

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

AGENDA

October 9, 2025

6:00 p.m.

I. COMMISSION BUSINESS

- A. Approval of September invoices
- B. Approval of September 11, 2025 minutes
- C. Approval of October 8, 2025 Special Called Meeting Minutes
- D. Approval of October 9, 2025 agenda
- E. Items for postponement or withdrawal

II. OLD BUSINESS

- A. ZMA-2025-34 North Hamilton Street – POSTPONED
- B. ZMA-2025-36/PDP-2025-37 The Stables at Blossom Park - POSTPONED

III. NEW BUSINESS

- A. PSP-2025-44 & PDP-2025-45 Sharp Property – Subdivision Plat and Development Plan for single family detached homes, townhomes, and apartments located on Paynes Depot Road.
- B. PDP-2025-46 GeoSpecialties – POSTPONED
- C. ZMA-2025-47 & FSP-2025-48 Tackett Farm Division – Zoning Map Amendment for 82.1 acres from A-1 (Agricultural) to A-5 (Rural Residential) and Preliminary Subdivision Plat to subdivide 82.1-acre farm into 5 rural residential lots and one 46.52-acre remainder located at 3594 Long Lick Pike.
- D. PDP-2025-49 Legacy Run Commerce Park – Preliminary Development Plan for 1.49 million square feet of building area across several buildings with associated parking and landscaping located at 892 Delaplain Road.

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
September 11, 2025

The regular meeting was held in the Scott County Courthouse on September 11, 2025. The meeting was called to order by Chairman Charlie Mifflin at 6:00 p.m. Present were Commissioners James Stone, Mary Singer, Duwan Garrett, David Vest, Director Holden Fleming, Planners Elise Ketz, Rhett Shirley, Mark Carper, Toshi Tusam and Attorney Charlie Perkins. Absent were Commissioners Jessica Canfield, Harold Dean Jessie, Brad Green, Malissa Adair and Engineer Ben Krebs.

Motion by Singer, second by Garrett to approve the August invoices. Motion carried.

Motion by Garrett, second by Stone to approve August 14, 2025 minutes. Motion carried.

Motion by Vest, second by Singer to approve the September agenda. Motion carried.

Postponements/Withdrawals

Chairman Mifflin stated that North Hamilton Street (ZMA-2025-34) and The Stables at Blossom Park (ZMA-2025-36/PDP-2025-37) will be postponed until the next regularly scheduled meeting.

All those intending to speak before the Commission were sworn in by Mr. Perkins.

PDP-2024-48 Georgetown Commons Compliance Review (Signs & Elevations).

Mr. Fleming stated when the application was originally approved in November 2024 with two conditions of approval concerning the Big Box Design Standards and the Master Sign Plan.

He stated the only addition to the master sign plan is a sheet which details façade signs throughout the development. He stated the current sign code allows one façade sign per side at a maximum of 150 square feet. He stated the master sign plan states that no sign should exceed 500 square feet.

He stated the applicant is seeking approval of condition 18 that the proposed signs are compliant.

He stated the other condition of approval is meeting the Big Box Design Standards. He stated it serves as a guideline for large retail developments.

He stated the applicant had submitted pictures of the proposed facades for the development. He stated staff believe the proposed facades are within compliance, but the decision is up to the Planning Commission.

After further discussion, **Motion by Singer, second by Garrett, to approve PDP-2024-48 for the updated Master Sign Plan. Motion carried unanimously.**

After further discussion, **Motion by Singer, second by Vest, to approve PDP-2024-48 that the Big Box Standards are being met and the applicant is following Condition of Approval number 18. Motion carried unanimously.**

Other Business

RV Ordinance Draft

Mr. Shirley stated the four goals of establishing RV Parks in the county.

Chairman Mifflin questioned if everything in red is part of the changes. Mr. Shirley stated that since the last reading of the ordinance, legal counsel has reviewed the proposed ordinance. He stated most of the red are clerical changes. Commissioner Singer requested clarification that the items in red are changes the legal counsel for the Planning Commission made. Mr. Shirley stated yes but there was discussion that comments are being made and there will be a final version to vote on.

Mr. Shirley explained only land in the county with less than 50% prime farmland would be eligible for a RV Park. He explained the general requirements that included minimum lot size, setbacks and no sites within a floodplain area. He explained the landscaping and open space requirements.

He stated that an RV Campground must be served by a public water system and has the requirement for a public or private sewer system facility. Mr. Fleming explained whether the sewer is public or private determines the number of sites. Mr. Shirley stated the ordinance has been given to the Health Department to review.

Mr. Shirley stated that an addition of proof of active insurance policy would be reviewed every 2 years, prior to sale of property or before further development of the property. Attorney Perkins questioned if bonds would be better than insurance.

Dick Murphy, 346 Muir Lane, stated as part of the committee he has researched and found that there are companies who specialize in insurance coverage for sewer. Commissioner Singer stated her previous experience with an insurance policy covering damage. Magistrate Chad Wallace spoke to previous instances in the County of bonds not being high enough to cover road issues. Attorney Perkins stated the responsibility of making sure the required amount is reviewed every 2 years and is high enough to cover costs.

Mr. Shirley stated RV Campgrounds with over 100 sites should have 2 public road access and over 600 sites should have 3 accesses. He stated RV Campgrounds with more than 50 sites would be required to have a traffic study.

He stated internal roads must meet County Road standards. There was discussion of what size road is appropriate. Mr. Murphy stated there are some areas along North 25 at intersecting roads that might be able to meet road requirements.

There was continued discussion of density and how many RVs can be on 5 acres. Mr. Fleming stated that during discussions 1.5 RVs per 5 acres kept being stated. There was discussion about allowing RV parks to have a density of 1 RV per acre or should a minimum lot size of 20 acres be set for an RV Park and any proposal less be a conditional use. Mr. Murphy stated that in his research he found some places that had a permitting process for smaller parcels allowing RVs.

Roy Cornett, resident, stated that he can think of 6 places in the county that have indoor arenas and temporary permits for RVs would apply. He stated he scaled road widths and gave some examples of road widths in the county.

Laura Riddle, Fishers Mill Road, stated that she has been an avid RVer for many years and that her husband used to be the manager at GMWSS. She stated there are interstate rest stations that have dump stations. She stated there are apps available to help with RV travel. She stated there are dollies to help navigate turns for RVs pulling vehicles. She stated her concern if sewage failed at a campground.

There was discussion about how many days a person can stay continuously at an RV park. There was discussion of 29 days because Tourism would receive tax money. It was discussed how that could be enforced and instead having daily, weekly, monthly rentals.

There was discussion about cabins at an RV campground and conditional uses.

Mr. Wallace stated he has been dealing with RV parks since 2020. He explained the committee and the process of writing the ordinance.

Mr. Murphy suggested setting a deadline for public opinion so that the Planning Commission can finish the RV Ordinance.

Ms. Ketz and Mr. Fleming suggested days to have a special-called meeting to discuss the RV Ordinance. It was decided to meet on October 8, 2025 for a special-called meeting on the RV Ordinance.

Mr. Adair, 102 Stone Horse Lane, stated his concern regarding road widths and RVs traveling the roads.

The Planning Commission requested a Public Hearing for October 8, 2025 to discuss the RV Ordinance.

Georgetown City Council & Georgetown-Scott County Planning Commission Joint Session

Mr. Fleming stated the joint session is scheduled for September 23, 2025.

Personnel – Approval of Full-Time Status

Motion by Singer, second by Vest, to approve permanent status for Mark Carper. Motion carried unanimously.

Chairman Mifflin adjourned the meeting.

Attest:

Charlie Mifflin, Chairman

Charlie Perkins, Secretary

SHARP PROPERTY
PSP 2025-44 / PDP 2025-45
PAYNES DEPOT RD (140-10-052.000)
Staff Report to the Georgetown-Scott County Planning Commission
October 9, 2025

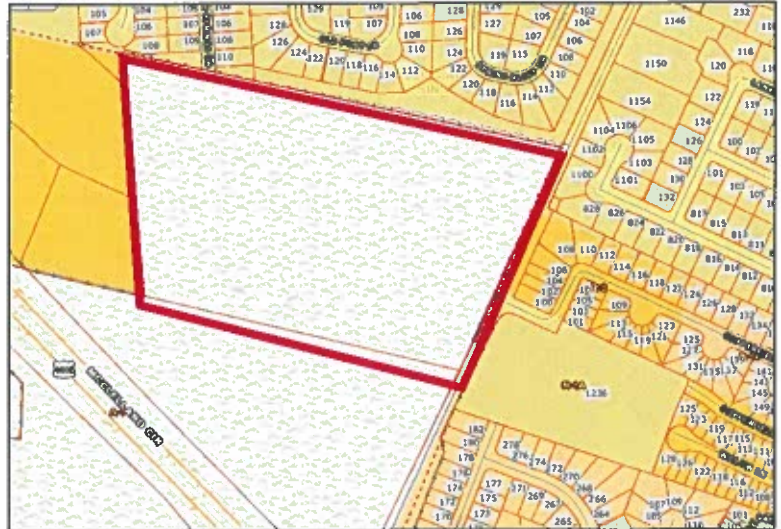
FILE NUMBER: **PSP 2025-44**
 PDP 2025-45

PROPOSAL: Subdivision Plat and
 Development Plan for
 single family detached
 homes, townhomes, and
 apartments

LOCATION: Paynes Depot Rd
 (140-10-052.000)

OWNER: Vernon D. Sharp

APPLICANT
& CONSULTANT: Barlow Homes
 Barrett Partners



STATISTICS:

Total Site Acreage:	30.22 ac
Zone:	R-2 PUD (Medium-Density Residential)
Surrounding Zone:	A-1, R-1A, R-2
Proposed Development:	Apartments (240), Townhomes (15), and Detached Single-Family Residences (65) 320 Total Housing Units – 10.78 units per acre (12 units per acre zone maximum)
Access:	New Public Street from Paynes Depot Road [US-62], West of Copperfield Lane, North of McClelland Circle



Variances Requested:

Single Family Lots

1. Reduce minimum lot widths for single-family lots to 55-feet-wide.
2. Reduce the minimum lot area for single-family lots to 6500 square feet.
3. Reduce front yard setback for single-family lots to 25 feet.
4. Eliminating the required Agricultural Buffer along the southern property line.

Multi-Family Lots

1. Reduce front yard setback for multi-family lots to 10 feet (townhomes) and 25 feet (apartments).
2. Reduce side yard setback for multi-family lots to zero feet.
3. Reduce minimum lot widths for multi-family lots to 22-feet-wide.
4. Reduce the required parking metric to 2.3 parking spots per applicable unit.
5. Increase the allowable height of apartment buildings to 3 stories.

6. Increase the number of allowable units per building in the R-2 zone to 60 units per building.

BACKGROUND:

The Project Site is a 30.22 -acre tract located west of Copperfield Lane, north of McClelland Circle along Paynes Depot Road. The Project Site was rezoned as R-2 PUD in August 2025 and thus annexed into the City of Georgetown.

