth will not happen here without government incentives.

Industrial development could take place west of the city along U.S. 32 and U.S. 25, close to the interstate. The main problem is identifying suitable property with adequate road access, water, and sewer service. The proposal for North Scott Industrial Park to the south of town along the railroad between Luke Pike and U.S. 25 was hampered by these factors in its effort to provide an industrial base for Sadieville. There was access from U.S. 25, which is very narrow and curvy in this area, leading to access points at possibly unsafe locations. Sewer availability to this project was also a hurdle.

G. JOINT SERVICES

The need for joint services between Sadieville and the County is a key issue. The Subcommittee believes that both funds and administrative help are needed. A cooperative approach needs to be taken, especially in regard to police, fire, and park and recreation services.

H. PARKS AND RECREATION

Parks and recreation development is another major issue. The area around Sadieville offers much varied recreation potential. For example, there is potential for open space systems linking development to the south and west with town. These could be used for bike and pedestrian activities. Fishing access along the Eagle Creek is also possible. There is also a need for active recreation areas with adequate equipment and maintenance. New residential subdivisions could supply park land as well.

III. GROWTH, LAND USE, AND COMMUNITY FACILITIES PLAN

A. GROWTH AND THE URBAN SERVICE BOUNDARY

Objective: 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.

The recommended pattern for the land use plan is one of a linear type, with one end anchored at the Interstate interchange and U.S. 25 and the other around the core of the town, and using KY 32 as the spine that links these two. Land use areas can come off of KY 32 like ribs off that spine. This is recommended for several reasons:

- KY 32 and U.S. 25 are the best roads in the area.
- Water availability is more easily accomplished because the Kentucky American main lines run along KY 32.
- Development would be centered around the new fire station.
- The impact of traffic constraints at the railroad overpass is minimized.

The drawbacks to this plan could be a lessened dependence on downtown Sadieville and the lack of adequate sewage treatment facilities in this area. Pump stations could be installed to pump from the western side of the railroad to the sewage plant to the east. Provisions could also

be made to finance and construct a new plant to serve the potential development along KY 32 and around the interchange.

Under this Plan, the proposed North Scott Industrial Park could still develop under the conditions set forth by the Planning Commission. This project was approved under the existing Comprehensive Plan and is thus "grandfathered", the property would have to be annexed by the City before any development could occur. While the growth plan for the next five years should concentrate on the areas described above, it should be recognized, however, that if this property does develop and that if it provides or promotes an increase in urban services that could benefit surrounding properties an amendment to this plan could be justified. This plan already contains the properties between the current City boundaries and the industrial park that could be affected by annexation.

For the existing developed area of Sadieville, the land use plan is unchanged at this time (see Map 2). A detailed neighborhood plan should be done to identify housing infill potential and rehabilitation needs, appropriate densities, needs for infrastructure upgrades, and commercial uses (see Downtown section).

Objective: The area around the Interstate interchange should become a center for growth of commercial and industrial activities.

Road access, water availability, and visibility all combine to make this area the most logical and attractive area for large scale development. Annexation policies and routes need to be developed and pursued to bring this area into the City at the point in time that potential development warrants. The constraint to the development of this area is the lack of sewage treatment facilities.

B. WATER

Objective: 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.

The policy should be one of cooperation with the water company in efforts to upgrade the system and ensure that future problems can be corrected as efficiently as possible. Water system upgrades should be the top priority with focus given to three main areas:

a. Upgrade the existing system to bring all current lines to adequate service potential;

b. Create a loop that brings adequate lines closer to developable properties;

c. Provide for a new line from the water tank to the Interstate.

Until the existing system is improved, new development should not significantly reduce water pressure or service to existing residents. New development must have sufficient water service to support fire hydrants or other protection methods approved by the Fire Chief.

C. SEWER

Objective: Upgrade or replace existing sewage treatment plant for adequate operation, and develop capability to sewer the interchange area.

A high priority for infrastructure improvement should be an engineering study of the plant to seek possibilities for upgrading the facility. The most cost-effective location and method for an upgraded plant should be identified and coordinated with potential development locations. Federal and State funding sources should be pursued.

Because of the county-wide policy to control the

proliferation of private package plants, no new plants should be allowed as a substitute for public sewers.

D. POLICE AND FIRE PROTECTION:

Objective: Police and fire protection should be upgraded for Sadieville and surrounding areas, through cooperative efforts with other police and fire agencies in the County.

The City is currently working toward providing complete public protection services. There has been a successful cooperation between the City and the County to provide a new firehouse in the Sadieville area that will provide the residents with the best protection available.

