

TABLE OF CONTENTS

Introduction 1

 Legal Authority 2

 Periodic Review 2

 The Planning Process 2

 Community History 3

 Base Study 5

 Current Demographics 5

 Projections 6

Goals and Objectives 8

Housing Element 11

 Current Conditions 11

 Future Needs 14

 Strategies 15

Economic Development Element 20

 Assessment of Current Conditions 20

 Strategies for Industrial Development 23

Natural and Cultural Resources 34

 Existing Conditions 34

 Implementation and Strategies 42

Community Facilities Element	49
Existing Conditions and Future Needs	50
Policies and Recommendations	55
Transportation Element	59
Existing Transportation Systems	59
Other Issues	67
Land Use Element	70
Existing Land Use Character	71
Future Land Use Map - Lawrenceburg	77
Future Land Use Map – Anderson County	78
Land Uses	79
Implementation	90
Appendix	

Introduction

The Comprehensive Plan for Anderson County and the City of Lawrenceburg has been developed in accordance with the legal framework established by the Kentucky Revised Statutes (KRS). This plan serves as a guiding document that outlines the vision, goals, and strategies for managing growth and development in the community in a coordinated and sustainable manner.

The purpose of the comprehensive plan is to provide a strategic and visionary guide for the future growth and development of Lawrenceburg and Anderson



Figure 1: Anderson County Courthouse (photo via Kevin Turner)

County. It outlines the community's goals and objectives, taking into account the unique characteristics, challenges, and opportunities of the region. The plan aims to foster a vibrant and sustainable community that meets the needs of its residents, businesses, and visitors while preserving the community's heritage, natural resources, and quality of life.

The comprehensive plan serves as a roadmap for decision-makers, providing them with a framework for making informed choices about land use, transportation, infrastructure, economic development, environmental protection, and other key aspects of community development. It is intended to guide public and private investments, policies, and regulations to ensure that growth and development are managed in a responsible and sustainable manner, taking into consideration the community's social, economic, and environmental well-being.

The Comprehensive Plan of Anderson County and Lawrenceburg is a living document that is periodically reviewed and updated to reflect the ever-changing community needs, emerging trends, and evolving priorities. It is a living document that provides a framework for the region's ongoing planning efforts and serves as a blueprint for the future development of the community, ensuring that growth and progress are guided by a strategic and sustainable approach.

Legal Authority for Plan Development

The development of the Comprehensive Plan for Anderson County and the City of Lawrenceburg is based on the legal framework established by relevant state statutes and local ordinances. The Kentucky Revised Statutes (KRS) provide the legal basis for comprehensive planning in the Commonwealth of Kentucky, outlining the requirements for local governments to plan for their future growth and development.

Under KRS 100.183, local municipalities and regions in Kentucky are mandated to develop and adopt comprehensive plans as a means to guide and manage growth and development in a coordinated and sustainable manner.

In addition to state statutes, the comprehensive plan is guided by local ordinances and regulations, which are the tools used to implement the plan. State statutes define that the comprehensive plan is a guiding document, which requires continuous work to ensure the plan is implemented.

Periodic Review of the Plan

In accordance with state statutes, the Comprehensive Plan of Anderson County and the City of Lawrenceburg is subject to periodic review to ensure its continued relevance and effectiveness in guiding the community's growth and development. The plan is reviewed every five years, as required by KRS 100.197, or more frequently if deemed necessary by the planning commission.

The periodic review of the comprehensive plan involves an evaluation of the plan's goals, policies, and strategies, as well as an assessment of the changing community needs, trends, and priorities. The review process typically includes extensive community engagement and input, allowing stakeholders to provide feedback, suggestions, and recommendations for plan updates.

The plan is a dynamic document that may be amended from time to time to reflect changing community needs, goals, and priorities. While the periodic review is required, ensuring a comprehensive plan reflects the vision of the community is vital for ensuring desired community development is essential for planned growth and development.

Planning Process

The update for the Comprehensive Plan formally began on April 5, 2022, when the Steering Committee met for the first time. A list of Steering Committee Members, as well as the schedule of meetings, is included below. The committee met monthly through March 2023, when BGADD staff then met with local government staff and officials through June 2023. In addition to the Steering Committee and meetings with staff, two public workshops were held in January, where members of the public were invited to review the work completed and offer their input. In accordance with KRS statutes, a draft of the plan was presented to the Planning Commission on XXXX, with a public hearing held on XXXX. The plan was finalized and formally adopted on XXXX.

Anderson County and Lawrenceburg Comprehensive Plan Steering Committee

Citizen Members	
Alisha Clark	Steve Votaw
Andrew Cummins	Marcy Bottoms
Steven Seeberger	Russel Barnett
Planning Commissioners	
Troy McGuaghey	Chris Hangks
David Byrd	Art Nearhoof
County Board of Zoning Adjustment	
Donnie Lewis	Gary McInturf
Fiscal Court at Large Appointments	
Ed Yeast	Amanda Mitchell
Tiua Chilton	
City and County Officials	
Robert Wiedo	Mayor Troy Young
David Nutgrass	Judge Executive Obrey Gritton
City Appointments	
City Councilmen Steve Rucker	City Councilman Joe Marshall
Monty Rhody	Brad Smith
Zoning Administration	
Tom Bond	Lee White
Renée Evans	
Guests	
Annette Coffey	

Steering Committee Calendar of Meetings	
April	Introduction
May	Vision Workshop
June	Core Values Workshop
July	Goals and Objectives
August	Transportation
September	Branding and Community Facilities
October	Goals and Objectives (final vote)
December	Economic Development and Housing
January	Land Use Vision
February	Land Use
March	Land Use

Community History

Lawrenceburg and Anderson County have a rich history dating back to the early 19th century when it was first settled by pioneers. The area was originally inhabited by Native American tribes, including the Shawnee and Cherokee, before European settlers arrived in the late 1700s and early 1800s. The town of Lawrenceburg was established in 1820 and named after James Lawrence, a naval hero from the War of 1812.

During its early history, Lawrenceburg and Anderson County experienced rapid growth and development as a hub of agriculture and commerce. The fertile soil of the region supported a thriving farming community, with tobacco, corn, hemp, and livestock being important agricultural products. The Salt River, which flows through the area, provided

a critical transportation route for goods and people, leading to the establishment of mills, distilleries, and other businesses along its banks.

In the mid-19th century, the arrival of the Louisville and Nashville Railroad further accelerated the growth of Lawrenceburg and Anderson County, providing improved transportation connections and facilitating the shipment of goods to markets beyond the local region. The town of Lawrenceburg became the county seat in 1850, and its downtown area developed as a center of commerce, with brick buildings, banks, and businesses lining its streets.



Figure 2: Downtown Lawrenceburg

Today, Lawrenceburg and Anderson County are vibrant communities that reflect their rich history while embracing modern challenges and opportunities. The town and county have evolved to become a mix of urban and rural, with a diverse population, unique cultural heritage, and a strong sense of community pride. The area has seen growth and development while preserving its rural charm and small-town character, with a commitment to balancing economic progress with environmental sustainability and quality of life.

Despite its growth and evolution, Lawrenceburg and Anderson County maintain a strong sense of community pride and connection among its residents. The community has a close-knit feel, with neighbors helping each other and a welcoming spirit toward newcomers. The area's strong sense of community engagement is evident in its

numerous civic organizations, community initiatives, and volunteer efforts that contribute to the betterment of the community.

Base Study

Per KRS 100.191, all elements of this plan are based upon research, analysis, projections, and other factors that provide valuable insights to help guide decision-making. Among these factors, one crucial aspect will be the examination of the general distribution and characteristics of the population both in the past and the present. By understanding how the population has evolved over time, we can gain valuable insights into its current composition and trends. Equally important is the ability to anticipate the future and plan accordingly. Therefore, the comprehensive plan will also incorporate a forecast of the extent and character of the population in the years to come. This projection will extend as far into the future as is reasonably possible to foresee, ensuring that the plan accounts for long-term changes and adapts to future needs.

Current Demographics

A review of the demographics of Anderson County and Lawrenceburg is a necessary step in helping determine the future growth and development of the community. Anderson County is the 48th most populated and was the ninth fastest-growing county in Kentucky from 2010 to 2020. As of July 2022, the county's population was estimated at 24,224, marking a 1.6 percent increase from April 2020 and a 13.1 percent increase from April 2010. This growth is not new, with the county growing over 10 percent each decade since 1970, a growth rate of approximately 250 percent over the previous 50 years.

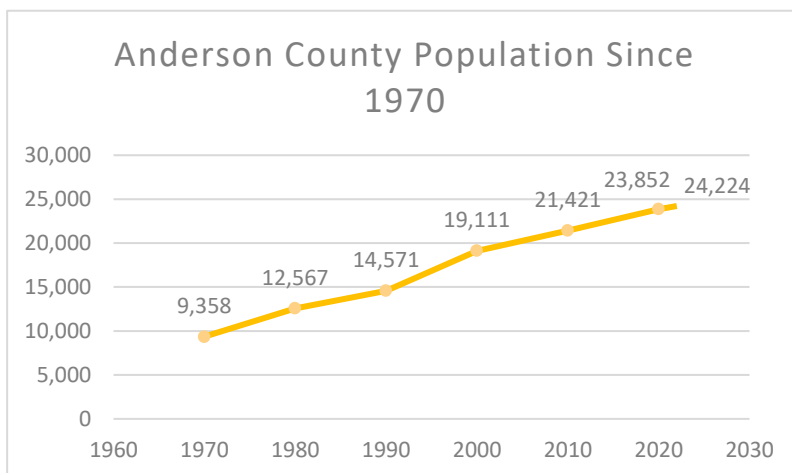


Figure 3: Anderson County Population and Projected Growth

Anderson County Population Since 1970		
Year	Total Population	10-Year Growth Rate
1970	9,358	8.6%
1980	12,567	34.3%
1990	14,571	15.9%
2000	19,111	31.2%
2010	21,421	12.1%
2020	23,852	11.3%
2022	24,224	1.6% (Since 2020)

Figure 4: Population and Growth Rate via U.S. Census Department

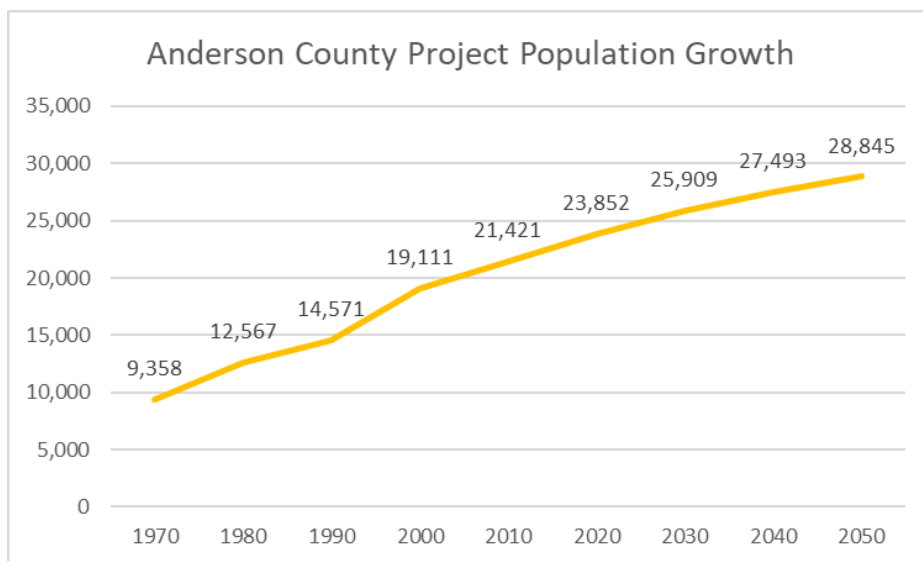
The county has a homogeneous population, with a racial makeup of 95.10 percent White, 2.10 percent Black or African American, and 2.8 percent identifying as another race. The Hispanic or Latino population makes up 1.9 percent of the total population. The average family size is 2.57 per household, and the median age is 41.4 years. The gender distribution is almost even, with females making up 51 percent of the population and males 49 percent. Similar to the county, the gender distribution in Lawrenceburg is nearly even, with males representing 47.9 percent and females 52.1 percent of the population. The median age in Lawrenceburg is slightly lower than the county at 37.8 years.

The economic profile of the county is also noteworthy. The median household income stands at \$59,887, and the median family income is \$78,773. However, it's important to note that about 13.7 percent of the population falls below the poverty line. Lawrenceburg mirrors this demographic and economic profile. As of the 2020 census, the city had a population of 11,728, which was estimated to have grown to 11,921 by 2022. The racial makeup is similar to the county's, and the median household and family incomes are \$52,808 and \$76,172, respectively. About 14.3 percent of the population in Lawrenceburg lives below the poverty line.

Projections

The base study for Anderson County and Lawrenceburg's Comprehensive Plan relies on the invaluable expertise and resources provided by the Kentucky State Data Center (KSDC). The KSDC utilizes a model that integrates recent historical data and standard demographic processes, estimates of future population are generated based on historic patterns. The most common population projection model used by demographers – *the cohort component model* – was used to generate the Vintage 2022 projections utilized by the KSDC and included in this plan. This model captures the impact of the primary components of population change – births, deaths, and net migration – in order to forecast changes in future population.

In 2010, the population of Anderson County was 21,421. By 2020, this number had



grown to 23,845. The KSDC's projections suggest that this growth will continue, with the population reaching 24,965 by 2025, 25,909 by 2030, 26,761 by 2035, 27,493 by 2040, 28,179 by 2045, and 28,845 by 2050. This represents a steady increase over the 40-year period from 2010 to 2050.

Figure 5: Anderson County's projected population change

Anderson County Population Projections	
2020	23,852
2030	25,909
2040	27,493
2050	28,845

Figure 6: Projected Population growth via Kentucky State Data Center

When compared to the surrounding Bluegrass area, Anderson County's growth is proportionate to the regional growth rate. The Bluegrass Area had a population of 770,404 in 2010, which grew to 832,909 by 2020. The area is projected to continue growing, reaching a population of 865,632 by 2025, 896,269 by 2030, 923,774 by 2035, 949,433 by 2040, 973,628 by 2045, and 998,826 by 2050.

The number of housing units needed in Anderson County is also projected to increase in line with population growth. In 2010, there were 8,369 housing units in the county. By 2020, this number had grown to 9,369. The KSDC projects that the number of housing units needed will continue to grow, reaching 9,989 by 2025, 10,495 by 2030, 10,996 by 2035, 11,381 by 2040, 11,695 by 2045, and 11,978 by 2050.

Population projections - Anderson County					
	2010	2020	2030	2040	2050
Total Population	21,421	23,852	25,909	28,179	28,845
Average Household Size	2.55	2.54	2.46	2.41	2.40
Housing units needed	8,369	9,369	10,495	11,381	11,978

Additional Housing Units needed		(97)	1,049	2,210	2,536
---------------------------------	--	------	-------	-------	-------

Figure 7: Projected Future Housing Needs via Kentucky State Data Center

In the broader Bluegrass Area, the number of housing units needed is also projected to increase. In 2010, there were 308,318 housing units in the area. By 2020, this number had grown to 335,091. The number of housing units needed is projected to continue growing, reaching 352,449 by 2025, 368,234 by 2030, 381,713 by 2035, 393,037 by 2040, 402,899 by 2045, and 413,273 by 2050.

These projections suggest that Anderson County and Lawrenceburg will need to plan for steady population growth and increasing demand for housing over the next few decades. This growth is not necessarily driven by Anderson County, as the entire surrounding area is expected to see growth as well.

Population Projections – Bluegrass Area					
	2010	2020	2030	2040	2050
Total Population	770,404	832,909	896,269	949,433	998,826
Average Household Size	2.41	2.40	2.36	2.34	2.34
Housing units needed	319,670	347,045	379,775	405,741	426,849

Figure 8: Projected Future Housing Needs for the Bluegrass Region

Goals and Objectives

Goal 1: Determine and place agricultural, public, residential, commercial, and industrial uses in their rightful and compatible locations.

Objective 1.1: Encourage industrial facilities to locate on sites with adequate transportation capacity.

Objective 1.2: Require developers to extend or construct water, sewer, adequate transportation facilities, and other required infrastructure to serve new residential and non-residential developments.

Goal 2: Encourage growth in a concentrated and logical manner that makes efficient use of existing and future public facilities, services, and utilities.

Objective 2.1: Prioritize the Urban Service Boundary (USB) for non-agricultural uses to maximize efficiency of services.

Goal 3: Encourage the preservation of farmlands of statewide significance, Prime Farmlands (as defined by the United States Department of Agriculture), and the agricultural community.

Objective 3.1: Support the operation and preservation of working farms.

Objective 3.2: Allow for value-added production and retail sales on agriculturally zoned land for products produced on site.

Goal 4: Promote development practices that help mitigate negative impacts created by developments on surrounding properties.

Objective 4.1: Establish more robust landscaping requirements for new development.

Objective 4.2: Research and adopt design standards for designated areas.

Objective 4.3: Encourage compatibility of new development with its surroundings.

Goal 5: Protect and economically promote the historic and visual character of Lawrenceburg's downtown and Anderson County.

Objective 5.1: Actively seek technical assistance and funding for rehabilitation, preservation, and reuse of historic structures within Anderson County.

Objective 5.2: Create and maintain an inventory of historically significant structures, building sites, and archaeological sites in Anderson County.

Objective 5.3: Adopt historic preservation guidelines and requirements for historic structures.

Objective 5.4: Create a historic overlay district for downtown that allows for mixed-use development to increase housing supply and higher density residential options.

Objective 5.5: Encourage innovative and adaptive reuse and infill development for concentrated activity.

Objective 5.6: Increase activity within the downtown core by encouraging and supporting home occupations, specialty retail, entertainment, professional and government offices, and other small businesses.

Objective 5.7: Ensure compatibility of new development within the downtown core while meeting modern business needs using design standards and regulations.

Objective 5.8: Discourage strip-style commercial/retail development.

Objective 5.9: Promote the historic and economic development potential of Anderson County's distillery heritage.

Objective 5.10: Research and adopt a Solar Ordinance to ensure that solar energy production is harmonious with surrounding land uses in conformity with state guidelines.

Goal 6: Create commercial areas at major intersections within the County that would allow for neighborhood type commercial developments that would serve the needs of the community and neighborhoods within.

Goal 7: Provide and maintain a safe and efficient transportation system that effectively moves people and goods.

Objective 7.1: Participate in transportation planning efforts and actively pursue all transportation project funding opportunities.

Objective 7.2: Require new and expanding developments to fund additions, alterations, and/or improvements to the public roadway and other transportation infrastructure if the new/expanding development causes an increased burden to the existing infrastructure and utility systems.

Objective 7.3: Require all private streets to meet or exceed standards set by the Anderson County Subdivision Regulations.

Objective 7.4: Require all private streets to provide adequate levels of service, emergency vehicle access, connectivity to future adjacent development, and safe circulation patterns.

Objective 7.5: Develop Corridor Plans for US 127 and US 62.

Objective 7.6: Require sight visibility triangle distances and other safety factors for the placement of access points along all public roads.

Goal 8: Encourage an interconnected network of non-vehicular infrastructure for all users.

Objective 8.1: Support the development of a countywide Trails and Bicycle Lane Master Plan.

Objective 8.2: Encourage bicycle lanes and sidewalks throughout the downtown core.

Goal 9: Provide adequate infrastructure and community facilities to support a high quality of life for Anderson County residents.

Objective 9.1: Evaluate the need and identify suitable locations for future schools, libraries, emergency services, and health care services.

Objective 9.2: Consider access to public facilities and service levels when reviewing new developments and ensure service levels for existing residents are not compromised as a result.

Objective 9.3: Improve the availability of recreational facilities and programming for all ages.

Goal 10: Provide adequate water, sewer, solid waste, recycling, and other services.

Objective 10.1: Require new and expanding developments to connect to public utility services that are within 500-feet of the property.

Objective 10.2: Require developers to pay their “fare-share” of the cost for sewer and water line extensions.

Objective 10.3: Expand broadband access for all citizens.

Goal 11: Create a diverse mix of quality, affordable housing for all income levels and needs.

Objective 11.1: Encourage flexible residential development strategies to produce a wider range of housing types.

Objective 11.3: Work to eliminate substandard housing conditions.

Objective 11.4: Increase availability and flexibility of housing options for elderly residents.

Goal 12: Promote civic involvement.

Objective 12.1: Increase citizen engagement through improved communication and education of governmental processes.

Goal 13: Create and adopt policies and regulations that support a stable and diversified economic base for Lawrenceburg and Anderson County.

Objective 13.1: Identify and pursue new commercial and industrial opportunities related to the County’s existing economic base.

Goal 14: Provide additional educational and training opportunities to produce a skilled workforce and attract high-paying jobs.

Objective 14.1: Increase collaboration between government, local industries, and educational facilities to produce a skilled workforce that will accommodate the needs of local businesses.

Goal 15: Protect the environment and natural resources of Anderson County.

Objective 15.1: Identify environmentally sensitive areas within Anderson County and adopt regulations to protect them.

Objective 15.2: Encourage the preservation of tree canopy coverage in Lawrenceburg and Anderson County.

Housing Element

Goals and Objectives

Goal 11: Create a diverse mix of quality, affordable housing for all income levels and needs.

Objective 11.1: Encourage flexible residential development strategies to produce a wider range of housing types.

Objective 11.3: Work to eliminate substandard housing conditions.

Objective 11.4: Increase availability and flexibility of housing options for elderly residents.

Current Conditions

In recent years, there has been a growing concern about the affordability and availability of housing in many parts of the United States. Factors such as rising housing costs, stagnant wages, and limited housing supply have contributed to this issue, which has left many households struggling to find affordable and adequate housing. Additionally, there are also issues related to the quality and safety of housing. Some areas may have a higher prevalence of substandard housing conditions, including issues related to health and safety such as lead-based paint, and other environmental hazards as houses continue to age.

The housing stock in Anderson County and Lawrenceburg is mostly single-family homes, with some apartments, duplexes, and other multi-family housing units. The data

shows that the housing market in Anderson County and Lawrenceburg is relatively affordable when compared to the regional housing market, with a median home value of \$169,400 and a median rent of \$776 countywide. However, the data also show that there are some challenges facing the housing market, such as a high rent burden rate and a slowing number of housing units being constructed.

The challenges facing the housing market are having a negative impact on the community. The rising cost of housing is making it more difficult for people to afford to live in the area, which could drive out some residents and make it difficult to attract new residents. The lack of affordable housing is also making it difficult for businesses to find employees, as workers are unable to afford to live in the area.

Housing Units and Costs						
	2021		2011		Change	
	Lawrenceburg	Anderson County	Lawrenceburg	Anderson County	Lawrenceburg	Anderson County
Total number of housing units	4,810	9,945	4,751	9,084	59	861
Percentage of housing units that are vacant	7.7 percent	8.9 percent	8.9 percent	7.7 percent	-13.5 percent	15.6 percent
Median home value	\$149,600	\$169,400	\$119,000	\$132,900	\$30,600	\$36,500
Percentage of renters that are rent-burdened	52.4 percent	47.7 percent	29.1 percent	28 percent	23.3 percent	19.7 percent
Median rent	\$780	\$776	\$637	\$650	\$143	\$126

Figure 9: Housing Statistics via Census Bureau

When analyzing the trends over the past ten years, Anderson County and Lawrenceburg have continued to see growth in the housing market, as expected in a growing community. One of the most notable trends has been the increase in the number of housing units in the unincorporated county, with the number of units growing by approximately 861 housing units over the previous 10 years. Despite the new construction, the number of vacant housing units actually increased by 15.6 percent, while the vacancy rate in Lawrenceburg decreased by 13.5 percent.