Planned Unit Developments may be allowed in those zoning districts where it is designated as a permitted use under the zoning district regulations. (A minimum of five acres is required for a planned-development project). A planned-development project may depart from literal conformance with individual lot dimension and area regulations. However, a planned-development project shall conform to the permitted uses and densities of the zoning district in which it is located. PUDs are utilized to facilitate the highest and best use of a property.

Past and current Comprehensive Plans encourage the use of PUDs as a development style. There are other PUD's in the immediate vicinity. Ward Hall Estates, McClelland Springs, McClelland View, Canewood, Paynes Crossing, Bradford Place, South Crossing, and others are all examples of PUDs in the area which were developed with flexibility granted from strict application of the *Zoning Ordinance* and *The Subdivision and Development Regulations*.

The subject property is proposed to contain a mix of housing types as detailed above, with a total of 320 proposed units resulting in a density of 10.78 units per acre. This value falls below the maximum allowance in the R-2 zone of 12 units per acre. The multi-family units are clustered in the southeast "quadrant" of the development, with single family home sites, open space, and natural features occupying the remaining areas.

Access & Circulation

The application shows one road connection onto Paynes Depot Road opposite the existing Copperfield Lane unsignalized tee intersection, a connection to the existing neighborhood to the north, and three other proposed connections to future development to the south and west. These future connections will provide access to McClelland Circle and US-460.

The *Subdivision & Development Regulations* require single-family developments of 200 or more units and multi-family developments of 100 or more units to have at least two access points [Article X (P)(7)]. In mixed density developments the Planning Commission has previously required a second entrance at 150 units or more. This application satisfies these requirements.

Traffic Study

This development will generate more than 100 peak hour trips, thus necessitating a traffic study. Movement counts were collected during May 2025 at three (3) intersections: McClelland Springs Drive, Copperfield Lane and the Bypass (US 460). The weekday peak hour counts were used in the traffic impact study. Weekday morning (7:00 to 9:00 a.m.) and afternoon peak hour (4:00 – 6:00 p.m.) turning movement counts were collected to help in reviewing background traffic data and understanding existing conditions.

The planned development will generate an estimated 173 new vehicles entering and exiting trips during the weekday morning peak hour and 218 vehicle trips during the weekday afternoon peak hour. This data is reflective of a "full build out" which is anticipated to be achieved in approximately 2035.

Georgetown KY Zoning Application Paynes Depot Road (Dev Year 2035)		Trip Generation Estimated	Trip Generation AM Peak Hour		Trip Generation PM Peak Hour	
Residential Planned Development	ITE land use code		In	Out	In	Out
66 Single Family Homes and 18 Townhome Lots	210	84 Home Lots	16	47	52	31
240 Multi-family Residential Apartment Living Units	220	240 Apartments	25	85	85	50
Planned R-2 zoned Residential Development Paynes Depot Road -- Sharp Property		Estimated Full Development Year 2035	41	132	137	81

Currently Paynes Depot Road has right and left turn lanes at the McClelland Circle signalized intersection. Paynes Depot Road has a dedicated northbound left turn at the McClelland Springs Drive subdivision. The full-buildout year 2035 scenario assumes all site traffic will be directed to the Paynes Depot Road / Copperfield Lane access.

The provided traffic study has shown that turn lanes into and out of the development from Paynes Depot Road are not warranted at this time. However, staff recommends that these be installed and that the appropriate roadway improvements along the frontage of the development be undertaken. The widening and restriping of the roadway shall also provide appropriate space for queuing of vehicles waiting to turn into either development.

The applicant has proposed approximately 525 feet of roadway improvements to Paynes Depot in order to facilitate safe left turn access into the development

No traffic signals are proposed as part of this development. Sight distance at the Copperfield Lane intersection exceeds the KYTC recommended minimum sight distance of 360 feet for a 45 mph posted speed limit roadway, thus no light was warranted.

At full build out, it is anticipated that the McClelland Circle / Paynes Depot Road traffic signal will continue to function at acceptable level of service C during weekday morning and afternoon peak hours.

PUD Waivers / Variances Requested

"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."*

A planned-development project may depart from literal conformance with individual lot dimension and area regulations. Because a planned-development project is inherently more complex than individual lot development and because each such project must be tailored to the topography and neighboring uses, *the standards for such projects should be flexible (Zoning Ordinance 2.32).*

Typical R-2 Dimensional Requirements:

Front Yard Setback – 30 feet	Lot Area – 7500 square feet
Rear Yard Setback – 25 feet	Lot Width – 60 feet (single family) 110 feet / 3 Units (multifamily)
Side Yard Setback – 7.5 feet	

As part of the PUD, the Applicant has requested the following variances:

Single Family Lots

1. Reduce minimum lot widths for single-family lots to 55-feet-wide.
2. Reduce the minimum lot area for single-family lots to 6500 square feet.
3. Reduce front yard setback for single-family lots to 25 feet.
4. Eliminating the required Agricultural Buffer along the southern property line.

Multi-Family Lots

1. Reduce front yard setback for multi-family lots to 10 feet (townhomes).
2. Reduce side yard setback for multi-family lots to zero feet.
3. Reduce minimum lot widths for multi-family lots to 22-feet-wide.
4. Reduce the required parking metric to 2.3 parking spots per applicable unit.
5. Increase the allowable height of apartment buildings to 3 stories.
6. Increase the number of allowable units per building in the R-2 zone to 60 units per building.

Single Family Lot Variance Requests:

Staff has reviewed all the proposed variance requests and has evaluated them against all applicable development requirements while taking into consideration the justification provided by the applicant.

Variances 1-3 in this category are within standard expectations of a PUD project. These reductions in dimensional requirements will allow for efficient use of space within the development, while conserving natural topography and features, such as the pond and stream within the property. These allowances will maximize usable open space, which is a feature required of PUD projects.

Only five of the sixty-five proposed lots are of the minimum 6500 square feet in size. The remaining lots are of larger sizes, ranging up to approximately 14,000 square feet. Only five lots show the requested minimum lot width of 55 feet.

Standard R-2 Minimum Lot Size:	7500 sq. ft.
Requested Minimum Lot Size:	6500 sq. ft.
Average Lot Size Across Development:	7900 sq. ft.

In all, the proposed development exhibits no diminution of total equivalent lot area that would be necessary for the equivalent amount of individual lot development in a standard R-2 Zone, fulfilling the requirements of a PUD as set forth by the *Zoning Ordinance*.

The request for the waiver of the required Agricultural Buffer along the southern property line (4) has been discussed and considered at length by staff and the applicant. The applicant has provided a letter of consent from the adjoining property owner, stating that they would be in support of the requested waiver. Further, the proposed Future Land Use designation for the adjoining parcel in question is Medium Density Residential, and it lies within the Urban Service Boundary. Staff recognizes that while currently zoned A-1, it will likely be developed at an urban residential scale in the future. As such, staff has determined that requiring a fence, plantings, and additional building setback will create undue hardship on the applicant.

Multi-Family Lot Variance Requests:

Variances 1-3 in this category are intended to create flexibility for the townhomes proposed in this development. The intention for these townhomes is for them to be sold as individual units in the future. The reduction in lot width and the elimination of side yard setback requirements will allow for the division of the single family attached style units. The proposed lot width will reflect the overall width of each unit, and the elimination of the side yard requirement will allow for parcel lines to be drawn along shared walls. These allowances are not uncommon in developments with townhomes, both during initial development, or as subdivision plat requests post development.

A reduction in the front yard setback allows for the townhomes to be constructed in a rear entry style, with an alley serving as access to garages at the rear of the units. This design will keep vehicles from backing out of driveways or garages into the main thoroughfares of the development.

Variance 4 is supported by staff, as the townhomes and apartments are able to share parking for visitors to a degree that satisfies the minimum parking required across the development as a whole.

Variances 5 & 6 pertain to the design of the apartment buildings. Building height is restricted to two stories in the R-2 zone. Three story apartments are not an uncommon design style in Georgetown and

elsewhere. Allowing developers to build up instead of out allows for efficient land use and conservation of open space and other features. Furthermore, the apartments are set back an additional 12 feet beyond the required 25-foot side yard, gaining them an extra twelve feet in allowable height per the *Schedule of Area and Dimension Regulations*:

“Height of buildings may be increased up to 50 feet, provided each side yard is increased by the same amount over the required yard minimum that the building height is increased over the otherwise required height maximum.”

A literal interpretation of this allowance grants the developer the requested three stories in height without the necessitation of a variance.

The R-2 zone restricts multi-family structures to 6 units per building. It is uncommon to see larger scale apartment structures proposed in the R-2 zone due to these restrictions as well as density limitations. As part of a PUD and in the interest of making a diverse selection of housing types available within the development, staff supports allowing a maximum of 60 units per building (Variance 6) to facilitate the construction of traditional style apartments. This allowance will not negatively impact the overall density of the development, which is 10.78 units per acre across the entirety of the development (12 units per acre is the zone maximum).

Summary

Granting these variances 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. 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. These criteria meet the intent of KRS 100.243 as it pertains to the granting of variances.

Staff finds that all variances requested by the applicant are in line with the expectations of a PUD, and with good development practices. Granting these variances will allow for a good mix of housing types, both for owning and renting. Green space and natural features will be retained with the flexibility given to promote efficient land use. The applicant has demonstrated that the granting of these variances may permit such reductions without destroying the intent of the standard regulations within the R-2 Zone. These factors align with the overall spirit of the Comprehensive Plan and the intent of the *Zoning Ordinance* and *Subdivision and Development Regulations*.

Landscape & Land Use Buffers, Open Space Requirements

PUDs must provide 10% of the gross acreage of the development as open space. The applicant proposes preserving an existing pond, streams, tree lines, and the green space around them as usable common area. These preserved spaces total 3.99 acres, exceeding the 10% required minimum.

A species-specific landscape plan that addresses all applicable requirements of the *Landscape and Land Use Buffer Ordinance* will be required at the time of Final Development Plan review.

Stormwater, Drainage, and Hydrology

This development will provide open spaces and features that will act as stormwater and runoff management areas. This development will also accept and redirect drainage from McClelland Springs to the north, and from Paynes Depot to the east. Drainage discharged from the site through natural features or otherwise, shall not be of greater quantity than current conditions.

The Final Development Plan shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.

RECOMMENDATION:

Staff recommends **Approval** of both PSP-2025-44, as well as PDP-2025-45, to include all requested waivers/variances. If the Commission recommends approval of this application, staff recommends the following conditions be attached:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance and Subdivision and Development Regulations*.
2. The applicant shall be responsible for all offsite road and public water and sewer improvements required to serve the proposed development.
3. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
4. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
5. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
6. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
7. The Final Development Plan shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
8. A photometric plan shall be submitted and approved as part of the Final Development Plan. The Applicant shall direct lighting away from adjoining property and not have any off-site impact.
9. A species-specific landscape plan shall be included with the Final Development Plan indicating all trees to be preserved during construction.
10. Shall complete entrance improvements to Paynes Depot including center left turn lanes per approval of Planning Commission and City Engineer.
11. Established tree lines along existing property boundaries shall be preserved.
12. The Applicant shall provide a minimum usable open space of 10% of the total site area. The usable open space shall be improved and shall include only those amenities that are accessible to all residents and the general public.

