

GEORGETOWN BOARD OF ADJUSTMENT MEETING

SCOTT COUNTY FISCAL COURT

101 EAST MAIN STREET

October 5th, 2026

5:30 P.M. EST/ 4:30 P.M. CST

AGENDA

I. BUSINESS:

- a)** Approval of September 8th, 2026 Georgetown Board of Adjustment minutes.
- b)** Swear in speakers.

II. APPLICATIONS – OLD:

- a) G-2026-23-** Ivey Mechanical, LLC, on behalf of VUTEQ, has filed a variance proposal for the reduction of minimum I-1 front yard setbacks from 50 feet to 25 feet for the implementation of an industrially sized AC unit upon the property addressed 100 Carley Drive (Zoned I-1 Light Industrial).

III. APPLICATIONS – NEW:

- a) G-2026-35 (Amendment)-** 160 Driving Academy has filed to amend an existing conditional use permit application for a commercial driver's license educational facility upon the property addressed 793A Lemons Mill Road (Zoned I-1 Light Industrial). This proposed permit amendment would extend the allowable hours of operation to include Saturday and Sunday from 7am to 5pm.

IV. OTHER BUSINESS

- a)** None.

V. ADJOURN.

**Georgetown Board of Adjustment
September 8, 2026, Minutes**

The meeting was called to order at 5:30 p.m. All members were present. There continues to be a one-person vacancy. Shirley, Carper, Ketz, Tusam, and Smith were present as Staff.

Upon motion by Schwartz, second by Allen, the Board unanimously approved the August 3, 2026, minutes. The Board Attorney administered the Oath to those signed in to speak.

Old Applications: None

New Applications:

a. **G-2026-34: Kassie Bennett**, Georgetown, KY 40324, requested a Conditional Use Permit (CUP) for a private school located at 209 West Jefferson Street, Georgetown, KY 40324. The property is zoned B-3. The applicable provisions are KRS 100.111, KRS 100.234, and Zoning Ordinance §2.33. 1.f. Notices were given. Staff recommended approval.

Noah presented the application, background, recommended findings, and conditions of approval. This use is a conditional use in this zone. Based on the recommended findings, Noah recommended approval with conditions, including the submission of a development plan. He advised the Board the proposed use would not adversely impact the area and would provide an essential service to the community. This school would share the former church building with the existing daycare separated by a firewall.

Noah advised applicant must file a development plan, which would apply to traffic, sufficiency of infrastructure, to ensure this use creates no hazard or nuisance, and provides for parking. Gravel would not be an acceptable surface. The staff report includes justification for the recommended findings and conclusions.

Upon Motion by Allen, second by Schwartz, the Board unanimously approved the application, subject to the staff report.

b. **G-2026-36: 160 Driving Academy, 5990 W Touhy Ave., Niles, Illinois, 60714**, Nicole Harpster, Real Estate Specialist, 160 Driving Academy, requested a Conditional Use Permit (CUP) for a commercial driver's license educational facility at 793A Lemons Mill Road, Georgetown, KY 40324. The property is zoned I-1, Light Industrial. The applicable provisions are KRS 100.111, KRS 100.234, and Zoning Ordinance §2.33. Notices were given. Staff recommended approval.

**Georgetown Board of Adjustment
September 8, 2026, Minutes
Page two**

Property owners: Lemons Mill Partners, LLC, Poorlogis, LLC, Lusby Development Co., Inc., Welch Real Estate Holdings LLC. Contact person is Nicole Harpster.

Noah presented the application, gave background, recommended findings, and conditions of approval. This use is listed in the Zoning Ordinance as a conditional use. Based on the findings, Noah recommended approval with conditions, including the submission of a development plan. He advised the Board the proposed use would not adversely impact the area and would provide a necessary service to community. The staff report includes justification for the recommended findings and conclusions.

Upon Motion by Emerson, second by Allen, the Board unanimously approved the application, subject to the Staff report.

There being no further business, the meeting was adjourned.

Approved:

Jeremy Emerson, Chair

Attested:

Charlie Perkins, Board Attorney, and
Recording Secretary

VARIANCE APPLICATION
100 CARLEY DRIVE
Staff Report to the Georgetown Board of Adjustment
October 5th, 2026

FILE NUMBER: G-2026-23

PROPOSAL: Reduction of the minimum front yard setback in the I-1 zoning district from 50 feet to 25 feet.

LOCATION: 100 Carley Drive.



APPLICANT: Ivey Mechanical, on behalf of VUTEQ corporation.

CONSULTANT: Josh Weber, P.E.

STATISTICS:

Zone:	I-1 (Light Industrial)
Surrounding Zone (s):	I-1, R-2, B-2, B-4.
Site Acreage:	24.323 acres.
Access (Direct):	Carley Drive.
Access (Nearest Arterial):	McClelland Circle.
Context:	Georgetown Industrial Park. Immediately southwest of the intersection of Lemons Mill Road and McClelland Circle.

BACKGROUND:

Ivey Mechanical on behalf of Vuteq (hereinafter referred to as "Applicant") has requested to reduce the west front yard setback toward Carley Drive from 50 feet to 25 feet upon the property addressed 100 Carley Drive ("Project Site").

This proposed variance would allow for the installation of a large, industrial-grade AC unit; technically defined as a Ground Mounted HVAC Unit (or GMU). This unit would connect to the western portion of the existing building, seen in the site photo above. The intent of this unit would be to offset the considerable indoor heat generated from on-site industrial uses such as injection molding.

There have been four previous applications to the Board of Adjustment for the Project Site, which are as follows:

1. G-1998-43: Variance to the front yard setback from 50 feet to 46.6 feet for a structural addition toward Lemons Mill Road (Approved).
2. G-2013-09: Variance to reduce the front yard setback toward Lemons Mill Road from 50 feet to 36 feet for structural addition to the existing plant (Withdrawn so as to be considered by the Planning Commission; later approved by Commission).
3. G-2026-18: a Variance to the front yard setback off of Lemons Mill Road from 50 feet to 30 feet and to the front yard setback off of McClelland Circle from 50 feet to 36 feet for construction (Approved).
4. G-2016-18: amendment to utilize metal siding instead of brick siding for the structure in question for the previous variance (Approved).

As may be seen with previous record, the Project Site has developed incrementally since the land was purchased in 1987. Since then, there have been at least ten (10) development plans for building additions and three (3) development plans for parking expansions, the most recent approval having been in 2025 for expansions to the existing building. This 40-year-long trend of development upon the Project Site is typical for industrial development, where land is often gradually built out over time.

There is ongoing construction upon the site pursuant to recent approvals. There is also a proposed development plan under Planning Commission review (PDP-2026-31) for a 79,320 square-foot warehouse expansion with accompanying parking, a ring road, an above-ground detention basin for stormwater management, as well as the installation of other AC units.

Though various developments for the site are underway, and there is extensive record of previous site development, the only point under consideration with this proposal is the front yard setback variance toward Carley Drive, and the service unit for which this proposed reduction would allow.

ISSUES & ANALYSIS:

This variance, as aforementioned, has been requested to allow for a large AC unit placed alongside the western portion of the building. This portion of the building to which the AC unit would be connected, and an approximation of the closest property line, can be seen above in the site photo.

This service structure is essentially an industrial-grade AC unit, measuring 35 feet long and 11.97 feet wide; this structure would be placed lengthways alongside the building as shown on plans and would stand at around 6.78 feet high. The unit would be placed upon a roughly 4-foot-high plenum curb to add additional ground elevation, and it would be surrounded on 3 sides by service platforms to allow for maintenance. The unit would serve to lessen the excess heat generated by on-site manufacturing uses—such as mold injection—and improve indoor air quality. As an accessory service structure in the I-1 zoning district, minimum setbacks are applicable.

The Project Site has triple frontage upon the following streets:

1. McClelland Circle (East),
2. Lemons Mill (North),

3. and Carley Drive (West).

The *Schedule of Dimension Area Regulations* would mandate that in cases where a property has frontage upon multiple streets, front yard setbacks must be met toward each respective street. Essentially, any space between a building and a property line facing alongside a street should be quantified as a front yard. The I-1 zoning district requires a setback of 25 feet for side-and-rear yards, whereas it requires 50-foot setbacks for front yards, so there is a considerable difference for front yard setbacks.

While previous development plans for this site have received setback variances as it pertains to other boundaries, there are no variances on record for the Project Site's boundary upon Carley Drive. As such, the Applicant has requested to reduce the 50-foot setback toward Carley Drive to 25 feet, stating the following justifications:

1. The existing building structure (being a pre-engineered metal building) is not designed to support the weight of this air conditioning unit and therefore cannot be placed on the roof.
2. The portion of the building along the western property is a high-bay [high ceiling] area in which a large portion of the injection molding process is located. This process equipment rejects large amounts of heat into the space and therefore the new unit needs to be located in this area to provide cooling.
3. The north of the proposed location is an existing driveway, overhead door, and dumpster storage area, which restricts moving the unit location any further north than where it is being proposed. Moving the unit any further south of its proposed location in result in an encroachment on the proposed building setback variance (Weber, "Supporting Information items A-D on attached Application to Board of Adjustment").

Kentucky Revised Statute chapter 100 § 243 mandates the findings which the Board must make in order to approve any variance from zoning regulations.

KRS 100.243 Findings necessary for granting variances.