In both communities, the majority of the housing stock was built between 1990 and 2009. In Anderson County, about 60 percent, and similarly in Lawrenceburg, 44 percent of the housing stock was constructed during this time period. In Anderson County, out of the 9,063 occupied housing units, the highest proportion of residents moved in during the years 2015 to 2018 (25 percent), followed closely by those who moved in between 2000 and 2009 (27 percent). In Lawrenceburg, a similar pattern emerges, with 34 percent of residents having moved in during the years 2015 to 2018 and 24 percent between 2000 and 2009, out of a total of 4,441 occupied housing units. These findings shed light on the housing landscape, suggesting that a significant portion of the housing stock in both Anderson County and Lawrenceburg was constructed

between 1990 and 2009. Additionally, recent years have witnessed considerable movement of residents into these housing units, particularly from 2015 to 2018.

Housing Units by Age				
	Anderson County		Lawrenceburg	
	Total	Percent	Total	Percent
Total housing units	9945		4810	
Built 2010 to 2019	562	5.7	232	4.8
Built 2000 to 2009	1856	18.7	762	15.8
Built 1990 to 1999	2283	23	1367	28.4
Built 1980 to 1989	1499	15.1	610	12.7
Built 1970 to 1979	1491	15	712	14.8
Built 1960 to 1969	707	7.1	495	10.3
Built 1950 to 1959	373	3.8	163	3.4
Built 1940 to 1949	268	2.7	158	3.3
Built 1939 or earlier	906	9.1	311	6.5

Figure 10: Housing Statistics via Census Bureau

Year Resident Moved into Housing Unit				
	Anderson County		Lawrenceburg	
	Total	Percent	Total	Percent
Occupied housing units	9,063		4,441	
Moved in 2019 or later	625	7	350	8
Moved in 2015 to 2018	2,292	25	1,516	34
Moved in 2010 to 2014	1,405	16	639	14
Moved in 2000 to 2009	2,457	27	1,077	24
Moved in 1990 to 1999	1,251	14	505	11
Moved in 1989 and earlier	1,033	11	354	8

Figure 11: Housing Statistics via Census Bureau

The housing construction market in Anderson County and Lawrenceburg experienced a slowdown over the previous 10 years, with only an estimated 562 housing units constructed over the previous decade, which is significantly less than the number of units built in the previous 5 decades. This decline is important to note, as the number of housing units built from 2010 to 2019 was 70 percent less than the number constructed from 2000 to 2009. When the slow pace of new housing unit construction, 1.2 percent growth, is compared to the population growth over the same time period, it is clear that additional housing units are needed, and are needed at a quicker rate than what the market is currently providing.

What could be the result of those trends, the number of individuals in Anderson County and Lawrenceburg who are considered “rent-burdened”, or they spend over 30 percent of their income on housing costs has been increasing rapidly. Over the past five years, from 2016 to 2021, the percentage of renters who are considered rent-burdened has grown

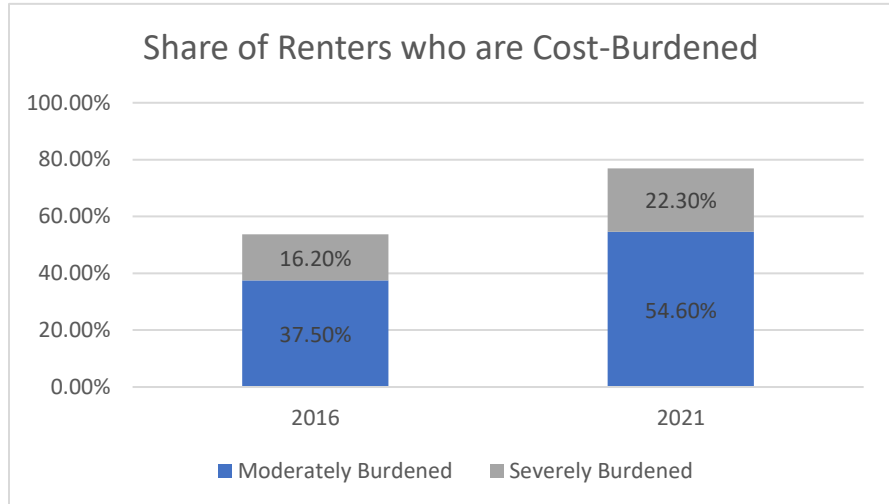


Figure 12: Percentage of Anderson County population that is considered Rent Burdened. Data via Census Bureau

from 37.5 percent of the renters to 54.6 percent. The percentage of renters who are considered “severely rent-burdened” (renters who spend over 50 percent of their income on rent) also increased from 16.2 percent in 2016 to 22.3 percent in 2021.

Overall, the housing market in Anderson County and Lawrenceburg is experiencing growth and change, with a surge in housing development and rising home prices. However, there are also indications of affordability challenges, particularly for renters and lower-income households. The rising cost of housing in Anderson County and Lawrenceburg could have a number of implications for the community. For example, it could make it difficult for people to afford to live in the area, which could lead to displacement and gentrification. Additionally, the rising cost of housing could make it difficult for businesses to attract and retain employees, which could have a negative impact on the local economy. Overall, the data shows that the housing market in Anderson County and Lawrenceburg is facing a number of future challenges. These challenges include the age of the housing stock, the rising cost of housing, and the lack of affordable housing. These challenges could have a negative impact on the community, and it is important to address them in order to ensure the continued growth and prosperity of the area.

Future Needs

Population projections provide insights into how the population of a community or region is expected to change over a specific time period, typically based on historical data, birth rates, death rates, migration patterns, and other relevant factors. The Kentucky State Data Center provides population projections, housing projections, and other projections and data points for counties and regions across Kentucky and is the basis for this section. The data center has utilized the cohort component model to generate projections, which evaluates the primary components of population change (births, deaths, and net migration).

Population projections - Anderson County					
	2010	2020	2030	2040	2050
Total Population	21,421	23,852	25,909	28,179	28,845
Average Household Size	2.55	2.54	2.46	2.41	2.40
Housing units needed	8,369	9,369	10,495	11,381	11,978
Additional Housing Units needed		(97)	1,049	2,210	2,536

Figure 13: Population projections via Kentucky State Data Center

As discussed earlier in the Introduction section of this plan, the population of Anderson County is expected to continue to grow through the next couple of decades. Unsurprisingly, this also results in a projected need for additional housing units, with an expected need of 11,978 housing units by 2050. To reach this number, an additional 2,536 housing units will need to be constructed over the next 30 years. In addition, the average household size is expected to shrink, which could indicate a need for smaller housing units in the future.

Regional Development Pressures

When considering the regional context, it becomes evident that Anderson County's growth is part of a broader regional trend. The entire region has also experienced population growth, although at a slightly lower rate. From 2010 to 2020, the regional population increased by approximately 62,505 residents, indicating a growth rate of around 8.1 percent, which is slightly lower than the growth rate of Anderson County, 11.4 percent.

Population Projections – Bluegrass Area					
	2010	2020	2030	2040	2050
Total Population	770,404	832,909	896,269	949,433	998,826
Average Household Size	2.41	2.40	2.36	2.34	2.34
Housing units needed	319,670	347,045	379,775	405,741	426,849

Figure 14: Regional Population Projections via Kentucky State Data Center

Looking ahead to the projected years, the regional population is expected to continue expanding. By 2050, the total population in the region is projected to about 1 million residents. This signifies substantial growth and reinforces the notion that the area as a whole is attracting new residents and experiencing development across its various communities, although at a slower pace than previous projections indicated. More information on regional growth is included in the Introduction.

While Anderson County's growth rate surpassed the regional average from 2010 to 2020, it is important to consider this growth within the broader regional context. By understanding the regional growth patterns, Anderson County can better assess its own housing needs, infrastructure requirements, and planning initiatives. This comparative analysis emphasizes the need for proactive measures to accommodate the growing population, ensure sufficient housing options, and plan for the necessary infrastructure and amenities to support the evolving needs of residents.

Strategies

Growing a Diverse Housing Stock

Growing a diverse housing stock is of paramount importance for communities aiming to foster inclusive and sustainable development. A diverse housing stock refers to the availability of a wide range of housing options that cater to the diverse needs, preferences, and financial capabilities of all individuals and families. Ensuring that there are housing options suitable for all people is essential for creating a thriving community and will help to ensure the community grows equitably.

In addition, promoting a diverse housing stock will help the community keep up with projected growth, and ensure the housing stock does not fall into disrepair or inflate to the point where it becomes unaffordable for current residents. Some strategies include:

- **Adaptive Reuse of Historic Buildings:** Many downtown areas have historic buildings that hold cultural, architectural, and historical significance. Mixed-use development can provide an opportunity for the adaptive reuse of these historic buildings, breathing new life into them while preserving their unique character. This can contribute to the preservation of the city's heritage and history, while also promoting economic development. Adaptive reuse of historic buildings can create unique and attractive spaces for businesses, which can, in turn, generate interest and draw visitors, customers, and investors to the downtown area.
- **Mixed-Use Development:** Mixed-use development can help address housing affordability and diversity in the downtown area. By incorporating residential units in the downtown core, mixed-use development can provide a range of housing options for different demographics, including young professionals, empty nesters, and families. This can promote inclusivity and diversity in the community, making the downtown area accessible to a wider range of residents. Having a diverse mix of residents can support local businesses by creating a customer base that is available throughout the day, contributing to the economic viability of the downtown area.
- **Infill Development:** Infill development is a valuable approach to diversifying the housing stock within existing communities. By utilizing vacant or underutilized land in established urban areas, infill projects can create a range of housing options that cater to different needs and income levels. This promotes inclusivity and revitalizes

neighborhoods. Infill development also offers environmental benefits by minimizing urban sprawl and promoting sustainable transportation. Collaboration among stakeholders is crucial for successful infill projects that respect the community's character. Striking a balance between development and preservation is important, as is incorporating affordable housing considerations. Infill development has the potential to create diverse, vibrant, and sustainable communities.

- **Affordable Housing Requirements:** Affordable housing requirements are essential for increasing housing diversity and fostering inclusive communities. These policies require the inclusion of affordable housing units in new developments to allow low- and moderate-income residents have access to affordable housing within the community. Typically, these units require residents to work, but will subsidize their rent to a fixed percentage of the renter's income. By allocating a reasonable portion of income towards housing expenses, residents can afford other essential needs, stimulating economic growth, while also being able to stay in the community instead of looking elsewhere for cheaper options.
- **Planning and Zoning:** Planning and zoning are vital tools for fostering a diverse housing stock. Mixed-use zoning, allowing various housing types, and implementing inclusionary housing policies encourage social and economic diversity. Preservation of affordable housing and community engagement are key. Collaboration and informed decision-making ensure effective strategies for creating inclusive and sustainable communities.

Elderly Housing

Ensuring housing options for elderly populations is of utmost importance for communities striving to foster sustainable development. A thriving community recognizes the unique needs and requirements of its older residents and takes proactive measures to provide suitable housing solutions. By offering a diverse range of housing options designed specifically for elderly individuals, the community can create an environment that promotes their independence, well-being, and overall quality of life. Some strategies include:



Figure 15: Madeline Manor, a new apartment complex that began construction in 2022. The development includes units reserved for senior citizens.

- **Age in Place:** Many older adults prefer to age in place, remaining in their homes and communities as they grow older. However, their housing needs may change as they face physical limitations or require additional support. By increasing the availability and flexibility of housing options, communities can provide alternatives that allow older adults to age in place comfortably and safely. This can include retrofitting existing homes with age-friendly modifications, promoting universal design principles, and creating accessible housing units that accommodate mobility challenges.
- **Diverse Housing:** Providing a diverse range of housing types specifically designed for elderly residents is essential. This can include senior-friendly apartments, retirement communities, assisted living facilities, and continuing care retirement communities (CCRCs). These options cater to different levels of independence and care needs, allowing older adults to transition seamlessly between housing options as their requirements change. Flexibility in housing options ensures that elderly residents have suitable choices available to them at different stages of their lives.
- **Community Support:** Elderly residents often benefit from living in communities that offer supportive services and amenities tailored to their needs. This can include access to healthcare facilities, transportation services, social and recreational activities, and proximity to community centers and senior-focused organizations. Planning for housing options for the elderly should consider the integration of these support services and amenities to create age-friendly communities that enhance social connections and overall well-being.

Substandard Housing

Addressing substandard housing is vital for individuals, communities, and society at large. It is not just about fixing dilapidated buildings; it is about ensuring the health, safety, and well-being of residents. This also will ensure more housing units are available, which will help alleviate the pressure of the expected population growth. Some strategies for addressing substandard housing include:

- **Strengthen and Enforce Building Codes:** Building codes establish minimum standards for construction, maintenance, and safety. Strengthening and strictly enforcing these codes ensures that housing units meet safety, health, and habitability requirements. Regular inspections, code enforcement actions, and penalties for non-compliance can incentivize property owners and landlords to maintain their properties in accordance with established standards.
- **Rehabilitation and Renovation Programs:** Implementing rehabilitation and renovation programs can help improve substandard housing conditions. These programs provide financial assistance, grants, or low-interest loans to property owners to make necessary repairs and upgrades. This encourages property owners to invest in their properties, addressing issues such as structural deficiencies, outdated infrastructure, and safety hazards. Examples of these programs include Community Development Block Grants (CDBGs), the HOME Investment Partnership Program, and the Kentucky Affordable Housing Trust Fund.
- **Community Development and Revitalization:** Comprehensive community development strategies can help address substandard housing as part of broader revitalization efforts. This involves coordinating efforts to improve infrastructure, enhance public amenities, and attract investment to distressed neighborhoods. By focusing on holistic community development, substandard housing can be targeted alongside other socio-economic factors contributing to neighborhood blight.

Other:

- **Short-Term Rentals:** The rapid growth of the short-term rental industry, facilitated by platforms like Airbnb and HomeAway, has raised concerns about its impact on the housing market. While short-term rentals offer flexibility and convenience for travelers, their increasing popularity has raised several important considerations regarding their impact on housing availability, affordability, and neighborhood stability. One of the key concerns is the potential reduction of long-term rental housing stock. Property owners who convert their units into short-term rentals may remove them from the traditional rental market, limiting the supply of available housing for long-term residents. This reduced housing stock can contribute to increased rental prices and decreased affordability, particularly in high-demand areas where the short-term rental market is booming. Furthermore, the short-term rental industry may contribute to the phenomenon of "commercialization" in residential neighborhoods. When property owners exclusively use their units for short-term rentals, it can disrupt the social fabric of communities by

reducing the number of permanent residents and diminishing the sense of community cohesion.

Economic Development Element

Goals and Objectives

Goal 1: Determine and place agricultural, public, residential, commercial, and industrial uses in their rightful and compatible locations.

Objective 1.1: Encourage industrial facilities to locate on sites with adequate transportation capacity.

Objective 1.2: Require developers to extend or construct water, sewer, adequate transportation facilities, and other required infrastructure to serve new residential and non-residential developments.

Goal 5: Protect and economically promote the historic and visual character of Lawrenceburg's downtown and Anderson County.

Objective 5.1: Actively seek technical assistance and funding for rehabilitation, preservation, and reuse of historic structures within Anderson County.

Objective 5.2: Create and maintain an inventory of historically significant structures, building sites, and archaeological sites in Anderson County.

Objective 5.3: Adopt historic preservation guidelines and requirements for historic structures.

Objective 5.4: Create a historic overlay district for downtown that allows for mixed-use development to increase housing supply and higher density residential options.

Objective 5.5: Encourage innovative and adaptive reuse and infill development for concentrated activity.

Objective 5.6: Increase activity within the downtown core by encouraging and supporting home occupations, specialty retail, entertainment, professional and government offices, and other small businesses.

Objective 5.7: Ensure compatibility of new development within the downtown core while meeting modern business needs using design standards and regulations.

Objective 5.8: Discourage strip-style commercial/retail development.

Objective 5.9: Promote the historic and economic development potential of Anderson County's distillery heritage.

Objective 5.10: Research and adopt a Solar Ordinance to ensure that solar energy production is harmonious with surrounding land uses in conformity with state guidelines.

Goal 6: Create commercial areas at major intersections within the County that would allow for neighborhood type commercial developments that would serve the needs of the community and neighborhoods within.

Goal 14: Provide additional educational and training opportunities to produce a skilled workforce and attract high-paying jobs.

Objective 14.1: Increase collaboration between government, local industries, and educational facilities to produce a skilled workforce that will accommodate the needs of local businesses.

Assessment of Current Conditions

Anderson County and Lawrenceburg are located in the heart of the Bluegrass Region of Kentucky, known for its rich agricultural heritage and scenic beauty. The county is predominantly rural, with a mix of agricultural, residential, commercial, and industrial land uses. Agriculture plays a vital role in the local economy, with farming being a primary source of income for many families in the area. The county is also home to a number of small businesses, including specialty retail, entertainment, professional services, and home-based occupations, which contribute to the local economy. The

county's downtown area, with its historic buildings and unique character, has the potential for further economic development through rehabilitation, preservation, and adaptive reuse of existing buildings.

Overall, the economy of Anderson County is similar to many other communities that neighbor more major cities, as Anderson County does to Lexington. Most Anderson County workers commute outside of the county for work, at an almost 2:1 rate compared to residents who work in Anderson County. The largest industries by employment are educational services, manufacturing, and public administration, with manufacturing being the fastest-growing industry by annual GDP growth. The manufacturing industry also had the highest reported output of any industry in Anderson County in 2021. This has helped the county offer a high quality of life for residents, with a low unemployment rate and high household income. A list of the different occupations and the total jobs and median wage for each is provided in the Appendix. A list of top employers will also be included and the GDP per industry is included as well.

The majority of the economic activity in Anderson County is in the City of Lawrenceburg and the immediate surrounding areas. Most of the industrial development, including the two largest employers in Anderson County, Florida Tile and General Cable, are located at or near the intersection of Highways 127 and 151. There is a Norfolk Southern Rail Line, shown in the Transportation Section of this plan, which serves most of the manufacturing facilities in the county. There is a lack of undeveloped industrial land in Anderson County, which is a problem discussed later in this section. Most of the commercial areas in Anderson County are within Downtown Lawrenceburg or along Highway 127, with the area along Highway 127 between Lawrenceburg and Frankfort is considered one of the most likely areas for additional commercial growth. There is plenty of commercial space available to support additional growth.

When projecting the future economic levels in Anderson County, it is clear that the county will continue the modest growth it has seen over the previous ten years. This growth will continue to be driven by the manufacturing industry, which is expected to continue being the most important industry in the county. The arts and entertainment, professional and business services, and government and government enterprises are expected to grow the most in the future, as the county is expected to reach a gross domestic product of about \$921 million by 2040. A detailed breakdown of forecasted GDP production by industry in Anderson County is included in the Appendix.

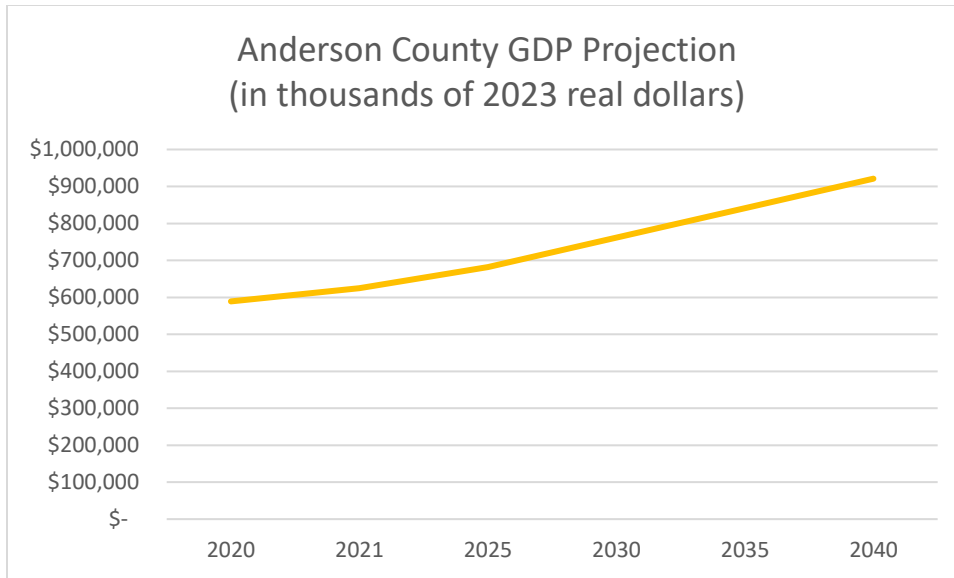


Figure 16: Projected GDP for Anderson County

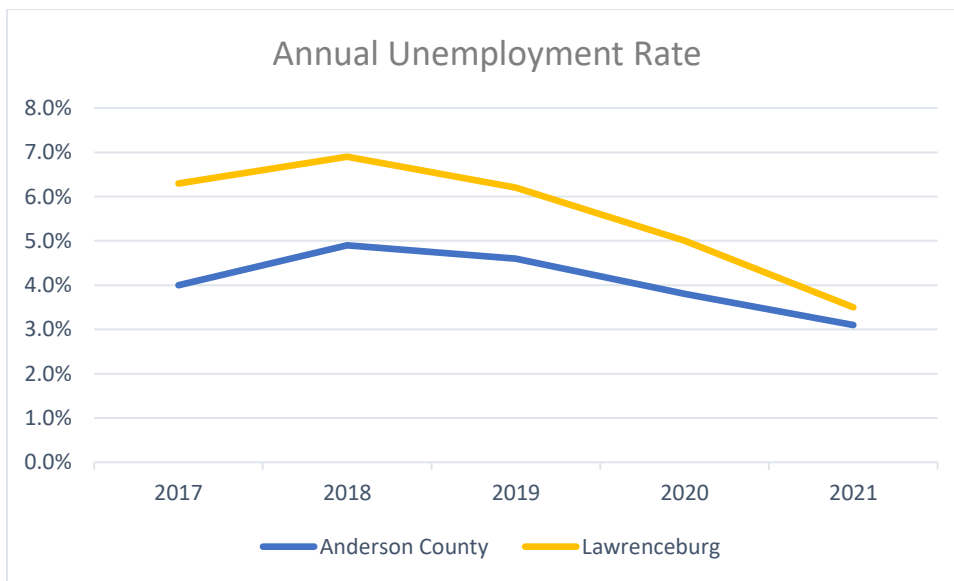


Figure 17: Annual Unemployment Rate for Anderson County and Lawrenceburg

Currently, the biggest issue in the county’s labor force could be a lack of available workers, similar to trends in the national economy. In 2021, the labor force (population aged 16 and up) in Anderson County had 11,388 participants and Lawrenceburg had 5,629. The annual unemployment rate in 2021 was 3.1 percent for Anderson County and 3.5 percent for Lawrenceburg specifically, both continuing a declining trend. This is shown on Figure 2, above. The county also has seen a declining labor force participation rate since 2020, matching another national trend. While this decline can be attributed, at least in small part, to an aging population, the long-term effects of this decline should be evaluated to see why some eligible workers are not participating in the economy.

The regional labor force, defined by a 30-mile radius from Anderson County, has 676,042 participants and is expected to grow to 699,119 people by 2027. The surrounding area includes Lexington, which is the source of a large amount of employment of Anderson County residents. The regional labor force participation rate, 54.9 percent, is lower than the rate for Anderson County, showing that there is more labor available outside the county than inside, with the unemployment rate, 3.7 percent, being slightly higher than the rate for Anderson County. The regional labor force is also highly educated, with 34 percent of the labor force having at least a bachelor's degree of education or higher. A detailed breakdown of statistics of a 30 mile workforce radius, as well as the projected statistics in 2027 can be found in the appendix.