September 24, 2025

CORRECTED SUPPLEMENTAL LEGAL JUSTIFICATION FOR REQUESTED FLEXIBILITY¹

RECEIVED

SEP 24 2025

PLANNING COMMISSION

Background

As previously explained in more detail in the applicant's enclosed justification letter dated May 28, 2025, the Buchanan Estates development is on an approximately 30-acre parcel located on U.S. Highway 62/Payne's Depot Road (Parcel ID 140-10-0.52.000). The property is near the intersection of Payne's Depot Road and U.S. 460 By-Pass/McClelland Circle (inside of McClelland Circle). The property is currently owned by Vernon D. Sharp, Trustee of the Vernon D. Sharp Trust, U.T.D. October 13, 2013.

The proposed community will consist of a mix of residential options. There will be four, three story apartment buildings. Each of the four apartment buildings will have 24 two-bedroom and 36 one-bedroom units. There will also be 15 two-bedroom townhouses, and 65 two-car garage detached single-family residences.

The applicant's proposal complies with the 2024 Georgetown-Scott County Comprehensive Plan (the "Comprehensive Plan"). As explained in the Comprehensive Plan, the Future Land Use Map ("FLU Map") "proposes the best land use mix for the long-term benefit of the community." (Comprehensive Plan, p. 67.) The FLU Map designates the subject property as "Medium Density Residential." The applicant intends to restrict the total number of units to 320 units in accordance with the medium density residential requirements.

The applicant's proposal also satisfies the goal and objectives of the Comprehensive Plan. The community is designed to provide living opportunities for residents of all ages, and to specifically address the "Missing Middle Housing" concern identified in the Plan.² Consistent with Housing Goals and Objectives ("HO") No. 1 in the Comprehensive Plan, this community will squarely address the "deficits in diversity of housing options for middle-income earners" and expand "middle-income housing opportunities" by offering affordable apartments to Scott County residents, as well as other affordable residential options to middle-income earners. HO 1.

Consistent with HO 1.4 and HO 3, the community will provide connectivity of existing residential developments. The community in essence will be part of a larger network of neighborhoods inside and along McClelland Circle. Thus, the community will be consistent with

¹ The applicant's May 28, 2025, justification letter is incorporated by reference.

² Missing Middle Housing is defined in the Comprehensive Plan as housing for "middle-income earners (\$42,000 to \$60,000 annual incomes, like nurses, entry and mid-level machinists and tradespeople, educators, and public servants), young residents interested in moving away from their parents, and older residents interested in downsizing."

the existing character of the surrounding area. *See, e.g.*, Community Form Goals and Objectives (“CF”) Numbers 2 and 4. These already developed properties will also provide an efficient network and connection of streets, utilities, water, sewer, and other existing facilities—many of which were installed by the applicant. *Id.*; HO 1.4. Further, in accordance with HO 1.4, the community is designed in a “compact” manner by incorporating apartments and townhouses for efficient use of the property.

As explained in more detail below, the community will also have an open space network that satisfies the ten percent (10%) open/green space requirement for PUD developments that maintains natural features and topography of the property.

Zone Change Approval

On June 12, 2025, the Georgetown-Scott County Planning Commission passed a motion to recommend approval of the zone change request from A-1 to R2 (PUD) and agreed with Planning staff’s recommendation to defer any waiver or variance requests to the preliminary development plan stage.³ On August 11, 2025, the Georgetown City Council passed motions to approve the zone change request and to annex the property into the City. The applicant now submits its preliminary development plans for approval.

Requested Flexibility

As recognized in the Comprehensive Plan and the Georgetown-Scott County Zoning Ordinance (the “Ordinance”), sometimes flexibility is indicated to benefit the community. *See, e.g.*, HO 1, Goals and Objectives (“First, we need to make sure that we encourage a wide range of housing types to meet the variety of incomes and interests of members of the community. Regulations can and should be adjusted to allow for and encourage and incentivize development of the ‘missing middle housing’ and a diversity of housing types described above.”); CF 2.1 (encouraging flexibility in land use and design patterns and supporting PUD projects). Of course, a PUD project may depart from literal conformance with individual lot dimension and area regulations. Ordinance, Sec. 2.32.

Among other things, these requests will reduce impervious surfaces, provide for larger common areas (open/green spaces, and community facilities), and allow the applicant to accommodate and preserve the natural topography. More specifically, the applicant intends on preserving ponds, streams⁴, tree lines (to the extent it is reasonable), and other natural features that

³ As stated to the Planning Commission, the applicant is committed to constructing a turn lane into its development even though the traffic study does not require the turn lane. However, the Planning Commission voted to “strike out the requirement into the existing development access by Copperfield Lane to be constructed.” (Minutes, p. 7.)

⁴ The applicant intends on establishing a 25-foot protection buffer at certain stream locations.

currently exist on the site. This preservation is important to the overall plan, but it also restrains development.⁵

With this in mind, the applicant requests the following, modest flexibility afforded to PUD projects in the form of waivers⁶:

WAIVER REQUESTS

Apartments

- **Building Height** – The applicant requests that all three-story apartment buildings are permitted to be 3 stories and at least 42 feet in height. The applicant intends to construct the apartments so that they are attractive and marketable to residents. The trend in residential construction is for all ceilings to be at least 9 feet, and additional height is required for floor trusses. This request squarely addresses issues set forth in the Comprehensive Plan and is consistent with other nearby apartment developments and also provides for efficient use of the property. The Ordinance provides that residences should be “two (2) stories or 30 feet.” Ordinance, p. 196. The Ordinance does not appear to contemplate a height restriction for apartment buildings that are more than 2 stories. However, the Ordinance does provide that the maximum building height “may be increased up to 50 feet, provided each side yard is increased by the same amount over the required side yard minimum that the building height is increased over the otherwise required height minimum.” *Id.* at p. 197, FN 1. The applicant’s plan meets this requirement by extending the side yard setback no fewer than 12 feet to allow for a building height of 42 feet.
- **Number of Units** – The Ordinance provides that the maximum density for R-2 is “not to exceed 6 units/building nor 12 units/acre.” Ordinance, p. 197. The applicant’s plan complies with the 12 units per net acre maximum density requirement. The plan includes 60 units in each apartment building. Thus, the applicant requests a minimum of 60 units per building for the apartments. In addition to the reasons stated above, the applicant states that this squarely addresses issues set forth in the Comprehensive Plan, makes the units marketable, and is generally consistent with other nearby apartment developments.

Townhouses

- **Front Yard Setback** – The Ordinance provides for a front yard setback of 30 feet for townhouses and apartments. The applicant requests a reduction to 10 feet for the townhouses. To reduce traffic congestion and for the safety of the community, the townhouses will have

⁵ These are PUD waivers and not variances. However, if for some reasons they are construed as variances, which the applicant disputes, the applicant believes that these requests comport with KRS 100.243 and reserves the right to supplement as necessary.

⁶ The applicant believes that all these waivers comply with the minimum PUD requirements approved for other developments.

rear entry garages and parking. In addition to the reasons stated above, this request will allow for a healthy mix of occupied owner and rental units.

- **Side Yard Setback** – The Ordinance provides for a side yard setback of 25 feet for “multi-family” residences. The applicant requests a reduction to zero (0) feet for the middle townhouse units and 5 feet for the end townhouse units only. In addition to the reasons stated above, this request will allow for a healthy mix of occupied owner and rental units.⁷
- **Lot Width** – The Ordinance provides for that the minimum lot area for “three or more dwelling units” is “110 feet for 3 dwelling units, plus 15 feet for each additional unit.” The applicant requests a minimum lot width of 22 feet per townhome unit, which it understands to be the PUD minimum. In addition to the reasons stated above, this request will make the townhouses marketable and also allow for a healthy mix of occupied owner and rental units.⁸

Off-Street Parking

- The Subdivision and Development Regulations (“Regulations”) appear to require 2.5 off street parking spaces for 2BR “townhouses” and “garden apartments.”⁹ The applicant does not believe that the majority of these units will require more than 2 parking spaces, as these residences will cater to young, married families and single parent families. Thus, the applicant requests 2.3 off street parking spaces per applicable unit. If approved, there will still be no fewer than 472 parking spaces. The applicant believes this is more than sufficient, and that this modest reduction does not harm the intent of the Regulations, and instead simply eliminates 22 unnecessary spaces.

Single Family

- **Lot Area** – The Ordinance provides that the minimum lot area is 7,500 square feet. The applicant requests a reduction to a minimum area of 6,500 square feet for the reasons stated above.
- **Lot Width** – The Ordinance provides that the minimum lot width for single family residences is 60 feet. The applicant requests a reduction to a minimum lot width of 55 feet. In addition to the reasons stated above, this will allow for construction of a variety of single family detached homes.
- **Front Yard** – the Ordinance provides that the minimum front yard setback is 30 feet. The applicant requests a reduction to 25 feet. This request is being made to reduce the depth of homes to preserve the natural terrain described above.

⁷ The Apartment complex meets the front and side yard setback minimums.

⁹ The applicant notes that the Ordinance only requires 2 off street parking spaces for “multi-family units” of “two or more bedroom unit[s].” See Ordinance, p. 125.

WAIVER/VARIANCE REQUEST ON AGRICULTURAL BUFFER AND FENCE

The applicant requests flexibility on the agricultural buffer requirements related to the adjoining Gaines property. The Gaines family owns or has owned an approximately 18-acre parcel between the subject parcel and McClelland Circle. It is currently zoned A-1. Ball Homes, LLC, recently bought and re-zoned the larger Gaines parcel across McClelland Circle.

The Landscape and Land Use Buffer Ordinance provides that the setback for properties adjoining an A-1 property is 50 feet. The applicant requests flexibility from 50 feet to 0 feet, with a 25-foot building set back. This request is necessary due to the unique nature of the property and preservation of natural features and therefore would appropriately be considered a waiver request.

To the extent it is determined a variance is necessary, the Applicant meets those requirements. This modest request will not cause a hazard or nuisance to the public or alter the essential character of the residential area and is not an unreasonable circumvention of the requirements of the zoning regulations. KRS 100.243(1).

The remnant tract is not prime agricultural property and is not believed to be used for any agricultural purpose (other than perhaps cutting hay). There is no livestock on the property or any other meaningful agriculture production. Indeed, it is surrounded by non-agriculture properties. Importantly, and is identified on the FLU Map as "Medium Density Residential"—not A-1. This calls into question whether the property is even properly zoned as A-1, and at a minimum, shows that there is a desire for this parcel to be re-zoned.¹⁰

To that end, the only potentially affected property is the Gaines property. The applicant met with the Gaines family to put them on notice of its application and request. The Gaines family has no objection to the buffer elimination as indicated in the enclosed letter.