1. *Before any variance is granted, the board must find that the granting of the variance will not adversely affect the public health, safety, or welfare, will not alter the essential character of the general vicinity, will not cause a hazard or nuisance to the public, and will not allow an unreasonable circumvention of the requirements of the zoning regulations. In making these findings, the board shall consider whether:*
 - a. *The requested variance arises from special circumstances which do not generally apply to land in the vicinity, or in the same zone;*
 - b. *The strict application of the provisions of the regulation would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant; and*
 - c. *The circumstances are the result of actions of the applicant taken subsequent to the adoption of the zoning regulations from which relief is sought.*
2. *The board shall deny any request for a variance arising from circumstances that are the result of willful violations of the zoning regulation by the applicant subsequent to the adoption of the zoning regulations from which relief is sought.*

Potential Effect on Public Health, Safety, or Welfare (1.):

Staff finds that this proposal would not have a negative impact upon the above, as the air conditioning unit would remain safely out of the right-of-way of Carley Drive with the reduced 25-foot setback line. Recorded typical sections of Carley Drive depict a 60-foot right-of-way,

all of which is located outside of the Project Site boundary. As a result, the service unit in question would be 25 feet removed from the far edge of the right-of-way. This proposed setback reduction would not affect the safety of motorists upon Carley Drive.

Staff finds that the variance is likely to safeguard public health and safety, particularly for Vuteq employees, as the AC unit for which the variance would allow would offset the heat generated by on-site manufacturing and improve air quality within the structure; this would likely create a less strenuous working environment.

Potential Effect on Character? (1.):

This variance would align with the typical development pattern for industrial sites. As on-site operations naturally expand, the necessity for site features such as the service unit in question herein also increases. This can be seen in the 40-year-long trend of development for the site in question. As these new elements of on-site use are added, the amount of buildable area upon the site naturally dwindles as a result. Eventually, these typical industrial development patterns lead to variances such as this proposal. As development patterns such as this are not uncommon for industrial land uses, this variance is not inconsistent with the expected character of industrial zoning, or industrial land use as a whole.

While previous variances do not create precedence, they may denote existing character. It is worth noting that other AC units like this have been permissibly installed at approximately 20 feet from the northern property line because of variances granted previously in PDP-2024-09. These other service units were installed toward Lemons Mill Road. Similarly, setback reductions which do not directly pertain to service units have been granted upon the Project Site's other front yards; toward both Lemons Mill Road, as well as McClelland Circle.

Other industrial developments on neighboring properties have received similarly reduced (25-foot) front yard setbacks as well because of similar site constraints (PDP-2006-62).

Considering the above factors, Staff finds that this variance is consistent with the character of industrial zones in general; as well as the character of the immediate vicinity of the Project Site.

Potential Hazard or Nuisance (1.):

Staff finds that this variance would not create hazard for the same reasons outlined above (see health, safety, and welfare). While neighboring property owners may wish to speak about potential nuisance, Staff believes that there would be no nuisance generated in this case, as the right-of-way of Carley Drive would not be encroached upon, and the proposal is generally consistent with the light industrial zoning of the immediate vicinity.

Staff finds that the variance may in fact reduce the likelihood of hazard—particularly for on-site workers—as a properly cooled environment with better air quality would create safer on-site working conditions.

Would the Variance Create Unreasonable Circumvention? (1.):

When considering whether a variance may create unreasonable circumvention, there are a few considerations which must be made: It should be found that the variance does not directly contradict the zoning regulation in question; that the proposed variance represents the minimum relief necessary in order to grant reasonable use of the land; and that the variance

does not unreasonably reduce the dimensional requirement of the regulation (for example, a reduction from 50 feet to 5 feet would likely be found as unreasonable).

This variance does not directly contradict the zoning regulations, as it concerns by-right industrial land uses. With a reduction from 50 feet to 25 feet, this proposal entails a reduction of 50%. To determine if the requested relief was the minimum necessary to grant reasonable use, Staff discussed with the Applicant to ascertain the reasoning behind the requested 25-foot setback. Staff posited that a 29-or-30-foot setback may be suitable, as opposed to the requested number of 25 feet.

It was discussed that the service unit in question would have scaffolding/ladders which are attached to the unit, and the Applicant maintained that such scaffolding would be necessary to retain the reasonable ability to maintain the unit due to its considerable height and size. This scaffolding which would be attached to service unit would likely encroach upon a 30-foot setback line, whereas such an issue would not arise if the requested 25-foot line was granted. It was noted that issues with encroachment would likely arise if this proposed setback variance were to be altered so as to grant less relief.

As such, Staff finds that the requested 25-foot setback represents the minimum relief necessary to grant reasonable use; the variance does not entail unreasonable circumvention.

Are There Special Circumstances for the Property in Question? (1.a.):

Staff finds that this application would satisfy this facet of the statute. The special circumstances in this case are as follows:

1. The property has triple frontage upon three different respective streets. As established, this triple frontage increases minimum setbacks, which in turn reduces buildable area.
2. This property has seen 40 years of incremental industrial development. Said development has incrementally filled more space over time, and the site has reached a point where feasible structure locations are limited.
3. The western section of the building upon which this service structure would be located is a high-bay area, in which injection molding is performed. These operations generate high amounts of heat, and as a result the cooling unit is required in this location so as to prevent hazard to employees.
4. The AC unit is too heavy to be placed upon the roof.
5. The AC unit could not be placed further south, as that would create further encroachment.
6. The AC unit could not be placed further north, as there are existing site features thereupon (existing driveway, overhead door, and dumpster storage area) with which this unit would conflict.

Would Denial of the Variance Deny Reasonable Use, or Create Unnecessary Hardship? (1.b.):

The potential hardship would be the AC unit, or in this case the potential lack thereof. As seen on the site plan, there is no feasible alternative site for this AC unit except for the west wall of the building. As the unit is industrially sized, it could not be placed upon the roof, as the structure could not support such weight. As such, denial of this variance would essentially deny the AC unit altogether.

Staff finds that the lack of cooling and air quality within a manufacturing facility is likely to create unsafe working conditions, particularly in the summer months. Staff posits that denial of this variance would in essence preclude the AC unit, and preclusion of the AC unit would create unreasonable, inconvenient, or potentially unsafe working conditions, and that these are a reasonable expectation for any industrial use. Therefore, Staff posits that denial of this variance would deprive reasonable use.

Actions Taken Subsequent (1.c.):

The Application would meet this requirement.

Willful Violations (2.):

Staff finds that there are no intentional violations of the zoning code for the Project Site at this time.

Other issues independent of KRS 100.243:

AC units may be defined as service structures. The *Landscape Ordinance* requires that **"Service structures in an industrial zone shall be fully screened** when located within 100' of any zones except industrial, or **when within 100' of a public right-of-way or private access easement"** (6.23). This AC unit would be within 25 feet of the far edge of the public right-of-way of Carley Drive. Generally speaking, this screening must consist of a hedge, fence, wall, or earth mound which is 1-foot-higher than the service structure (unless the structure is over 8 feet tall[6.231]). While this screening would be required regardless, Staff would recommend that it be conditioned for this proposal for the purpose of clarity.

Closing Analysis:

Staff finds that the requested variance meets the criteria of state statute, and therefore would recommend approval.

Findings:

- 1) The Project site is a 24.323-acre property, zoned I-1 light industrial.
- 2) The variance would not be to the detriment of the public health, safety, or welfare, nor would it create hazard or nuisance; the function of the AC unit may be to the benefit of the public health and safety, as it would offset waste heat generated on-site.
- 3) The variance would be consistent with the industrial character of the immediate area.
- 4) There are special circumstances for the site, arising from the lack of buildable space; the size/weight of the AC unit, which precludes alternative placement sites, is also a unique circumstance.
- 5) Denial of this variance would, in essence, deny this AC unit altogether. In denying this variance, the reasonable use of the property in the form of heat management would be deprived, and hardship would arise therefrom.
- 6) The proposal meets all other criteria of KRS 100 § 243.
- 7) Screening of the service structure in question would be required.

RECOMMENDATION:

Staff recommends **approval** of the requested setback reduction to 25 feet to allow for the service structure (Ground-Mounted HVAC Unit or GMU) in question. Staff would also recommend the following.

Conditions of Approval:

1. This property is subject to all requirements of the *Georgetown – Scott County Zoning Ordinance, Subdivision and Development Regulations, and Landscape and Land Use Buffer Ordinance*.
2. The Applicant shall comply with all requirements of other federal, state, and local regulatory entities and shall provide copies to the Board of Adjustment of all permits issued on behalf of the Applicant as a result of this approval including, but not limited to, business-related certifications, licenses, regulatory permits, and any recertification when required.
3. The Applicant shall return to the Board prior to any changes, extensions to the reduction, or additional structures within this reduced setback area.
4. The AC unit, being a service structure, shall be screened in accordance with section 6.231 of the *Landscape and Land Use Buffer Ordinance*.
5. If necessary, a building permit shall be attained for the service structure in question.



APPLICATION TO BOARD OF ADJUSTMENT

230 E. Main Street, Georgetown, KY 40324

Phone (502) 867-3701

Fax (502) 867-3725

FOR OFFICIAL USE ONLY:

APPLICATION NO: _____

DATE FEE RECEIVED: 6-12-26 Credit Card

1. APPLICANT Josh Weber, P.E. (Ivey Mechanical LLC)

MAILING ADDRESS _____

PHONE NO. _____

EMAIL _____

NOISSHAWOOD ONINNY
8202 21 2026

2. TYPE OF REQUEST (Check one or more)

☒ VARIANCE

☐ CONDITIONAL USE PERMIT

☐ HOME OCCUPATION (CUP)

☐ ADMINISTRATIVE REVIEW

3. PROJECT SITE Vuteq Corp. 100 Carley Drive Georgetown, Ky 40324

4. JURISDICTION (Please Circle) Georgetown / Sadleville / Stamping Ground / Scott County

5. EXISTING USE Manufacturing facility

ZONING DISTRICT I-1

6. DESCRIPTION OF REQUEST Variance request for 25'-0" building setback in lieu of 50'-0" building setback.

7. SUPPORTING INFORMATION:

VARIANCE (\$150.00) – Attach plans drawn to scale showing the dimensions and shape of the lot or land, the size and location of existing buildings, the location and dimensions of proposed buildings or additions, and any natural or topographic peculiarities of the lot in question. In order for a variance to be granted, the applicant must prove to the Board that the following items are true: (Please attach these comments on a separate sheet)

- A. Special conditions exist peculiar to the lot, land, or building(s) in question.
- B. That a literal interpretation of the zoning ordinance would deprive the applicant of the rights enjoyed by other property owners.
- C. That the special conditions do not result from previous actions of the applicant.
- D. That the requested variance is the minimum variance that will allow a reasonable use of the lot, land, or building(s).