As more development occurs, the need for protection of life and property and the enforcement of existing and new City ordinances will be greater. The State Police and the County Sheriff's department can be called on to provide more late night patrols or at other times that law enforcement is needed. This, however, does not provide for complete enforcement of City ordinances; additional personnel will soon be needed.

E. ECONOMIC DEVELOPMENT

Objective: The best way to attract new investment is to provide an image of a reliable infrastructure network and a positive community attitude. The City should explore ways to help finance these ventures through revolving loan funds, interlocal agreements, and other means. A linkage should be developed with the County's overall economic development program, to steer prospects to Sadieville to take advantage of lower land prices.

F. INDUSTRY

Objective: Retain adequate acreage and locations for industrial development to ensure that Sadieville can respond to new industrial proposals.

The main effort should be to attract environmentally-sensitive light industry to both areas close to town and the area around the interchange. Adequate road access and water and sewer availability are crucial to locating in these areas. Industrial development needs to be actively investigated, because it could promote more interest and increase the demand for housing within Sadieville.

G. BUSINESS

Objective: Attract Interstate-oriented commercial activities to the area around the interchange as well as small, specialized retail and human service related businesses to the area around town.

There are many commercial uses that would be prime for locating around the interchange. Some examples are motels, fast food, and auto related services.

Downtown businesses need to be unique in order to keep consumers in Sadieville instead of taking their business to Georgetown, Lexington, or further north. As Sadieville grows, more day-to-day services should also be encouraged to promote more independence. These should be located in infill areas along the downtown business corridor as well as around the interchange.

H. TRANSPORTATION

Objective: Improve road connections between Sadieville and future potential employment and commercial centers in order to enhance Sadieville's growth potential.

Address existing deficiencies of Sadieville's current road system and upgrade it to accommodate growth.

Continue to actively advocate construction of the new Ky 32. This road is essential to the future of Sadieville and should continue to be shown on the Land Use Plan, although it cannot be counted upon in the future land use pattern unless it is included within the Six Year Plan.

The following concern should be studied: the feasibility of the proposed new KY 32; what improvements could be made to KY 32 to accommodate farm, industrial, and private traffic; and what roads in the area need to be improved to handle increased growth.

I. HOUSING

Objective: Provide for a variety of housing types and residents and rehabilitate or replace dilapidated units.

Prevailing attitudes suggest that housing development should concentrate on the middle income housing market, senior citizens, and housing for young people. These can be provided through apartments, townhomes, single family clusters, regular single family lots, and elderly communities.

Programs to rehabilitate or replace dilapidated and unsafe housing should continue, despite setbacks. Every resident should have a clean, healthy, structurally sound place to live. The City's image needs to be improved through these efforts.

To continue to pursue new residential development it is important to stress again the need for adequate infrastructure, especially water and roads. Sadieville should market itself to residential developers as a natural, private area proximate to Toyota and other employers. Residential-recreational developments should be encouraged.

J. DOWNTOWN PLAN

Objective: Improve the appearance of downtown, provide adequate parking areas, and improve traffic hazards. Encourage tourism through protection of historic buildings and improvements on a "railroad" theme. Adopt planning and zoning guidelines to allow more flexibility in reuse of existing buildings and infill.

The downtown area should be attractively landscaped and facade improvements should take place. The location of the railroad and its involvement with the town's history should be actively promoted, such as through a railroad mural recommended by the UK students in 1991 and the restoration of the old depot. The potential links between downtown and Eagle Creek should also be promoted. There are several areas around the periphery of downtown that can be used for parking. Pedestrian corridor development should be encouraged to connect downtown with the parks and residential areas and through town itself by the use of new and repaired sidewalks.

The possibility also exists to create an historic district that "overlays" current and future zoning areas. This would increase the effort to maintain and restore existing structures that are deemed to have historic and architectural value, thus ensuring that Sadieville does not lose its remaining links to its past.

It is also recommended that a neighborhood plan be undertaken for the existing developed area of Sadieville, especially along Main and Pike streets. This plan would study current and potential land uses for these areas and could lead to a revised zoning map to accommodate the best interests for the redevelopment of the town.

K. PARKS AND RECREATION

Objective: 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.

With increasing access along Eagle Creek, the potential exists to provide a variety of passive and active recreation opportunities along a unique natural corridor. The Angle Avenue park should be enhanced with more varied play equipment.