Without this flexibility, the applicant would be deprived of reasonable use of the property or otherwise endure unnecessary hardship. KRS 100.243(2). *Ball v. Oldham County Planning & Zoning Comm'n*, 375 S.W.3d 79 (Ky. App. 2012) (noting that under KRS 100.243 the appropriate analysis is whether the "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 . . .") (emphasis in original) (internal quotations omitted.) In *Ball*, the Kentucky Court of Appeals emphasized that "it is no longer necessary for an applicant to show that he or she would be subjected to an unnecessary hardship in order for a variance to be granted. Instead, establishing a potential deprivation of his or her 'reasonable use of the land' is sufficient." *Id.*

This flexibility is essential for the development of property and reasonable use of the land, particularly given the unique circumstances surrounding this site. The requested variance is a critical component of the overall development plan. For example, without it, the feasibility of

¹⁰ The applicant notes that there is no agricultural buffer requirement at the adjacent Creeks at Ward Hall tract.

constructing single-family residences along Winding Creek Drive, a central element of the project, would be significantly compromised.

Granting the request promotes efficient and logical use of the land. Without this flexibility, the development of the adjacent Gaines property would leave behind an isolated, undevelopable "no man's land." It in essence would be a remnant parcel with no practical use or benefit. Such outcomes would serve neither the property owner nor the surrounding community and would represent an inefficient use of valuable land resources. The applicant respectfully submits that denial of this request would not only be inconsistent with the goals and policies of the Comprehensive Plan but would also impose an undue hardship, effectively depriving the property of reasonable residential use.

The applicant further states that this is not a circumstance where a "property boundary fence" should be required along the Gaines property.¹¹ In addition to the reasons stated above, this would in essence be a "fence to nowhere" that would serve no purpose.¹² This request would not prejudice the Gaines Family or any successor to their property. Conversely, this request is integral to this development. For these reasons and those stated above, the applicant requests that any fencing requirement is removed.

Thank you for your consideration of this request. Feel free to contact me or Mr. Barlow with any questions. We are happy to answer any question you may have.¹³

Sincerely,



Christopher F. Hoskins

¹³ This list should not be construed as exhaustive, and the applicant reserves the right to amend the requested variances and/or waivers, and the bases for same.

PUBLIC COMMENT

PERTAINING TO SHARP PROPERTY

PSP-2025-44 & PDP-2025-45


Georgetown, KY 40324

To: Rhett Shirley, Staff Planner

To the Members of the Georgetown-Scott County Planning Commission:

My wife and I, property owners in McClelland Springs Subdivision, formally register our unequivocal opposition to the proposed high-density development—inclusive of apartments and townhomes—slated for the parcel bordering Paynes Depot Road (The Sharp Property). The introduction of any multi-family dwellings into this area represents a radical departure from the established neighborhood character, which is defined strictly by low-density, single-family residences, setting a harmful precedent where none currently exists.

This proposal is incompatible with the existing planning and zoning plan, evidenced by the developer's request for numerous sweeping variances, including significant deviations from mandated lot size and open space requirements. A development that cannot adhere to established community planning standards without first gutting core regulations demonstrates, by definition, that it is fundamentally ill-suited for the location.

Moreover, the developer has demonstrated a troubling unwillingness to address critical public safety concerns, specifically questioning the need to construct the dedicated turn lane necessary for safely managing increased traffic burdens from northbound Paynes Depot.

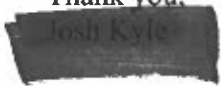
Given Georgetown's recent, well-documented explosion of apartment complex approvals in appropriate corridors, the Commission must protect the integrity of the established single-family zones, reject this irresponsible attempt at spot zoning, and prioritize adherence to existing infrastructure and safety requirements over developer convenience.

During the annexation meeting on July 28, 2025, members of city council brought up quite a few issues with this project. First, public safety will become an issue as more property is developed. The water and sewer of Georgetown cannot sustain the addition to the system.

There were numerous issues brought up during both previous meetings about this development. At both meetings, the motions were barely passed. This development is not good for homeowners in McClelland Springs, Ward Hall, Paynes Landing, Lancaster Heights or Georgetown as a community. Currently as you travel the by-pass when entering Georgetown off Paynes Depot Rd, there are more than enough apartment complexes that can be seen.

Please reconsider allowing multifamily dwellings to be part of this development. Georgetown is becoming overrun with apartment complexes. I am not opposed to the development; I am opposed to the multifamily aspects of the project.

Thank you.



Re: [EXT]Opposition to Proposed Townhouse and Apartment Development South of McClelland Springs

From Rhett Shirley <rshirley@GSCPlanning.com>

Date Tue 9/30/2025 9:25 AM

To [REDACTED]

[REDACTED]
Hello Mrs. and Mr. Wagner,

I have forwarded this on to our director have formally entered it into the record. Please feel free to attend next week's hearing (Thursday October 9, 6pm Scott County Courthouse 3rd floor) to further engage in the public process. We know everyone's time is valuable, and thank you for your willingness to participate in the process.

Rhett Shirley

Planner II

Georgetown – Scott County Planning Commission

230 East Main Street, Georgetown KY 40324

(502)-867-3701 | www.gscplanning.com



From: [REDACTED]

Sent: Monday, September 29, 2025 11:18 PM

To: Rhett Shirley <rshirley@GSCPlanning.com>

Subject: [EXT]Opposition to Proposed Townhouse and Apartment Development South of McClelland Springs

Dear Georgetown City Council Members,

We are writing as residents of McClelland Springs to formally **oppose the proposed townhouse and apartment development** directly to the south of our neighborhood. While we recognize the need for growth in Georgetown, this particular project would create serious challenges for current residents and would be harmful to the long-term stability of our community.

First, the addition of high-density housing so close to McClelland Springs would **significantly increase traffic** on surrounding roads. Turning out of existing neighborhoods onto Paynes Depot Road is already dangerous due to limited visibility caused by the way the hills are situated. More vehicles entering and exiting at these points would only heighten the risk of accidents and endanger residents, commuters, and emergency vehicles.

Second, the project would place a significant **strain on our local infrastructure and resources**, including schools and utilities. Our neighborhood was not designed to handle the overflow of multi-family housing, and these added pressures would be felt immediately and continuously.

Third, this development would **compromise the character and property values** of McClelland Springs. Our neighborhood is comprised of single-family homes, and the introduction of multi-unit townhouses and apartments directly behind us would disrupt the privacy, safety, and quiet environment that residents value.

Finally, we believe there are **better-suited areas within Georgetown** for this type of high-density growth—areas with roadways, infrastructure, and zoning already in place to support it. Placing such a development directly against an established single-family neighborhood is not in the best interest of residents or the city as a whole.

For these reasons, we respectfully request that the council reject the proposed development south of McClelland Springs. Please protect the safety, value, and character of our community by directing future housing projects to more appropriate locations.

Thank you for your consideration of this matter and for listening to the concerns of the families most directly affected.

Respectfully,

Kent and Jennifer Wagner

WARNING: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Fw: [EXT]Preliminary development plan of Sharp Property

From Rhett Shirley <rshirley@GSCPlanning.com>
Date Mon 9/29/2025 4:53 PM
To Holden Fleming <hfleming@GSCPlanning.com>
Cc Elise Ketz <eketz@GSCPlanning.com>

Rhett Shirley

Planner II
Georgetown – Scott County Planning Commission
230 East Main Street, Georgetown KY 40324
(502)-867-3701 | www.gscplanning.com



From: [REDACTED]
Sent: Monday, September 29, 2025 4:52 PM
To: Rhett Shirley <rshirley@GSCPlanning.com>
Subject: [EXT]Preliminary development plan of Sharp Property

Rhett Shirley,

September 29,2025

We are writing because we are very concerned about the new development of Sharp Property. We are original owners at McClelland Spring Subdivision that had invested in our home with an additional fee that BallHomes impose because our property backs up to the tree line that is protected. We like to see that the Tree Line will be protected and keep the beauty of the nature that it provides . Please consider this at your meeting.

Sincerely,

[REDACTED]

Georgetown, Ky 40324



SHARP PROPERTY
PRELIMINARY SUBDIVISION PLAN
PAYNE DEPOT RD & COPPERFIELD LANE
GEORGETOWN, KY
R-2 PUD

[illegible]

SHEET TITLE
PRELIMINARY
ENTRANCE PLAN

SEAL



PROJECT I.D. 2502001	FIELD BOOK
DRAWN BY MMB	CHECKED BY MMB
SCALE 1"=40'	ISSUE DATE 9/24/25

1 OF 1

NOT ISSUED FOR CONSTRUCTION



OWNER, VERNON D SHARP TRUST LTD 6630 US HIGHWAY 62 W CYNTHIANA, KY 41031	DEVELOPER, COMMONWEALTH DESIGNS, LLC 161 N EAGLE CREEK SUITE 200 LEXINGTON, KY 40508 859-277-1600
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GSCPC PLAN NUMBERS
PSP-2021-14 & POP-2025-45



VICINITY MAP, NTS

- GENERAL NOTES
1. R-2(PUD) DENSITY: 12 UNITS PER ACRE.
 2. STORM SEWERS AND STORM WATER RETENTION BASINS SHALL MEET THE SPECIFICATIONS AND APPROVAL OF THE PLANNING COMMISSION ENGINEER.
 3. SANITARY SEWERS SHALL MEET THE SPECIFICATIONS AND APPROVAL OF GMMWSS.
 4. PROPERTY IS NOT WITHIN THE ROYAL SPRING AQUIFER RECHARGE AREA.
 5. ALL AREAS THAT HAVE BEEN DISTURBED BY GRADING SHALL HAVE TEMPORARY VEGETATIVE COVER PROVIDED. SUCH COVER WILL CONSIST OF ANNUAL GRASSES OR SMALL GRAINS. SLOPES EXCEEDING 4:1 SHALL HAVE ADDITIONAL PROTECTION OF ADEQUATE MULCHING OR SOD IN ORDER TO PREVENT EROSION.
 6. THIS PRELIMINARY DEVELOPMENT PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED ON A RECORDED SUBDIVISION PLAT.
 7. GRADING, BUILDING FLOOR ELEVATIONS & HANDICAP PARKING SPACE LOCATIONS ARE SUBJECT TO CHANGE BASED ON FINAL CONSTRUCTION PLANS.
 8. EASEMENTS FOR UTILITY PURPOSES SHALL EXIST OVER ALL AREAS NOT OCCUPIED BY ANY BUILDING STRUCTURE.
 9. TOWNHOUSE ACCESS EASEMENT, SECTION D-D, SHALL HAVE SIGNED MAINTENANCE CERTIFICATION ON FINAL DEVELOPMENT PLAN AND CONSTRUCTION CERTIFIED.
 10. STORM WATER MANAGEMENT FOR TOWNHOUSE AND APARTMENT AREAS SHALL PROVIDE WATER QUALITY TREATMENT PRIOR TO DISCHARGING INTO PUBLIC DRAINAGE SYSTEM.
 11. PRELIMINARY LANDSCAPE BUFFERING SHOWN ON PROVIDED LANDSCAPE EXHIBIT.
 12. VARIANCE REQUESTS:
12.1. REDUCE THE AGRICULTURE BUFFER FROM 50' TO 0'.

CERTIFICATION OF OWNERSHIP AND DEDICATION:
I (WE) HEREBY CERTIFY THAT I (AM) (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) HEREBY ADOPT THIS PLAT/PLAN OF THE DEVELOPMENT WITH MY (OUR) FREE CONSENT, DEVELOPMENT IS APPROVED AND SIGNED.