CONDITIONAL USE PERMIT (CUP) (\$150.00) – Attach a plan for the proposed use showing the location of buildings, parking and loading areas, traffic access and circulation drives, open space, landscaping, utilities, signs, yards, and refuse service areas. Also, attach a narrative statement relative to the above requirements and also explain any economic, noise, glare, or odor effects on adjoining property and the general compatibility with other properties in the district.

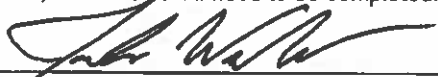
HOME OCCUPATION (CUP) (\$150.00) – In order for a home occupation conditional use permit to be granted, the applicant must prove to the Board that the following items are true: (Please attach these comments on a separate sheet)

- A. The home occupation must be incidental to the principal residential use of the residence and be limited to 25% of the ground floor area, in no event to exceed 300 square feet.
- B. The home occupation shall result in no exterior evidence, except an unlighted wall sign not to exceed five (5) square feet in area, which may identify the home occupation.
- C. The home occupation shall not generate any atmospheric pollution, light flashes, glare, odor, noise, vibration, truck or other heavy traffic.

ADMINISTRATIVE REVIEW (\$150.00) – Attach a narrative statement describing the action or decision made by the administrative official including an outline of information supporting your claim for which relief is sought.

APPLICANT OR REPRESENTATIVE MUST BE PRESENT AT MEETING FOR THE BOARD TO CONSIDER APPLICATION

I hereby certify that the information contained in this application and supporting attachments is true and correct. I acknowledge that if I withdraw my case, the paid fee will not be returned after legal notice have been submitted. If the applicant is not the owner of the project site, an affidavit will need to be completed.


APPLICANT

6/12/26
DATE



IVEY MECHANICAL COMPANY

From: Josh Weber P.E., Ivey Mechanical Company, on behalf of Vuteq Corp.

Date: 06/12/26

Subject: Supporting information items A-D on attached Application to Board of Adjustment

A. The site development plan used to establish the proposed design shows an existing 25 foot building setback variance along a portion of the west side of the property (Ref. plat link 13-137 and attached "Addendum A"). This arrangement allows the proposed concrete equipment pad along the side of the existing building without encroaching into the setback. However, Georgetown Planning Commission states that there is no record of application or approval for this 25 foot setback variance shown and instead the 50 foot setback is still in place as is shown in previous development plans, such as in plat link 11-345 (attached "Addendum B"). With the original 50 foot building setback in place, there is no opportunity to locate this new equipment where it is needed along the west side of the existing building without encroachment, hence the request for a variance. This unit must be located where it is being proposed due to the following constraints:

1. The existing building structure (being a pre-engineered metal building) is not designed to support the weight of this air conditioning unit and therefore cannot be placed on the roof.
2. The portion of the building along the western property boundary is a high-bay area in which a large portion of the injection molding process is located. This process equipment rejects large amounts of heat into the space and therefore the new unit needs to be located in this area to provide cooling.
3. To the north of the proposed location is an existing driveway, overhead door, and dumpster storage area, which restricts moving the unit location any further north than where it is being proposed. Moving the unit any further south of its proposed location would result in an encroachment on the proposed building setback variance.

B. The owner (Vuteq Corp.) is attempting to improve facility indoor air quality for their employees by adding additional cooling capacity. Over the past couple of years, the owner and its' employees have experienced extremely hot working environments within their facility during summer months. This situation is a result of the addition of building square footage and process equipment to support their product throughput growth. This proposed plan includes one outdoor air conditioning unit that would sit on a concrete pad on the far west side of the building facing Carley Drive where the setback request is being made. This will address the concerns of extreme indoor temperatures around process equipment by improving the facility's indoor air quality, ensuring a safe and comfortable working environment.

C. No formal submission or approval documents for a 25 foot building setback variance has been obtained. The proposed design was based on trusted information found on previous development plans to assist the owner with procuring the necessary HVAC equipment to improve their facility's indoor air quality.

D. The request for the 25 foot building setback variance allows for the equipment pad to be installed up to the boundary but without encroachment.

Georgetown/Scott County Planning Commission
230 East Main Street, Georgetown, Kentucky 40324
502-867-3701

AFFIDAVIT

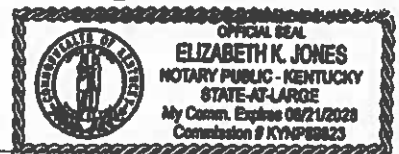
This Affidavit certifies that IVEY MECHANICAL can represent my interest at the Planning Commission/Board of Adjustment Public Hearing scheduled for Monday July 6 2026 to discuss the VUTEQ KY PLANT AC OPTIMIZATION project.

Tony Ritchie PLANT MANAGER
Owner or Owners Agent*

SUBSCRIBED AND SWORN to before me by
Tony Ritchie, Applicant, On this the 11th day of
June, 2026.

Elizabeth K. Jones
Notary Public
State at Large

6/21/28
Expiration date



* Owners Agent must be verified by notarized letter from the owner indicating the appointment of the agent.

ATTENTION

- MARK CARPER
- JAMIE HERRINGTON
- CAROL MADDEN

RECEIVED

JUN 12 2026

PLANNING COMMISSION

Noah Smith

From: Josh Weber [REDACTED]
Sent: Monday, September 28, 2026 9:25 AM
To: Noah Smith; Jordan Ellis
Subject: RE: 100 Carley Drive setback variance (Vuteq)

Noah,

GMU-01 has the following dimensions: 423.75" long x 143.625" wide x 81.375" tall

Also please realize that this unit would be set on top of a plenum curb which will elevate the unit off the ground by ~48" and will have a service platform around (3) sides of the unit. The service platform extends 48" off the long side of the unit opposite the bldg. wall, 48" off the plan north short end of the unit, and 36" off the long side of the unit on the bldg. wall side.

Let me know if you have any additional questions or need further explanation.

Thanks,

Josh Weber, PE
Sales/Engineering
Ivey Mechanical Company
[REDACTED]



From: Noah Smith [REDACTED]
Sent: Friday, September 25, 2026 10:48 AM
To: Jordan Ellis [REDACTED]
Cc: Josh Weber [REDACTED]
Subject: RE: 100 Carley Drive setback variance (Vuteq)

WARNING: External Email

Hi Jordan and Josh,

I'm putting the finishing touches on the report, and I had one last question for you all: what is the width, length, and height of GMU-01?

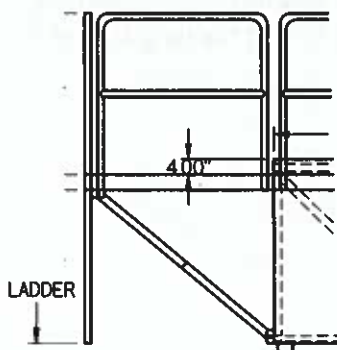
Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: Jordan Ellis [REDACTED]
Sent: Tuesday, September 22, 2026 3:41 PM
To: Noah Smith [REDACTED]
Cc: Josh Weber [REDACTED]
Subject: RE: 100 Carley Drive setback variance (Vuteq)

Kind of. But it is part of the unit itself. It's for service accessibility for the unit. This will extend past the actual concrete pad a little bit at that side, so if we only had ½" to spare with a 28ft setback, we could possibly conflict. We would rather be safe than sorry. Below is something similar.



Jordan Ellis
Project Manager
Ivey Mechanical Company, LLC



www.iveymechanical.com / www.comfortsystemsusa.com

From: Noah Smith [REDACTED]
Sent: Tuesday, September 22, 2026 3:14 PM
To: Jordan Ellis [REDACTED]
Cc: Josh Weber [REDACTED]
Subject: RE: 100 Carley Drive setback variance (Vuteq)

WARNING: External Email

I can understand that—is this ladder and landing something similar to scaffolding?

Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: Jordan Ellis [REDACTED]
Sent: Tuesday, September 22, 2026 1:46 PM
To: Noah Smith [REDACTED]
Cc: Josh Weber [REDACTED]
Subject: RE: 100 Carley Drive setback variance (Vuteq)

Noah, we would prefer to keep the request at 25ft due to the access ladder/landing that is on that side of the unit which is needed and could possibly conflict if it were 28'. Is this ok with you?

Jordan Ellis
Project Manager
Ivey Mechanical Company, LLC
[REDACTED]



www.iveymechanical.com / www.comfortsystemsusa.com

From: Noah Smith [REDACTED]
Sent: Tuesday, September 22, 2026 11:51 AM
To: Jordan Ellis [REDACTED]
Cc: Josh Weber [REDACTED]
Subject: RE: 100 Carley Drive setback variance (Vuteq)

WARNING: External Email

Hi Jordan,

Understood. So, would you all the applicant be amenable to 28'?

Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: Jordan Ellis [REDACTED]
Sent: Tuesday, September 22, 2026 10:30 AM
To: Noah Smith [REDACTED]
Cc: Josh Weber [REDACTED]
Subject: RE: 100 Carley Drive setback variance (Vuteq)

Noah, yes. We discussed it yesterday confirmed what I had suspected. We had simply left the setback at 25' as it was called out on the previously approved Klepinger's site plan in Georgetown's planning and zoning records, which is what we used for the submission.

Jordan Ellis
Project Manager
Ivey Mechanical Company, LLC
[REDACTED]



www.iveymechanical.com / www.comfortsystemsusa.com

From: Noah Smith [REDACTED]
Sent: Tuesday, September 22, 2026 9:32 AM
To: Jordan Ellis [REDACTED]
Subject: 100 Carley Drive setback variance (Vuteq)

WARNING: External Email

Hi Jordan,

I was wondering if you'd had the opportunity to research what we'd discussed regarding a 28' setback vs a 25' setback?

Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

Noah Smith

From: Jordan Ellis [REDACTED]
Sent: Tuesday, September 22, 2026 10:30 AM
To: Noah Smith
Cc: Josh Weber
Subject: RE: 100 Carley Drive setback variance (Vuteq)

Noah, yes. We discussed it yesterday confirmed what I had suspected. We had simply left the setback at 25' as it was called out on the previously approved Klepinger's site plan in Georgetown's planning and zoning records, which is what we used for the submission.

Jordan Ellis
Project Manager
Ivey Mechanical Company, LLC
[REDACTED]



www.iveymechanical.com / www.comfortsystemsusa.com

From: Noah Smith [REDACTED]
Sent: Tuesday, September 22, 2026 9:32 AM
To: Jordan Ellis [REDACTED]
Subject: 100 Carley Drive setback variance (Vuteq)

WARNING: External Email

Hi Jordan,

I was wondering if you'd had the opportunity to research what we'd discussed regarding a 28' setback vs a 25' setback?

Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.



Georgetown - Scott County Planning Commission
Planning · Engineering · GIS

Reference Case No. G-2026-23

September 21st, 2026

Dear Resident/ Property Owner,

As an adjoining property owner, you are being notified that a Variance has been filed with the Georgetown Board of Adjustment for the property addressed 100 Carley Drive (Zoned I-1), by Ivey Mechanical, LLC, on behalf of VUTEQ. The proposed variance is for a reduction in the minimum front yard setback from 50 feet to 25 feet along Carley Drive. This variance would allow for the placement of a service structure (an industrial-size air conditioning unit).

You are being notified about this application because your property is within 100 feet of the site for this application, numbered G-2026-23.

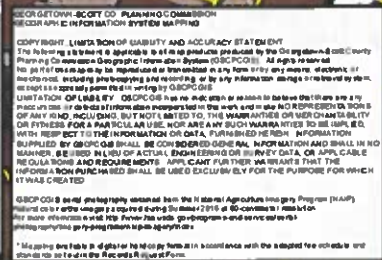
The application will be considered by the Board on **October 5th, 2026**, in the Scott County Courthouse (101 E. Main Street, Georgetown, KY) on the third floor. The meeting will begin at 5:30 PM. All interested persons are invited to participate. You are encouraged to attend this meeting if you have concerns, or if you would like to voice your support or opposition to the application.

If you have any questions or concerns, please contact me by email at nsmith@gscplanning.com or by phone at 502-867-3701.

Sincerely,

Noah Smith
Planner I
GSCPC





OID	MapNumber	Name1	Name2	MailAddress	City/State/Zip	Complete_A
0	187-40-012.000	INTERNATIONAL CRANKSHAFT INC		101 CARLEY CT	GEORGETOWN KY 40324	101 CARLEY CT
1	187-40-017.000	INTERNATIONAL CRANKSHAFT INC		101 CARLEY CT	GEORGETOWN KY 40324	101 CARLEY CT
2	181-10-008.000	ADENT US LLC		48200 HARLEY DR	PLYMOUTH MI 48170-2481	101 CARLEY CT
3	181-30-001.000	VUTEQ CORPORATION		100 HARLEY DR	GEORGETOWN KY 40324	100 CARLEY DR
4	181-30-003.000	ROCK CITY PROPERTIES LLC		101 KADEN LN	GEORGETOWN KY 40324-6208	88 KADEN LN
5	181-30-007.000	ROCK CITY PROPERTIES LLC		101 KADEN LN	GEORGETOWN KY 40324-6208	101 KADEN LN
6	181-30-025.000	GEORGETOWN CHURCH OF GOD		124 GAND AVE	GEORGETOWN KY 40324	121 KADEN LN
7	181-30-067.000	SETZER PROPERTIES ZLEX LLC	ATTN BRETT T SETZER MANAGER	354 WALLER AVE STE 200	LEXINGTON KY 40504-2829	152 CARLEY DR

CONDITIONAL USE PERMIT (CONDITIONS AMENDMENT)
793A LEMONS MILL ROAD
Staff Report to the Georgetown Board of Adjustment
October 5th, 2026

FILE NUMBER: G-2026-35

PROPOSAL: To amend an existing conditional Use Permit for a CDL school.

LOCATION: 793A Lemons Mill Road.

APPLICANT: 160 Driving Academy (& designated owners and affiants).



CONSULTANT: N/A.

STATISTICS:

Zone:	I-1 (Light Industrial).
Surrounding Zone (s):	I-1, R-2, A-1.
Site Acreage:	5.44 acres.
Access (Direct):	Lemons Mill Road.
Access (Nearest Arterial):	McClelland Circle.
Context:	West of the intersection of Lemons Mill Road and McClelland Circle. Immediately east of the railroad.

BACKGROUND:

160 Driving Academy (hereinafter referred to as "Applicant") received a conditional use permit for a CDL educational facility upon the property addressed 793A Lemons Mill Road in September of 2026. The facility was limited in scale to class sizes of 20 and was also limited to 7 trucks/semi-trailers for the purposes of training. The application was filed under the case number G-2026-35. The available record of that previous proposal is included within this packet to provide reference. The Applicant has filed to amend condition #10 of this permit to include operating hours on weekends.

Since the permit has been issued, the Applicant has begun research and preparation to submit development plans to the Planning Commission for the proposed use with the intent of complying with permit conditions and zoning regulations.

At time of that previous conditional use hearing, the Board of Adjustment elected to attach 14 conditions of approval to the permit pursuant to its statutory powers; "If it [the Board] approves such permit it may attach necessary conditions **such as time limitations**, requirements that one (1) or more things be done before the request can be initiated, or conditions of a continuing nature," (*KRS 100 §237: Conditional Use Permits*).

Condition ten of G-2026-35 was enacted as follows: "Hours of operation [for the educational facility] shall be limited from 7AM to 5PM, Monday-Friday." This enacted condition, being a time limitation, falls under the scope of the Board's statutory power to reduce potential nuisance or hazard arising from conditional uses.

As the Applicant has begun further research into implementing this use upon the Project Site, they have found that the wording and provision of condition #10 would be likely to create undesired complications pertaining to their business model. Application material states that the hour restrictions create no issue, whereas the day restrictions—particularly the precluded operations on Saturdays and Sundays—may create future issues. The Applicant states that as the business may expand, weekend operations may become a necessary change in operational scope. As such, an application has been filed to amend condition #10 according to the following provision: "Hours of operation [for the educational facility] shall be limited from 7AM to 5PM, Sunday-Saturday [all week]."

ISSUES & ANALYSIS:

Conditional Use:

Per KRS chapter 100 §111 & §234, conditional uses should be policed in such a manner that they do not affect the public health, safety, or welfare of surrounding areas. They should integrate effectively with the existing zones and land uses within the area, and should provide a benefit to the community or the immediate area. The Board has the power to enact conditions for conditional uses so as to prevent hazard, nuisance, or other disturbances to nearby areas.

The question is whether weekend operations would have the capacity to negatively affect the public health, welfare, or safety, or create an appreciable nuisance or negative change in character in the form of light, noise, or traffic within the immediate area.

Staff finds that the operation of larger commercial vehicles for commercial purposes could conceivably generate light, noise, odor, or traffic; this is to be expected during the week, particularly within the immediate vicinity of Lemons Mill Road, where International Crankshaft, Vuteq, Adient US, and other industrial businesses send or receive shipments with semi-trailer trucks or other commercial vehicles. This is also to be expected as part of the natural scope of the land uses permitted within the I-1 zoning district.

Where this proposed condition amendment may differ from the established norm is in four primary respects:

1. This permit pertains to the **training** of commercial drivers, as opposed to the actual shipping of materials by licensed operators, and this differs from typical I-1 uses.

2. The proposed weekend hours differ somewhat from the conditional use category this permit falls under, which is an educational facility; and educational facilities such as schools, colleges, or test centers would not typically be expected to operate on weekends.
3. These weekend hours also differ, to some extent, from the expectation of I-1-zoned properties in the sense that purely commercial shipping or transit facilities logically would not operate—or at least would slow operation—on weekends.
4. The Project Site is adjacent to residentially zoned properties, upon or within which there may be reasonably increased expectations for quiet during the weekends.

Potential Off-Site Impact:

The Project Site adjoins I-1-zoned land to the east and south, and Staff finds that those boundaries are not a point of concern as it relates to the requested increase in operating hours. Where Staff identifies a potential impact is as it relates to the A-1 zoning to the west (across the railroad tracks), as well as to the R-2 zoning to the north. These areas consist of the following land uses, all of which are within an approximately 1,000-foot radius of the Project Site:

1. The parcels of Bradshaw Farm, which appear to be active agricultural/residential land uses. These are west of the Project site, across the railroad tracks.
2. Two single-family homes/properties upon Lemons Mill Road, directly to the north.
3. Georgetown Church of the Nazarene, north of the Project Site, across the street of Lemons Mill Road.
4. Georgetown College East Campus, including a conference center, student apartments, and athletics fields, also to the relatively immediate north.