Strategies:

Industrial Development:

Throughout meetings with the Steering Committee and staff members, the pursuit of more industrial land for industrial development purposes was identified as an opportunity for Anderson County. Ideally, this would be an opportunity to add more jobs for the county and bolster the tax base. This has become a bigger need recently, as the most attractive industrial site in the county was recently purchased for Summit Polymers. Anderson County Forward, through a contract with MWM Consulting, the main economic development entity that serves Anderson County and Lawrenceburg, currently lists four sites as available, totaling just 116.8 acres as available, with the largest site being 40 acres.

Finding more land for industrial development was identified as one of the highest priorities of the economic development professionals and was mentioned as a potential problem by the Steering Committee. This is also a priority for the state government, as The Kentucky Product Development Initiative (KPDI) was approved by Governor Andy Beshear and the Kentucky General Assembly with \$100 million in funding during the regular 2022 session. The initiative builds upon the success of the pilot Product Development Initiative (PDI) program, which was established in 2019 and provided nearly \$7 million in state funding for 20 site development projects statewide. The KPDI is a collaboration between the Kentucky Cabinet for Economic Development (CED) and the Kentucky Association for Economic Development (KAED). It aims to identify and develop shovel-ready sites and buildings that can attract new businesses and support existing ones, leading to job creation and increased economic opportunities for Kentucky residents.

In addition to a statewide push to grow industrial development and manufacturing, industrial development and advanced manufacturing was identified as one of five strategic priorities by locally elected officials (including Anderson County) of the Bluegrass Region in the 2022-2028 Comprehensive Economic Development Strategy (CEDS) for the region. This is due to the growth, and expected uptick of future growth,

of advanced manufacturing, particularly the electric vehicle and battery manufacturers. The CEDS also identified a need for communities to begin preparing and investing in speed-to-market improvements on vacant properties within industrial parks and identifying new/potential projects as ways to ensure growth in this key industry.

Bourbon Tax – The Need for Action

Few things are as synonymous with Kentucky as the production of bourbon. There are almost 11 million barrels in Kentucky aging currently, a little over two million barrels for every person living in the state, with over 95 percent of the world’s bourbon being produced in Kentucky. The passage of House Bill 5 (HB5), which phases out the ability for local governments to tax barrels of bourbon being aged in warehouses, will have a significant impact on the tax bases of Anderson County and will force the county to reevaluate economic development priorities. The bill proposes to phase out a state and local property tax on bourbon barrels, starting in 2026 and completely eliminating it by 2039. Last year, distilleries in Kentucky paid about \$33 million in barrel taxes, but about a third of that has already been refunded under another tax break passed in 2014. The remaining revenue goes to about 28 counties and some cities, which collectively receive more than \$18.5 million annually in barrel tax revenue, and they stand to lose this revenue under the legislation.

Anderson County is one of the counties in Kentucky most impacted by the passage of this bill. When the repeal of the tax was studied over the summer of 2022, lawmakers on the Bourbon Barrel Taxation Task Force found that Anderson County was expected to have a total countywide revenue loss of \$808,486, even with an expected increase in state education funding from the Support Education Excellence in Kentucky (SEEK) program. The School District, Fiscal Court, Extension Service District, Health District, Library District, and Fire District are expected to lose revenue. A table from the task force showing the net loss in revenue by county can be found in the appendix.

To ensure Anderson County can capitalize on national, statewide, and regional trends for increased industrial development, work needs to be done by economic development professionals to ensure sites in the county have as few barriers for development as possible, or risk losing potential projects to other, quicker-to-market sites. Some of these strategies include:

Identification of potential industrial sites - Identifying suitable sites for industrial development is a critical step in the economic development planning process. It requires a strategic approach that takes into consideration various factors such as location, accessibility, size, infrastructure, zoning, and environmental considerations.

Planning and Zoning – Ensuring a site is properly zoned for industrial development can help attract potential developers. By ensuring Anderson County’s Comprehensive Plan is updated regularly, and working to make sure industrial sites are properly zoned, Anderson County can give itself a comparative advantage in recruiting industrial prospects.

Utilities - The availability and capacity of utilities are crucial factors for industrial development prospects, with different utility needs depending on the sector. Proactively ensuring that potential industrial sites have adequate utilities in place allows economic development professionals to effectively market these sites. Moreover, having the capacity to accommodate large prospects (if land is available) gives the county a competitive advantage in industrial recruitment. This can be achieved by developing strategies to address potential infrastructure gaps, such as seeking funding from federal, state, and local sources, partnering with utility providers and telecommunication companies, and advocating for infrastructure investments from relevant agencies. Additionally, working with engineering and consulting firms to conduct feasibility studies, design, and implement infrastructure projects that support industrial development is essential for quality development.

Incentives – Tax incentives, such as grants, low-interest loans, and other financial incentives can be used to support or attract potential industrial development. By working with local, state, and federal stakeholders, officials can identify and leverage available resources that align with the economic development goals of Anderson County.

Marketing – Anderson County Forward and MVM Consulting already market industrial sites and the assets for the county. Continuing effectively marketing and evolving to adapt as economic development best practices change will effectively allow for effective marketing.

Case Study – Summit Polymers

Summit Polymers Inc. (SPI), a Michigan-based company that designs and manufactures automotive interior components, has announced plans to build a new manufacturing facility in Anderson County, Kentucky. The \$37.5 million project will create 218 full-time jobs and will be located on approximately 40 acres along the U.S. Route 127 Bypass in Lawrenceburg. The facility will conduct plastic injection molding, paint applications, and assembly operations to support SPI's business with automotive manufacturers in Kentucky and neighboring states, with potential for future expansion. Construction is set to begin soon, with completion scheduled for Summer 2023.

SPI is a global company with over 3,000 employees at 15 locations worldwide. The company has a strong presence in Kentucky, operating two facilities in Mt. Sterling and Elizabethtown. SPI's decision to build a new facility in Lawrenceburg reflects their commitment to the longstanding partnerships they have shared with the Commonwealth of Kentucky, Anderson County, and the City of Lawrenceburg.

Economic Impact

The new SPI facility in Lawrenceburg is expected to have a significant economic impact on the region. The automotive sector in Kentucky is a vital source of employment, with over 525 automotive-related facilities currently operating in the state, employing over 100,000 residents. Since the start of Governor Andy Beshear's administration in 2019, the sector has seen more than \$9.1 billion in new investments and the creation of over

10,700 full-time jobs. SPI's investment of \$37.5 million in the new facility and the creation of 218 full-time jobs over the next 10 years will further boost the local economy and provide opportunities for the residents of Lawrenceburg and surrounding areas.

Incentives and Support:

SPI has received preliminary approval for a 10-year incentive agreement with the Kentucky Economic Development Finance Authority (KEDFA) under the Kentucky Business Investment program. The performance-based agreement can provide up to \$2.8 million in tax incentives based on SPI's investment and job creation targets. The company is required to create and maintain 218 Kentucky-resident, full-time jobs across 10 years and pay an average hourly wage of \$23.50, including benefits. By meeting these annual targets, SPI can be eligible to keep a portion of the new tax revenue it generates and may also claim eligible incentives against its income tax liability and/or wage assessments. In addition, SPI can receive support from Kentucky's workforce service providers, including recruitment and job placement services, customized training, and job-training incentives at reduced costs. The Department of Transportation also contributed funding to ensure there is adequate access for the site.



Figure 18: Gov. Beshear presenting Judge/Executive Gritton with a grant award for transportation improvements that helped the community recruit Summit Polymers

The Summit Polymers Inc. industrial development project in Lawrenceburg, Kentucky is expected to have a positive impact on the local economy by creating jobs, generating tax revenue, and strengthening the automotive manufacturing sector in the region. With the support of the Commonwealth of Kentucky, Anderson County, and the City of Lawrenceburg, SPI's investment of \$37.5 million in the new facility demonstrates their commitment to the state and their continued growth in the automotive industry. The project is a success story that showcases the benefits of public-private partnerships and incentives for economic development and sets the stage for SPI's continued success in Kentucky and beyond.

Downtown Development

Downtown Lawrenceburg serves as a vital hub of economic activity and community life, attracting visitors and residents alike with its diverse array of restaurants, businesses, and historic charm. A vibrant downtown is not only a source of pride for the community but also a key driver of the local economy. It provides opportunities for local entrepreneurs and small businesses to thrive, generates revenue through tourism and local spending, and creates jobs, contributing to the overall economic vitality of the region. In addition, a lively downtown enhances the quality of life for residents, providing a vibrant social and cultural scene, fostering community engagement, and promoting a sense of place and belonging. It serves as a gathering place for community events, a showcase for local arts and culture, and a vibrant center of civic activity. In addition, most of the downtown is included in a historical district, making it a valuable, living historical resource. Continuing to invest in the revitalization and growth of downtown Lawrenceburg is crucial to not only boost the local economy but also to enhance the overall livability and vibrancy of the community, raising the quality of life of all Anderson County residents.

Downtown Lawrenceburg boasts a rich heritage, with many iconic buildings that reflect the town's history and character. However, some of these buildings are currently vacant or underutilized, as owners are hesitant to restore or sell them, presenting both opportunities and challenges for the revitalization of the downtown area. While the historic buildings add to the charm and character of the community, they also require proper maintenance and upkeep to preserve their historical integrity. The cost of renovating and maintaining historic buildings can be higher compared to modern structures, and property owners may face financial constraints in complying with historic preservation guidelines. Code enforcement of existing ordinances is crucial to ensure that these buildings are well-maintained and in compliance with historic preservation guidelines.

The historic downtown of Lawrenceburg has several advantages. It serves as a unique draw for tourists and visitors, providing an authentic glimpse into the town's past and offering opportunities for heritage tourism. The historic buildings can also be repurposed for commercial, residential, or cultural uses, providing a unique and



Figure 19: Anderson County students at their “Small Town Soiree” prom in Downtown Lawrenceburg (photo courtesy of Progressive Photography).

distinctive atmosphere for businesses and residents. The historic district has the potential to serve as a catalyst for economic development, attracting new businesses and investment, and creating job opportunities for the local community.

Despite the challenges, there is a growing recognition that the historic downtown of Lawrenceburg is a valuable asset that can be leveraged to promote economic development and promote the town's unique character. With efforts to encourage activity, such as tax incentives and grants for building renovations, facade improvements, and streetscape enhancements, can help Lawrenceburg continue its revitalization. Some cities have established historic preservation tax credits, which provide financial incentives for property owners to invest in the rehabilitation of historic buildings, helping to offset the higher costs associated with preserving and renovating older structures. Additionally, communities have launched downtown revitalization programs that offer technical assistance, training, and grants for businesses, property owners, and community organizations to improve the physical appearance and economic viability of downtown areas. Streetscape improvements, such as sidewalk repairs, lighting upgrades, and landscaping, have also been undertaken to create an inviting and pedestrian-friendly atmosphere in downtown areas.

Creative programming and hosting events are popular ways for cities to attract visitors and create a sense of place in their downtown areas. This includes hosting farmers markets, art walks, music festivals, and other cultural events that promote local businesses, arts, and culture. Some cities have also focused on activating underutilized

spaces, such as vacant lots or alleyways, by transforming them into pocket parks, public art installations, or outdoor seating areas, thereby enhancing the overall attractiveness and livability of the downtown area. These spaces, and investments in arts and culture, are key to ensuring downtown Lawrenceburg continues to develop into a community space, not just a place for individual experiences.

Collaboration and partnerships have also played a crucial role in downtown revitalization efforts in small Kentucky cities. Public-private partnerships, involving local businesses, property owners, and community organizations, have been established to jointly invest in downtown revitalization projects, share resources, and leverage funding opportunities. Community engagement has been fostered through public input sessions, workshops, and surveys to gather input and ideas from local residents and businesses, ensuring that the revitalization efforts are aligned with the needs and desires of the community.

The Steering Committee also shared that allowing and encouraging mixed-use development, which integrates diverse land uses such as residential, commercial, and recreational within a single development or area, is a strategy for continuing the development of Downtown Lawrenceburg by creating a dynamic and multifunctional downtown environment. The most common form of mixed-use development is buildings that combine a ground-floor commercial space with upper-floor residential units. It also promotes an enhanced sense of place and community by encouraging higher density development, bringing residents, workers, and visitors to a common space, and also promotes walkability, fostering a more sustainable community.

Mixed-use development also increases economic activity within a downtown core. Mixed-use development can attract a diverse range of businesses, including restaurants, cafes, boutiques, offices, and other commercial ventures. This creates opportunities for local entrepreneurship and stimulates economic activity in the downtown area. When different types of businesses are clustered together in a mixed-use development, they can benefit from the synergies created by the close proximity. For example, a restaurant on the ground floor of a mixed-use building can benefit from foot traffic generated by residents living on the upper floors, and vice versa. This increased economic activity can lead to higher revenues, job creation, and economic growth in the downtown area.

Parking was also a topic that was discussed during the stakeholder meetings. While parking was not identified as a current issue, stakeholders shared that it can occasionally be difficult to find parking spaces downtown, particularly during lunchtime. There are two parking lots that are available for patrons to use in addition to street parking, which has the capacity to support downtown activity. Going forward, parking availability, as well as the stormwater runoff impacts of increased paving, should be considered in future developments.

To better define downtown Lawrenceburg, and to facilitate future downtown-type development, the Downtown Core District boundary has been amended to include the

area south to Broadway, as it aligns with modern infrastructure and historical significance, and east to Alexandria Drive. Broadway, being a major thoroughfare in Lawrenceburg, offers ideal accessibility, connectivity, and visibility as an entrance to downtown. The existing infrastructure in the southern region of Broadway, such as roads, utilities, and public transportation, is well-developed and can support the growth and revitalization of the downtown area. Moreover, the historical significance of bourbon houses are key to telling the story of the city.

In addition, expanding the boundary of the Downtown Core District to Alexandria Drive to the east would provide more room for downtown development. This would create more opportunities for mixed-use developments, commercial activities, and residential growth. Alexandria Lane is a natural extension of the downtown area and has the potential to become a vibrant and integrated part of the Downtown Core District. It would also allow for better connectivity and pedestrian access between the eastern part of downtown and the existing downtown area, enhancing the overall walkability and attractiveness of the downtown district for residents and visitors alike.

Tourism – Diversification

Lawrenceburg and Anderson County have a unique opportunity to capitalize on their natural assets and grow the tourism industry of the economy. With a strategic location along the Kentucky River and close proximity to Lexington, the area is poised to become a thriving destination that attracts visitors from near and far.

The community is deeply rooted in the bourbon industry and offers a rich history of distilleries that attract visitors from all over. Two of the most famous distilleries in the world, Four Roses Distillery and Wild Turkey, are located in Lawrenceburg and offer tours and tastings from Wednesday to Sunday. Lawrenceburg's bourbon tourism is not limited to just the existing distilleries. The Lawrenceburg Bourbon Company, established in 2022, has already gained popularity with its limited-edition releases that sold out in a matter of hours. Additionally, the upcoming re-opening of the S.O. Hackley/Hoffman Distillery as Old Commonwealth Distillers in the fall of 2023 presents another opportunity for bourbon enthusiasts to come to Anderson County and indulge in America's native spirit.

Lawrenceburg's bourbon economy is a significant driver of tourism, with the Kentucky Bourbon Trail attracting millions of visitors each year. The trail has experienced a substantial increase in attendance over the past decade, with more than 70 percent of visitors coming from outside of Kentucky. Last year, the Kentucky Bourbon Trail brought in 2.1 million visitors, breaking the 2019 record of 1.7 million visitors. Over the past decade (from 2012 to 2022) the trail has seen a 370 percent jump in attendance. While being mindful of cultural and religious beliefs of some in the community, continuing to embrace the bourbon industry will bring tourism benefits to Lawrenceburg.

One of the main challenges for the tourism industry in Anderson County is the lack of hotels and beds available for tourists to stay overnight. While the short-term rental market is growing and is being used to make up for the lack of hotels, this solution may have some downsides. It can take rental properties off the market for locals, reducing the supply of housing available. A creative solution for this problem would be the construction of a smaller, regional convention center that would be able to support the larger regional tourism industry, such as the larger conventions in Lexington or events at Frankfort, both within 30 miles of Lawrenceburg and bring some of those events to



Figure 20: Wild Turkey Trace public golf course

Anderson County. If placed strategically near downtown, it can have a compounding effect by bringing additional customers for local businesses.

Outdoor recreation is an opportunity to diversify the tourism industry in Anderson County outside of the bourbon industry. With aquatic resources such as the Kentucky River, Beaver Lake, and Taylorsville Lake, there are unique destinations

throughout the county. To grow outdoor adventure tourism in Anderson County, several strategies could be pursued. One approach would be to develop and market hiking and biking trails that showcase the area's natural beauty, such as the trails around Buckley Wildlife Sanctuary or the Shaker Village. Promoting water-based activities like kayaking and fishing on the county's rivers and lakes, and offering outdoor education programs, such as bird watching or nature photography workshops, would attract visitors and residents who are interested in learning more about the local environment.

Example – Vertigo Bungee

With a history dating back over a century, Young's High Bridge has stood as a testament to the Bluegrass Region's rich history. However, it's not just its historical significance that makes this bridge truly special. Thanks to the pioneering spirit of Vertigo Bungee, a world-renowned bungee jumping business, Young's High Bridge has been given a new lease on life and has become a hotspot for extreme sports enthusiasts, offering guest the chance to jump about 240 feet below towards the Kentucky River, an experience than cannot be found anywhere else in the eastern United States. Drawing visitors from far and wide, the bungee jumping business has put the region on the map as a destination

for adventure tourism, bringing in tourism revenue and supporting local businesses. The bridge has become a symbol of Anderson County's commitment to offering unique and thrilling experiences to visitors, elevating the region's tourism offerings to new heights.

Commercial Nodes in the County

Another economic development goal for Anderson County is promote more commercial development in the unincorporated county, in the form of developing commercial nodes at major intersections. This form of development would take advantage of Anderson County's strategic location, with the Bluegrass Parkway in the south that connects Lexington with Western Kentucky, and State Highways 127, 62, and 44 that bring over 10,000 travelers daily through the county. Developing commercial nodes at major intersections can provide several benefits for Anderson County. By strategically identifying potential node locations, Anderson County can attract commercial developers and encourage the creation of job opportunities, while also promoting the growth of small businesses in the area. This approach can also enhance the county's tax base and provide funding for additional economic development initiatives. This can also help to attract more businesses and investment to the area, as companies are often attracted to locations with a high quality of life, which would be improved in the county.

In addition to serving travelers passing through, these commercial nodes can provide much-needed neighborhood commercial development for residents who currently have to travel to Lawrenceburg or other cities for basic needs. This can include convenience stores, gas stations, restaurants, and other amenities that residents would typically have to leave the county to access. By providing these amenities within Anderson County, residents can enjoy greater convenience and better quality of life, while also generating additional economic activity and employment opportunities in the area.

While this type of development will bring benefits to the areas and county, it is important to ensure that future development is compatible with existing development and the rural character of the unincorporated county that is valued by residents. Some concerns include increased traffic and congestion, impacts to residential areas, and loss of greenspace. By ensuring planning and zoning take these potential impacts into consideration, commercial nodes can be utilized to bring controlled growth outside of the Urban Service Boundary.

Workforce

As the economy of Anderson County continues to develop, the workforce of the county is an important consideration when evaluating future development and economic development efforts. Anderson County has an advantage over other communities in that aspect because they are a certified Work-Ready Community due to meeting the demographic requirements of the Cabinet for Economic Development. The Steering Committee, as well as other stakeholders from around Anderson County and

Lawrenceburg, view maintaining a skilled workforce as a key opportunity for growing Anderson County's economy. While the regional labor force has a high educational attainment, there are opportunities to grow the labor force for the trades and other jobs that require training but not a college degree. The Anderson County Board of Education, Bluegrass College and Technical System, and the Anderson County Chamber of Commerce all offer, or partner, on offering adult education programs and career training. By continuing to offer these programs, as well as expanding them to match current labor force needs, Anderson County's labor force will continue to be a positive for encouraging additional economic development.

The Anderson County Board of Education takes pride in being a student-focused operation that plays a key role in the future of the county. An example of this is the Trailblazer Early College and Career Academy, which connects high school students to local business and community partners who offer real-world experiences through internships, co-ops, and apprenticeships. This program has also been proven to be adaptable, as police officer training was added this year due to staffing shortages, and an EMA program is expected in the near future as well. By continuing to support programs such as these, the workforce of Anderson County will be well-situated to help solve the future needs of the community.



Figure 21: Bluegrass Community and Technical College is a valuable community partner.

Natural and Cultural Resources Element

Goals and Objectives

Goal 3: Encourage the preservation of farmlands of statewide significance, Prime Farmlands (as defined by the United States Department of Agriculture), and the agricultural community.

Objective 3.1: Support the operation and preservation of working farms.

Objective 3.2: Allow for value-added production and retail sales on agriculturally zoned land for products produced on site.

Goal 5: Protect and economically promote the historic and visual character of Lawrenceburg's downtown and Anderson County.

Objective 5.1: Actively seek technical assistance and funding for rehabilitation, preservation, and reuse of historic structures within Anderson County.

Objective 5.2: Create and maintain an inventory of historically significant structures, building sites, and archaeological sites in Anderson County.

Objective 5.3: Adopt historic preservation guidelines and requirements for historic structures.

Objective 5.4: Create a historic overlay district for downtown that allows for mixed-use development to increase housing supply and higher density residential options.

Objective 5.5: Encourage innovative and adaptive reuse and infill development for concentrated activity.

Objective 5.6: Increase activity within the downtown core by encouraging and supporting home occupations, specialty retail, entertainment, professional and government offices, and other small businesses.

Objective 5.7: Ensure compatibility of new development within the downtown core while meeting modern business needs using design standards and regulations.

Objective 5.8: Discourage strip-style commercial/retail development.

Objective 5.9: Promote the historic and economic development potential of Anderson County's distillery heritage.

Objective 5.10: Research and adopt a Solar Ordinance to ensure that solar energy production is harmonious with surrounding land uses in conformity with state guidelines.

Goal 12: Promote civic involvement.

Objective 12.1: Increase citizen engagement through improved communication and education of governmental processes.

Goal 15: Protect the environment and natural resources of Anderson County.

Objective 15.1: Identify environmentally sensitive areas within Anderson County and adopt regulations to protect them.

Objective 15.2: Encourage the preservation of tree canopy coverage in Lawrenceburg and Anderson County.

Existing Conditions

History and Culture

Anderson County, located in the Kentucky Bluegrass Region along the Kentucky River, was formed in 1827. The county seat is the City of Lawrenceburg, which was established at the site of Kaufman's Station, the crossroads of a network of early settlement trails. Lawrenceburg and Anderson County have a rich history dating back to the early 19th

century, with the area originally inhabited by Native American tribes, including the Shawnee and Cherokee, before European settlers arrived in the late 1700s and early 1800s.

During its early history, Lawrenceburg and Anderson County experienced rapid growth and development as a hub of agriculture and commerce. The fertile soil of the region supported a thriving farming community, with tobacco, corn, hemp, and livestock being important agricultural products. In the mid-19th century, the arrival of the Louisville and Nashville Railroad further accelerated the growth of Lawrenceburg and Anderson County, providing improved transportation connections and facilitating the shipment of goods to markets beyond the local region. The town of Lawrenceburg became the county seat in 1850, and its downtown area developed as a center of commerce, with brick buildings, banks, and businesses lining its streets.