OWNER _____ DATE _____
CHAIRMAN, GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION _____ DATE _____

SITE STATISTICS	
ZONE	R-2 (PUD)
SITE AREA	9.40 AC
TOTAL UNITS	255 UNITS
DENSITY	27.14 UNITS/ACRE
SITE AREA REMAINING	20.29 AC
TOTAL DENSITY	10.78 UNITS/ACRE
TOWNHOUSES	
SITE AREA	0.91 AC
BUILDING HEIGHT	36 FEET
BUILDING COVERAGE	15,075 SQ. FT. 38.2%
BUILDING AREA	30,150 SQ. FT.
OPEN SPACE	12,580 SQ. FT. 11.7%
UNITS	15
BEDROOMS	2 PER UNIT
PARKING	36 SPACES (2.3 SPACES PER UNIT)
REQUIRED	30 SPACES (1 PER REAR ENTRY GARAGE AND DRIVEWAY)
PROVIDED	5 SPACES (SHARED WITH APARTMENTS)
TOTAL	35 SPACES
VIA	10,717 SQ. FT.
INTERIOR LANDSCAPE AREA	1,072 SQ. FT. 10%
REQUIRED	1,072 SQ. FT. 10.0%
PROVIDED	5
TREES	1260 SQ. FT. REQUIRED AREA
TREE CANOPY	7,881 SQ. FT. 20%
REQUIRED	8,290 SQ. FT. 30.9%
PROVIDED	11
LARGE TREES	OR EQUIVALENT
APARTMENTS NORTH	
SITE AREA	2.48 AC
BUILDING HEIGHT	32 FEET
BUILDING COVERAGE	27,972 SQ. FT. 25.9%
BUILDING AREA	53,916 SQ. FT.
OPEN SPACE	23,186 SQ. FT. 21.5%
UNITS	80 UNITS
1 BEDROOM	36 UNITS
2 BEDROOMS	24 UNITS
BEDROOMS	84
PARKING	54 SPACES (1.5 SPACES PER 1 BEDROOM UNIT)
REQUIRED	55 SPACES (2.3 SPACES PER 1 BEDROOM UNIT)
PROVIDED	100 SPACES
TOTAL	158 SPACES
VIA	51,852 SQ. FT. INCL. 3 HICOP
INTERIOR LANDSCAPE AREA	5,185 SQ. FT. 10%
REQUIRED	5,178 SQ. FT. 10.0%
PROVIDED	21
TREES	1260 SQ. FT. REQUIRED AREA
TREE CANOPY	21,594 SQ. FT. 20%
REQUIRED	21,750 SQ. FT. 30.1%
PROVIDED	29
LARGE TREES	OR EQUIVALENT
APARTMENTS SOUTH	
SITE AREA	6.01 AC
BUILDING HEIGHT	42 FEET
BUILDING COVERAGE	83,916 SQ. FT. 32.2%
BUILDING AREA	380 SQ. FT.
OPEN SPACE	84,276 SQ. FT. 22.8%
UNITS	180 UNITS
1 BEDROOM	106 UNITS
2 BEDROOMS	72 UNITS
BEDROOMS	252
PARKING	182 SPACES (1.5 SPACES PER 1 BEDROOM UNIT)
REQUIRED	186 SPACES (2.3 SPACES PER 2 BEDROOM UNIT)
PROVIDED	328 SPACES
TOTAL	328 SPACES
VIA	107,331 SQ. FT. INCL. 9 HICOP (EXCLUDES 5 SHARED WITH TOWNHOUSES)
INTERIOR LANDSCAPE AREA	10,733 SQ. FT. 10%
REQUIRED	10,895 SQ. FT. 10.2%
PROVIDED	43
TREES	1260 SQ. FT. REQUIRED AREA
TREE CANOPY	52,385 SQ. FT. 20%
REQUIRED	52,500 SQ. FT. 30.0%
PROVIDED	70
LARGE TREES	OR EQUIVALENT
APARTMENTS TOTAL	
SITE AREA	8.49 AC
UNITS	240 UNITS
1 BEDROOM	144 UNITS
2 BEDROOMS	96 UNITS
BEDROOMS	336
PARKING	216 SPACES (1.5 SPACES PER 1 BEDROOM UNIT)
REQUIRED	221 SPACES (2.3 SPACES PER 2 BEDROOM UNIT)
PROVIDED	437 SPACES
TOTAL	437 SPACES
VIA	INCL. 12 HICOP (EXCLUDES 5 SHARED WITH TOWNHOUSES)

PURPOSE OF PLAN:
TO SHOW DEVELOPMENT OF TOWNHOUSES AND APARTMENTS.

OWNER:
SHARP VERNON D TRUST LTD TRUSTEE
368 OLD PARIS PIKE
CYNTHIANA, KY 41031-1842

APPLICANT:
BUCHANAN ESTATES, LLC
101 N EAGLE CREEK DRIVE, SUITE 200
LEXINGTON, KENTUCKY 40509

Preliminary Development Plan

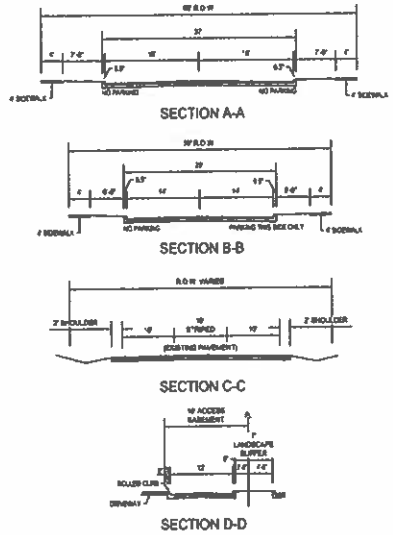
DP

POP 2025-45

Revised:
SOURCES FOR THE MEETING

Date: September 2, 2025
Barnett Partners, Inc.
PLANNING AND LANDSCAPE ARCHITECTURE
838 Euclid Avenue, Suite 317, Lexington, Kentucky 40502
859-381-9887
www.barnettpartnersinc.com

Sharp Property
PVA PARCEL NUMBER 140-10-052.000
Paynes Depot Road
Georgetown, Kentucky



R-2 (PUD) MINIMUM STANDARDS	
SINGLE FAMILY	
LOT WIDTH	55 FEET
LOT SIZE	6,500 SQ. FT.
FRONT YARD	25 FEET
SIDE YARD	7.5 FEET
REAR YARD	25 FEET
TOWNHOUSES	
LOT WIDTH	22 FEET
LOT SIZE	2,000 SQ. FT.
FRONT YARD	10 FEET
SIDE YARD MID UNIT	0 FEET
SIDE YARD END UNIT	5 FEET
REAR YARD	25 FEET
PARKING REQUIRED	2.3 SPACES PER UNIT
PARKING ACCESS	ALLEY
MULTIFAMILY	
BUILDING HEIGHT	42 FEET 3-STORY
UNITS PER BUILDING	60 UNITS
FRONT YARD	30 FEET
SIDE YARD	37 FEET
REAR YARD	25 FEET PLUS 12 FEET FOR ADDITIONAL BUILDING HEIGHT
PARKING REQUIRED	1.5 SPACES PER 1-BEDROOM UNIT 2.3 SPACES PER 2-BEDROOM UNIT



TACKETT FARM

ZONING MAP AMENDMENT & FINAL SUBDIVISION PLAT

Staff Report to the Georgetown-Scott County Planning Commission
October 9, 2025

FILE NUMBER: ZMA-2025-47
FSP-2025-48

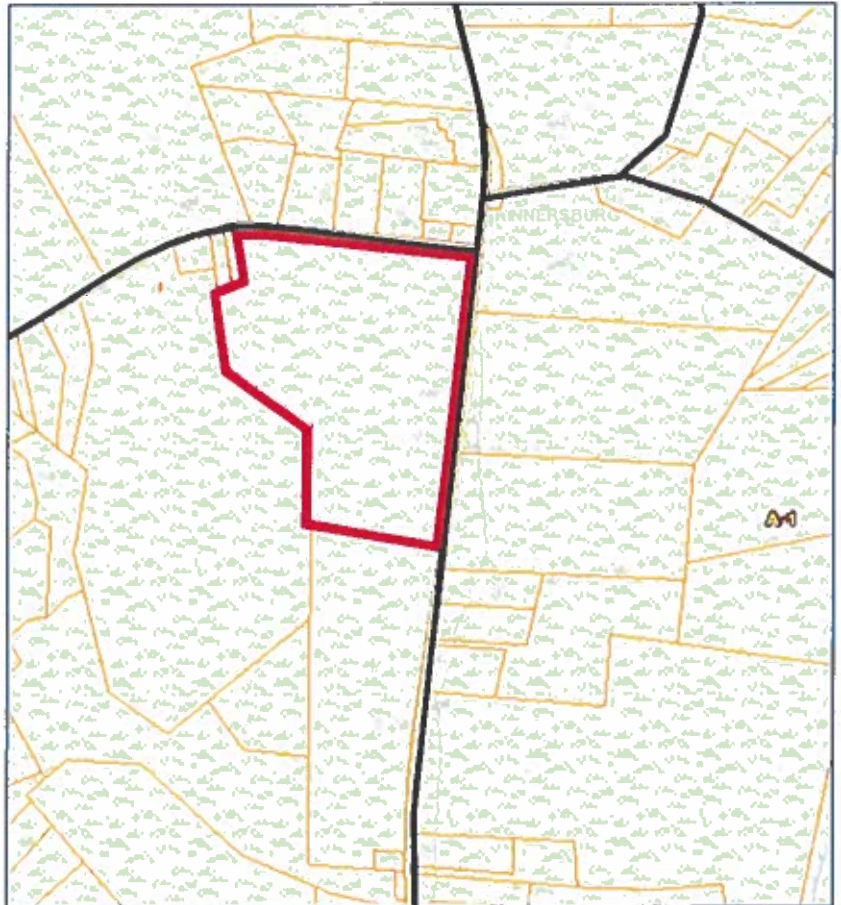
PROPOSAL: (1) Zoning Map Amendment for 82.1 acres from A-1 (Agricultural) to A-5 (Rural Residential)
(2) Preliminary Subdivision Plat to subdivide 82.1-acre farm into 5 rural residential lots and one 46.52-acre remainder

LOCATION: 3594 Long Lick Pike

PARCEL ID: #079-10-001.000

OWNER & APPLICANT: Gerald & Deborah Tackett

SURVEYOR & CONSULTANT: Zach Heath
Heath Land Surveying



STATISTICS:

Total Site Acreage:	82.10 ac
Zone (Current, at Time of Application):	A-1
Zone (Proposed):	A-5
Surrounding Zone:	A-1
Proposal:	Subdivide farm into 5 parcels measuring from 5 to 10 acres and leave a 46.52 remainder
Access:	Long Lick Pike [KY-32]

Variances & Waivers

1. Maximum lot size
2. Entrance separation
3. Fencing requirement

BACKGROUND:

The Project Site is an 82.1-acre A-1 zoned farm located southwest of the intersection of Long Lick Pike [KY-32] and East Honaker Road. The property is approximately 5.8 miles north of the city limits of Georgetown and 4.5 miles north of the city limits of Stamping Ground. Access is from Long Lick Pike, a state-maintained roadway with approximate 18-foot pavement width.