Weekend operations of this land use may adversely impact these nearby uses, particularly during Saturday & Sunday mornings; for example, if the Project Site were to operate on a Sunday morning, it may interfere with church services at Georgetown Church of the Nazarene in the form of traffic or noise; if driving exercises were to be conducted at around 7AM on a Saturday, it could wake or disturb neighbors with noise or light.

It must be noted that the scale of the conditional use existing under the provisions of G-2026-35 currently limit the scale and intensity of use. Class sizes are limited to no more than 20 people (including both students and instructors), and there is also a maximum of 7 trucks to be located/used on-site at any one time. Considering the reasonably limited scale of the use in question, Staff finds that the potential nuisances which may arise from weekend operations should not be treated as a certainty; and, if those were to arise, they would not be incredibly obtrusive. However, protections against disturbance, particularly at early-morning hours during weekends, would be a reasonable expectation of residential zones and uses.

Staff's primary finding is that the potential nuisance which may arise from weekend operations mainly pertain to morning operations in relation to the nearby residential zones and uses. Staff would recommend the Board grant the ability for the Applicant to operate on weekends. However, Staff would recommend amending these weekend hours so as to only permit operation between the hours of 12pm through 5pm, as opposed to the requested 7am through 5pm, so as to prevent disturbance or nuisance to surrounding residences, churches, and the nearby college campus.

Findings:

- 1) The Project Site is a 5.44-acre parcel, zoned I-1 (Light Industrial).

- 2) The Applicant was granted the conditional use permit for a CDL educational facility, under the permit numbered G-2026-35.
- 3) The Board attached 14 total conditions to G-2026-35, 13 of which would not be altered by this proposal.
- 4) Condition #10 of G-2026-35 stated that "Hours of operation shall be limited from 7AM to 5PM, Monday-Friday."
- 5) The Applicant has filed an application to amend condition #10, to allow for the same hours (7AM-5PM) during weekends.
- 6) This existing permit is consistent with the intent of the I-1 zoning district in which it is located, as well as the character of the immediate lands of Lemons Mill Road, many of which are zoned I-1 and used accordingly.
- 7) Where this proposed amendment may differ is in the proposed weekend operations, which may disturb neighboring churches, farms, single-family residences, or the college campus.
- 8) The scale of this conditional use is limited, with maximum class sizes of 20, and no more than 7 training vehicles to be located upon the site at any one time, and these scale limitations are unlikely to generate unreasonable off-site impact.
- 9) The potential disturbance arising from weekend operations may be effectively mitigated if weekend hours of operation were to be restricted to 12-5PM, as opposed to the requested 7AM-5PM hours.
- 10) The Board is statutorily enabled to restrict hours of operation for conditional uses for the purpose of preventing off-site impacts such as light, noise, traffic, or nuisance.

RECOMMENDATION:

Staff recommends **amending** condition #10 of the permit numbered G-2026-35 to grant weekend operations, albeit with limited weekend hours (12PM-5PM).

Conditions of Approval:

1. This property is subject to all requirements of the *Georgetown - Scott County Zoning Ordinance, Subdivision and Development Regulations and Landscape and Land Use Buffer Ordinance*.
2. The Applicant shall comply with all requirements of other federal, state, and local regulatory entities and shall provide copies to the Board of Adjustment of all permits issued on behalf of the Applicant as a result of this approval including, but not limited to, business-related certifications, licenses, regulatory permits, and any recertification when required.
3. The conditional use permit shall become null and void upon transfer of ownership of the site.
4. The applicant shall submit a development plan for this proposed use to the Planning Commission.
5. Prior to initiating the proposed use, the Applicant shall provide the Board of Adjustment with finalized maps of all driving routes which students would use in field tests and the routes shown upon these maps shall meet the approved conditions.
6. No training field test for students operating a semi-truck shall make a left turn out of the project site onto westbound Lemons Mill Road. A sign shall be posted at the exit point to this effect.
7. All potential requirements of the Kentucky Transportation Cabinet.

8. The semi-trucks to be located on site, when parked thereupon, shall be screened from Lemons Mill Road and from adjoining properties of different zones pursuant to the requirements of the *Landscape and Land Use Buffer Ordinance*.
9. The Applicant shall return to the Board prior to any expansion or change in use of the Project Site as proposed.
10. Hours of operation shall be limited from 7AM to 5PM, Monday-Friday, and 12PM to 5PM, Saturday-Sunday.
11. At time of development plan submittal, the Applicant shall provide exact traffic counts, and a traffic study may be required.
12. All provisions of KRS 189 § 221-222, if applicable.
13. The number of students and staff to be on-site at any one time shall not exceed 20, as previously stated by the Applicant.
14. The storage crates currently located upon the Project Site shall be removed prior to operations.

APPLICATION TO BOARD OF ADJUSTMENT

230 E. Main Street, Georgetown, KY 40324

Phone (502) 867-3701

Fax (502) 867-3725

FOR OFFICIAL USE ONLY:

APPLICATION NO: _____ DATE FEE RECEIVED: _____

1. **APPLICANT** 160 Driving Academy (and designated owners/affiants)

MAILING ADDRESS _____

PHONE NO. _____ EMAIL _____

2. **TYPE OF REQUEST** (Check one or more) ☐ VARIANCE ☒ **CONDITIONAL USE PERMIT**
☐ HOME OCCUPATION (CUP) ☐ **ADMINISTRATIVE REVIEW**

3. **PROJECT SITE** 793A Lemons Mill Road, Georgetown, Kentucky

4. **JURISDICTION** (Please Circle) Georgetown / Sadieville / Stamping Ground / Scott County

5. **EXISTING USE** CDL educational facility (CUP approved 9/8/2026) **ZONING DISTRICT** _____

6. **DESCRIPTION OF REQUEST** Amend Condition 10 of Case G-2026-35 to permit operation

7 AM to 5 PM, Monday-Sunday (including weekends).

7. SUPPORTING INFORMATION:

VARIANCE (\$150.00) – Attach plans drawn to scale showing the dimensions and shape of the lot or land, the size and location of existing buildings, the location and dimensions of proposed buildings or additions, and any natural or topographic peculiarities of the lot in question. In order for a variance to be granted, the applicant must prove to the Board that the following items are true: (Please attach these comments on a separate sheet)

- A. Special conditions exist peculiar to the lot, land, or building(s) in question.
- B. That a literal interpretation of the zoning ordinance would deprive the applicant of the rights enjoyed by other property owners.
- C. That the special conditions do not result from previous actions of the applicant.
- D. That the requested variance is the minimum variance that will allow a reasonable use of the lot, land, or building(s).

CONDITIONAL USE PERMIT (CUP) (\$150.00) – Attach a plan for the proposed use showing the location of buildings, parking and loading areas, traffic access and circulation drives, open space, landscaping, utilities, signs, yards, and refuse service areas. Also, attach a narrative statement relative to the above requirements and also explain any economic, noise, glare, or odor effects on adjoining property and the general compatibility with other properties in the district.

HOME OCCUPATION (CUP) (\$150.00) – In order for a home occupation conditional use permit to be granted, the applicant must prove to the Board that the following items are true: (Please attach these comments on a separate sheet)

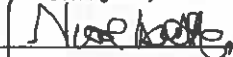
- A. The home occupation must be incidental to the principal residential use of the residence and be limited to 25% of the ground floor area, in no event to exceed 300 square feet.
- B. The home occupation shall result in no exterior evidence, except an unlighted wall sign not to exceed five (5) square feet in area, which may identify the home occupation.
- C. The home occupation shall not generate any atmospheric pollution, light flashes, glare, odor, noise, vibration, truck or other heavy traffic.

ADMINISTRATIVE REVIEW (\$150.00) – Attach a narrative statement describing the action or decision made by the administrative official including an outline of information supporting your claim for which relief is sought.

APPLICANT OR REPRESENTATIVE MUST BE PRESENT AT MEETING FOR THE BOARD TO CONSIDER APPLICATION

I hereby certify that the information contained in this application and supporting attachments is true and correct. I acknowledge that if I withdraw my case, the paid fee will not be returned after legal notice have been submitted. If the applicant is not the owner of the project site, an affidavit will need to be completed.

DocuSigned by:



APPLICANT 3727243A28491

9/18/2026

DATE



September 18, 2026

Georgetown Board of Adjustment
230 E. Main Street
Georgetown, KY 40324

**Re: Case No. G-2026-35 | Request to Amend Condition 10
793A Lemons Mill Road**

Dear Members of the Board:

Thank you for approving 160 Driving Academy's conditional use permit and for the time and consideration you have given our proposed Georgetown location. We respectfully request an amendment to Condition 10 to include Saturday and Sunday as permitted operating days, while maintaining the approved hours of 7:00 a.m. to 5:00 p.m.

Our primary schedule will remain Monday through Friday. We do not anticipate needing weekend classes unless our weekday classes fill to capacity. We hope to see that level of interest from the community, and permission to operate on weekends would allow us to accommodate additional students as demand grows.

We remain fully committed to the 7:00 a.m. to 5:00 p.m. operating hours. Our strict safety guidelines prioritize the well-being of our students, instructors, and the public, and we do not intend to conduct driver training at night. Any weekend classes would follow the same operating hours and safety standards as our weekday program.