The unique cultural heritage of Lawrenceburg and Anderson County is reflected in its local arts, music, and cuisine. The area's rich history, which includes influences from Appalachia, the Midwest, and beyond, is celebrated through various cultural events, festivals, and traditions that are cherished by the community.

Despite its growth and evolution, Lawrenceburg and Anderson County maintain a strong sense of community pride and connection among its residents. The community has a close-knit feel, with neighbors helping each other and a welcoming spirit towards newcomers. The area's strong sense of community engagement is evident in its numerous civic organizations, community initiatives, and volunteer efforts that contribute to the betterment of the community. Today, Lawrenceburg and Anderson County are vibrant communities that reflect their rich history while embracing modern challenges and opportunities.



Figure 22: The Burgoo Festival is held in Lawrenceburg and has been featured on State Plate.

The history of Anderson County is partially memorialized by some of the resources in the National Register of Historic Places. Anderson County has 11 different locations

included in the register, the largest and most impactful being the Lawrenceburg Commercial Historic District, which covers most buildings within a five-block area within Downtown Lawrenceburg. There are also 11 sites in the county that have been given historical markers by the Kentucky Historical Society. A full list of both resources is included in the Appendix.

Downtown Lawrenceburg has played a critical role in the history of the city and is recognized as such by being included as a historic district in the National Register. The application describes the district as “in general the district is composed of two and three-story, flat-roofed brick commercial buildings dating from the late nineteenth century....” Historically the buildings had commercial uses on the first floor and residential uses on the second and third floors. The upper floors of most of the buildings are vacant or are used for storage.” “The major commercial buildings are concentrated in a five block area centered on the early twentieth century courthouse.” The complete application, included in the appendix, lists 45 buildings as contributing to the district and 10 that do not.

The bourbon industry has had a significant impact on Lawrenceburg, where the community and surrounding region have a rich history of distilleries deeply rooted in the production and consumption of America's native spirit that attracts visitors from all over. Two of the most famous distilleries in the world, Four Roses Distillery and Wild Turkey, are located in Anderson County, but there are other distilleries that call the area home.

Lawrenceburg and Anderson County also host a variety of festivals that help show off its unique culture with the rest of the world. The Burgoo Festival is one of Lawrenceburg’s signature annual events celebrating the unique stew that the region has embraced for centuries. The community also gathers in September for Stave Fest, a local music festival where local and regional musical acts perform onstage to attendees at Century Bank Park. Artists from across the county are given an opportunity to present their photography, sculptures, paintings, hand-blown glass, and even blacksmiths. Larger events also come to Lawrenceburg, such as the 127 Yard Sale, the world’s largest yard sale that stretches from Michigan to Alabama.

Taylorsville Lake

Taylorsville Lake was created by an Army Corps of Engineers (ACOE) project damming the Salt River in the early 1980s. A 9,418 acre Wildlife Management Area (WMA) owned by the ACOE includes 269 acres of Taylorsville Lake and nearly nine miles of shoreline in southwestern Anderson County. The Taylorsville Lake Wildlife Management Area (WMA) is home to a diverse range of wildlife species. Among the animals that can be commonly spotted in the area are whitetail deer, opossum, raccoon, striped skunk, red fox, eastern chipmunk, and woodchuck. Bird enthusiasts will also find plenty to appreciate, with great blue herons, red-tailed hawks, blue jays, and woodpeckers among the many species that call the area home. In the winter months, bald eagles can be spotted in the vicinity. For those who enjoy fishing, Taylorsville Lake is home to a variety of sport fish, such as channel catfish, bluegill, bass, and white crappie. Additionally, wild turkeys and river otters have been reintroduced to the area in recent years and are now thriving. Visitors are welcome to engage in public hunting and fishing activities within the WMA.



Figure 23: Taylorsville Lake

Bever Lake

Located in the south-central region of Anderson County, Beaver Lake is a man-made lake that was established in 1963 and is currently owned and managed by the Kentucky Department of Fish and Wildlife. Visitors to the lake can access a private marina that offers a variety of amenities, including a camping area, a boat ramp, and an ADA-accessible fishing pier. For those in need of supplies, the marina also provides boats, motors, bait, and refreshments for purchase, though a fee is charged for boat launching. As for the fish population, Beaver Lake is home to an array of sport fish, such as largemouth bass, black crappie, channel catfish, bluegill, sunfish, and black bullhead.

Kentucky River

The Kentucky River is a vital natural resource that runs through Anderson County, supporting a diverse range of plant and animal life. Visitors to the area can expect to encounter a variety of wildlife species, such as muskrats, beavers, and river otters, along

the riverbanks. Bald eagles, great blue herons, and other bird species can also be observed soaring through the sky above the water. For anglers, the river is home to a variety of fish species, including smallmouth and largemouth bass, catfish, and bluegill. The Kentucky River is also a popular destination for recreational activities such as kayaking and canoeing, providing visitors with a unique perspective of the surrounding landscape. Lock 5, which is in Anderson County, is operated by the Kentucky River Authority after taking control from the United States Corps of Engineers in 1986. Overall, the Kentucky River plays a significant role in shaping the cultural and natural identity of Anderson County.

Salt River

The Salt River, a major interior riverway, flows through central Anderson County for about 26 miles, starting from Taylorsville Lake and running eastward towards the US 127 Bypass before turning south towards Mercer County. The Army Corps of Engineers dammed the Salt River in the early 1980s, creating Taylorsville Lake which extends into Spencer County. In addition to the Salt River, Anderson County boasts various other creeks, streams, and rivers of varying sizes.

Trails

Trails have become increasingly important for enhancing the quality of life in communities around the world. They provide a safe, accessible, and affordable way for people to engage in physical activity, enjoy nature, and socialize with others. While Anderson County does not currently have a robust trail network, the county was recently awarded grant funding through the Recreational Trails Program (RTP) to construct a roughly two-mile rail-to-trail trail between Tyrone Road and Industry Road. The highlight of this project will be an 800-foot-long, 110-foot-high bridge, known as the Cedarbrook Viaduct or the Young's High Bridge. The bridge will offer great views of the wooded areas and the natural beauty of the surrounding area. This project is expected to be completed within the next two years.

Case Study – Civic Engagement

The new trail along the Young's High Bridge is an example of a successful community initiative. The trail will begin at the YKK Manufacturing Company and continue for approximately two miles, ending at the Wild Turkey distillery. The grant program requires a 20 percent local match, which was \$60,000 for this project. To cover the local match, the Lawrenceburg-Anderson County Tourism Commission committed \$20,000, while the City of Lawrenceburg and Anderson County Fiscal Court each covered \$20,000 of the remaining \$40,000. To further assist with the expenses related to the project, six local organizations made donations or commitments to help cover the tourism office's \$20,000 local match. The Lawrenceburg Rotary Club granted \$5,000, ToyBurg donated \$5,000, WesBanco contributed \$2,000, Blue Grass Energy and Kentucky Utilities Company donated \$500 each, and the Lawrenceburg-Anderson

County Economic Development Authority committed \$2,500. Additionally, Carbajal's Garden Center pledged to do \$2,000 worth of in-kind work.

The community organizations' contributions to the Rails to Trails project demonstrate their commitment to enhancing the quality of life in Lawrenceburg by providing residents with safe, accessible, and affordable opportunities for outdoor recreation. The project is expected to attract tourists, boost the local economy, and increase property values. The

community organizations' support also shows their recognition of the importance of community involvement and collaboration in achieving community goals. The success of the Rails to Trails project is a testament to the power of community partnerships in creating positive change.

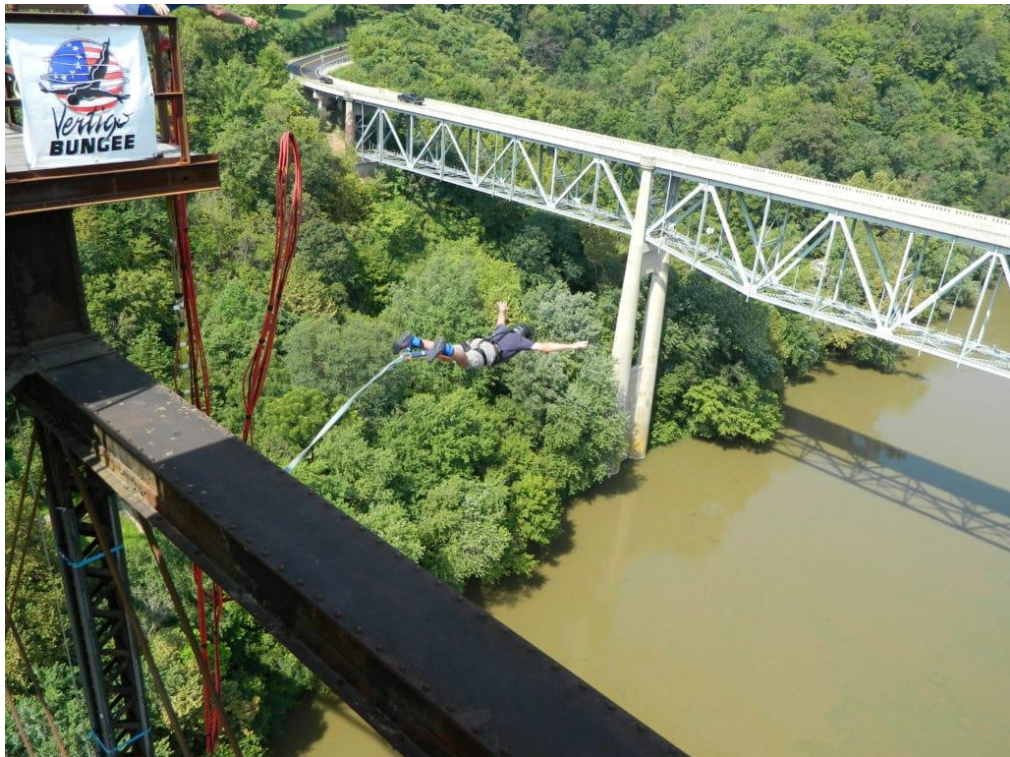


Figure 24: Vertigo Bungee offers the opportunity to bungee jump over the Kentucky River

Natural Hazards

Anderson County and Lawrenceburg recently completed the 2023 update to its Hazard Mitigation Plan. While many natural disasters cannot be prevented, by identifying mitigation strategies their potential negative impact to property and the community can be minimized. The Comprehensive Plan seeks to build off the Mitigation Plan by highlighting the most-likely and potentially most dangerous natural hazards.

Flooding

Anderson County and Lawrenceburg are situated in a region with a high precipitation rate, leading to multiple rivers and streams flowing through the community. Despite this, it should be noted that steep slopes within the City limits generally align with the banks of these waterways, which reduces the likelihood of flooding. Additionally, the soil in the area is conducive to water infiltration, which further mitigates the risk of flooding.

While the county has a low susceptibility to flooding, it is essential to remember that floods have resulted in fatalities in the past, even though the possibility of flooding within the county is low.

The most significant flood in recent history occurred in May 2010, when heavy rains caused the Kentucky River to rise rapidly and overflow its banks. The resulting flood caused significant damage to homes, businesses, and public infrastructure, with some areas experiencing up to six feet of water. The flood also led to several road closures and

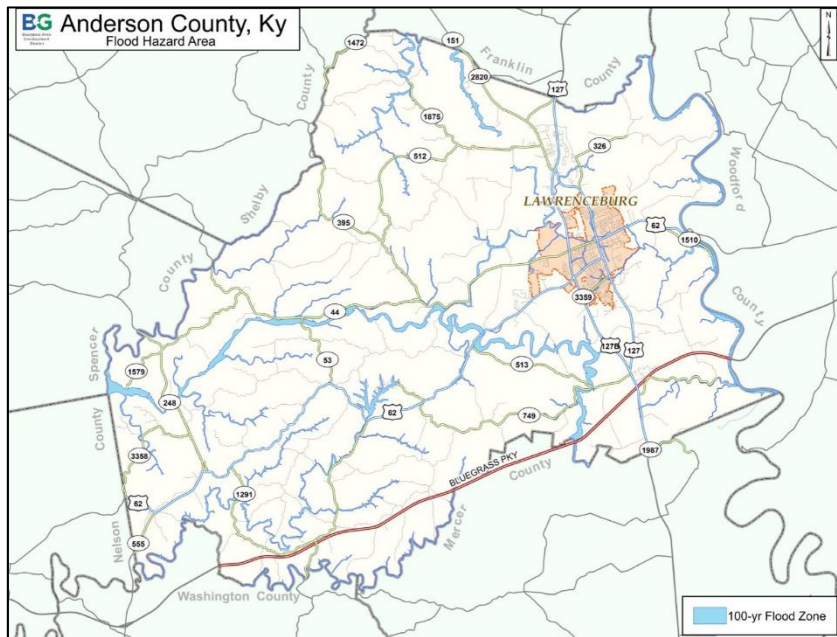


Figure 25: Flood Zones in Anderson County

the evacuation of some residents.

Since the 2010 flood, efforts have been made to mitigate the impact of flooding in the area. The city of Lawrenceburg has invested in a flood warning system that alerts residents of potential flooding, allowing them to prepare and evacuate if necessary. The city has also implemented a stormwater management plan to reduce runoff and the risk of flooding. Figure 5, right, shows areas of

Anderson County that are susceptible to flooding.

Partially located in Anderson County are two major watersheds of the Kentucky River Basin - the Kentucky River Palisades Watershed and the Benson Creek Watershed. The Kentucky River Palisades Watershed spans 164 square miles across Garrard, Jessamine, Mercer, Woodford, Anderson, and Franklin Counties, and provides drinking water to cities such as Harrodsburg, Wilmore, Versailles, Lawrenceburg, and Frankfort. The undulating terrain and moderate surface runoff and groundwater drainage rates characterize the surrounding landscape. Among the creeks in Anderson County that feed into this watershed are Cedar Brook, Gilbert Creek, Clay Lick Creek, Bear Branch, Bailey Run, Sharps Run, Benson Creek, and Little Benson Creek.

FEMA Flood Zone Areas in Anderson County			
Flood Zone	Description	Area (Sq Mi)	Acres

A	1.0% or 100-Year Flood	7.72	4,90.8
AE	River Floodway	0.82	524.8
AE	1.0% or 100-Year Flood with BFE	0.37	236.8
X	0.2% or 500-Year Flood	0.09	57.6
	Totals	9.0	5,760.0

Figure 26: Flood Zone Acreage in Anderson County

Benson Creek, on the other hand, is a tributary of the Kentucky River that flows into the river at Frankfort. The Benson Creek Watershed covers southwest Franklin County, western Shelby County, and northern Anderson County. North and South Benson Creek, Goose Branch, and Pigeon Creek are among the creeks that feed Benson Creek. The land in this watershed is hilly, with very rapid surface runoff rates and slow groundwater drainage rates.

Karst

Karst is a type of geologic formation that is characterized by soluble rocks such as limestone, dolomite, and gypsum. These rocks are highly susceptible to erosion and can form underground drainage systems such as caves, sinkholes, and springs. The presence of karst features can pose challenges to development in areas where they occur. Anderson County contains significant karst areas, particularly in the eastern portion of the county. These areas are vulnerable to subsidence and sinkhole development, which can impact infrastructure such as roads, bridges, and buildings. Additionally, karst areas are important for groundwater recharge and discharge, which can affect water quality and quantity.

Unfortunately, a lack of proper data prohibits adequately detailing what potential losses may occur from karst. However, in the 2023 update to the Anderson County and Lawrenceburg’s Hazard Mitigation Plan, it was identified that “there is a near 100 percent chance of a sinkhole event occurring somewhere within the county and/or city.” Luckily, the public and community emergency management stakeholders expressed a belief that karst poses a low risk to Anderson County despite the likely presence of unidentified sinkholes on private land. Monitoring and studying how other jurisdictions respond or prepare to natural disasters due to karst formations will help ensure local officials are as prepared as possible.

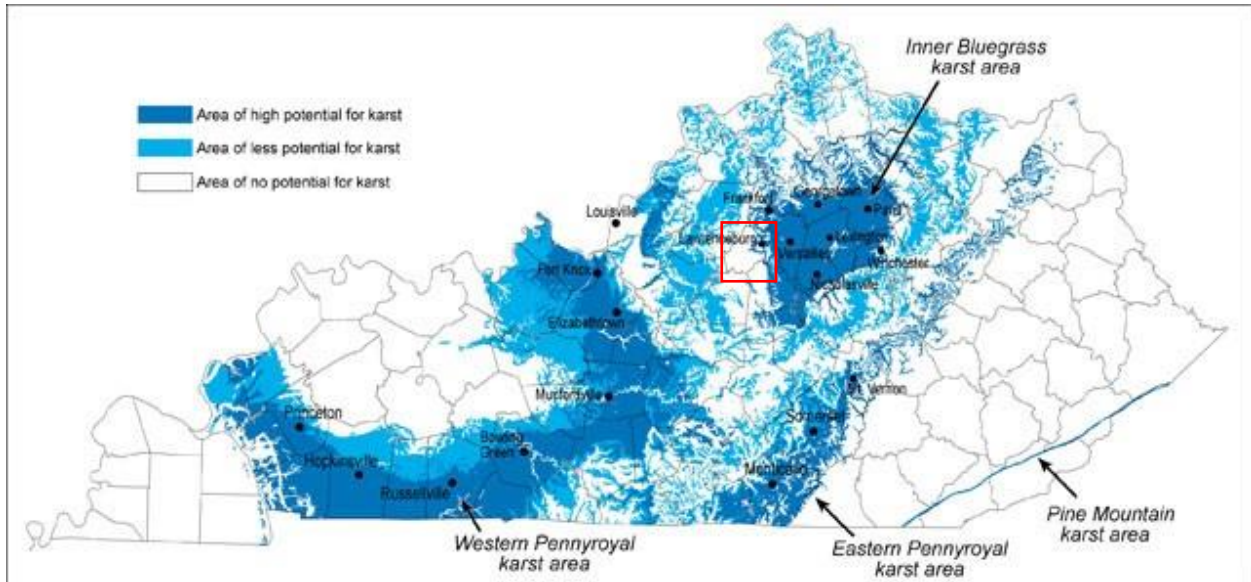


Figure 27: Kentucky Karst Topography, Source: Kentucky Geological Survey

Thunderstorms and Extreme Storms

The severity of thunderstorms is typically determined based on three components, straight line wind speed, hail, and tornados. Anderson County suffers from an average of 1.5 severe thunderstorms a year, averaging one event approximately every 8 months. The most common event in Anderson County is high wind, which happens about every 9 months. Hail and tornados are much less common, with a 47 percent chance of hail and 10 percent of tornados per year based on previous occurrences. Since 1950, there has only been one tornado stronger than an F2 on the Fujita Scale, an F4 tornado that hit the county in April of 1974. A complete list of these events is included in Anderson County and Lawrenceburg’s Hazard Mitigation Plan.

Implementation and Strategies

Preservation of Prime Farmland

One of the defining aspects of Lawrenceburg's culture is its deep connection to the land. The town is surrounded by farms and fields that produce some of the finest agricultural products in the country, including tobacco, and corn. Many members of the Steering Committee and the public expressed an appreciation for the rural character of the county and would like to protect “prime farmland.” Prime farmland, as defined and tracked by the United States Department of Agriculture, refers to agricultural land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, and oilseed crops and is also available for these uses. This land has the capability of producing the highest yields with minimum inputs. Typically, prime farmland has deep, well-drained soils that are able to hold and transmit water and has few or no limitations for crop production. Another designation of farmland is farmland

of statewide significance. This farmland has a similar definition as prime farmland but is designated by the Kentucky Department of Agriculture.

In Anderson County most of the Prime Farmland and Farmland of Statewide Significance is in the eastern portion of the county, in the areas surrounding Lawrenceburg. A map of both prime farmland and farmland of statewide significance and a table with the types of soils and the amount of each within Anderson County and their significance can be found in the appendix.

The community recognizes the significance of key farmland and should consider the use of policies to promote the preservation of these lands for agricultural use, including:

- Urban Service Boundary - The Urban Service Boundary (USB) concept is a land use planning tool that can be used to protect farmland by restricting urban sprawl. The USB establishes a boundary beyond which urban development is not permitted, and inside which urban services can be provided. This boundary serves as a limit to the expansion of urban development and helps preserve agricultural land and open space on the outskirts of a city or town. By establishing a USB, planners can direct development towards already developed areas and concentrate urban growth within existing boundaries. This can help prevent the fragmentation of farmland and reduce the pressure to convert prime agricultural land to urban use. The Urban Service Boundary is further discussed in the Land Use Element of this plan.
- Planning and Zoning - Planning and zoning can be effective tools in protecting farmland from development and preserving it for agricultural use. One way to do this is through the use of zoning ordinances that designate certain areas as agricultural zones, which limit development to agricultural uses and activities. This helps prevent the conversion of farmland into residential or commercial developments. In addition to zoning, local governments can also use land-use planning to identify areas that are most suitable for agricultural use and protect them accordingly. This may include creating agricultural conservation easements or other types of programs that incentivize landowners to maintain their land for agricultural use. Another way planning and zoning can protect farmland is by encouraging the clustering of residential development, which concentrates homes in certain areas while leaving the majority of the land for agricultural use. This approach can help preserve open space and farmland while still allowing for some residential development.
- Agrotourism - Agrotourism can be used as a tool to protect prime farmland by promoting agricultural activities and providing educational opportunities for visitors, increasing the economic value of preserving the land. Anderson County can encourage the development of agrotourism by providing zoning and land use regulations that allow for the establishment of agrotourism businesses. These can include farm tours, farmers markets, pick-your-own operations, and other agricultural activities that are open to the public. By promoting agrotourism,

Anderson County can protect prime farmland while also promoting economic development and preserving the county's rural character.

- Value-added production – Allowing for value-added production is another strategy that can be used to protect important farmland. For example, a farmer who grows apples could create a value-added product such as apple cider, apple butter, or apple chips. These products can be sold directly to consumers through farmers' markets, online marketplaces, or specialty food stores. By adding value to their products, farmers can capture a larger share of the consumer dollar and create a more stable income stream. This approach can also help to diversify the local economy and create new jobs in food processing and other related industries.
- Agricultural Conservation District - An agricultural conservation district (ACD) is a designation created by state or local governments to encourage the preservation of agricultural lands. ACDs can be used to protect prime farmland from development by creating regulations and incentives to keep it in agricultural use. ACDs can be effective tools for preserving farmland because they provide a mechanism for landowners to protect their land while still allowing for agricultural use and economic viability. They also provide a means for local governments to support the preservation of agricultural lands without imposing burdensome regulations or restrictions on landowners. A map of existing Agricultural Conservation Districts in Anderson County can be found in the Appendix.

Downtown Preservation

Recognizing the positive impact downtown has not just economically, but also in creating a sense of place in Lawrenceburg, the Steering Committee stressed the downtown district as a key resource for the community. This vision for downtown as a cultural resource is to create a gathering place for community events, a showcase for local arts and culture, and a vibrant center of civic activity that provides a vibrant social and cultural scene, fostering community engagement.

In order to protect a key resource for the community, a continuous effort and educational program needs to be available for property owners. Some possible initiatives include:

- Develop design guidelines: This can help ensure that new development and renovation projects are in keeping with the historic character of the district.
- Provide and/or promote financial incentives: This could include tax credits or grants for the rehabilitation of historic buildings, offering façade grants, or low-interest loans for businesses that locate in the district.
- Encourage adaptive reuse of historic buildings: This could include providing resources and assistance for developers and property owners who want to

adaptively reuse historic buildings for new purposes, such as converting a historic warehouse into loft apartments.

