

## BLACKSMITH: Work about 'finding balance'

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said. "We always take pride in our work," Raglin said. "It holds you to some accountability on producing a good product and being proud of what you are able to do ... and trying to help a horse."

Working with 20-to-25 horses a day was normal for Terry, he said.

"That was average for a blacksmith," Terry said. "We trim some. You put shoes on some. You don't have to shoe them all. Some you gotta just trim, but that's a good average day for a blacksmith."

Blacksmiths work to find balance, he said. "There is balance in all feet, you just have to be able to find it," Terry said. "Once you find a horse and you get him balanced you can get his best performance."

Good horsemanship is reflected through the horses, Raglin said.

Working with "the best thoroughbred horses in the world" and seeing horses make the Kentucky Derby are what Terry and Raglin highlight as the most memorable experiences, they said.

Tiz Now is Terry's favorite horse he has had

the opportunity to work with, he said. Terry has worked with Justified and five other Derby horses, among others.

"One of my favorite experiences was ... we had two horses from the same farm go to the Kentucky Derby," Raglin said. "They basically played in the same paddock together. That's unprecedented. I don't know any other blacksmithing crew that had done that."

Terry has learned balance in his own life through his experience, he said.

"If I was pretty good at balancing horse feet why am I not good at balancing out my life?" Terry said. "The closer to balance, the better your life is going to be. The closer to balance for a horse foot, the better the horse is going to run."

Both Terry and Raglin recommend going to school to learn if interested in blacksmithing, they said.

A pre-Derby celebration is being held at the Kentucky Horse Park Today, Friday, May 2. Johnny Collins is being honored with a Pioneering Blacksmithing award, according to the event flyer.

## Team KY announces 'Skip the Line' driver licensing initiative, remote renewal alternatives

Special to the News-Graphic

FRANKFORT — New remote renewal-based licensing alternatives will provide Kentuckians opportunities to "Skip the Line" and avoid waiting at Driver Licensing Regional Offices across the state, the Kentucky Transportation Cabinet announced. Options are now available using online, in-office and mail-in renewal forms.

"We're working to do everything we can to provide alternative options for Kentuckians and reduce wait times at our Driver Licensing Regional Offices," said Gov. Andy Beshear. "We encourage everyone to make a plan and skip the line if they can."

In recent months, Kentucky's licensing offices have experienced significant increases of in-office visits as customers come to renew a license, obtain a REAL ID or take advantage of free vision screenings now required by law.

The Transportation Cabinet has been adding staff, implementing new line-management technology and adjusting procedures to

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Andy Beshear  
Governor

make it easier for many customers to return to remote renewal options and avoid unnecessary waits.

Those "Skip the Line" renewal options include:

1.) For those who can, visit an eye specialist, ask for a vision screening form and upload it to renew online at [DLRenewal.ky.gov](http://DLRenewal.ky.gov).

2.) Visit a licensing office, get a vision screening, receive a passcode, then return home to renew online at [DLRenewal.ky.gov](http://DLRenewal.ky.gov).

3.) Visit a licensing office, get the vision screening, fill out a renewal form on site without waiting and receive a temporary license via email.

4.) Renew by mail: Print and fill out the

mail-in form at [Drive.ky.gov](http://Drive.ky.gov) and attach a completed vision form from an eye specialist.

"We understand the frustration of lines and want everyone to know what's available to save them the time and hassle of unnecessary waits," said Transportation Cabinet Secretary Jim Gray. "Since 2020, when lawmakers shifted licensing from circuit court clerks to our cabinet, our professional licensing staff have set up 34 regional offices and are committed to caring for their customers, issuing over 1.1 million permits, driver licenses, CDLs, Real IDs, motorcycle licenses and ID cards each year."

Some customers might still need to visit licens-

ing offices if they:  
— Need to upgrade or apply for a REAL ID;  
— Change the address, marital status or photo on your license;  
— Need CDL, hearing or noncitizen services; or  
— Are a new Kentucky driver, and need a permit or license after passing a Kentucky State Police-administered test.

With less than a week until the May 7 REAL ID enforcement, the Transportation Cabinet is also reminding Kentuckians that this is not a deadline, but a federal enforcement date. Customers can still get one any time after that date and they have other options. Forms of REAL ID accepted by the TSA to fly or visit military bases include a U.S. passport, passport card, global entry card, military ID, Veteran Health Identification Card (VHIC) and others. See [TSA.gov](http://TSA.gov) for a full list.

For more information on licensing, documentation requirements for REAL ID, and a list of 34 regional offices anyone may visit by appointment or as a walk-in customer, visit [drive.ky.gov](http://drive.ky.gov).

## ANNEXATION: 659 units planned in potential project

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they not?" Tingle-Sames asked.

The density is not being altered, Fleming said.

"The minimum setbacks that we have, have that fire safety aspect baked into them," he said.

Single-family dwellings are required to have 7.5-foot setbacks from their center property line, Senior Planner Elise Ketz said.

"In total, from wall to wall it is 15-feet, which allows for an apparatus to go through to address a fire potentially in a rear yard or the back of a property," Ketz said. "We've strongly held people to that."

The number of dwellings "shall not exceed 659 units per the approved concept plan," according to documents provided to council members.

"It's 251 single-family units and 406 multi-family units," said Nick Nicholson of Stoll Keenon Ogden. "That acreage is basically over 90 acres. ... Eight units per acre is what you are looking at."

The city needs to get "their ducks in a row," before annexing new property into the city, Tingle-Sames said.