160 Driving Academy will continue to adhere to all other conditions established in the Board's September 8, 2026 approval, as set forth in the September 9, 2026 follow-up letter. Our request is limited to adding Saturday and Sunday to the permitted operating days under Condition 10.

We are grateful for the opportunity to become part of the Georgetown community and excited to help local residents gain the training and skills needed to pursue employment in the trucking industry. We look forward to being a responsible neighbor and contributing to the community's workforce. Thank you again for your consideration and the opportunity to serve Georgetown.

Sincerely,

160 Driving Academy

Noah Smith

From: John Bunch [REDACTED]
Sent: Friday, September 18, 2026 8:21 AM
To: Noah Smith; Nicole Harpster
Subject: Request

Noah,

160 Driving Academy has brought the following to my attention:

- they need to be able to operate 7 days a week.
- as for the mesh screening they would like to be able to include their business logo on the screening.

How do we go about getting these addressed. Ideally due to timing it would be nice to not have to wait until the next board of adjustments meeting.

We are already looking at a longer timeline than anticipated with the preliminary and final development plan needed.

Sincerely,

John Bunch, SIOR | Senior Advisor
SVN | Stone Commercial Advisors
[REDACTED]

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.

Noah Smith

From: Noah Smith
Sent: Friday, September 18, 2026 9:48 AM
To: 'John Bunch'; Nicole Harpster
Subject: RE: Request

Hi John,

I understand the development timeline may be lengthy. Please see responses to your two immediate concerns in bulletpoints.

- I understand this. Unfortunately, the Board would have to amend that condition #10 at a meeting. As Staff I don't have the authority to nullify conditions. You would basically have to file a new application to waive the hours of operation restriction. In terms of timeline it should be possible to apply and get this condition waived while the preliminary/final plan is being reviewed. Would that work for your client?
- Would this just be a sign on the fence? If your client sends me basically a sign drawing I can review it and point them in the right direction from there.

Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: John Bunch [REDACTED]
Sent: Friday, September 18, 2026 8:21 AM
To: Noah Smith [REDACTED]; Nicole Harpster [REDACTED]
Subject: Request

Noah,

160 Driving Academy has brought the following to my attention:

- they need to be able to operate 7 days a week.
- as for the mesh screening they would like to be able to include their business logo on the screening.

How do we go about getting these addressed. Ideally due to timing it would be nice to not have to wait until the next board of adjustments meeting.

We are already looking at a longer timeline than anticipated with the preliminary and final development plan needed.

Sincerely,

**John Bunch, SIOR | Senior Advisor
SVN | Stone Commercial Advisors**

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.

Noah Smith

From: Noah Smith
Sent: Friday, September 18, 2026 2:18 PM
To: John Bunch
Subject: RE: Request

Hi John,

Great. We have you on the agenda. Anytime Monday before EOD is fine as it relates to the check.

Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: John Bunch [REDACTED]
Sent: Friday, September 18, 2026 1:06 PM
To: Noah Smith [REDACTED]
Subject: Re: Request

Noah,

Per your request, please see the attachment.

John Bunch, SIOR | Senior Advisor
SVN | Stone Commercial Advisors
[REDACTED]

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.

On Fri, Sep 18, 2026 at 12:15 PM Noah Smith [REDACTED] wrote:

Hi John,

To sum up what we discussed on the phone, we can get you on the agenda for October 5th, and that would still give us plenty of time to send notice, write reports, and whatnot. It would be a 150\$ fee to amend the permit to strike or amend condition 10, and a letter to the effect of condition 10 does not

work for your business and why would be helpful. Please also see application form attached. Hopefully this gives you a good path forward.

Thank you,

Noah Smith

Planner I

Georgetown-Scott County Planning Commission

[REDACTED]

***Security Alert:** We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.*

From: John Bunch [REDACTED]

Sent: Friday, September 18, 2026 11:38 AM

To: Noah Smith [REDACTED]

Cc: Nicole Harpster [REDACTED]

Subject: Re: Request

Noah,

Would the screen having a logo on it need an amendment as well ?

John Bunch, SIOR | Senior Advisor

SVN | Stone Commercial Advisors

[REDACTED]

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.



FIND A LOCATION

Nicole Harpster

Real Estate Manager



From: Noah Smith [REDACTED]
Sent: Thursday, September 24, 2026 11:34 AM
To: John Bunch [REDACTED]; Nicole Harpster [REDACTED]
Subject: G-2026-35 amendment 793A Lemons Mill Rd; touching base

***** **CAUTION:** This message has come from *outside* 160 Driving Academy. **DO NOT CLICK** links or attachments unless you recognize the sender and know the contents are safe.*****

Hi, Nicole and John,

We are drafting the staff report for the requested amendment to condition #10 of the use permit. I wanted to touch base about a few things for clarity:

1. Who intends to attend the meeting on October 5th, and speak on behalf of the applicant? If it's anyone outside of the company, we'd need an affidavit to ensure that 160 DA is protected.
2. Would the company be amenable to hours of operation from 12-5 on Saturdays and Sundays, as opposed to 7-5? Our main concern is potential disturbance to surrounding properties that somewhat early-morning weekend operations may pose to surrounding neighbors, churches, and the college campus across the street.

Thank you,

Noah Smith

Planner I

Georgetown-Scott County Planning Commission



Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: John Bunch [REDACTED]
Sent: Thursday, September 24, 2026 3:22 PM
To: Nicole Harpster [REDACTED]
Cc: Noah Smith [REDACTED]
Subject: Re: G-2026-35 amendment 793A Lemons Mill Rd; touching base

Matt Stone from our ownership group and Brian Ward with Palmer engineering will be there in the ownership groups behalf.

John Bunch, SIOR | Senior Advisor

SVN | Stone Commercial Advisors
[REDACTED]

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.

On Thu, Sep 24, 2026 at 1:50 PM Nicole Harpster [REDACTED] wrote:

Hi Noah,

I am looking into both questions with my team. I'll be in touch.

Thanks!



FIND A LOCATION

Nicole Harpster

Real Estate Manager



From: Noah Smith [REDACTED]
Sent: Thursday, September 24, 2026 2:11 PM
To: John Bunch [REDACTED]; Nicole Harpster [REDACTED]
Subject: RE: G-2026-35 amendment 793A Lemons Mill Rd; touching base

***** **CAUTION:** This message has come from *outside* 160 Driving Academy. **DO NOT CLICK** links or attachments unless you recognize the sender and know the contents are safe.*****

Hi John,

Thanks for this info. Is Mister Stone with SVN or 160? Do you have any documents just verifying Ward/Stone as designees?

Thank you,

Noah Smith

Planner I

Georgetown-Scott County Planning Commission



The meeting will be at 5:30PM in the same location as last time.

Thank you,

Noah Smith

Planner I

Georgetown-Scott County Planning Commission

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: Nicole Harpster [REDACTED]
Sent: Thursday, September 24, 2026 4:15 PM
To: Noah Smith [REDACTED]; John Bunch [REDACTED]; C. Greg Reid (VP of Yards) [REDACTED]; Pat O'Sullivan [REDACTED]
Subject: Re: G-2026-35 amendment 793A Lemons Mill Rd; touching base

Hi Noah,

It's a very slim chance we will ever operate on the weekends, but we like to keep the option open. The hours of operation will need to be more open as well. We will confirm who can be at that meeting on October 5th from 160. Is there a time yet?

Thanks!

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.

On Thu, Sep 24, 2026 at 4:35 PM Nicole Harpster <[REDACTED]> wrote:

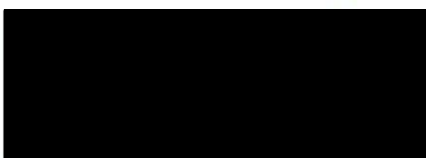
Thanks, Noah. That is correct, the same hours of operation at 7 days per week and 10 hrs. per day. Again, it probably won't ever happen, but we'd like to have the option if ever needed.



[FIND A LOCATION](#)

Nicole Harpster

Real Estate Manager



From: Noah Smith <[REDACTED]>

Sent: Thursday, September 24, 2026 2:29 PM

To: Nicole Harpster <[REDACTED]>; John Bunch <[REDACTED]>; C. Greg Reid (VP of Yards) <[REDACTED]>; Pat O'Sullivan <[REDACTED]>

Subject: RE: G-2026-35 amendment 793A Lemons Mill Rd; touching base

***** **CAUTION:** This message has come from *outside* 160 Driving Academy. **DO NOT CLICK** links or attachments unless you recognize the sender and know the contents are safe.*****

Hi Nicole,

I understand. When you say the hours of operation will need to be more open, do you mean you need 7am-5pm on weekends, or you need more hours all 7 days a week?

Security Alert: We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.

From: John Bunch [REDACTED]
Sent: Thursday, September 24, 2026 4:45 PM
To: Nicole Harpster [REDACTED]
Cc: Noah Smith [REDACTED]; C. Greg Reid (VP of Yards) [REDACTED]; Pat O'Sullivan [REDACTED]
Subject: Re: G-2026-35 amendment 793A Lemons Mill Rd; touching base

Noah,

Thanks for the thorough explanation on the hours condition, that is helpful.

One follow up point. Outdoor storage is a conditional use in I-1, and the operations along Lemons Mill, including Crankshaft, Adient, and Vuteq, all appear to store material and trailers outside.

That suggests either those sites operate under conditional use approvals where the Board could have attached hours limits and chose not to, or they are not the purely by right comparison we discussed.

Either way, those uses generate considerably more truck activity than a CDL academy capped at 20 people, and they operate without hour restrictions.

We would like to understand how the conditions are being applied consistently along the corridor.

I'm not trying to be argumentative but I think it's an observation worth sharing.