- Support public art and cultural programming: This can help create a sense of place and community identity in the district and attract visitors.
- Engage in public-private partnerships: Work with property owners, developers, and other stakeholders to create a shared vision for the district and leverage resources to achieve preservation goals.

Branding

Branding plays an important role for local governments, as it helps to define the identity and reputation of a community. A well-crafted brand can help to attract businesses, residents, and visitors, and can also foster civic pride and a sense of community among residents. One of the key benefits of branding for local governments is that it helps to establish a clear and distinct image of the community. This can be accomplished through the use of visual elements such as logos, colors, and typography, as well as through messaging and storytelling. A strong brand helps to communicate the unique character, values, and assets of a community, and can help to differentiate it from neighboring communities. By creating a clear and compelling image of the community, a strong brand can help to create a shared sense of identity and purpose among residents and can help to build a sense of pride and ownership in the community. If a community does not actively market itself and tell its story, then it falls at risk of allowing its story to be told for it.

Solar

As renewable energy becomes more popular, it is expected to continue growing nationally as it becomes more cost-effective to build and operate. However, large-scale solar developments have raised concerns about their impact on surrounding communities. One major issue is the impact on the rural character of areas where solar farms are located. Solar energy infrastructure and the electrical grid require large areas of land, which are often dependent on the capacity of the transmission line. This means that solar developers often seek out agricultural land to develop because it is the cheapest.

The development of large solar farms can have significant impacts on agricultural land and rural communities. For example, the conversion of agricultural land to solar farms can reduce the amount of productive farmland available, affecting the local economy and food production. Additionally, the development of large solar farms can impact the landscape and scenic vistas, affecting tourism and quality of life for residents.



Figure 28: Industrial sized solar farms are becoming more prevalent in the Bluegrass Region

Furthermore, the construction and operation of solar farms can also have environmental impacts. The construction process can disturb soil and vegetation, leading to erosion and loss of habitat. Solar farms can also impact local wildlife by fragmenting habitat and disrupting migration patterns. The use of pesticides and herbicides to control vegetation in and around solar farms can also have negative impacts on local ecosystems and water quality.

- Solar energy has continued to evolve, making recommendations and regulating development difficult for local governments. There are options to make sure farmland and the rural character of the county is protected. One option is to amend the zoning ordinance to only allow for solar farms to be allowed in non-agricultural areas, areas without key farmland, or only in industrial areas. Also, ensuring that farmers are allowed to have “dual-use” of the land, or the ability to use their land for both energy and crop production.
- Requiring a decommissioning bond is another strategy that local governments can use to address the potential impacts of solar energy development. A decommissioning bond is a financial instrument that ensures that the costs associated with the removal and cleanup of a solar facility are covered when the facility is no longer in use. This can help address concerns about the potential long-term impacts of solar facilities on agricultural land. If a solar facility is built on agricultural land, there may be concerns about the ability of the land to be used for agriculture in the future, even after the solar facility is no longer in use. By requiring a decommissioning bond, local governments can ensure that the

costs associated with removing the facility and restoring the land to its previous condition are covered, which can help address these concerns.

Environmentally Sensitive Areas

- **Planning and Zoning** – These regulations can include zoning ordinances, building codes, and land use regulations that help protect natural resources, such as wetlands, rivers, and forests, from development. Local governments can also regulate emissions from industries, vehicles, and buildings to reduce air pollution and improve air quality.
- **Community Organization** – Local governments can work with community organizations and businesses to promote environmental education and awareness. This can include offering educational programs, hosting community events, and supporting local initiatives that promote sustainability and environmental protection.

Tree canopy

The tree canopy in Lawrenceburg, Kentucky is an important aspect of the town's overall environment and quality of life. It helps make the community more attractive and enjoyable to live in, helping to attract and retain residents and businesses. Trees also provide a habitat for birds and other wildlife, which can help to support biodiversity in the area, in addition to helping manage stormwater runoff. In order to protect, and potentially grow, the tree canopy, the following strategies can be used:

- **Tree planting programs:** One of the most straightforward strategies is to implement planting programs that encourage residents and businesses to plant trees in their yards and along streets. This can be done through educational programs, incentives, and partnerships with local nurseries.
- **Tree preservation policies:** Another strategy is to enact tree protection ordinances that require property owners to obtain a permit before removing trees over a certain size. This can help prevent indiscriminate tree removal and encourage tree preservation.
- **Education and outreach:** It's important to educate the public about the benefits of trees and the role they play in the urban environment. This can be done through educational programs, workshops, and community events. It can also involve working with schools and community groups to plant and care for trees.
- **Urban forestry management:** Lawrenceburg can develop a comprehensive urban forestry management plan to guide tree planting, maintenance, and preservation efforts. This plan can help the city prioritize areas for tree planting and establish goals for growing and maintaining the tree canopy over time.
- **Land Use Planning:** The city can adopt land use planning policies that protect trees and encourage tree preservation in new developments. For example, developers could be required to preserve a certain percentage of trees on site, or

they could be required to plant a certain number of trees for every acre of land developed.

Historic Preservation

- Heritage Councils – The Kentucky Heritage Council offers technical assistance and guidance on preserving historic properties, including information on tax incentives and grants for preservation projects, in addition to being Kentucky’s historic preservation office. In addition to the state office, there is a national organization that provides some assistance as well.
- The Kentucky Trust for Historic Preservation – The Kentucky Trust for Historic Preservation is a non-profit organization that provides advocacy, education, and funding opportunities for preservation projects.
- Community Organization - Another resource available for local governments is the creation of community boards and commissions for the purpose of historical preservation. These groups are key not just for historic preservation, with members often being a valuable resource for technical assistance, but also to give the community an organized ability to gather and discuss its history and important resources.
- Planning and Zoning – One of the most effective tools for historic preservation is the use of historic preservation zoning. Another important aspect of using planning and zoning to protect historic structures is through the establishment of historic districts. Historic districts can be established by local governments to protect areas with significant architectural or cultural value. These districts can include multiple structures or entire neighborhoods and can place restrictions on new development, such as building height, setback requirements, and other zoning regulations. In some cases, historic districts may also provide tax incentives for property owners to encourage the preservation of historic buildings.

Community Facilities Element

Goals and Objectives

Goal 1: Determine and place agricultural, public, residential, commercial, and industrial uses in their rightful and compatible locations.

Objective 1.2: Require developers to extend or construct water, sewer, adequate transportation facilities, and other required infrastructure to serve new residential and non-residential developments.

Goal 5: Protect and economically promote the historic and visual character of Lawrenceburg's downtown and Anderson County.

Objective 5.1: Actively seek technical assistance and funding for rehabilitation, preservation, and reuse of historic structures within Anderson County.

Objective 5.2: Create and maintain an inventory of historically significant structures, building sites, and archaeological sites in Anderson County.

Objective 5.3: Adopt historic preservation guidelines and requirements for historic structures.

Objective 5.4: Create a historic overlay district for downtown that allows for mixed-use development to increase housing supply and higher density residential options.

Objective 5.5: Encourage innovative and adaptive reuse and infill development for concentrated activity.

Objective 5.6: Increase activity within the downtown core by encouraging and supporting home occupations, specialty retail, entertainment, professional and government offices, and other small businesses.

Objective 5.7: Ensure compatibility of new development within the downtown core while meeting modern business needs using design standards and regulations.

Objective 5.8: Discourage strip-style commercial/retail development.

Objective 5.9: Promote the historic and economic development potential of Anderson County's distillery heritage.

Objective 5.10: Research and adopt a Solar Ordinance to ensure that solar energy production is harmonious with surrounding land uses in conformity with state guidelines.

Goal 9: Provide adequate infrastructure and community facilities to support a high quality of life for Anderson County residents.

Objective 9.1: Evaluate the need and identify suitable locations for future schools, libraries, emergency services, and health care services.

Objective 9.2: Consider access to public facilities and service levels when reviewing new developments and ensure service levels for existing residents are not compromised as a result.

Objective 9.3: Improve the availability of recreational facilities and programming for all ages.

Goal 10: Provide adequate water, sewer, solid waste, recycling, and other services.

Objective 10.1: Require new and expanding developments to connect to public utility services that are within 500-feet of the property.

Objective 10.2: Require developers to pay their "fare-share" of the cost for sewer and water line extensions.

Objective 10.3: Expand broadband access for all citizens.

Goal 12: Promote civic involvement.

Objective 12.1: Increase citizen engagement through improved communication and education of governmental processes.

Existing Conditions and Future Needs Education Facilities

The Anderson County Board of Education operates 7 schools serving 3,643 students. The school district strives to be a forward-looking community partner, with examples including the Elevate Program operated in partnership with the Chamber of Commerce, the Adult Education Dual Enrollment Program in partnership with



Figure 29: Anderson County High School

Bluegrass Community Technical College, and the Trailblazer Academy, which partners with local employers to ensure students graduate with necessary skills to enter the workforce. When reflecting on future needs, one of the most critical is the need to replace the loss of funding that the School Board relied on from the bourbon barrel tax. While the School Board will receive additional Support Education Excellence (SEEK) in Kentucky (SEEK) funding, this increase is not permanent, and the school board will need to either plan for a decrease in future funding or will need to increase tax revenue to offset this loss.

Apart from the K-12 education system, the Lawrenceburg Campus of BCTC in Anderson County provides an array of programs, including Nursing, Health Science, Arts, and Science. The college caters to first-time college students and career changers, offering associate degrees, diplomas, and certificates. BCTC emphasizes affordability, providing financial aid options and personalized support. They focus on workforce education, meeting local businesses' needs, and encouraging community engagement. BCTC provides 40+ programs for high-wage careers and cost-effective college options, with scholarships like Work Ready Kentucky offering free classes and financial aid opportunities for students seeking a better life.

The Christen Academy of Lawrenceburg is a private school that offers education from preschool through high school that has a mission to install and model Christ-like behavior, strive for academic excellence, and prepare students for life and service. The

school is accredited by the Kentucky Non-Public Schools Commission, Inc. and the Association of Christian Schools International.

The Anderson County Public Library (ACPL) in Kentucky provides county-wide accessibility with a vast selection of resources. Emphasizing community engagement, it offers various programs, facilitated by an approachable and knowledgeable staff, User engagement is promoted through digital platforms like social media and newsletters. The library underwent renovation in 2017 and has no plans for any future renovations at this time. In the next couple of years, the library will purchase a new outreach van, which will be used to serve the homebound patrons of Anderson County. The library is also working with Carbajal's, a local garden center, to refurbish the butterfly waystation and create a pollinator garden and meadow with a walking path along the creek.

Health and Emergency Services

Anderson County Health Department seeks to protect, preserve, and promote the health, environment, and well-being of the citizens of Anderson County. The department offers a variety of clinical services, including STD and HIV testing, WIC (Special Supplemental Nutrition Program for Women, Infants, and Children) Counseling, and vaccines, as well as environmental health services including on-site sewage site evaluation, restaurant inspection, and other services. There are no planned improvements for the department.

The Lawrenceburg Fire Department offers fire protection in Lawrenceburg. The Insurance Service Office (ISO) has given the city a rating of 4, which is above average for rural communities. The department currently relies on volunteers but is planning on becoming a professional department in the coming years to keep up with the growth while maintaining a high level of service. The department operates 2 stations and will need a new ladder truck in the coming years. The department relies on grant funding and should continue to use available programs such as the Assistance to Fire Firefighters (AFG) and Staffing for Adequate Fire and Emergency Response operated by FEMA, and other grant programs such as the Firehouse Subs Public Safety Foundation grants.

The Anderson County Fire Protection District offers fire protection in the unincorporated county. The ISO rating for the county is a 5, with six stations spread throughout the county. There are two areas the department is focusing on improving. In the southern portion of the county, the department is looking to build a new fire station and purchase a new aerial ladder truck for that station to keep up with commercial development by the parkway, as well as working with the South Anderson Water District to improve the water system infrastructure in that area. The other area that will be improved is along Highway 151, which is an area that has a limited water supply

currently and a limited number of hydrants at Eagle Lake and the Florida Tile area.



Figure 30: Anderson County Firefighters teaching about fire safety

Emergency management and emergency medical services in Anderson County are provided by the Anderson County Public Safety Department (ACPS), which completed its 5-year update to its Pre-Disaster Mitigation Plan (PDMP) in March of 2023. The plan is required to be updated every five years to ensure eligibility for FEMA funding opportunities and assistance. The plan reviews the different hazards that face the local community and mitigation steps. Also included is a list and a map of critical facilities throughout the County, which is included below. ACPS is an all-hazard agency that consistently adapts to the needs of the community, demonstrated by its evolution from an all-volunteer department to now, when it has three full-time ALS ambulances offering 24/7 service, with the possibility to add more as needed to keep up with growth.

Parks and Recreation

The Anderson County Parks and Recreation Department manages the Anderson Community Park, a large community park off Highway 127. The park is designed for various interests and includes outdoor basketball courts, a fishing pond, a 1-mile walking trail, a skateboard park, volleyball courts, and a disc golf course. The park is

getting new tennis courts and a new parking lot, in part due to grant funding. A new two-mile trail will be constructed between Tyrone Road and Industry Road, next to the YKK factory, which will include the Cedarbrook Viaduct, a historic bridge. This trail will be constructed utilizing a \$240,000 grant from the Kentucky Department of Local Government and is expected to be completed by the end of 2025.



Figure 31: Anderson County Community Park

Lawrenceburg City Park is the other large community park in Anderson County. The highlight of the park is the City Splashpad, with other amenities including a playground, covered pavilion, Little League baseball fields, and other amenities. The park is located across from Anderson County High School on the American Legion grounds.

In addition to the larger community parks, there is a variety of smaller parks. The most recent addition is Hammond Creek Dog Parks, which opened in the Summer of 2021. The park offers 5 acres of running space for an off-leash dog park, with two separate runs for small and larger dogs. Century Bank Park, in downtown Lawrenceburg, is another valuable gathering space for the community that is a large grass area with a covered stage that is used for concerts, food trucks events, and other downtown events.

For recreation activities, Anderson County Parks & Recreation Department presents a diverse range of activities for community members of various age groups. Sports activities are at the core of their offerings, which include leagues for girls' youth softball, t-ball, and youth basketball. These leagues comprise various age categories: Minor League (Coach Pitch ages 5-8), Major League (Player Pitch ages 9-12), and Junior/Senior League (Player Pitch ages 13-16).

Utilities

There are a total of five water and sewer utilities operating within Anderson County, with service boundaries shown below. The two largest are the Lawrenceburg Water and Sewer Department, which provides service within city limits and the northern areas of the county, and the South Anderson Water District, which provides service to the southern areas of the county. The South Anderson Water District was founded in 1974, initially covering 10.2 miles, one tank, and serves 179 households. The district currently has over 225 miles of water main, 6 storage tanks, and serves over 3,000 customers. Lawrenceburg offers water services to 6,716 households and sewer services to 6,148 households. When comparing rates, Lawrenceburg has a higher-than-average water

utility rate, but below average sewer rate. A comparison of rates from utility providers from around the Bluegrass Region is included in the appendix.

The existing water and sewer systems operated by the City of Lawrenceburg have excess capacity. The water treatment system has a usage of 3.3 million gallons per day out of a capacity of 6.6 mlgs and the water system has a usage of 2.5 mlgs and the capacity for 4 mlgs. The city is planning on continuing improvements to the system, budgeting \$20 million over 20 years to fund a variety of projects, including a new water and sewer treatment plant. The highest priority for Lawrenceburg is to expand sewer service down Fox Creek Road to Rice Road. A map of the existing water and sewer infrastructure availability is included below and in the appendix.

Lawrenceburg has two water projects currently scheduled on the Kentucky Water Resource Information System (WRIS). The biggest project is the construction of a new 500,000-gallon water storage tank, along with 1,400 feet of 12” water lines, a control valve, and improvements to the water treatment plant and telemetry. This project will increase the water pressure for the entire City of Lawrenceburg, as well as increase the storage capacity and will assist with system recovery after a leak. This project is expected to be finished within the next 3 years, and will improve water service to 6,500 households. The South Anderson Water District is currently working on improving water service to 6 underserved households and is providing service to



Figure 32: Governor Beshear presenting Lawrenceburg officials with a \$724,000 funding commitment for cleaner water projects. In total, over \$2 million in funding was given to different Anderson County communities through the American Rescue Plan Act.

two new households. In addition, the water district will retire a decommissioned booster pump station, and the rehabilitation of the U.S. Highway 62 underground booster pump station, which is over 30 years old and will help insure continued service to the west end of the county.

In addition to water projects, there are 4 partially or fully funded projects on the KY WRIS. The city is also planning on improving the sewer service in the Nathan Way area. That area is overloaded which causes multiple sewer overflows. The completion of this project will increase the area's sewer service capacity and eliminate three dilapidated lift

stations. A list of all the water and sewer projects included in the WRIS can be found in the appendix.

While only a small portion of the Farmdale Water District operates within Anderson County, the district has undergone significant investments in recent years that will bring enhanced utility service to southern Franklin County, near the county line. The Farmdale Sanitation District has a planned for a two-phase improvement that will total over \$15 million in investments. The first phase is the construction of an interceptor sewer system that will eliminate 6 outdated and potentially failing package wastewater treatment plants and collect the wastewater flow from those subdivisions down to a single large pump station. The lack of reliable and safe sanitary sewer service has been a hindrance to growth in southern Franklin County, and it is expected that the completion of this project will serve as an economic growth driver.

Policies and Recommendations

Utility Expansion

Wastewater treatment utilities in Kentucky must periodically submit a 201 Facilities Plan to the Kentucky Division of Water showing the utility's 20-year projected service plan. These plans are generally based on an analysis of topographical conditions, the extent of the currently existing system and expected population growth in the service area. Anderson County's current 201 Plan, most recently updated in April 1999, shows a projected expansion area running generally north and south along US 27 from about two miles west of the roadway eastward to the county line. City officials have revealed they no longer view the facilities plan as relevant, and as such, should consider updating the plan when possible.

Because staff expressed that they view the existing 201 facilities plan was determined to no longer be accurate, the decision to update the service boundary was made because of new factors – where utility improvements and expansions were already planned, where existing infrastructure exists, and development trends/expected future growth. Two areas were primarily identified, north of Lawrenceburg, specifically along the 151 and 127 corridors, and along Fox Creek Road. These changes, as well as areas for future expansion, are reflected in the Urban Service Boundary and discussion in the Land Use Element of this plan.

The expansion of the service boundary will require the installation of new utilities, which is a requirement as included in the Goals and Objectives section of this plan, as well as ensuring the developers pay “their fair share.” This would be similar to impact fees, which currently cannot be charged by local governments in Kentucky, which require developers to pay a fee equal to the projected increased costs due to the development. Other strategies for ensuring the entire costs of new development fall on the local government include:

- Policies – Policies can be enacted that require developers to contribute to the expansion of utilities. One such policy is the imposition of system development fees on new developments. These fees are used to fund capital costs related to the new development, such as the expansion of water and sewer services. The fees are assessed when the local unit commits to providing water and/or service to the development and are collected when applying for connection.
- Incentives – Local governments can offer incentives to developers who contribute to the expansion of utilities. These incentives could take the form of tax benefits, expedited permit processes, or other forms of financial or procedural incentives. The goal is to make it more attractive for developers to contribute to utility expansion, thereby encouraging more developers to do so.
- Existing Revenue Sources – Cities can optimize existing revenue sources and explore new ones to fund the expansion of utilities. This could involve increasing service fees, fines, or taxes, or it could involve selling or leasing city-owned assets. By increasing revenue, cities can have more funds available to invest in utility expansion.
- Long-term budgeting - Long-term budgeting is essential to prepare for economic shifts and plan for maintenance costs resulting from investments in utility expansion. This involves setting aside funds in each budget cycle for utility expansion and ensuring that these funds are used for their intended purpose. It also involves planning for the ongoing maintenance costs of expanded utilities, to ensure that they continue to function effectively in the long term.

Parks, Recreation, and Greenspace

As the community continues to grow, there will be a growing need for increased green space, parks, and recreational programming that is accessible throughout the community. Some strategies for this include:

Development Requirements – a growing trend in urban development is creating policies and regulations to encourage or require the inclusion of green space in development proposals. By creating and refining existing policies that encourage or mandate the inclusion of green spaces in new developments, Anderson County can ensure that growth does not come at the expense of nature. New policies could also be developed to further incentivize the creation of green spaces, such as tax benefits for businesses that incorporate green spaces into their premises or zoning regulations that promote the inclusion of green space throughout the community.

Urban Reclamation - Transforming existing urban spaces into green spaces can significantly increase the availability of green space without the need for additional land. Vacant lots can be transformed into community gardens, providing residents with the opportunity to grow their own food and engage with nature. Green corridors can be developed to connect different parts of the county, providing safe and pleasant routes for walking and cycling.

Partnerships - Partnerships with local businesses, schools, and non-profit organizations can provide additional resources and support for the creation and upkeep of parks and green spaces. Businesses could sponsor the development of new parks or the maintenance of existing ones, schools could incorporate green spaces into their curriculum, and non-profit organizations could provide expertise and volunteers. Sponsorship programs or other initiatives could be developed to encourage private sector involvement in green space creation and maintenance.

The National Recreation and Parks Association (NRPA) has established recommended standards for parks and recreation areas in the US based on the number of residents served. It offers a classification system of four types: neighborhood, community, regional or nature preserve. The classification of a park is generally based on the size of the facility, but is also influenced by the number and type of amenities on the site. Neighborhood parks are intended to serve small segments of a community in more developed and/or urbanized areas, usually within easy walking distance. Community parks serve the wider community and usually have more extensive amenities. As implied by the service area standard, regional parks often draw patrons from outside their home communities. Nature preserves often have fewer amenities and are more concerned with green space and wildlife conservation.

Park Type	Optimal Size (ac)	Service Area Radius (miles)	Recommended Maximum Acreage			Existing Park Acres
			Per 1000	2017	2030	
Neighborhood	10	0.25 - 0.5	1 - 2	44	52	1.3
Community	30 - 50	0.5 - 3	5 - 8	176	208	118
Regional	1000+	60 miles	5 - 10	220	260	2,382
Nature Preserve	-	60 miles	10 -15	330	525	1,650
Totals				770	1045	4151.3

Figure 33: Recommend Park Space by NRPA

Downtown School Bus Garage

One of the most discussed community facilities in Anderson County is the bus garage in Downtown Lawrenceburg used by the school district. The central location of the parking lot provides a central location for the storage of buses, as well as parking for the bus drivers when they are completing their route. While this location has been used for decades by the school board, eventually, the school district will construct a new barn when funding becomes available, which will most likely not be in the immediate future as there are other large capital expenses that are a more immediate need. When this happens, there will be a large, underused parcel available in the core of the city. Planning for that now, whether to leave the space for parking for downtown patrons or for buses used for tourism, creating a new park or gathering space, or for infill

development, planning can take place now to help maximize this space when it does become available.