Properties along Long Lick Pike and East Honaker Road are primarily agricultural, rural-residential on tracts greater than 5 acres, or A-1 agriculturally zoned undersized lots of record. Georgetown Municipal Water & Sewer Service (GMWSS) serves the site with water, Kentucky Utilities serves the site with electricity, and the property utilizes private septic systems for waste management.

A rezoning to the rural residential A-5 is required prior to a "major" rural residential subdivision proposal, or when an Applicant is interested in subdividing a portion of their property into four (4) or more single-family residential lots measuring 5-to-10-acres. The Applicant must receive a zone change to A-5 (Rural Residential) prior to approval by the Planning Commission of the Final Subdivision Plat. The Planning Commission may review and approve the Final Subdivision Plat contingent upon zoning approval. The requirement for a zone change to A-5 for all major subdivisions in the county was adopted in 2011 with an amendment to the *Zoning Ordinance* creating the district while also requiring that all major subdivisions be rezoned to the rural residential (A-5) zoning category prior to approval.

CONCEPT PLAN REVIEW:

Layout Review:

The Applicant is requesting a rezoning from A-1 (Agricultural) to A-5 (Rural Residential). The concept plan/final subdivision plat shows the farm being divided into five (5) 5-to-10-acre parcels along Long Lick Pike and a 46.52-acre remainder parcel with frontage onto Long Lick Pike and East Honaker Road. Driveways are shown off Long Lick Pike, no driveways are proposed off East Honaker Road. Dimension regulations (setbacks, lot widths, lot size) for lots zoned A-5 are identical to those in the A-1.

Use Review:

Per the *Zoning Ordinance*, the rural residential district is designed to provide for very low density residential uses in order to protect and preserve the existing low density rural areas in their present or desired character. The zone is intended to operate as a hamlet-style area, or pocket where the lots may be smaller than the larger A-1 zoned farms, but they would still meet the minimum lot size and density requirements set forth for that zone.

Permitted, or "by-right", uses in the A-5 zone similar to those in the A-1 zone, such as single-family residential dwellings, the production of agricultural or horticultural crops, and the keeping of forage consuming or grazing animals (pursuant to the county extension agent). Conditional uses in the zone are less intensive than those in the A-1 zone, and the zone expressly prohibits several high-impact uses that would otherwise have been allowed in the A-1 zone. Cluster developments are also an option in the zone; however, the Applicant does not propose one in their concept plan.

LEGAL CONSIDERATIONS:

Any zone change request is required to meet the following standards from *Kentucky Revised Statutes, Chapter 100*:

Section 100.213 Findings necessary for proposed map amendment – Reconsideration.

1. *Before any map amendment is granted, the planning commission . . . must find that the map amendment is in agreement with the adopted comprehensive plan, or, in the absence of such a finding, that one (1) or more of the following apply and such finding shall be recorded in the minutes and records of the planning commission or the legislative body or fiscal court:*
 - a. *That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate;*
 - b. *That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.*

Part 1:

The Comprehensive Plan provides guidance for consideration of zone change requests. When analyzing zoning map amendment applications, Staff reviews the Future Land Use Map (FLU Map) and the adopted Goals & Objectives of the plan for guidance.

Future Land Use Map Review:

The FLU Map for the currently adopted Comprehensive Plan shows the Project Site as planned Agricultural.

The 2024 Comprehensive Plan includes the following description for FLU Agricultural:

- This is the general designation of rural lands throughout the unincorporated areas of the county. These exist outside of the urban service boundaries and include existing rural cluster subdivisions and rural subdivisions. This category allows use of land for production of agricultural or horticultural crops, and dwellings for persons engaged in the agricultural use on the tract at a maximum density of one dwelling unit per five acres. The standard agricultural zone district (A-1) also allows detached single-family residential use, even if no traditional agricultural use is conducted if the lot otherwise meets the zoning site standards. Special agricultural land uses, such as automobile salvage and recreational sites are only permitted in specific agricultural districts. Further information can be found in the Zoning Ordinance.

The proposed rezoning to the Rural Residential zone aligns with the 2024 Comprehensive Plan's FLU Map. The Comprehensive Plan states that "FLU Agricultural" is the general designation of rural lands throughout the unincorporated areas in the county located outside of the urban services boundaries. As a subtype of the larger "Agriculture" zoning district, the Rural Residential district offers the same uses, densities, and characteristics that would otherwise be found in the Agricultural zone.

Review of Rural Residential Development Appropriateness

Furthermore, the text of the Comprehensive Plan speaks to finding a balance between rural residential demand and desires and the overall goal of farmland preservation in the county. There are several challenges facing local government and landowners when analyzing sites for possible rural residential development.

The Plan states six factors that should be considered when evaluating the appropriateness of rural residential development in a certain area. They are as follows:

- Availability of water and electric utilities
 - o In May 2025, the community and Planning Commission were made aware of GMWSS's concerns regarding the ability to provide appropriate water service to an area located north of Stamping Ground identified as the "Burton Tank Pressure Zone". At time of notification, several projects and proposals were stopped until the utility could evaluate options and a plan for the future. In August 2025, the utility presented plans for how water pressure concerns could be mitigated through immediate, short- and long-term projects. After this presentation, the utility has begun signing plats again confirming that water service is available to new residents and platted lots in the area while not compromising the area's water network.
 - o Kentucky Utilities is the service provider for the area around the Project Site. At the Technical Review Committee (TRC) meeting, a representative stated that additional easements may need to be established for the new residences, but that the utility could support the additional users in the area.
- Availability of fire protection
 - o The Scott County Fire Department, GMWSS, the Planning Commission, and the Applicant has worked extensively to determine if fire protection was available for the proposed subdivision plat. A Fire Department representative advised the Applicant at the TRC meeting that an alternative fire protection system (dry hydrant) could be constructed using the 1.8-acre pond located in proposed Tract 1. The Fire Department stated that an access easement would need to be provided and maintained by the owner of Tract 1 for fire vehicles to use should circumstances arise. At time of final recording, the final subdivision plat would need to have a signature from the Fire Department confirming that the dry hydrant (or an alternative) would be capable to provide the required fire protection and that the department could access the hydrant in times of need.
- Ability of the transportation network to support additional residential development
 - o The concept plan does not show any driveways onto East Honaker Road. Long Lick Pike is an 18-foot-wide state-maintained road which KYTC classifies as a "rural minor collector road". Per the Federal Highway Administration (FHWA), a rural minor collector road should:
 - Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector
 - Provide service to smaller communities not served by a higher-class facility, such as an interstate or major arterial
 - Link locally important traffic generators with the surrounding rural lands
 - o KYTC routinely reviews state routes and the volume of traffic each one experiences on a daily basis. There is a station on Long Lick Pike between Skinnersburg Road and Sebree Road which had been reviewed in 2023. The conclusion of the review determined that approximately 712 average annual daily trips occur on the road. Per the ITE Trip Generation Manual 11th Edition, the additional lots, each with their own by-right single-family residence, would at most generate 4.5 trips in the morning and 6 trips in the

evening. Long Lick Pike is anticipated to handle the 10.5 additional trips given its width without causing additional strain on the transportation network.

- The concept plan shows six (6) total lots, one (1) “parent” and five (5) “child” lots. Each of the child lots could have at most one residence on the property, and the parent tract could have one additional residence through an approved Conditional Use Permit with the Scott County Board of Adjustment. Long Lick Pike is well-suited for low-density residential development and agricultural activities, both activities which the rezoning would allow for. The rezoning would not result in higher density than what is already permitted by right in the A-1 zone of 1 dwelling per 5 acres of property.
- Proximity to protected lands
 - There are no identified “protected lands” in the general vicinity.
- Proximity to environmentally sensitive areas
 - Per the *Subdivision & Development Regulations*, “environmentally sensitive areas” include
 - Creek conservation corridors and minor waterways,
 - Creek conservation corridors are designated in the Comprehensive Plan and those areas zoned Conservation (C-1). There are no such areas in proximity to the Project Site.
 - Minor waterways are all USGS blue line streams, of which there are no areas in proximity to the Project Site.
 - Scott County Reservoir Protection Area,
 - The Reservoir Protection Area is located north of the Project Site and the Project Site does not drain towards the identified area.
 - Aquifer recharge areas,
 - The Royal Spring Aquifer is located southeast of Georgetown and spans from downtown to the Kentucky Horse Park. The Project Site is not in proximity to the Aquifer.
 - Wetlands
 - There are no wetlands on the Project Site.
 - Significant trees and fence rows,
 - Per the *Subdivision & Development Regulations*, Significant trees are defined as “those trees of specific species, size, and habitat location that are distinctly characteristic to the Bluegrass region”. While there may be some trees of this designation, the property is not located in the southern half of the County which is where the *Subdivision & Development Regulations* identifies as an area with a large volume of significant trees and fence rows.
 - Utilizing aerial imagery, Staff has not identified significant trees or fence rows which would be impacted by the rezoning of the Project Site nor the submitted final subdivision plat.
 - Steep slopes and clay soils, and
 - The *Subdivision & Development Regulations* identifies areas with a slope at or above 10% as “steep slopes”. The Project Site does not have an overall topographical change of more than 10%.

- Other environmentally sensitive areas such as sinkholes, cave areas, major rock formations and outcroppings, floodplains and floodways, landfills and refuse areas, and springs.
 - There is no floodplain on the Project Site; however, on the east side of Long Lick Pike there is a tributary to McConnell Run that runs parallel to the road and has some identified floodplain.
 - The only other environmentally sensitive areas on the Project Site are drainage easements that lead to the large 1.8-acre pond located central to the Project Site. All drainage easements have been defined on the plat with a 20-foot on-center easement to protect the easement from any impacts, thus retaining the existing water flow on the Project Site.
- Ability of the site to be served by on-site septic systems.
 - o Each lot in the Project Site exceeds the minimum area for lots not on public sanitary sewer. To record the final plat, the local health department (WEDCO) must sign the plat confirming that the lots have appropriate space for an on-site private septic system.

Staff Analysis & Findings

Based upon the analysis above, staff finds that this application is agreement with the 2024 Comprehensive Plan and Future Land Use Map and makes the following findings.

1. Staff finds that the proposed rezoning for rural residential use fits the Agricultural FLU designation for the property. Furthermore, the proposed rezoning meets the requirements for reviewing applications for rural residential development outlined in the 2024 Comprehensive Plan.
2. Staff finds that the concept plan as presented is appropriate for the A-5 zone.
3. After analysis, staff finds that the zoning map amendment satisfies the requirements of KRS 100.213(1).