Sincerely,

John Bunch, SIOR | Senior Advisor

SVN | Stone Commercial Advisors
[REDACTED]

General I-1 standards such as setbacks, building height, and minimum lot size and width, and by-right (non-conditional) land uses are consistently applied across all I-1 zones, but standards also differ based on land use, particularly with conditional uses. If other land in the area is also used under a CUP, there is still distinction between different types of conditional uses and the conditions they merit. For example, a home occupation for a nail salon is not the same thing as a daycare, and those two uses would be policed differently. KRS 100.237 is very clear that the Board may enact time restrictions.

Similarly, no land use, whether it be conditional, non-conforming, or otherwise, creates an immediate justifying legal precedence for the appropriateness of other conditional uses; while we can consider these uses as part of the character of the area, we as Staff must evaluate each conditional use upon its own merit and recommend conditions accordingly.

I can also see your point about the low scale of use. To be clear, we have no issues with your client's land use. We are happy to have them in Georgetown and thankful for the opportunities they would afford the area. Your client's conditional use permit is granted, and that is not in question; all that is in question is the amendment to condition #10. We are still working as an office to discern the best recommendation as it pertains to these weekend hours of operation. There are really just a few existing land uses which are immediately adjacent to your lot that we'd have concerns about; the church across the street, the Georgetown College student housing, two single-family residences, and a farm to the west. The conditional use (G-2026-35), by being farther west, is closer to these places than crankshaft, adient, or vuteq. Your client's property is also different from some other neighboring industrial uses in that it directly adjoins the R-2 zoning district, which is a residential zone.

Similarly, our report is ultimately just a formal recommendation, not a final decision; if you disagree with the recommendation, you always have the right to make your case at the meeting, and the Board may vote in your favor.

Thank you,

Noah Smith

Planner I

Georgetown-Scott County Planning Commission

John Bunch, SIOR | Senior Advisor

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.

On Fri, Sep 25, 2026 at 10:39 AM John Bunch [REDACTED] wrote:

Hey Noah,

I have no intention of filing any complaints. It was more of an observation when driving by those properties near by.

We are excited to have 160 Driving Academy and appreciate the city's consideration.

Hopefully we can have their weekend hours accommodated and we are full steam ahead.

Appreciate all your work.

Have a great weekend.

Sincerely,

John Bunch, SIOR | Senior Advisor
SVN | Stone Commercial Advisors

[Connect with me on LinkedIn](#)

All SVN® Offices Independently Owned and Operated.

On Fri, Sep 25, 2026 at 10:35 AM Noah Smith [REDACTED] wrote:

Hi Mister Bunch,

I can understand this concern. To available record, there have not been any CUP applications or CUP approvals for those developments named. Similarly, I could not confirm nor deny whether the current conditions of those developments would indeed constitute outdoor storage areas. If you are concerned that those uses may be operating without permitting, I can send you complaint forms to fill out; we typically operate on a complaint-based enforcement process for existing land uses.

Noah Smith

From: Noah Smith
Sent: Monday, September 28, 2026 11:57 AM
To: 'John Bunch'
Cc: Nicole Harpster; C. Greg Reid (VP of Yards); Pat O'Sullivan
Subject: RE: G-2026-35 amendment 793A Lemons Mill Rd; touching base

Hi John,

I did—hopefully you had a good one as well.

Next week's meeting will be a week from today, at 5:30 PM in the Scott County Fiscal Courtroom (same place as last time).

As to the DP aspect, that aligns. The development plan generally does not need to come up during the hearing, as the Conditional use permit as a whole is already granted, and this BOA application concerns hours of operation which don't directly correlate to the site's layout and design.

Thank you,

Noah Smith
Planner I
Georgetown-Scott County Planning Commission
[REDACTED]

***Security Alert:** We will never ask for sensitive information (payments, passwords, banking details) via email. If this message is unexpected, please contact us directly before clicking links or opening attachments.*

From: John Bunch [REDACTED]
Sent: Monday, September 28, 2026 9:02 AM
To: Noah Smith [REDACTED]
Cc: Nicole Harpster [REDACTED]; C. Greg Reid (VP of Yards)
[REDACTED]; Pat O'Sullivan [REDACTED]
Subject: Re: G-2026-35 amendment 793A Lemons Mill Rd; touching base

Hey Noah,

I hope you had a great weekend.

I think there is a meeting next week for the BOA to hear about the hours.

I think we plan to submit our preliminary development plan by October 1. Just making sure those dates align.

Sincerely,

Main body of the document containing multiple paragraphs of text, likely a letter or report. The text is mostly illegible due to extreme fading.



Georgetown-Scott County Planning Commission
Planning · Engineering · GIS

Reference Case No. G-2026-35

September 9th, 2026

160 Driving Academy (and designated owners/affiants)
5990 West Touhy Avenue
Niles, IL, 60714

Subject: Case No. G-2026-35

Dear Applicant,

At the regularly meeting scheduled on September 8th, 2026, the Georgetown Board of Adjustment **approved** the conditional use permit request for a CDL educational facility upon the property addressed 793A Lemons Mill Road. The Board saw it fit to apply the following conditions.

Conditions of Approval:

1. This property is subject to all requirements of the *Georgetown – Scott County Zoning Ordinance, Subdivision and Development Regulations and Landscape and Land Use Buffer Ordinance*.
2. The Applicant shall comply with all requirements of other federal, state, and local regulatory entities and shall provide copies to the Board of Adjustment of all permits issued on behalf of the Applicant as a result of this approval including, but not limited to, business-related certifications, licenses, regulatory permits, and any recertification when required.
3. The conditional use permit shall become null and void upon transfer of ownership of the site.
4. The applicant shall submit a development plan for this proposed use to the Planning Commission.
5. Prior to initiating the proposed use, the Applicant shall provide the Board of Adjustment with finalized maps of all driving routes which students would use in field tests and the routes shown upon these maps shall meet the approved conditions.
6. No training field test for students operating a semi-truck shall make a left turn out of the project site onto westbound Lemons Mill Road. A sign shall be posted at the exit point to this effect.
7. All potential requirements of the Kentucky Transportation Cabinet.



Georgetown-Scott County Planning Commission
Planning · Engineering · GIS

8. The semi-trucks to be located on site, when parked thereupon, shall be screened from Lemons Mill Road and from adjoining properties of different zones pursuant to the requirements of the *Landscape and Land Use Buffer Ordinance*.
9. The Applicant shall return to the Board prior to any expansion or change in use of the Project Site as proposed.
10. Hours of operation shall be limited from 7AM to 5PM, Monday-Friday.
11. At time of development plan submittal, the Applicant shall provide exact traffic counts, and a traffic study may be required.
12. All provisions of KRS 189 § 221-222, if applicable.
13. The number of students and staff to be on-site at any one time shall not exceed 20, as previously stated by the Applicant.
14. The storage crates currently located upon the Project Site shall be removed prior to operations.

If you have any questions, please feel free to email, or call at (502) 867-3701. The next step in this zoning process would be development plan review.

Sincerely,

Noah Smith
Planner I
GSCPC

CONDITIONAL USE PERMIT APPLICATION
793A LEMONS MILL ROAD
Staff Report to the Georgetown Board of Adjustment
September 8th, 2026

FILE NUMBER: G-2026-35

PROPOSAL: Conditional Use Permit application for a CDL school.

LOCATION: 793A Lemons Mill Road.

APPLICANT: 160 Driving Academy.

CONSULTANT: David Lusby (per signed affidavit).



STATISTICS:

Zone:	I-1 (Light Industrial).
Surrounding Zone (s):	I-1, R-2, A-1.
Site Acreage:	5.44 acres.
Access (Direct):	Lemons Mill Road.
Access (Nearest Arterial):	McClelland Circle.
Context:	West of the intersection of Lemons Mill Road and McClelland Circle.

BACKGROUND:

160 Driving Academy (hereinafter referred to as "Applicant") has submitted a proposal for a conditional use permit upon the property addressed 793A Lemons Mill Road ("Project Site"). The proposal is for a training/educational facility for those in pursuit of a Commercial Drivers' License (CDL). This proposal would be the Central Kentucky campus of 160 Driving Academy.

The *Zoning Ordinance* lists "Churches, libraries, **educational and recreational facilities**" as a conditional use in all zones (2.33). This proposal, being an educational facility, may be classified as such. Similarly, given the industrial nature of the CDL training being done on site, the proposal would be suited for the Light Industrial designation of the Project Site.

In its current state, the Project Site is a storage yard for conex containers. The Applicant has stated that these containers would be removed prior to the implementation of this land use,

and that this proposed land use would not run concurrent with the existing storage use thereupon.

Proposal Scale and Details:

The proposal would include a 20'x48' office/classroom trailer building, with the remainder of the campus consisting of a series of vehicular training ranges for students. Students and teachers would utilize these training ranges for various maneuvering exercises necessary in order to obtain their CDL, including backing, docking, and inspections. It has been stated that operations would begin at 7am, and class sizes would be relatively small: there would be up to 15-20 total students/instructors on site for operations at any given time of operation.

This proposal also includes up to 7 trucks/trailers which would be stored upon the site at any one time and used daily for on and off-site training purposes. These trucks/trailers would be used by students conducting training exercises for the driving of semi-trucks upon public rights-of-way. These exercises would be done under the supervision of instructors and the training routes would need to be approved by the Kentucky Transportation Cabinet so as to ensure safe and effective practices.

ISSUES & ANALYSIS:

Per KRS chapter 100 §111 & §234, conditional uses should not affect the public health, safety, or welfare of surrounding areas. They should integrate effectively with the existing zones and land uses within the area, and should provide a benefit to the community or the immediate area.