Broadband Expansion

One of the community facility needs that became apparent nationwide during the Covid-19 pandemic is comprehensive broadband service, a pillar of modern life. Without quality internet, there is an equity concern, as students and professionals can struggle to keep pace with their counterparts that have access to quality internet. The State of Kentucky, with funding from House Bill 320 and House Bill 382, established Kentucky's Broadband Deployment Fund to assist private sector entities and governmental agencies in the cost of constructing the "last mile" of high-speed internet access, and there are a variety of federal funding opportunities that are offered through the Infrastructure Investment and Jobs Act signed into law by President Biden. As part of the law, approximately \$43 billion will be expanded to expand high-speed internet access across the county, with grants made available to state governments. These investments can help Anderson County, which according to the Federal Communications Commission (FCC), has broadband service of 25/3 mbps or greater. While those areas might meet the definition of being served by broadband availability, continuing to invest in the infrastructure of these areas will continue to help rural areas not be left behind in the "digital divide".

Transportation Element

Goals and Objectives

Goal 1: Determine and place agricultural, public, residential, commercial, and industrial uses in their rightful and compatible locations.

Objective 1.1: Encourage industrial facilities to locate on sites with adequate transportation capacity.

Objective 1.2: Require developers to extend or construct water, sewer, adequate transportation facilities, and other required infrastructure to serve new residential and non-residential developments.

Goal 7: Provide and maintain a safe and efficient transportation system that effectively moves people and goods.

Objective 7.1: Participate in transportation planning efforts and actively pursue all transportation project funding opportunities.

Objective 7.2: Require new and expanding developments to fund additions, alterations, and/or improvements to the public roadway and other transportation infrastructure if the new/expanding development causes an increased burden to the existing infrastructure and utility systems.

Objective 7.3: Require all private streets to meet or exceed standards set by the Anderson County Subdivision Regulations.

Objective 7.4: Require all private streets to provide adequate levels of service, emergency vehicle access, connectivity to future adjacent development, and safe circulation patterns.

Objective 7.5: Develop Corridor Plans for US 127 and US 62.

Objective 7.6: Require sight visibility triangle distances and other safety factors for the placement of access points along all public roads.

Goal 8: Encourage an interconnected network of non-vehicular infrastructure for all users.

Objective 8.1: Support the development of a countywide Trails and Bicycle Lane Master Plan.

Objective 8.2: Encourage bicycle lanes and sidewalks throughout the downtown core.

Existing Transportation Systems

Anderson County and Lawrenceburg are located within the western portion of the Bluegrass Region, making adequate transportation crucial to the future of the area. Located on the eastern side of the county, Lawrenceburg has a strategic location along Highway 127, which connects the city to Frankfort, the state capital in the north and Harrodsburg and Danville in the south. The community is also connected to Lexington through the Bluegrass Parkway, which runs along the southern edge of Anderson County. The community has quick access to Interstate 64, which runs through southern Franklin County, through Highway 151 and 127.

The Kentucky Highway Freight Network was developed by the Kentucky Transportation Cabinet to provide the ability for identification and remediation of freight system mobility issues that exist presently or are anticipated in the future. These classifications may include all or part of a roadway and different sections of the same road may have different tiers depending on their significance. These tiers are numbered 1 – 4 and represent the following:

Tier 1 – National Regional Significance

- Tier 2 – Statewide Significance
- Tier 3 – Statewide Regional Significance
- Tier 4 – Local Access Significance

Anderson County, Kentucky has one Tier 2 roadway, Martha Lane Collins Bluegrass Parkway, which has an Annual Average Daily Traffic (AADT) count between 4,000 and 7,000. The Tier 3 routes, which each have an AADT between 500 and 4,000, are US 127B, US 62, KY 44 and KY 151. Lastly, Anderson County has two Tier 4 Routes: US 127 and US 62. Although the AADT for these roadways are less than 500, they do support the freight network through local access and regional connectivity. Below is a description of each road.

Roadways – Expressways (Parkways)

Bluegrass Parkway: Also called the Martha Layne Collins Bluegrass Parkway was constructed in 1965 as a toll road. The construction bonds were paid off in 1991 and the toll was removed. The parkway extends from US Route 60 in Woodford County near Versailles, approximately 72 miles southwest where it terminates at I-65 south of Louisville. Infrastructure improvements along this roadway include four (4) total lanes, two (2) in each direction and a wide grass median area approximately 30-feet in width.

US 127B (Bypass): Infrastructure improvements for US 127 within Anderson County and through Lawrenceburg include four (4) total travel lanes, two (2) for northbound traffic and two for southbound traffic. US 127 bisects Anderson County completely, and continues in both a Northerly and southerly direction to both the Tennessee and Ohio Borders, approximately 208 miles. This roadway also splits with US 127 going through Lawrenceburg’s downtown area. From the point it splits from 127B it becomes a two (2) lane road until it connects back up with US 127B north of Lawrenceburg.

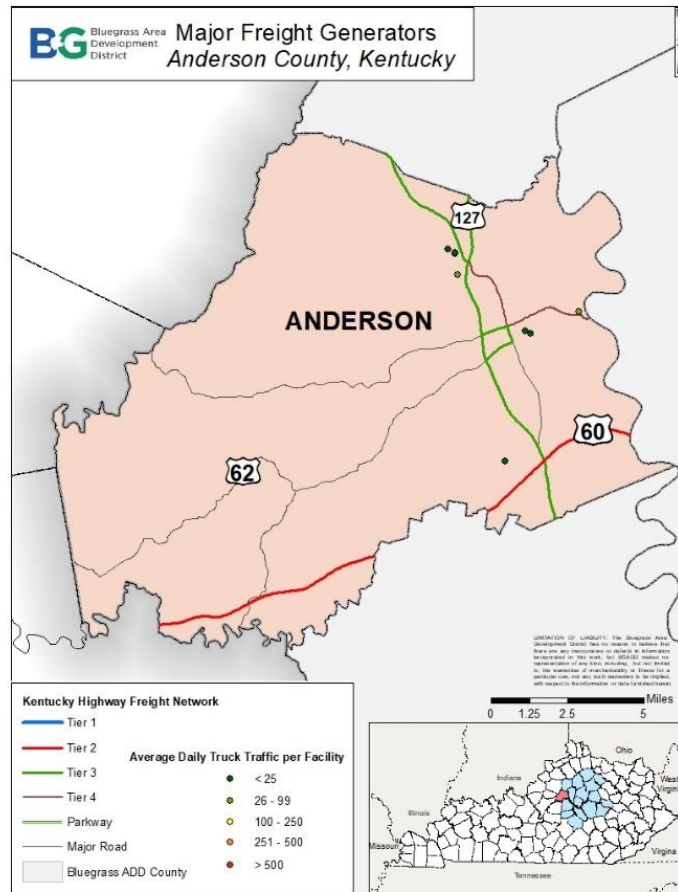


Figure 34: Anderson County Freight Network

Roadways – Arterials and Collectors

Glensboro Road (KY 44): Glensboro Road travels in a generally east-to-west direction. It extends westward beyond the County’s borders and terminates on the east at the US 127 Bypass.

West Woodford Street: This roadway has its beginning point at the US 127 Bypass and is a continuation of Glensboro Road. It runs approximately 2.1 miles where it becomes Versailles Road.

Versailles Road, East (US 62): Begins at the terminus of Woodford Street and extends eastward into Woodford County. This street, from the Woodford Street terminus to the County line, extends approximately two (2) miles.

West Broadway Street: Extends approximately one (1) mile in a generally east-to-west direction. Current infrastructure at the US 127, Broadway Street intersection includes two (2) travel lanes along with westbound right and left turn lanes. As the road extends eastward there are two (2) travel lanes and a center turn lane until Johnson Street where it narrows down to two (2) travel lanes. This roadway also has curb, gutter, and sidewalks for its entire length. It terminates on the east at Main Street.

Fox Creek Road, West (US 62): Fox Creek Road is an east-to-west bound roadway that is also called Bardstown Road, which then turns into Terrell Ridge Road, and finally Lawrenceburg Road as it travels further west to the County border. All told US 62 from the US 127 Bypass west has an approximate length of 18 miles.

Terrell Ridge Road (HWY 555): Terrell Ridge Road shares its designation with US 62 for two (2) miles in a southwest direction from the Bardstown Road / Terrell Ridge Road intersection at which point US 62 splits northwest while Terrell Ridge Road continues southwest for approximately one (1) more mile to the County Border.

Fairmount Road (KY 3358): This roadway is a county collector and links US 62 (Lawrenceburg Road) on the southwest side to New Liberty Road (Terrell Ridge Road) to the northeast.

Bruner and Willisburg Roads (KY 53): Multiple segments of KY 53 exist within the County. The first segment extends northward from Bardstown Road to Glensboro Road for approximately two and one-half miles (2.5) and is called Bruner Road (Bridge Hill Road). This segment has an approximate right-of-way of 20-feet. The second segment is located to the south and east and extends from Bardstown Road passed the county boundary. This segment is called Willisburg Road and extends for approximately six (6) miles to the county border and continues into Washington County.

Kays Road (KY 1291): Kays Road is a county collector road located in the southwestern area of the county. It connects Fairview Road (US 62) on the west and extends east where it runs parallel with the Bluegrass Parkway and connects to Willisburg Road.

Fairview Road (CR 1214): The northern portion of Fairview road is a continuation of KY 1291, while the western portion of the road is KY 1387. The western portion of Fairview Road appears to be a local county road. That tee's into KY 1291. The norther portion of KY 1291 is called Fairview Road and extends northward to Bardstown Road.

Pleasant Grove Ridge Road (KY 1579): Pleasant Grove Ridge Road runs west- to-east and connects Briar Ridge Road and MT. Eden Road.

Briar Ridge Road / Taylorsville Road / New Liberty Road (KY 248): Along this route as it heads south from the County boundary to where it tee's into US 62 it carries three different names. Each portion accounts for about a third of the total length of the road within the County.

Waddy Road / Birdie Road (KY 395): KY 395 is another roadway that carries multiple names. It extends from the County boundary to the northwest and connects to Glensboro Road to the southeast.

Alton Station Road (KY 512): This roadway is a county collector that extends from Birdie / Waddy Roads in a southwest to northeast direction.

Old Frankfort Road (KY 512): This is the northern extension of KY 512 and extends from Graeffenburg Road on the west, eastward to the US 127 Bypass, which at this point is also the County Boundary.

Avenstoke Road (KY 1875): Avenstoke Road is considered a county collector and extends from Alton Station Road on the south beyond the county boundary on the north.

Graeffenburg Road / Alton Road (KY 151): This roadway extends approximately four (4) miles from US 127 Bypass in the northwesterly direction beyond the county boundary into Franklin County.

Frankfort Road / Main Street / Harrodsburg Road (US 127 Business): This roadway extends nearly seven (7) miles from just north of the Bluegrass Parkway and travels north through the downtown of Lawrenceburg.

Ninevah Road (KY 326): Ninevah Road extends northward from Frankfort Road / Main Street approximately one (1) mile and then makes a ninety-degree change in direction to the east, where it extends an additional one and three-quarters mile (1.75).

Tyrone Road / Wildcat Road (KY 1510): Tyrone Road extends southward from Versailles Road (US 62) approximately two (2) miles. The roadway then becomes Wildcat Road which runs in a westerly direction and connects to Harrodsburg Road (US 127 Business).

Gilbert Creek Road (KY 513): Gilbert Creek Road is the only major east-west roadway south of the Bluegrass Parkway within the County. It extends from Harrodsburg Road and runs parallel with the Bluegrass Parkway eastward for approximately five (5) miles to the county boundary in the southeast corner.

Anderson County also has several freight generators. Freight generators are classified as industries or manufacturers that utilize freight for the movement of goods. For example, warehousing and retail facilities are not considered freight generators. The information was gathered by the Bluegrass ADD by contacting individual businesses and the local Economic Development Authority. If no contact could be made, the average trucks per day was calculated by multiplying the number of rail doors the facility had by two, as this would indicate an average of one truck in and one truck out per truck bay per day. Trains per week is also calculated at one rail car per rail bay in and out per day, and then this number was multiplied by 5 to get the average train cars used in a typical work week. The following is a list of identified freight generators and their average truck and rail traffic in Anderson County:

Name of Industry	Location	Average Trucks Per Day	Average Trains per Week
------------------	----------	------------------------	-------------------------

Wild Turkey Bourbon	1417 Versailles Rd., Lawrenceburg, KY	32	0
General Cable	1381 Bypass N., Lawrenceburg, KY	36	0
YKK USA	1090 Industry Rd., Lawrenceburg, KY	12	0
Four Roses Distillery	1224 Bonds Mill Rd., Lawrenceburg, KY	4	0
Florida Tile Inc.	1211 Alton Rd., Lawrenceburg, KY	76	0
Florida Tile Inc.	1247 Alton Rd., Lawrenceburg, KY	20	10

Figure 35: Freight Generators in Anderson County

Much of this development has occurred near the 151-127 corridor, making it an important area for further development of the County. More information on the 151 Corridor is included later in this section.

Anderson County has one rail yard owned by Norfolk Southern located in the City of Lawrenceburg. The rail infrastructure in Anderson County is also owned and operated by Norfolk Southern. A map of the rail yard location and rail infrastructure is included below.

The following map details the current bike and pedestrian facilities in Lawrenceburg, Kentucky. This information was received from the Kentucky Transportation Cabinet (KYTC) online database of bike and pedestrian facilities, which is updated and reviewed annually by Area Development District planners. Lawrenceburg does have a number of sidewalks and crosswalks for pedestrian traffic close to downtown, however, connectivity elsewhere is limited. The City of Lawrenceburg also does not have any bike lanes or other bicycle infrastructure. Anderson County and Lawrenceburg are in the process of building a new two-mile rail-to-trail project that will connect Tyron Road and Industry Road. Information about the presence of sidewalks outside of Lawrenceburg in Anderson County has not been gathered by KYTC or ADD planners as most bike and pedestrian infrastructure is located in or near downtown areas.

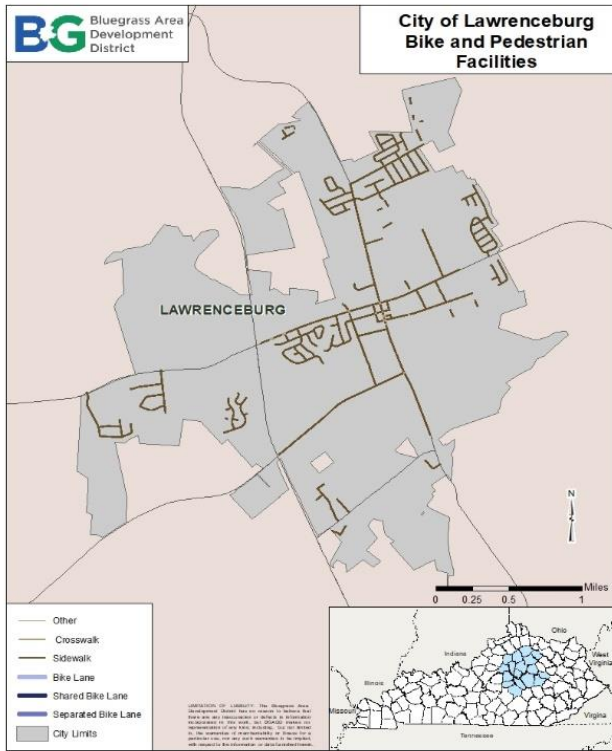


Figure 37: Lawrenceburg Bike and Pedestrian Facilities

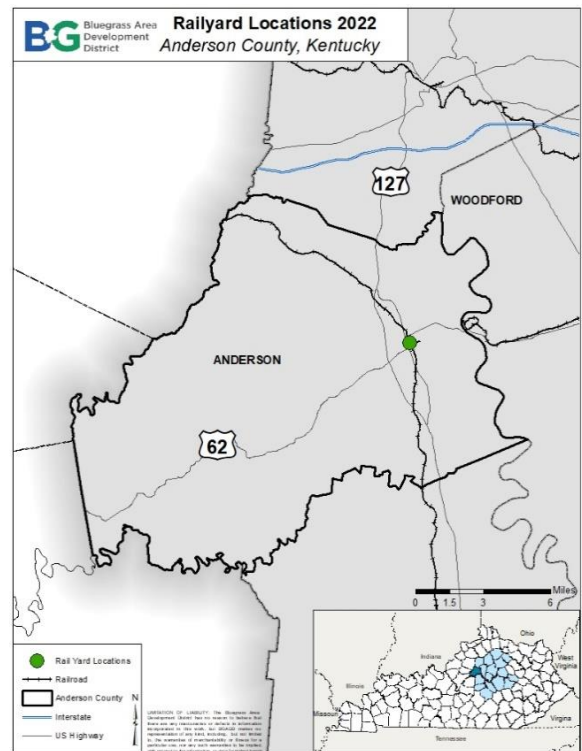


Figure 36: Railyard Locations in Anderson County

Airports

There are three airports within 30 miles of Lawrenceburg. Two are General Aviation airports: Capital City and Georgetown/Scott County Regional Airport. The third is the area's closest commercial airport, the Blue Grass Airport.

Blue Grass Airport (LEX) is located 16 miles east of Lawrenceburg in Lexington. It offers two runways, one of grooved asphalt 7,003 feet in length and the other asphalt/concrete 3,500 feet long and all flight services while serving as many as 1.4 million passengers annually. It is the nearest airport to Lawrenceburg with a US Customs freight office. The airport is currently completing a new Master Plan, which will create a strategic vision on how it will accommodate the future aviation needs of the region.

Capital City Airport (FFT), located just outside Frankfort, is a public-use airport primarily serving general aviation activities. The airport, which spans approximately 550 acres, boasts a single asphalt runway, enabling the operation of both single and multi-engine aircraft, as well as helicopters. While Capital City Airport is primarily used for local, private flying and cargo operations, it also offers services to state officials and provides access to the city for business travelers. Proximity to state governmental facilities, local attractions, and business districts makes it an essential infrastructure hub for Frankfort and the broader region of Kentucky.

Additional airports operating within a 35-mile range of Lawrenceburg include the Georgetown/Scott County Regional Airport, about 29 miles away, the Stuart Powell Field Airport in Danville, about 32 miles away, and the Lebanon-Springfield Airport in Springfield, about 34 miles away. Each has on-site taxi and rental car services.

The two major commercial airports operate within the region: Louisville International-Standiford Field (SDF), 47 miles west in Louisville, and Cincinnati/Northern Kentucky International Airport (CVG), 104 miles north in Covington, Kentucky.

Kentucky Transportation Cabinet Planned Improvements

Every two years, the Kentucky Transportation Cabinet creates their Biennial Highway Plan and recommended projects for the four years beyond the upcoming biennium to the General Assembly as a recommended plan for funding. In the most recent plan, there were to projects in Anderson County that were included.

Stage	2022	2023	2024	2025	2026	2027	2028	Total
Design	\$0	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$1,750,000
Right of Way	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Utility Relocation	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Construction	\$0	\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000
Total	\$0	\$1,750,000	\$5,000,000	\$5,000,000	\$20,000,000	\$0	\$0	\$31,750,000

Description: RECONSTRUCT KY 151 FROM US 127 AT LAWRENCEBURG TO I-64 IN FRANKLIN COUNTY.

Stage	2022	2023	2024	2025	2026	2027	2028	Total
Right of Way	\$0	\$0	\$3,830,000	\$0	\$0	\$0	\$0	\$3,830,000
Utility Relocation	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
Construction	\$0	\$0	\$0	\$0	\$13,750,000	\$0	\$0	\$13,750,000
Total	\$0	\$0	\$3,830,000	\$4,500,000	\$13,750,000	\$0	\$0	\$22,080,000

Description: IMPROVE US-62 (VERSAILLES RD.) FROM HILLTOP DR. TO WEST END OF BRIDGE OVER THE KENTUCKY RIVER AT TYRONE.

Other Issues

Highway 151 Corridor

Kentucky Highway 151 was one of the most discussed issues by the Steering Committee and has been a point of conversation by the community over the previous couple of years. KY 151 provides a direct connection between I-64 (Exit 48) and Lawrenceburg and indirectly connects to the Bluegrass Parkway via US 127 through and south of Lawrenceburg. However, the US 127 corridor is a parallel route that was reconstructed in the early 1990s to provide an improved alternative and to serve as the primary truck route between Lawrenceburg and I-64. As US 127 has four lanes with wide shoulders and is more compatible with higher traffic volumes and large truck operations, it is listed on the National Truck Network (NN), which negated the need for the parallel KY 151 to be listed, and the road was removed from the network on an emergency basis in May 2016 after residents along the corridor filed a lawsuit to against KYTC in response to at least five tractor-trailer crashes in the area. Currently, KY 151 serves a mix of residential, commercial, and industrial traffic. Traveling north, the land surrounding KY 151 is mostly residential through the community of Alton, where houses and businesses line both sides of the roadway. North of Alton, KY 151 serves mostly farmland and associated residences until it nears the I-64 interchange. Just south of I-64, KY 151 serves a regional landfill, Huntington Woods neighborhood, a service station, and a liquor store.

In March 2022, the Kentucky Transportation Cabinet completed the KY 151 Corridor Scoping Study to enhance regional mobility and to provide a safer north-south corridor between US 127 and I-64. The report found existing and future year traffic demand on KY 151 indicates a two-lane road provides adequate capacity. However, there is one intersection (KY 151 / US 127) with less than desirable traffic operations, a second intersection (KY 151 / Alton Station Road) where turn lanes are warranted, and other “spot” locations along the corridor with higher-than-expected crash frequencies. The study also evaluated potential improvements by completing a cost-benefit analysis and detailed the following high priorities. The full study, as well as the other recommendations, are included in the appendix.

- High Priorities (in no particular order):
 - Enhance the eastbound KY 151 right-turn radius, optimize single timing by allowing right-run overlaps on both KY 151 approaches, install a 35-MPH curve warning sign, and convert Tile Village Circle to a right-in / right-out.
 - Construct a left-turn lane from northbound KY 151 onto KY 512 and a right-turn lane on southbound KY 151 onto KY 512.
 - Cut tree canopy and vegetation away from roadway to improve speed reduction sign visibility and improve the clear zone by stabilizing the slopes and widening the paved and unpaved shoulders.

The report also included information from a KYTC safety study on US 127 completed in 2016. The purpose of this study was to review the existing roadway characteristics, traffic volumes, geometries, speeds, and crashes; determine which size vehicles can be safely accommodated within the existing roadway geometry; and identify and examine issues specifically affecting large truck operations. The safety study concluded the following:

- Roadway capacity is not an issue and will not be an issue in the future.
- Existing traffic control devices are within engineering guidelines per the Manual on Uniform Traffic Control Devices.
- Pavement conditions are fair.
- KY 151 has a better safety record than similar roadways in Kentucky.
- Posted speed limits are appropriate.
- Some truck crashes may be related to shoulder drop-offs at two curves (MP 2.6 and 3.0) and the abrupt pavement change in Anderson County (MP 4.1). These locations have the potential to be mitigated by improving shoulders.

“Of particular interest in the safety study is consideration of specific needs for larger trucks as defined in the Surface Transportation Assistance Act of 1982 (STAA). The vehicle off tracking analysis from the KYTC safety study revealed two locations where pavement widening would be needed to accommodate STAA vehicles.”

Electric Vehicle (EV) Infrastructure

Anderson County is centrally located between the Urbanized areas surrounding Lexington and the more rural areas to the East. During the second wave of National Electric Vehicle Infrastructure (NEVI) Funding, Secondary Routes will be established for funding, with the Bluegrass Parkway being included in the initial list of potential sites. This could allow Anderson County to secure funding for the construction of charging stations along the southern portion of the county, such as at the Lawrenceburg Park and Ride at the intersection of the parkway and Highway 127. By being at the leading edge of installing EV infrastructure, Anderson County and Lawrenceburg can capitalize on the economic and community development advantages of being a charging hub along a major route that currently does not have adequate infrastructure. In addition to installing infrastructure along the parkway, finding areas within Lawrenceburg that would be ideal charging locations will ensure a smoother transition as electric vehicles become more popular.