"I'm not going to support this annexation at this time because we need to get our ducks in a row before we annex any more property into the city of Georgetown," Tingle-Sames said. "I won't support the annexation for it because we're just growing too fast, and we need to slow it down or we're going to be just like we were at the beginning of the 2000s. We're going to be so far behind the 8-ball that we're not going to catch up."

A development of the proposed size takes 20 to 30 years to "come online," Nicholson said.

"Right now you have an agricultural piece of land that is paying 10 percent of its assessed value in property tax," he said. "As each phase of this comes on, that is going to 100 percent at a much higher tax rate. When you have the type of multi-family as well, that tax rate skyrockets. But it does not increase your service area by much at all. In this instance it increases it

only by around 200 feet."

The proposed development could "massively increase" the amount of money the city gets so that needed services like police and fire may be improved, Nicholson said.

Nicholson provided examples of other projects as a response to show the length of time similar cases take to complete. Some, like a project around Old Oxford, are not expected to be complete until 2030, he said.

"That (project) was a 22-year period," Nicholson said. "This would be, most likely, even longer than that. That is how cities are able to keep up with development, because of the rising tax base while it is taking a long time to actually build out."

Considering the need for multi-unit housing is important for councilwoman Willow Hambrick, she said.

"(Multi-unit) housing (tends) to be more affordable for people who are starting out in their lives," Hambrick said. "I need to take that into consideration also when I think about annexing property for housing—especially housing that hopefully would increase tax revenue incrementally, such that we might be able to keep up with city services that are needed."

Many people can't afford single family homes right now, she said. Hambrick also recognizes many people can't move to Georgetown due to not being able to find housing.

"We're going to have growth no matter what happens," Mayor Burney Jenkins said. "It's coming on us right away. It's going to continue. We can't sit there and wait ... then attack it. We need to lead."

The proposed project is in phases, Jenkins said. It is important to recognize the phases to know what plans need to be in place to prepare, he said.

"(The plan) has been within the urban service boundary for a considerable amount of time," Fleming said. "When the planning commission makes a recommendation like that, that has been taken into consideration."

"Within (city) policies, within (planning commission's) comp plan, you are by no means ob-

ligated to annex property into the city. But, where services can be provided and where it make physical sense, that is the recommendation to do that."

If approved, "nothing happens today," he said.

"It is incredibly important to be very forward thinking with our approach to these issues," Fleming said. "We have a comprehensive plan that projects out future growth and we are growing. We have a comprehensive plan that assigns us certain housing goals. The only way to meet those housing goals is by allowing—not any growth—but smart growth."

Planning Commission recommends approval of the proposed zone change, he said.

The currently zoned A-1 property is "proposed to rezoned B-4 PUD (General Commercial Park), R-2 PUD (Medium Density Residential) and C-1 (Conservation)," according to documents provided to council.

"The Project Site has not been annexed into the City of Georgetown but adjoins city limits to the north, east and west," documentation states. "The subject property is within the Urban Service Boundary of the City of Georgetown and is north of Cane Run Creek, the generalized geographic feature defining the Urban Service Boundary limits of the City of Georgetown. The site's topography slopes from McClelland Circle to Cane Run Creek, which follows the property's southern boundary. There are several potential karst activity areas throughout the property. The site has been used for agricultural purposes in the recent past."

The proposed project along Paynes Depot sits outside of the four minute response zone for first responders, councilman Todd Stone said. The city is behind on construction of fire stations and police departments to cover the current population, he said.

"You are wanting to throw another 300 houses on top of us," Stone said. "At what point does it come off of us and come onto you all? You said, 'Smart growth.' But, yet, (it's) go, go, go."

All major developments

are first seen by Planning Commission, Fleming said. Planning then works with area agencies as part of a Technical Review Committee (TRC), he said.

"We invite (partner agencies) to comment on any new future development that we have coming forward," Fleming said. "We, then, incorporate the feedback we receive to get a better development product at the end of this."

Suggestions of a public hearing regarding annexation were brought forward by several in the meeting. However, a 90-day window is closing.

"When a zone change public hearing is being taken up by a legislative body, there a three types of notices that (are) required and there are days associated with each of those notice requirements," Nicholson said. "You have to send out letters to adjacent property owners outside of the 21 day period until the change hearing is.

You have to put a notice in the newspaper, a record, 14 days in advance and you have to have signs posted at least seven days in advance. "The issue that we are running up here on is, from the date of the planning commission action, the legislative body has to take action within 90 days or the decision of the planning commission holds. Right now, we are at, I think it is 74 days (as of Monday, April 28), which gets us inside of that 21 day window for letters."

The city is "locked in" within the 21 day window to get letters out, Jenkins said. Councilman Greg Hampton questioned "the hold up" of getting the project presented before council.

"I want to know why the 74 days, between Planning and Zoning approval, is it just now coming to us where we are rushed to make a decision," Hampton said. Getting minutes approved for planning commission has a "28-to-31 day window," Fleming said. Once minutes are approved, all actions are compiled and forwarded to City of Georgetown, he said.

"We sent the record two or three weeks ago," Fleming said. "We recognize that lag period between decision date and

minutes is a long time to be sitting around. We've discussed and we believe we have a solution for that moving forward."

Submitting drafts of minutes is what the commission is considering as a solution, he said.

Having separation between annexation ordinances and zoning changes is something Tingle-Sames remembers of the past. Now, "it's all at the same time," she said.

"(Separation) gave us more time," Tingle-Sames said. "That gave the council more time to think about it. That gave the community time to talk about it. ... It gave us time to set up a hearing if we wanted a hearing."

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