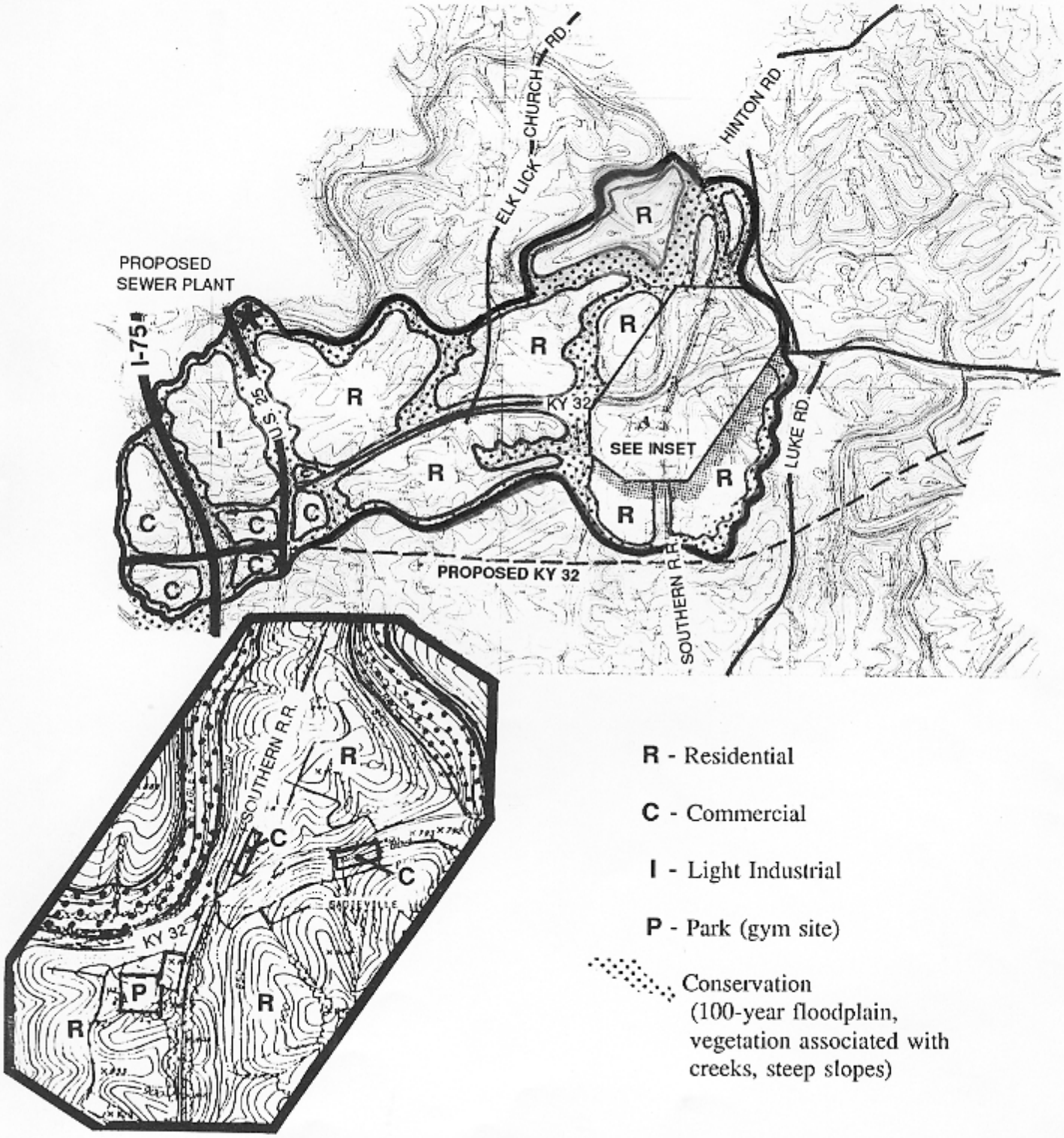
L. ZONING AND BUILDING CODE ENFORCEMENT

Objective: Provide the area with positive and timely enforcement of illegal dumps and junkyards and other health hazards and zoning violations. In the past this has been an on-going concern of the residents of the area. The Building Inspection Department should have a stronger enforcement program in Sadieville. A request should be made to the Building Inspection Department that the new code enforcer spend a certain percentage of his or her time dealing with violations within Sadieville and the surrounding area.

The deterioration of the old school is of serious concern to the government and residents of the City of Sadieville. Scott County building code enforcement personnel and the Scott County Fiscal Court should work with the City to address this problem.

SADIEVILLE ELEMENT
LAND USE PLAN

GEORGETOWN-SCOTT COUNTY COMPREHENSIVE PLAN UPDATE **1996**



NOTE: Also see text for land use policies.

BASE MAP SOURCE: PHOTO SCIENCE, INC./PROCTOR DAVIS RAY ENGINEERS

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