Non-Vehicular Infrastructure

Cities, often designed around cars, have a growing need to refocus on promoting walking, biking, and non-vehicular transportation infrastructure to build a safer and more complete transportation network. Investments in these alternatives not only decrease traffic and pollution but also improve public happiness and health. While having a complete multimodal transportation network is infeasible, finding connections

where it makes sense to make connections should be prioritized. These include schools, parks, shops, grocery stores, churches, and other locations. This shift can benefit local businesses through increased foot and bicycle traffic, boosting property values and neighborhood vibrancy. These will also help improve safety, as pedestrian deaths have been rising rapidly throughout the country for unknown reasons. Some strategies for investing in non-vehicular infrastructure includes:

- **Public Lead Planning Process:** An objective for the Comprehensive Plan is to “Support the development of a countywide Trails and Bicycle Lane Master Plan.” By ensuring there is robust public engagement through this planning process, the plan will best reflect the needs of the local population.
- **Multimodal Integration:** The goal here is to make it as easy as possible for users to switch between different modes of transport. Considering the development of 'mobility hubs' at key locations in Lawrenceburg, where different forms of transportation come together, will allow users to easily transition from one mode to another. These could include bike-sharing services, electric scooters, and ride-share services.
- **Education and Promotion:** Creating campaigns to encourage and educate residents about the benefits and availability of non-vehicle transportation will help ensure they are used to their maximum potential and ensure pedestrian safety when they are used. This could involve working with local schools to teach children about safe cycling and walking practices or organizing events such as 'Bike to Work' day. Social media, local newspapers, and community events can all be used to promote these initiatives. Public art installations along pathways or in transit centers can help draw attention to these facilities, making them more prominent and inviting in the community.

Land Use Element

Goals and Objectives

Goal 1: Determine and place agricultural, public, residential, commercial, and industrial uses in their rightful and compatible locations.

Objective 1.1: Encourage industrial facilities to locate on sites with adequate transportation capacity.

Objective 1.2: Require developers to extend or construct water, sewer, adequate transportation facilities, and other required infrastructure to serve new residential and non-residential developments.

Goal 2: Encourage growth in a concentrated and logical manner that makes efficient use of existing and future public facilities, services, and utilities.

Objective 2.1: Prioritize the Urban Service Boundary (USB) for non-agricultural uses to maximize efficiency of services.

Goal 3: Encourage the preservation of farmlands of statewide significance, Prime Farmlands (as defined by the United States Department of Agriculture), and the agricultural community.

Objective 3.1: Support the operation and preservation of working farms.

Objective 3.2: Allow for value-added production and retail sales on agriculturally zoned land for products produced on site.

Goal 4: Promote development practices that help mitigate negative impacts created by developments on surrounding properties.

Objective 4.1: Establish more robust landscaping requirements for new development.

Objective 4.2: Research and adopt design standards for designated areas.

Objective 4.3: Encourage compatibility of new development with its surroundings.

Goal 5: Protect and economically promote the historic and visual character of Lawrenceburg's downtown and Anderson County.

Objective 5.1: Actively seek technical assistance and funding for rehabilitation, preservation, and reuse of historic structures within Anderson County.

Objective 5.2: Create and maintain an inventory of historically significant structures, building sites, and archaeological sites in Anderson County.

Objective 5.3: Adopt historic preservation guidelines and requirements for historic structures.

Objective 5.4: Create a historic overlay district for downtown that allows for mixed-use development to increase housing supply and higher density residential options.

Objective 5.5: Encourage innovative and adaptive reuse and infill development for concentrated activity.

Objective 5.6: Increase activity within the downtown core by encouraging and supporting home occupations, specialty retail, entertainment, professional and government offices, and other small businesses.

Objective 5.7: Ensure compatibility of new development within the downtown core while meeting modern business needs using design standards and regulations.

Objective 5.8: Discourage strip-style commercial/retail development.

Objective 5.9: Promote the historic and economic development potential of Anderson County's distillery heritage.

Objective 5.10: Research and adopt a Solar Ordinance to ensure that solar energy production is harmonious with surrounding land uses in conformity with state guidelines.

Goal 6: Create commercial areas at major intersections within the County that would allow for neighborhood type commercial developments that would serve the needs of the community and neighborhoods within.

Goal 15: Protect the environment and natural resources of Anderson County.

Objective 15.1: Identify environmentally sensitive areas within Anderson County and adopt regulations to protect them.

Objective 15.2: Encourage the preservation of tree canopy coverage in Lawrenceburg and Anderson County.

Existing Land Use/Character

Anderson County and its county seat, Lawrenceburg, are characterized by a diverse mix of land uses that reflect the area's rich history, vibrant economy, and commitment to sustainable growth. The county's land use is predominantly agricultural, with large swaths of farmland that contribute significantly to the local economy and the region's food supply. These agricultural lands are interspersed with pockets of residential areas, ranging from rural homesteads to small suburban neighborhoods. There are three major bodies of water located in the western portion of the county, Beaver Lake, the Salt River, and Taylorsville Lake. The Bluegrass Parkway, which connects Anderson County to Lexington, Elizabethtown, and central Kentucky, runs along the southern edge of the county.

Lawrenceburg, as the County Seat and urban center of the county, presents a different land use profile. The city is characterized by a mix of residential, commercial, and industrial uses. The downtown area is a hub of commercial activity, with a variety of businesses including retail shops, restaurants, and professional services. Surrounding the downtown core are residential neighborhoods, which vary from historic homes to modern apartment complexes. On the outskirts of the city, industrial areas support a range of businesses, from small local enterprises to larger manufacturing facilities. Many of the industrial areas, and commercial areas outside of downtown, are located along the 127 Highway Corridor, which connects Lawrenceburg to Frankfort in the north, and Harrodsburg and Danville south.

General Land Use Policies

This land use plan element aims to act as a guide for Anderson County and Lawrenceburg as they continue to develop. Very broadly, the purpose of this section is to provide a framework for making informed decisions about how the community should use its land resources in a way that supports its long-term goals, values, and aspirations. This element is forward-looking, detailing a plan of what the community can develop into, not only in terms of physical spaces but also in advancing economic growth, the quality of life, and balancing the existing culture of the community with future growth. The key considerations for the general location, character, and uses of the land included input received by the Steering Committee, discussions with staff and elected officials,

the current character of the area, and the location of existing and future infrastructure and public services. It delves into the details of how we should organize and interconnect different types of land uses to maximize their potential and ensure a vibrant future for the community.

The primary objective of the land use section is to create a vision for the future, outlining the desired patterns, character, and extent of land use within the community. It aims to strike a balance between various land uses, such as residential, commercial, industrial, agricultural, recreational, and public spaces. By carefully considering these diverse land uses and their interrelationships, the plan seeks to create a well-planned and harmonious community that meets the needs of its residents, businesses, and visitors. While this plan will get more specific, with discussions on special districts and land uses, the following are a set of general considerations staff and the Planning Commission should take into account when reviewing development proposals:

- A. Adjacency to existing infrastructure and public services,
- B. Functional and aesthetic use of the development site,
- C. Variation of residential product, type, location, and lot sizes,
- D. Incorporation of additional recreation and open space amenities,
- E. Mitigation of development-related impacts.
- F. Sensitive resources on development sites that may include biology, geology, topography, archeology, and other categories.

Changes

Anderson County is projected to experience significant population growth over the next few decades. This will lead to an increased demand for housing, services, and infrastructure. This demand will drive a need for more urban development, which is reflected in the proposed changes in land use acreage. The projected population growth is included below.

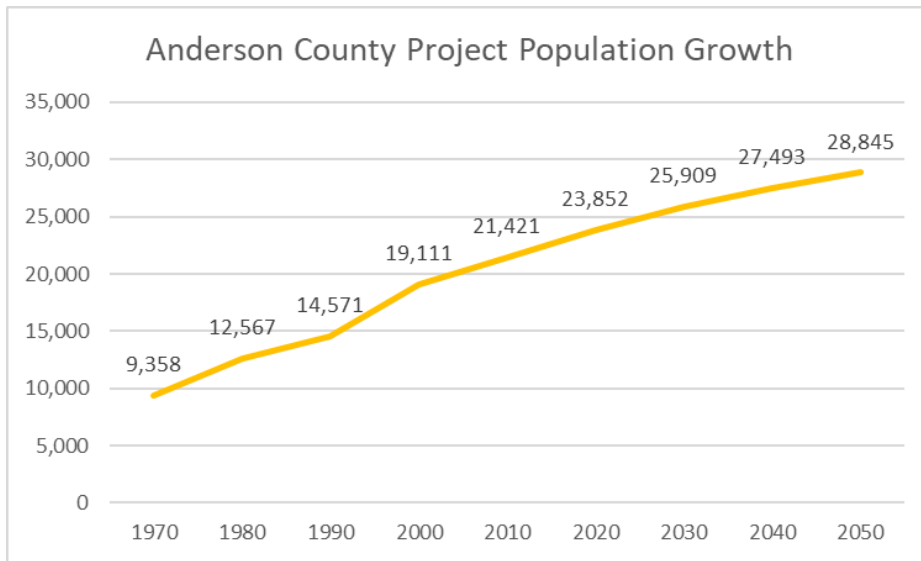


Figure 38: Projected Population Growth in Anderson County

The most direct result of the projected population growth is the loss of agricultural lands for urban uses. As the population grows, the need for residential, commercial, and industrial spaces increases, leading to a repurposing of land, symbolized by including the land in the Urban Service

Boundary, which is used to help delineate urban development from the rural character of the unincorporated county. The large decrease in agricultural land can be attributed to a couple of reasons, the removal of the remaining agricultural land within the USB and the expansion of the USB.

The proposed growth in the Central Business, ICA, and Light Industrial categories indicates anticipation of increased economic activity. This growth not only provides more job opportunities for the growing population but also necessitates more land for these sectors, which is reflected by an expansion of the USB. The need for more economic activity is twofold, the result of the rapid growth of the community and the businesses and services used by an increased population, and the need to expand the tax base due to the anticipated loss of revenue from the “bourbon barrel tax”.

The significant proposed increase in the Low-Density Residential category is a direct response to the projected population growth and the need to expand housing production. These categories provide housing and essential services for the growing population. However, since the Urban Service Boundary was created, utility expansion has happened in the southwestern edge of Lawrenceburg for more single-family housing development.

Mixed-Use is a new designation included in this Comprehensive Plan. This designation was added to provide more flexibility in designated areas to create more dynamic and resilient communities. The purpose of mixed-use is to allow multiple land uses in close proximity, the most common being residential and commercial. This is designed to create vibrant areas where residents can live, work, and play, with every development supporting each other.

The expansion of the USB allows for a controlled and planned approach to urban growth, ensuring that development occurs in a sustainable and efficient manner. It helps prevent uncontrolled urban sprawl, preserves agricultural lands and open spaces, and ensures efficient use of infrastructure. Below is a table summarizing the changes from the 2017 Comprehensive Plan, and narratives going more in-depth for each change.

Anderson County Future Land Use Acreage				
	City	County	Change – City	Change – County
A-1	0	111,673	-19.6	-5,154.2
A-2	0	387.4	N/A	-210.7
Central Business	66.6	299	N/A	+298.8
Highway Business	176.2	483.6	+5.4	-20.6
Neighborhood Business	156.4	239.08	-87.8	N/A
ICA	0	1,154.2	N/A	-191.9
Heavy Industrial	224.2	30.7	N/A	N/A
Light Industrial	50.3	1,345.6	-18.3	+602.5
Mobile Home	17.1	0	N/A	N/A
Mixed Use	484	1,648.6	+484	+1,648.6
Public/Semi-Public	424.8	460.7	+4.8	N/A
Low Density Residential	1,046.5	8,204.2	-120.3	+3,041.5
Medium Density Residential	1,196.6	94.4	-120.3	N/A
Multifamily Residential	42.8	94.5	-118.6	N/A

Figure 39: Change in Land Uses in acreage from 2017 Comprehensive Plan

Land for Economic Development

A topic that was mentioned by the Steering Committee, as well as economic development professionals, was the need for additional land for economic development in Anderson County. This is becoming more important after the announcement of Summit Polymers opening a facility in Anderson County, which has roughly 120 acres of land marketed by Anderson County Forward, the economic development board that serves the county. In addition to the lack of available land, the passing of House Bill 5 (HB5) by the Kentucky General Assembly will result in the loss of millions of dollars in tax revenue for the local governments in Anderson County in the coming years.

In addition to more space for industrial development, there was a desire for additional commercial opportunities. The need for more of these developments will only continue to grow, as the population of the Community and surrounding region is expected to continue to grow at a rapid pace.

Future Housing

The Low-Density Residential category is the land use category that had the largest addition in the new service boundary. This is primarily because of two reasons, it is the

preferred housing choice expressed by the community, and Anderson County is projected to have a shortage of over 2,500 housing units by 2040. Single-family housing is generally considered the most desirable type of housing, however, investments in more dense housing are needed to ensure the county can meet future housing needs while ensuring the housing stock remains diverse and available for everyone.

Anderson County Population Projections	
2020	23,852
2030	25,909
2040	27,493
2050	28,845

Figure 40: Project Population for Anderson County

The Medium Density Residential and Multifamily Residential categories in the city are likely to fluctuate based on housing demand and urban development policies. The change in acreage from the previous plan shows a decrease in these land use types, but much of the lost acreage was changed from residential to mixed-use to encourage more flexibility, with a vision of higher-density housing in these areas.

Mixed-Use

The Mixed-Use category is a new inclusion for this update of the Comprehensive Plan. The mixed-use category is unique compared to other land uses, specifically because it allows for the integration of multiple land uses within a single area. The most stereotypical form of this development is apartment buildings that reserve commercial space on the first floor, similar to a lot of buildings throughout many downtown communities or around college campuses. Other characteristics include developments that are typically more walkable and denser, allowing for more efficient development through the sharing of infrastructure, including greenspace, creating a higher quality of life. There have been four areas that were identified as future mixed-use areas – downtown Lawrenceburg, around Salt and Bever lakes, the area at the intersection of Highways 127 and 62, and the area off Highway 127 at the Anderson and Franklin County borders. The reason for the inclusion of these areas is similar – to allow for increased flexibility in response to possible development challenges (topography, infrastructure, the natural environment), and to help the land develop in the highest and best use and promote economic vitality by providing spaces for businesses and jobs and having residents within a close proximity to patronize the local businesses.

Urban Service Boundary Expansion

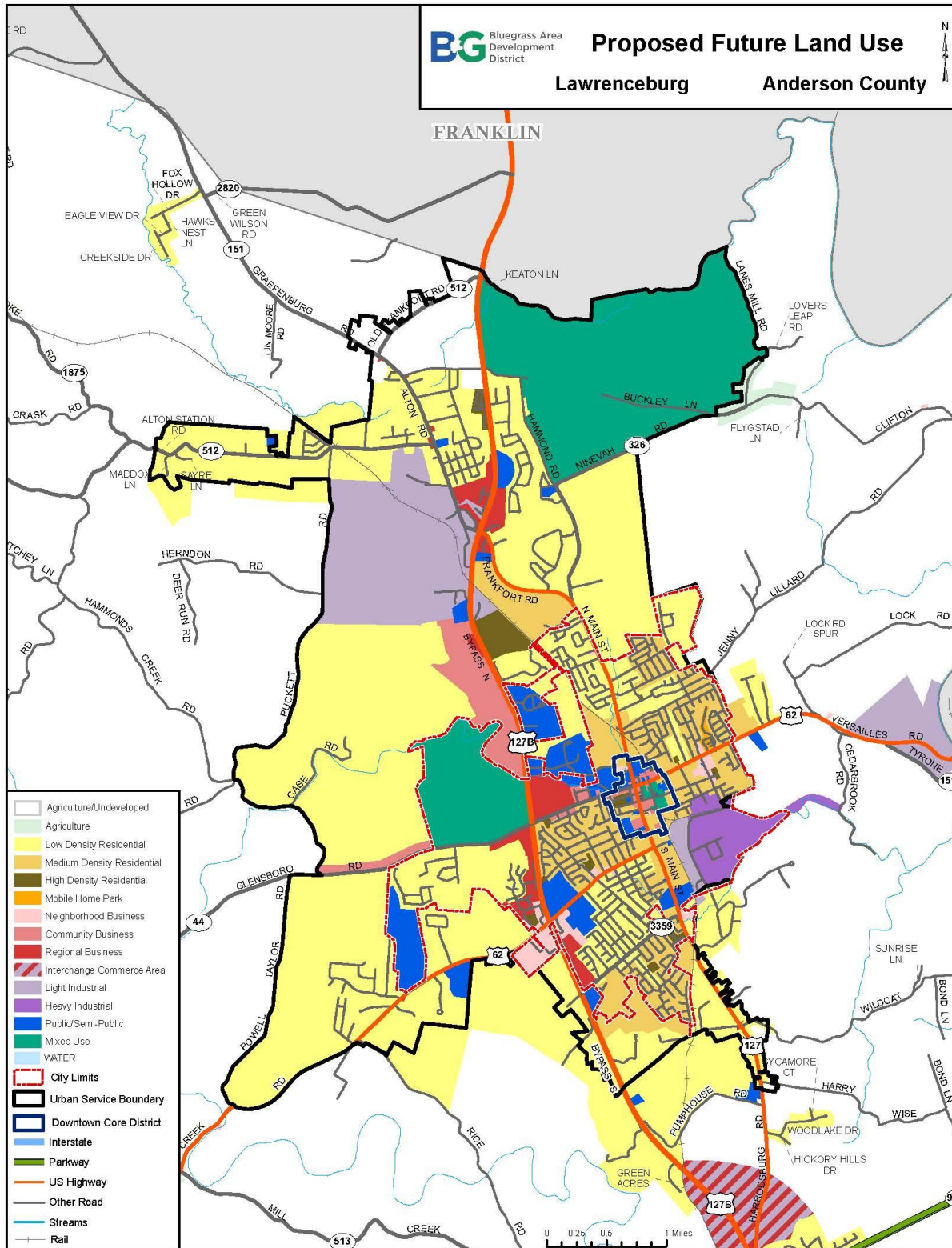
An Urban Service Boundary (USB) is a planning tool used to control urban sprawl by creating a defined area with “urban services” (water, wastewater, roads, etc.), to direct development to areas already equipped to serve it and to deflect development away from areas that carry high service costs. The thought is to encourage new development within areas that already have access to the infrastructure they need or have a relatively simple ability to get the utilities to help promote fiscal responsibility.

The Anderson County and Lawrenceburg Planning Commission first introduced the Urban Service Boundary in the 2011 Comprehensive Plan, and the boundary remained unchanged until this development. The original service boundary was based on the Lawrenceburg Water and Sewer Department's most recent 201 Facilities Plan, which showed the projected 20-year service expansion area. That plan is due for an update, and utility staff have said that the original plan no longer reflects the needs of the community. After meeting with community leaders, a new service boundary was proposed, with new areas added to reflect where existing services are available, and the expansions are planned to keep up with the growth that has taken place since the original boundary was created and projected future growth. The majority of the proposed expansion is the extension is north along the 127 Highway Corridor, where growth and infrastructure improvements are planned. In addition, the US-127 Corridor was identified as a potential growth corridor by Franklin County during Phase 2 of its Comprehensive Plan Update. The other major area that was added was along U.S. Highway 62 (Fox Creek Road). This was done to reflect where residential development has already occurred because services are available, as well as other areas that will get services soon.

Loss of Agricultural Land

Anderson County has a long and still history of being an agricultural community. Throughout the update process, a consistent theme was the need to protect prime farmland. This was decided for multiple reasons, to protect the current farmers, ensure a supply of locally grown food, protect the natural environment and preserve green space, and a pleasant aesthetic. Balancing this preference with the rapid and continued projected growth of the community is a delicate balance, as the need for an expansion of the Urban Service Boundary ran against land designated as prime farmland by the United States Department of Agriculture and land designated as Farmland as Statewide Significance by the state government. A map of Prime Farmland and Farmland of Statewide Significance and its relation to the original and new Urban Service Boundary is included in the Appendix.

Future Land Use Map – Urban Service Boundary



Future Land Use Map – Anderson County

Land Uses

Land use designations in a comprehensive plan categorize and regulate different areas of land based on their intended purpose and future development. These designations guide decision-making, inform zoning regulations, and ensure a balanced and sustainable use of land. Each designation serves a specific purpose in shaping the physical landscape of the community while considering factors like housing, commerce, industry, agriculture, public spaces, and community services. Overall, land use designations help create an organized and thriving community that meets the needs of its residents while preserving its character and promoting sustainable growth.

Agriculture

Agriculture

Land designated as agriculture typically refers to areas that are primarily used for farming and agricultural activities. These designations recognize the importance of preserving and supporting agricultural practices within a community. Agricultural land often encompasses large tracts of land suitable for crop cultivation, livestock farming, horticulture, or other agricultural operations.

In areas designated for agriculture, you will commonly find open fields, pastures, or orchards where crops are grown or animals are raised. The specific types of agricultural activities may vary depending on the region and local agricultural practices. These areas are typically characterized by fertile soils, irrigation systems, and sometimes specialized infrastructure like barns, silos, or greenhouses.

Recommended Zoning: A-1 and A-2

Development Policies:

- A. Preserve agricultural lands from encroachment by non-agricultural lands to protect prime soil areas.
- B. Endorse the continuation of working farms in agricultural areas.
- C. Support value-added agriculture business and agri-tourism development in agricultural areas of Anderson County.
- D. Promote compatibility between agriculture and other land uses.

Residential Land Uses

Low Density Residential

Land designated as low-density residential refers to areas within a community that are primarily designated for single-family homes and low-density housing. These

designations aim to provide spacious and serene neighborhoods with a lower concentration of housing units per acre compared to higher-density residential areas.

Recommended Zoning: R-1

Low-Density Residential uses would, for the most part, include single-family detached residences with a moderate to large lot. The development potential of properties within this designation would be determined by location and access to infrastructure (water, sewer, streets, etc.).

Medium Density Residential

Land designated as medium-density residential refers to areas within a community that are planned for housing with a moderate level of density, offering a balance between low-density single-family homes and higher-density multi-family developments. This designation aims to accommodate a greater number of housing units while still providing a comfortable and attractive living environment. This land use designation should act as a transition from strictly single-family detached dwellings of the R-1 zone to a mixture of single and two-family dwellings, as well as the higher density of the downtown area. As is the case with development in other designations, development in this area will depend on accessibility to infrastructure and the ability to comply with other applicable codes and ordinances. A closer look at the possibility to allow small-scale commercial (convenience stores, and markets as possibilities) on corners near subdivisions and developments proposed within this land use designation should be considered. These small-scale commercial stores can be developed such that negative impacts may be mitigated for surrounding neighborhoods.

Recommended Zoning: R-2 and R-2A

High Density Residential

Land designated as high-density residential refers to areas within a community that are planned for housing with a high concentration of housing units per acre. These designations are intended to accommodate a significant number of residents in a relatively compact space, often in multi-story apartment buildings or condominium complexes. Flexibility to increase density using the Planned Urban Development (PUD) option should be commensurate with the level of amenities provided by the developer as part of the PUD application. Also, as with the Medium Density Residential land use designation, some small-scale commercial markets, like convenience stores, may be considered as a possibility on corners to help meet retail needs for the area. Further, this area may be a good transition zone between residential and commercial and could accommodate a mix of uses, including “live-work” arrangements. Collector streets shall

be required as a minimum design standard for all High-Density Residential developments.