SUBDIVISION PLAT REVIEW:

Setbacks and Building Standards:

The A-5 zone district requires the following standard setbacks:

Primary Structures:

Front: 50 feet
Side: 50 feet
Rear: 50 feet

Secondary Structures:

Front: Behind front façade of primary structure
Side: 25 feet
Rear: 25 feet

The proposed lots show the required primary and accessory structure setback lines for all lots. The A-5 district allows 20% maximum building ground coverage (same as allowed in the A-1 zone district). All proposed lots adhere to the requirements for setbacks and building coverage.

Site Layout:

The Preliminary Subdivision Plat proposes 5 new tracts along Long Lick Pike. These are labeled as tracts 2-6 and range between 5.54 to 8.54-acres. The plat also shows a remainder (Tract 1) measuring 46.52 acres. As a parcel greater than 10 acres potentially zoned A-5, a variance is requested for the remainder.

Staff finds that the variance for a 46.52-acre parcel zoned A-5 is warranted. The property may be divided in the future which would necessitate another rezoning of the property a later date. The A-5

zone permits the same uses as the A-1 zone, so rezoning it and leaving it as a larger parcel than typical for the zone would not eliminate the agricultural activity on the remainder.

Access:

The subdivision plat shows several entrances off Long Lick Pike. Tracts 2 and 3 are proposed to share an entrance approximately 450 south of the intersection of Long Lick and East Honaker (KYTC Permit 07-2025-00316). A private easement note must be recorded on the final plat for Tract 2 and 3 denoting responsibilities for maintenance of the entrance. Tract 1 is proposed to utilize an existing access located 1,000 feet south of the Long Lick - East Honaker intersection and Tract 4 is proposed to utilize an existing access approximately 500 feet south of Tract 1's access. Tract 5 is proposed to use a new access located 50 feet south of Tract 4's entrance (KYTC Permit 07-2025-00318) and Tract 6 is proposed to use a new access located 500 feet south of Tract 5's entrance (KYTC Permit 07-2025-00317).

All entrances must have appropriate sight distance (approximately 250' may be allowed based on existing road conditions). The separation between Tract 4 and Tract 5 access points do not meet this requirement, and thus, a variance is requested. After review of the request, Staff recommends in favor of the variance request as KYTC District 7 has approved a permit and determined that the entrance location is safe for both motorists and residents of Tracts 4 and 5.

Per the Fire Department, if a dry hydrant or equivalent is installed in the 1.82-acre pond, an easement must be noted dedicating access for emergency services providers.

Fencing:

A-5 Fencing Requirements

The A-5 zoning district has additional fencing requirements. Per the *Zoning Ordinance*, the requirements are as follows:

"Each major (A-5) subdivision development shall be fenced along the perimeter of all lots that abut Agriculturally (A-1) zoned land. Fencing shall be installed prior to final plat approval, and shall consist of #9 diamond mesh wire or equivalent with 16' fencing plank on top, and post spacing 8' on center. A note is required on the final plat regarding this requirement. A note is also required that prospective owners of any property are subject to any requirements of the Kentucky Fence Law (KRS 256.10 et. Seq.) The required fence may not be bonded."

The Applicant has submitted photographs of the existing fence which measures 4-5 feet tall and which has been installed recently. Staff finds this to be "equivalent" in practice to a diamond weave for this specific property.

Agricultural Buffering Requirements

The *Landscape & Land Uses Buffer Ordinance* also requires the installation of fencing when properties change zone or use from the typical activities on A-1 zoned properties. The requirements are as follows:

*"When land zoned anything except A-1 or C-1 is developed, the **developer shall construct a 6-ft. minimum height fence of diamond mesh wire or equivalent no-climb wire.** The fence may not be bonded. If an existing tree line is present, then adequate measures shall be required to*

remove the vegetation to place the fence on the property boundary line. The cost of the fence installation shall be at the expense of the developer.

Property boundary fencing, as described above, shall be required for all parcels adjoining A-1 zoned land, regardless of the subject property's zone, when there is an approved change of use, either through the conditional use, variance, or development plan approval process to a use other than agricultural or single-family residential use."

A waiver has been requested to use the existing 4-to-5-foot-tall no-climb farm fence as opposed to having to remove and re-install a new fence measuring 6 foot tall. The Applicant states in a supplemental letter that the use on the property would not change as the A-5 zone allows for the same uses by right as the A-1 zone. They also state that the fence already on the property is new and in good condition and meets the requirements of Kentucky Fence Law (KRS 256). Furthermore, they state that a fence that is 6 feet tall would alter the character of the general vicinity as no other properties in the area have a fence of that height.

After review of the request, Staff recommends that the waiver to utilize the existing fence be granted as it meets the intent of the ordinance. The uses on the A-5 zoned areas versus the A-1 zoned areas are negligible as both allow for single-family residential and agricultural uses. Requiring the installation of a taller fence would bring undue burden upon the Applicant as they have recently built a fence that meets all other requirements of KRS 256.

Additional Requirements:

Landscaping:

The A-5 zoning district states, "A landscape buffer shall be provided along the perimeter of all major (A-5) subdivision lots abutting Agriculturally (A-1) zoned land in conformance with the requirements of the Landscape and Land Buffers Ordinance. Required trees shall be native species." The landscaping buffer for rural residential lots is:

- A minimum 50-foot tree preservation easement along the property lines delineating the zoning boundary between the A-1 and proposed A-5 districts, where:
 - No existing vegetation can be removed/disturbed, unless demonstrated to be sick or dead.
 - Additional landscaping/buffering as determined by the following formula:
 - There shall be a single row of evergreens/deciduous trees 40' on centers and fencing.
 - The ratio of evergreens and deciduous trees shall not exceed 2:1.
 - All proposed landscaping shall exclude any species of trees and shrubs that may be deemed harmful to livestock.

The 50-foot preservation easement needs to be shown Final Subdivision Plat. It is intended by the Applicant to utilize existing trees and landscaping on site. However, it is still required that the Applicant provide calculations showing the required landscape trees (1 per 40 feet) and existing landscaping (can utilize aerial imagery). This will need to be included prior to approval of the Final Subdivision Plat. It is not anticipated, but if any new material is needed, all required landscaping will need to be either installed or bonded prior to approval of the Final Subdivision Plat.

Animal Unit Capacity:

The A-5 zoning district allows the *"The keeping of forage consuming/grazing animals, at a rate of no more than that which will be supported by the underlying land based on soil type and topography. The animal unit capacity of the subdivision shall be determined on a lot by lot basis at the time of platting, based on consultation with the county extension agent and the USDA soil survey and shall appear on the Final Plat."*

The final subdivision plat will need a note indicating the animal unit capacity for the proposed lots and the remainder.

RECOMMENDATION:

Based on the findings that the requested zone change is consistent with the adopted 2024 Comprehensive Plan and has been designated as such in previous plans, Staff recommends **Approval** of the zone change application for 82.1 acres from Agricultural (A-1) to Rural Residential (A-5) at the property addressed 3594 Long Lick Pike (Parcel 079-10-001.000). If the Commission recommends approval of this application, staff recommends the following conditions be attached:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations*.

Staff also recommends **Approval** of the Final Subdivision Plat to divide the 82.1 acre farm into five (5) 5-to-10 acre parcels and one remainder at the property addressed 3594 Long Lick Pike (Parcel 079-10-001.000). If the Commission recommends approval of this application, staff recommends the following conditions be attached:

Variances & Waivers:

1. Variance to the maximum lot size for an A-5 zoned parcel from 10 acres to 46.52 acres.
2. Variance to the minimum entrance separation between two 5-to-10-acre parcels from 250 feet to 50 feet for Tracts 4 and 5.
3. Waiver to the *Agricultural Buffers* fencing requirement.

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Final Subdivision Plat shall be reviewed and approved by the Planning Commission staff.
3. The applicant shall work directly with all utility providers regarding service to the parcels.
4. The applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
5. The Applicant shall provide calculations showing the required and existing landscaping to meet the landscape buffer requirement for the A-5 zone district.
6. A species-specific landscape plan shall be included on the Final Subdivision Plat for any additional plantings required per the A-5 zoning district.
7. The Final Plat shall include a note regarding the local fence requirements and Kentucky fence law, as required by the A-5 zone district standards.

8. Property perimeter fencing will be installed where all A-5 lots adjoin A-1 lots pursuant to the *Zoning Ordinance*. The fencing may not be bonded and must be installed prior to approval of the Final Subdivision Plat.
9. The animal unit capacity must be identified for each tract on the Final Subdivision Plat, per the language of the A-5 zone district standards.

APPLICATION FOR VARIANCE FROM FENCING REQUIREMENTS

To: The Georgetown-Scott County Planning Commission

Statement of Ownership and Interest

1. The Applicant is the owner of real property located at the following address: 3594 Long Lick Pike, Stamping Ground, KY 40379
2. The subject property consists of 82.10 acres and is of record in the Scott County Clerk's Office under Applicant's name.
3. The Applicant can be reached at

Exemption Request

1. Applicant maintains that the proposed development plan is exempt from the fencing requirement of 4.191 and 6.14 (which is the newest fence ordinance), by its very language.

Section 6.14 of the Scott County Fiscal Court Ordinance No. 23-05, titled AN ORDINANCE AMENDING THE ZONING ORDINANCE OF SCOTT COUNTY, KENTUCKY AND THE CITIES OF GEORGETOWN, SADIEVILLE AND STAMPING GROUND PERTAINING TO DIMENSION AND AREA REGULATIONS AND AMENDING THE GEORGETOWN/SCOTT COUNTY LANDSCAPE AND LAND USE BUFFERS ORDINANCE PERTAINING TO PERIMETER LANDSCAPING REQUIREMENTS, PROPERTY PERIMETER REQUIREMENTS AND AGRICULTURAL BUFFERING, states:

Agricultural Buffering The minimum setback for all buildings, structures, pools, etc., when adjoining the A-1 zoning district, is 50 feet.

When land zoned anything except A-1 or C-1 is developed, the developer shall construct a 6-ft. minimum height fence of diamond mesh wire or equivalent no-climb wire. The fence may not be bonded. If an existing tree line is present, then adequate measures shall be required to remove the vegetation to place the fence on the property boundary line. The cost of the fence installation shall be at the expense of the developer.

Property boundary fencing, **as described above**, shall be required for all parcels adjoining A-1 zoned land, regardless of the subject property's zone, when there is an approved change of use, either through the conditional use, variance, or development plan approval process to a use **other than agricultural or single-family residential use**.

Clearly, the ordinance allows for an exception from the fence requirement in this circumstance. The property being developed is being zoned to A-5. The lots being developed are single-family residence while maintaining possible agricultural use, including livestock, as allowed by A-5 zoning standards.

2. According to 4.15 Rural Residential -A-5:

*The Rural Residential District (A-5) is a district designed to provide for very low density residential **use to protect and preserve low density rural areas in their present and desired character**. It is intended that the A-5 district will afford areas where rural residential uses **can be maintained without impairment from industrial, commercial** or higher density residential development.*

A-1 fence is generally 48-inch or 54-inch-high woven wire, plank, or barbed wire fence as used in the area. A six-foot-high diamond mesh fence would alter, not preserve, the character of the area. According to KRS 100.243, a variance must be deemed as to not alter the essential character of the general vicinity. By not exempting the fence ordinance, you would, in fact, be altering the essential character of the general vicinity and not protecting and preserving low density rural areas in their present and desired character by presenting an industrial look to an agricultural area.