The *Comprehensive Plan* (2024) calls for land uses of this nature, stating that jurisdictional bodies should support local educational efforts to produce a skilled labor pool (EG 4.1). This would naturally include facilities for education pertaining to skilled labor, in this case commercial driving.

Traffic:

With peak class sizes of 20 students, this use would not generate the number of trips necessitating a traffic study (100 or more trips at peak hour). However, traffic remains a potential concern because of the nature of the portion of Lemons Mill Road from which the site is entered and exited, and because of the nature of the CDL training proposed.

As seen in aerials, access to the site exists upon a narrow bend of Lemons Mill Road. As previously stated, students would be using semi-trucks to train on public streets under the supervision of instructors. Assuming the existing access point is used, these semi-trucks would be pulling out onto Lemons Mill Road close to the bend of this narrow stretch of the road.

Westbound Lemons Mill Road from the Project Site leads toward the narrower streets and residential uses of Clayton Avenue. So as to prevent hazard or nuisance to that area, it is found that semi-trucks/training exercises should not be conducted upon the westbound portion of the road (westbound from the site). The Applicant has indicated that a sign would be posted at the exit point providing instruction that trucks must not turn "left" out of the Project Site, toward this bend in the road and the narrower streets/residential/college campus areas to the west, and Staff would recommend a condition of approval to this effect.

Eastbound Lemons Mill Road is not a point of concern in this case, as it would lead toward the state arterial of McClelland Circle. These potential traffic concerns will be further addressed at

time of preliminary and final development plan consideration, where all potentially needed improvements would be discussed in further detail with the appropriate jurisdictional bodies such as the local Roads Department or the state Transportation Cabinet.

Parking:

This is a somewhat unique land use, and as a result local zoning regulations do not explicitly account for minimum parking provisions. The *Subdivision and Development Regulations* provides minimum parking regulations for a "truck terminal," but because this facility is more educational in nature, and does not consist of the loading/unloading of commercial or industrial products or materials, such a definition would not be clearly applicable to this land use. The *Zoning Ordinance* empowers this Board to make interpretations regarding minimum parking provisions for land uses in cases where regulations do not provide explicit parking metrics (2.71.2).

Staff would suggest the following minimum parking metric for this land use, though the Board may adjust or change this metric as it may see fit:

One space per student of the largest class size upon the site at any one time, plus one space per staff member to be on-site during the largest shift, with the addition of one additional space per every training vehicle located upon the site.

If the Board sees it fit, this metric would be applied and enforced at time of development plan submittal.

Development Plan Submittal:

Because this would be a change in use with the implementation of new buildings, a development plan would be necessitated. The *Zoning Ordinance* defines development as "...any construction, redevelopment, change in use or intensity of use of a property, or renovation involving such a change..." (page 14).

Because this proposal constitutes development, a development plan will be required. Similarly, because of the nature of the proposed land use and the potential traffic concerns, a development plan would be necessary so as to ensure effective implementation with the surrounding area.

Closing Analysis:

Staff believes that the proposed land use would provide a direct benefit to the community as called for by the *Comprehensive Plan*. It would be clearly suited for the I-1 light Industrial zoning district in which it would be located. However, it is noted that at time of development plan submittal, traffic and road infrastructure concerns and potential improvements will need to be further investigated.

Findings:

- 1) The Project Site is a 5.44-acre parcel, zoned I-1 (Light Industrial).
- 2) The proposal is for a CDL school facility.
- 3) The *Zoning Ordinance* designates educational facilities as a conditional use in all zoning districts.
- 4) The proposed use, pertaining to the training of drivers seeking out their CDL, is consistent with the zoning of the Project Site and the character of surrounding zones and land uses.
- 5) The *Comprehensive Plan* (EG 4.1) indicates the need for uses of this nature.

- 6) The scale of personnel and students for this use would be somewhat small, with 20 total students and staff on site at any one time.
- 7) The potential concern at this time is the narrow width of Lemons Mill Road in relation to semi-truck training exercises. Staff recommends conditions of approval to address these potential concerns, including a development plan submittal and a submittal of all proposed driving routes at a later date, where these issues can be addressed in further detail.

RECOMMENDATION:

Staff recommends **approval** of the requested conditional use permit for a CDL educational facility upon the property addressed 793A Lemons Mill Road with the understanding that further review will be conducted at time of development plan submittal, and that the Applicant shall return to the Board with copies of KYTC-approved training routes. Should the Board motion to approve this application, Staff recommends the following.

Conditions of Approval:

1. This property is subject to all requirements of the *Georgetown – Scott County Zoning Ordinance, Subdivision and Development Regulations and Landscape and Land Use Buffer Ordinance*.
2. The Applicant shall comply with all requirements of other federal, state, and local regulatory entities and shall provide copies to the Board of Adjustment of all permits issued on behalf of the Applicant as a result of this approval including, but not limited to, business-related certifications, licenses, regulatory permits, and any recertification when required.
3. The conditional use permit shall become null and void upon transfer of ownership of the site.
4. The applicant shall submit a development plan for this proposed use to the Planning Commission.
5. Prior to initiating the proposed use, the Applicant shall provide the Board of Adjustment with finalized maps of all driving routes which students would use in field tests and the routes shown upon these maps shall meet the approved conditions.
6. No training field test for students operating a semi-truck shall make a left turn out of the project site onto westbound Lemons Mill Road. A sign shall be posted at the exit point to this effect.
7. All potential requirements of the Kentucky Transportation Cabinet.
8. The semi-trucks to be located on site, when parked thereupon, shall be screened from Lemons Mill Road and from adjoining properties of different zones pursuant to the requirements of the *Landscape and Land Use Buffer Ordinance*.
9. The Applicant shall return to the Board prior to any expansion or change in use of the Project Site as proposed.
10. Hours of operation shall be limited from 7AM to 5PM, Monday-Friday.
11. At time of development plan submittal, the Applicant shall provide exact traffic counts, and a traffic study may be required.
12. All provisions of KRS 189 § 221-222, if applicable.
13. The number of students and staff to be on-site at any one time shall not exceed 20, as previously stated by the Applicant.

14. The storage crates currently located upon the Project Site shall be removed prior to operations.



Georgetown - Scott County Planning Commission
Planning · Engineering · GIS

Reference Case No. G-2026-35

September 21st, 2026

Dear Resident/ Property Owner,

As an adjoining property owner, you are being notified that an amendment to an existing conditional use permit has been filed with the Georgetown Board of Adjustment for the property addressed 793A Lemons Mill Road (Zoned I-1), by 160 Driving Academy. The conditional use permit is for a CDL (Commercial Driver's License) instructional school, educational facilities being listed as a conditional use permit in all zoning districts. This requested amendment would extend this business' permissible hours of operation from 7am-5pm, Monday through Friday to 7am-5pm Sunday through Saturday.

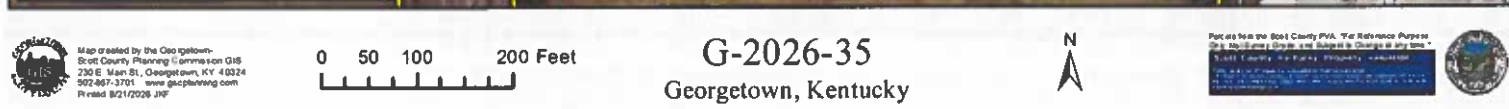
You are being notified about this application because your property is within 100 feet of the site for this application, numbered G-2026-35.

The application will be considered by the Board on **October 5th, 2026** in the Scott County Courthouse (101 E. Main Street, Georgetown, KY) on the third floor. The meeting will begin at 5:30 PM. All interested persons are invited to participate. You are encouraged to attend this meeting if you have concerns, or if you would like to voice your support or opposition to the application.

If you have any questions or concerns, please contact me by email at [REDACTED] or by phone at [REDACTED].

Sincerely,

Noah Smith
Planner I
GSCPC



OID	MapNumber	Name1	Name2	MailAddress	City/State/Zip	Complete_A
0	187-20-281.000	ASHEW W. J. JR & EMILY A RANDON	C/O RICHARD RANDON	P O BOX 1481	GEORGETOWN KY 40324	OLD LEMONS MILL RD
1	187-20-285.000	HILANDER GAYLORD		348 JOHNSON MILL RD	GEORGETOWN KY 40324	783 LEMONS MILL RD
2	187-20-286.000	REXROAT ZAN C & BARBARA G		784 LEMONS MILL RD	GEORGETOWN KY 40324-8002	784 LEMONS MILL RD
3	187-20-286.001	COMMONWEALTH OF KENTUCKY	% TRANSPORTATION CABINET	P O BOX 11127	LEXINGTON KY 40512-1127	784 LEMONS MILL RD
4	187-20-286.000	REXROAT ZAN C & BARBARA G		784 LEMONS MILL RD	GEORGETOWN KY 40324	528 OLD LEMONS MILL RD
5	187-40-001.001	T B HILANDER LLC	TRACEY HILANDER	618 MILITARY ST	GEORGETOWN KY 40324	MILITARY ST
6	187-40-001.002	LEWIS & CLARK TRAILS & POORLOUIS &	LUSSY DEV & WELCH REAL EST	270 S LUNESTONE	LEXINGTON KY 40502-2566	LEMONS MILL RD 783A
7	187-40-001.003	ENERGY LAND COMPANY LLC		101 CARLEY CT	LEXINGTON KY 40502-2135	LEMONS MILL RD 783B
8	187-40-006.000	INTERNATIONAL CRANKSHAFT INC			GEORGETOWN KY 40324-8003	LEMONS MILL RD
9	187-40-010.000					