Recommended Zoning: R-3

Manufactured Home Park

A manufactured home park is a designated area where affordable manufactured homes are placed. These parks feature individual lots with spacing for privacy and community amenities such as playgrounds and recreational areas. Managed by associations, they offer an affordable housing option with a sense of community. Land use policies ensure safety, appearance, and resident rights. Manufactured home parks provide affordable homeownership opportunities and contribute to housing diversity in a well-maintained environment.

Recommended Zoning: MH

Mixed-Use

Land designated as mixed-use refers to areas within a community that are planned to accommodate a blend of residential, commercial, and sometimes industrial or institutional uses. These designations aim to create vibrant, pedestrian-friendly neighborhoods where people can live, work, and play nearby. Mixed-use areas often feature multi-story buildings with commercial uses on the ground floor and residential units above, or larger developments where residential buildings are closely integrated with commercial and recreational facilities.

Recommended Zoning: Mixed-Use, R-1 – R-3, B-1, B-2, Public, I-1

Residential Development Policies:

- A. Support safe and quality housing.
- B. Create a diverse mix of housing to accommodate a variety of needs.
- C. Provide affordable housing options.
- D. Ensure compatibility in areas mixing residential and non-residential land uses.

Non-Residential

Neighborhood business areas are designated for small-scale commercial activities serving residents. They feature a mix of retail, services, and professional establishments

within walking distance. These areas prioritize pedestrian accessibility, blend with residential surroundings, and promote community interactions. Neighborhood business areas provide convenience, support local businesses, and enhance the neighborhood's quality of life.

Neighborhood Business

Land designated as neighborhood business refers to areas within a community that are planned to accommodate small-scale commercial activities that primarily serve the needs of the surrounding residential neighborhood. These designations aim to create convenient access to goods and services for local residents, reducing the need for long trips to larger commercial centers.

Recommended Zoning: B-1

Community Business

Community business areas are designated for diverse commercial activities catering to a broader population. They feature larger-scale retail, dining, and service establishments, often in shopping centers. With ample parking and pedestrian-friendly design, these areas provide vibrant shopping and entertainment experiences. Community business areas contribute to the local economy and serve as regional commercial hubs, enhancing community vitality.

Recommended Zoning: B-1 and B-2

Regional Business

Regional business areas are designated for large-scale commercial activities attracting customers from a wide region. They include major shopping centers, entertainment complexes, and business parks. These areas offer diverse retail options, extensive parking, and an attractive environment. Regional business areas drive economic growth, create jobs, and provide a comprehensive shopping and entertainment experience.

The Regional Business land use designation is the least restrictive designation and is meant to accommodate all commercial and retail opportunities. While these are meant to be accommodating, being aware of potential impacts and mitigating them may be necessary. Negative impacts throughout the community may be mitigated by adopting design and architectural criteria or requirements. These may include architectural standards, additional landscaping, uniform building materials, consistent colors, lighting mitigation when adjacent to residential neighborhoods, and consistent signage materials throughout developments.

Recommended Zoning: B-1, B-2, and B-3

Commercial Development Policies:

- A. Evaluate the impact of proposals on adjacent intersections and overall traffic that could be generated by a total aggregate of anticipated uses within commercial centers.
- B. Consider placing a maximum size on individual developments depending on the location and character of surrounding land uses.
- C. Consider requiring traffic impact studies to be submitted for commercial developments.
- D. Adopt architectural design standards requiring 360-degree or four-sided architectural variation on the facades, windows, roof, doors, trimmings, etc.
- E. Consider the adoption of additional landscaping requirements for commercial centers to create buffers to shield adjacent residential land uses from noise and/or light glare.

Industrial

Light Industrial

Light industrial areas are designated for low-impact industrial activities that are clean, quiet, and free from hazardous or objectionable levels of noise, odor, dust, smoke, or glare. They prioritize compatibility with nearby areas, have medium-sized buildings, and provide infrastructure for operations. Light industrial zones support economic development and job creation while minimizing disruptions to the surrounding community.

Recommended Zoning: I-1

Heavy Industrial

Heavy industrial areas are designated for intense industrial activities involving large-scale operations and machinery. They require ample space and robust infrastructure. These areas contribute to the economy but require strict compliance with environmental and safety regulations. While beneficial for the overall economy, these sites can come with negative impacts if they are not properly mitigated. Examples include screening, and requiring them to be served by collector streets to ensure the transportation system can support the impacts of development.

Recommended Zoning: I-1 and I-2

Industrial

- A. Identify and pursue economic growth opportunities.
- B. Determine the best sites for future commercial and economic development use.
- C. Make regulations reasonable, understandable, and enforceable.
- D. Ensure compatibility between industrial and non-commercial land uses.

Public/Semi-Public

Public/semi-public land is designated for community-oriented facilities like government buildings, schools, healthcare facilities, churches, community centers, and parks. These areas provide essential services, education, and recreational spaces for the community's well-being. While zoning is not an issue for these facilities, they are vital to ensuring development occurs in a planned way, and ensuring that all citizens have equitable access to community services.

Special Districts

Def of Special district

Urban Service Boundary

An Urban Service Boundary (USB) is not a land use designation but instead is a planning tool used by local governments to manage growth and development within a specific area. The USB delineates the boundary within which urban development, residential, commercial, industrial, etc., is encouraged and outside of which such development is limited or restricted. The purpose of a USB is to concentrate growth in areas where infrastructure and services, such as water, sewer, roads, and emergency services, are already in place or planned, making development more efficient and sustainable. By directing growth to these areas, the USB helps to control urban sprawl, preserve agricultural lands and open spaces, and maintain the character of rural areas.

Development Policies

- A. All residential, commercial, and industrial uses are permitted within the USB where shown on the future land use map.
- B. All future development within the USB must tie into the existing public sewer system or concurrently with utility expansion; no septic systems, private treatment plants, or private disposal facilities are permitted.
- C. Street connectivity and property interconnectivity through cross-access easements to adjacent existing and future development is required.

- D. Appropriate buffering is required between residential and non-residential development.
- E. All development outside the USB must adhere to Kentucky state on-site sewage disposal regulations.
- F. Non-residential uses outside the USB are encouraged to return to agricultural uses, including agricultural residential use.
- G. The preferred site for industrial zoning outside the USB is in the Interchange Commerce Area (ICA) as defined by the Comprehensive Plan.
- H. Any development within conservation areas must conform to local regulations and ordinances.
- I. All agriculture land that is rezoned to a more restrictive zone in conformance with the future land use map of the comprehensive plan may not be rezoned back to agriculture.

Interchange Commerce Area (ICA)

Located at the Bluegrass Parkway interchange, the ICA serves as a focal point for economic growth. It facilitates the development of commercial and industrial projects in the southern part of the county. The current designated area on the map spans approximately a half-mile radius around the interchange, following specific property lines. The strategic positioning of the limited-access US127 corridor, coupled with the Bluegrass Parkway, provides a unique alternative connection between I-65 and I-64. By bypassing congested routes through Fayette and Woodford Counties, this corridor offers an advantageous transportation route. Additionally, the presence of a rail line further enhances the area's appeal for both industrial and business uses, fostering employment opportunities and supporting local residents, employees, and through traffic.

Recommended Zoning: The Interchange Commerce Area (ICA) should allow for a mix of business and industrial uses, encompassing many zoning classifications that can be used to facilitate economic development.

Development Policies:

- A. The area is particularly appropriate for non-residential development.
- B. A mixture of non-residential development, including industrial and professional offices as well as incidental supporting commercial uses, is encouraged
- C. Commercial development is to consist of businesses intended to serve ICA employees and/or the traveling public.

- D. All development must include connections for vehicles and pedestrians to surrounding developed and undeveloped parcels.
- E. Coordination with public and private business organizations such as the Anderson County Economic Development Authority is encouraged
- F. Direct access to US127 and other public roadways is to be carefully controlled through the use of access roads and connectivity between and within development sites.
- G. Existing land uses, as well as historic and scenic areas, are to be protected from potential negative impacts of new development through the use of buffering, landscaping, and other techniques.
- H. The capacity of existing infrastructure -- including roadways, water and sewer service, and public and private utility capabilities -- and any public expense required for its expansion is to be considered in the evaluation of development plans.
- I. Any development within conservation areas must conform to local regulations and ordinances.

Downtown Core District

The centrality of Downtown Lawrenceburg, as both the historic community center and vibrant commercial hub of the community, is critical to the community. Downtown planning needs to recognize this balance, with the dual objectives of preservation and revitalization, aiming to ensure Downtown Lawrenceburg continues to flourish as a nexus of commerce, leisure, and community cohesion. By utilizing a special planning district, the needs of downtown can be more effectively planned for with the special considerations for this district.

Development Policies:

- A. Mixed residential and commercial uses within a single structure are permitted.
- B. Strip center-style development is not permitted.
- C. Home occupations are permitted.
- D. Pedestrian and cyclist accommodations are encouraged.
- E. Shared parking and relaxed parking requirements are encouraged.
- F. Site plans for infill development must conform to DCD ordinances and regulations.
- G. Preservation/restoration/re-use of historic structures is encouraged.

- H. Any development within conservation areas must conform to local regulations and ordinances.

US 127 Corridor

Anderson County's US 127 serves as a multi-lane bypass road, offering an alternative route to alleviate congestion in downtown areas. This major traffic corridor runs through Anderson County, acting as an important east-west connector between I-65 and I-64 via the Bluegrass Parkway. The county's Subdivision Regulations emphasize the need for careful planning regarding the number and placement of access points to US 127. Roadway design and intersection spacing should be taken into account during implementation.

In addition to US 127, a well-designed network of local roads in the immediate area can provide valuable alternate routes. The Transportation Element of the plan identifies such roads and highlights their significance. It's important to note that local jurisdictions hold the authority to grant access to state-maintained roadways, regardless of authorization from the Kentucky Transportation Cabinet (KYTC). The Anderson County Planning Commission should consider local impacts and utilize its comprehensive knowledge of the community to control access accordingly.

To address planning issues in the US 127 corridor more comprehensively and in greater detail, the plan recommends the development of a US 127 Corridor Management Plan. This specialized plan would deal specifically with important planning considerations in the area, which can include protecting the existing character of the corridor, avoiding spot development and strip malls, screening and buffering for potential industrial uses, and gateway aesthetics to provide a welcoming entrance to the community.

- A. Commercial development is to be limited to major intersections and other areas as specifically defined by the Comprehensive Plan.
- B. Frontage and service roads, connectivity, and other access management techniques are to be used to control direct access for all development, both residential and non-residential.
- C. All development should include fully developed vehicular and pedestrian connections to surrounding developed and undeveloped parcels.
- D. Any development within conservation areas must conform to local regulations and ordinances.
- E. Development of interconnected roadways parallel to and intersecting with US127 is encouraged.

Conservation Areas

Anderson County has several areas that could be considered conservation areas, including flood plains, source water protection areas, and wildlife management areas.

FEMA Flood Plains

Flood plains, while generally small in scale, are scattered widely throughout Anderson County. Most are located along creek beds, most notably along the entire length of Salt River from Taylorsville Lake to the Anderson/Mercer County line. Other areas of floodplain are located within the USB, and in highly developed areas within the incorporated city limits of Lawrenceburg.

Source Water Protection Area (SWPA)

Anderson County's source water protection area lies along the Kentucky River at the Anderson/Woodford County line, a distance of about 17 miles. Due to the terrain and soil types prevalent in the area, runoff from surface activities and development may create a risk of contaminants entering the water supply.

Wildlife Management Area (WMA)

The Army Corps of Engineers (ACOE) owns and maintains a 9,418-acre wildlife management area (WMA) at Taylorsville Lake in Spencer, Anderson, and Nelson Counties. 2,380 acres of the WMA is situated in Anderson County along the shores of Taylorsville Lake and about 5.5 miles upstream along the Salt River. These areas are set aside to provide food, cover, and water for a wide variety of plant and animal species. Development of any kind is currently prohibited by the ACOE.

FEMA Policies

- A. Development of any kind within the flood plain is discouraged.
- B. Septic service is prohibited for future development.

Source Water Protection Area (SWPA)

- A. Industrial and commercial development is prohibited.
- B. Residential density is not to exceed one unit per two acres.

- C. Erosion and sediment control measures are to be strictly enforced.
- D. Future development in areas of the existing industrial park included within the protection area should be carefully considered as to their potential environmental impact.
- E. Waste treatment, storage, or disposal (TSD) activities are prohibited.

Wildlife Management Area (WMA)

- A. Partnership with ACOE is encouraged to capitalize on opportunities for future residential and/or tourism-related development.
- B. Future non-agricultural development may only occur where and when sewer service is available.

9.0 IMPLEMENTATION

TABLE 9-1: IMPLEMENTATION STRATEGIES						
LAND USE - Goals & Objectives						
General Development		Short	Mid	Long	On-Going	Policy for Implementation
A	Designate adequate and appropriate sites for all primary land use types: agricultural, residential, commercial and industrial.					Promote compatibility between agriculture and other land uses. Ensure compatibility in areas mixing residential and non-residential land uses.
B	Encourage growth in a concentrated and logical manner that makes efficient use of existing and planned public facilities, services and utilities.					All future development within the USB must tie into existing public sewer system or concurrently with utility expansion ; no septic systems, private treatments plants or private disposal facilities are permitted.
C	Require developers to extend or construct water, sewer, adequate transportation facilities and other infrastructure as required					Street connectivity and property interconnectivity through cross-access easements to adjacent existing and future development is required.
D	Encourage the preservation of prime farm and agricultural lands and protect these areas from encroachment by commercial, industrial and non-agriculture residential development, except at specific nodes at identified intersections on the Future Land Use Map.					New development, other than agricultural, is permitted only on sites directly adjacent to existing Small Community development.
1	Support the continuing operation of working farms and protect them from negative impacts of non-agricultural land uses.					Support value-added agriculture business and agri-tourism development in agricultural areas of Anderson County.
2	Allow value-added agriculture production and retail sales on agriculture					

		zoned land for agriculture products produced on site.				
E		Require developers mitigate negative impacts created by developments on surrounding properties.				Adopt standards (landscape, amenity, buffer) to help with mitigating negative impacts
F		Encourage industrial facilities to locate on sites served by National Truck Network (NTN) roadways as defined by the Kentucky Transportation Cabinet.				Catalogue and inventory properties that qualify and provide this information to prospective developers.

Central Historic District (CHD) Development		Short	Mid	Long	On-Going	Policy for Implementation
A	Promote the Lawrenceburg Central Historic District (CHD) as a core retail, residential and civic center of Anderson County specifically through old-town mixed use development ideas (i.e. live-work residences, commercial retail with apartments above, reduced parking requirements, etc.).					Create a historic downtown committee and adopt preservation guidelines and standards for the protection of historic structures and the historic integrity of the downtown.
1	Encourage innovative adaptive re-use and infill development, including the combination of residential and commercial uses within a single structure or development plan within the CHD.					
2	Ensure compatibility of new development within the CHD with its surroundings while meeting modern business needs through the use of design standards and regulations.					
3	Discourage strip-style commercial/retail development.					

4	Increase activity within the CHD by encouraging and supporting home occupations, specialty retail, entertainment, professional and governmental offices and other small businesses within the CHD.				
5	Preserve, protect and rehabilitate historic buildings within the CHD.				

Residential Development		Short	Mid	Long	On-Going	Policy for Implementation
A	Create a diverse mix of quality, affordable housing for residents of income levels and needs.					Update the residential chapters of the Zoning Ordinance to improve flexible design, architectural standards, and widen the area for small community development.
B	Encourage flexible residential development strategies such as density credits and averaged densities to produce a wider range of housing types able to accommodate the needs of a variety of residents.					
C	Create nodes at major intersections within the County that would allow for neighborhood type commercial developments that would serve the needs of the community and neighborhoods within the area.					

TABLE 9-2: IMPLEMENTATION STRATEGIES						
Transportation - Goals & Objectives		Short	Mid	Long	On-Going	Policy for Implementation
A	Improve roadway quality, safety, accessibility and interconnectivity within Anderson County, and adjacent counties.					Review and update the zoning ordinance and subdivision regulations parking, lighting, access, and construction standards.
	1 Participate in transportation planning efforts.					Review design specifications for roadways in both the County and City and update the specifications for future development.
	2 Actively pursue all transportation project funding opportunities.					
B	Provide a safe and efficient transportation system that includes Interstates, Kentucky State Routes, County Roads, Arterials, Collectors and local roadways, as well as facilities and infrastructure for pedestrians and cyclists.					Update street design standards within the Subdivision Regulations for both the County and City to meet these objectives.
	1 Ensure that new or expanded development occurs concurrently with the construction of necessary infrastructure.					

2	Require new and expanding development to fund additions, alterations and/or improvements to the public roadway and other transportation infrastructure to accommodate the increase burden to the infrastructure and utility systems.					
3	Limit direct access to US 127 for all new and expanding development.					
4	Require all private streets meet or exceed construction standards as set by current Anderson County Subdivision Regulations.					
5	Require all private streets provide adequate levels of service, emergency vehicle access, connectivity to future adjacent development and safe circulation patterns.					
6	Develop a countywide Trails and Bicycle Lane Master Plan for pedestrians and cyclists.					
7	Develop Corridor Plans for US 127 and US 62.					
8	Require sight visibility triangle distances and other safety factors for the placement of access points along all public roads.					
C	Provide bicycle lanes and sidewalks throughout the CHD for pedestrians and cyclists.					Update the Zoning Ordinance and Subdivision regulations with bicycle lane and pedestrian amenity requirements and standards for all new subdivisions.
D	Require all new non-agricultural development to include accommodations for pedestrians and cyclists.					

TABLE 9-3: IMPLEMENTATION STRATEGIES		Short	Mid	Long	On-Going	Policy for Implementation
A	Provide adequate infrastructure and community facilities to support a high quality of life for Anderson County residents.					Evaluate current needs and future anticipated growth for schools, Emergency Services (Fire, Police, EMS, E911), and parks and open space and adopt policies to address these needs in the near term. Adoption of an infrastructure and service Master Plan may be necessary.
1	Plan for suitable school sites to meet projected population growth rates.					
2	Anticipate the need for expanded police, fire, emergency, and E911 by planning for additional stations and personnel.					

	3	Plan for increased local health care services as the population continues to grow by designating adequate land to accommodate future medical developments.					
	4	Create and adopt of parks and open space master plan that addresses the location of parks, recreational facilities, and facilities for pedestrians and cyclists.					
B		Provide adequate water, sewer, wireless internet service and solid waste, recycling and other services in an efficient and safe manner.					Amend the Subdivision Regulations standards relating to fee schedules for water and sewer hook-ups, meter costs to help pay for the increase to water and sewer service demands created by new development. This should also apply to commercial and industrial users.
	1	Support recycling efforts.					
	2	Require new and expanding developments to connect to public utility services when those services are within 500 feet of the property line.					
	3	Extend sewer service with public funds when available. Adopt standards to require new developments to pay their “fare-share” of the cost for sewer and water line extensions.					

TABLE 9-4: IMPLEMENTATION STRATEGIES							
Housing - Goals & Objectives			Short	Mid	Long	On-Going	Policy for Implementation
A		Plan for and encourage the provision a variety of housing styles, types, sizes to accommodate all income levels of residents of both the City and County.					Update the Zoning Ordinance to include options for greater flexibility in subdivision lot design, (i.e. allow density averaging within subdivisions).
B		Work to eliminate substandard housing conditions and improve structural conditions such that all housing within the City and County meet minimum building code standards.					Adopt additional buffering requirements between different residential developments (i.e. single family to multifamily) and between residential and non-residential.

C	Promote the availability of housing sites within the City and County for all income levels.				
---	---	--	--	--	--

TABLE 9-5: IMPLEMENTATION STRATEGIES		Short	Mid	Long	On-Going	Policy for Implementation
A	Protect the historic and visual character of Lawrenceburg and Anderson County.					Create and adopt Downtown Overlay Zone to include variable setbacks and density, relaxed parking standards, landscaping requirements, mixed use allowances, and design guidelines to be used only in the downtown area.
	1 Actively seek technical assistance and funding for preservation and reuse of historic structures within Anderson County.					Research viable options for the City to purchase land, develop, update, rehabilitate the property then lease to private businesses.
	2 Improve the historic downtown streetscapes through both public and private means. Create a Downtown Master Plan to address sidewalks, pedestrian and bicycle facilities, lighting, landscaping, street furniture and other elements.					Adopt an incentive program that would include financial options (either through fee waivers or bonuses) to property owners to help in land assembly, maintenance, and rehabilitation.
	3 Promote the historic and economic development potential of Anderson County's distillery heritage.					Create a community identity which visitors and businesses will identify with the City.
	4 Create and maintain an inventory of historically significant structures, building sites and archeological sites in Anderson County. Adopt historic preservation guidelines and requirements for historic structures.					Adopt design review criteria, guidelines and standards to be used in review of new construction, and for the maintenance, upkeep, repair and preservation of existing (historic and otherwise) buildings.

TABLE 9-6a: IMPLEMENTATION STRATEGIES		Short	Mid	Long	On-Going	Policy for Implementation
A	Create and adopt policies and regulations that support a stable and diversified economic base for Lawrenceburg and Anderson County.					Review and evaluate Anderson County's and Lawrenceburg's incentive policies and update to help draw additional businesses and industry to the community.

1	Update the Zoning Ordinance and Subdivision regulations to address additional commercial and industrial standards, including architectural design standards and landscaping.				
2	Ensure that existing public policy supports and encourages economic development while protecting the health, safety and general welfare of residents.				
3	Develop and adopt an economic strategy that serves the best interests of both residents and business owners throughout Anderson County.				
4	Identify and pursue new commercial and industrial opportunities related to the County's existing economic base.				

TABLE 9-6b: IMPLEMENTATION STRATEGIES						
Economic Development - Goals & Objectives (Continued)		Short	Mid	Long	On-Going	Policy for Implementation
B	Promote fiscally responsible economic growth.					Research potential education and training seminars that can be provided by the

1	Mitigate the public cost and impact of economic growth by requiring developers to pay their “fair-share” of infrastructure and utility costs.					Economic Development Department for residents.
2	Locate new and expanded industrial and commercial development in areas with adequate existing utility services, transportation facilities and fire and police protection, or within the Lawrenceburg urban services area.					
C	Promote economic development that is appropriate for the site and compatible with its surroundings.					
1	Encourage commercial and industrial development at appropriate sites with access to US 127, I 64 and the Bluegrass Parkway.					
2	Concentrate major commercial development outside the CHD at identified nodes on the Future Land Use Map.					
3	Restrict direct commercial and industrial access to US 127 through traffic management methods such as frontage and service roads.					

TABLE 9-7: IMPLEMENTATION STRATEGIES					
Environmental Resources - Goals & Objectives	Short	Mid	Long	On-Going	Policy for Implementation

A		Protect the environment and natural resources of Anderson County.					Protect prime agricultural soils within the County.
	1	Identify environmentally sensitive areas within Anderson County, including karst (sinkhole) topography, floodplains, steep slopes, wetlands, aquifers, fault lines, source water protection areas, and wildlife management areas.					Negative environmental impacts are to be mitigated, especially with regard to wastewater treatment, solid waste management and water quality issues.
	2	Adopt regulations and policies as necessary to protect environmentally sensitive areas from the negative impacts.					
	3	Require soil erosion control measures and revegetation in areas of new development.					Update the Zoning Ordinance and Subdivision Regulations to strengthen erosion control measures throughout the City and County.