The reason this exemption exists is because it recognizes that 4.191 would force a commercial/industrial look to the areas where A-5 agricultural/single-family residential uses and A-1 meet, altering the essential character of the general vicinity and creating undue burden on the neighboring property owners, who legally, under Kentucky fence law (KRS 256), own half of the fence.

Variance Request

1. If it is determined the newest fence ordinance, 6.14, does not exempt this development, then the Applicant respectfully requests relief from the requirements of the older 4.191 and the newer 6.14, based on the following:
 - a. Two A-1 neighbors exist. An existing fence along the border with the two A-1 properties is new or in such good repair to be "as new."
(Pictures attached).

- b. This fence meets the intent of the ordinance providing protection for the activities for each side and has done so for years.

- c. According to 4.15 Rural Residential -A-5:

*The Rural Residential District (A-5) is a district designed to provide for very low density residential **use to protect and preserve low density rural areas in their present and desired character**. It is intended that the A-5 district will afford areas where rural residential uses **can be maintained without impairment from industrial, commercial** or higher density residential development.*

A-1 fence is generally 48-inch or 54-inch-high woven wire, plank, or barbed wire fence as used in the area. A six-foot-high diamond mesh fence would alter the character of the area. According to KRS 100.243, a variance must be deemed as to not alter the essential character of the general vicinity. By enforcing the fence ordinance, you would, in fact, be altering the essential character of the general vicinity and not protecting and preserving low density rural areas in their present and desired character by presenting an industrial look to an agricultural area.

- d. The existing fence is the natural choice for the cattle operations on the adjoining A-1 property, and for the potential livestock/agricultural use allowed on the newly zoned A-5 property. It is in excellent repair, provides a more than adequate barrier to prevent intrusion and is in total compliance with Kentucky fence law.
- e. Under KRS 256, Kentucky fencing law dictates how neighboring landowners must maintain property boundary fencing. This becomes problematic as neighbors may not approve changes to the existing fence that are less well suited to the uses for which they were constructed, particularly the sections the neighbors are responsible for under Kentucky Law. This ordinance, if enforced in this instance, would create an undo burden for the neighboring property owners. They would be forced, under Kentucky law, to maintain a more expensive, and less suitable, fence since they own and have to maintain their half of the boundary fencing.
- f. The existing fence on the property fulfils the ordinance's intent in an excellent manner and does not alter the character of the agricultural nature of the area.
- g. According to KRS 100.243 (c), a variance shall be considered whether: "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;" The fence in question would

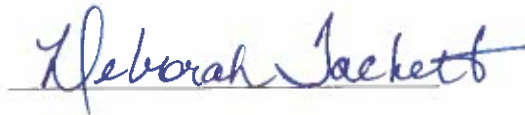
amount to almost 4000 linear feet of fence. The estimated cost of said fence, including tax, would be \$65,255.60, not including the labor involved to install the fencing, nor the labor and disposal of removing the existing fence. (See the attached breakdown of estimated cost.) Replacing a perfectly good fence that meets and exceeds Kentucky fence law would create an unnecessary financial hardship on the Applicant, as well as the adjoining property owners.

2. The variance, if granted, would be in compliance with the required findings under KRS 100.243.
 - a. The existing fencing would provide the same protection of the A-1 property and pose no adverse effect on public health, safety, and welfare of the residents.
 - b. The variance will permit the existing fence to remain that is in keeping with the existing character of the area and fulfils the intent of the ordinance.
 - c. The prescribed fencing would prove an undue burden on Applicant and an undue burden on adjoining property owners who would not appreciate the change in their fencing.
3. Applicants make this application in good-faith. Applicant will comply with any rulings of the Commission and no willful violations have been, nor will be undertaken.

Respectfully submitted this 24th day of September, 2025.



Gerald Tackett



Deborah Tackett

FENCE ESTIMATE

Estimate is based on approximately 4000 feet of linear fencing. Posts are required every 8 feet. Estimate does not include installation of new fence, nor the removal and disposal of existing fence. Prices used are average prices from major retailers.

Diamond mesh, 9-gauge fence:

\$450.00 per 50' roll x 80 = \$36,000

Steel Post:

\$22.98 per post x 500 = \$11,490

Chain Link Fence Tension Wire

170', 9-gauge:

\$39.76 x 24 = \$954.24

Chain Link Fence Post Cap:

\$3.15 x 500 = \$1575

Chain Link Fence Tie Wire Ties, 100-ct
(5 per post recommended):

\$12.81 x 25 = \$320.25

80-lb bag of concrete per post:

\$5.98 per bag x 500 = \$2990

1" x 6" x 16' fence plank:

\$18.97 per plank x 250 = \$4742.50

½" x 6" Galvanized bolts

(2 per post to fasten plank):

\$2.76 per bolt x 500 x 2 = \$2760

½" Galvanized nuts, 25-ct

(2 per post):

\$9.48 x 40 = \$379.20

½" Galvanized washers, 100-ct

(2 per post):

\$35.70 x 10 = \$350.70

Sub-total: = \$61,561.89

.06 Sales Tax = \$3693.71

TOTAL: = \$65,255.60

THE INTENT OF THIS PLAT IS TO
PROPOSE A ZONE CHANGE FROM
A-1 TO A-5 & TO DIVIDE
THE PROPERTY AS SHOWN

STAMPING GROUND, RT 4037B
P.O. BOX 985 CEOR
CELL: (270)
EMAIL: ZACH@HEATH

FINAL SUBDIVISION & REZONING

PARCEL	3590	87A
CLIENT / PARCEL OWNER	GERALD & DEBORAH TACKETT	
	395 SCHMIDTSBURG ROAD	
	STAMPAING GROUND, KY 40378	

[illegible]



Picture 1: Randall McDowell Border Fence



Picture 2: Randall McDowell Border Fence



Picture 3: Randall McDowell Border Fence



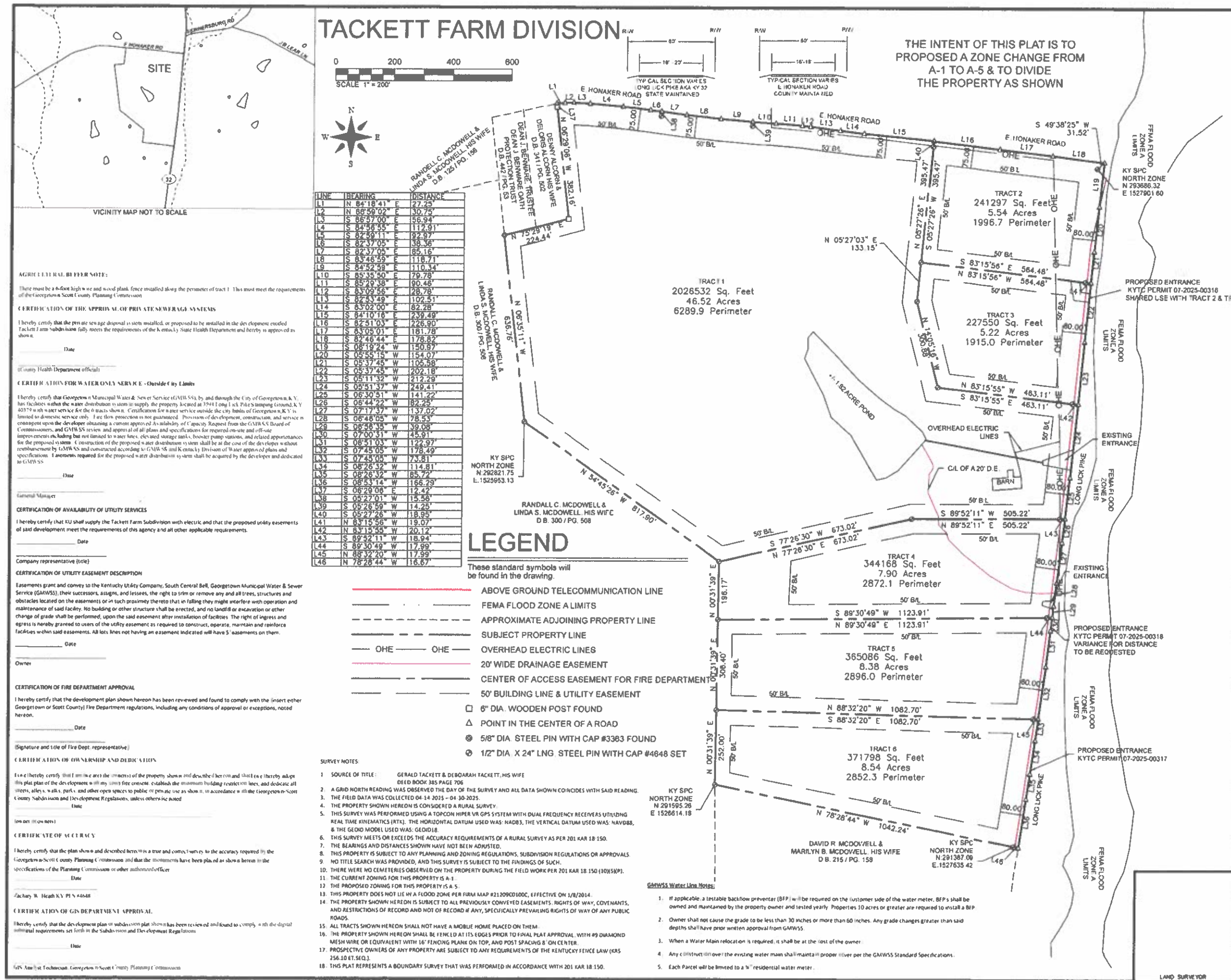
Picture 4: Overlooking Tracts 4, 5, & 6 Towards David McDowell's Property



Picture 5: David McDowell Border Fence



Picture 6: David McDowell Border Fence



HEATH LAND SURVEYING LLC
ZACHARY W. HEATH KY PLS #4648
P.O. BOX 985 GEORGETOWN, KY 40324
CELL: (270) 331-7250
EMAIL: ZACH@HEATHLANDSURVEYING.COM

FINAL SUBDIVISION & REZONE PLAT FOR:

CLIENT / PARCEL OWNER:
GERALD & DEBORAH TACKETT
386 SKINNERSBURG ROAD
STAMPING GROUND, KY 40379

9-15-2025

REV	DATE

SHEET
1 OF 1

LEGACY RUN COMMERCE PARK PRELIMINARY DEVELOPMENT PLAN

Staff Report to the Georgetown-Scott County Planning Commission October 9, 2025

FILE NUMBER: PDP-2025-49

PROPOSAL: Preliminary Development Plan for 1.49 million square feet of building area across several buildings with associated parking and landscaping

LOCATION: 892 Delaplain Road

PARCEL ID(S): 186-20-001.000

OWNER & APPLICANT: Washington Partners LLC, CJ May & Jake Cassady, representatives

CONSULTANT: Brian Ward, PE
Palmer Engineering



STATISTICS:

Zone:	I-1 (Light Industrial)
Site Acreage [Total]:	119.03 ac
Surrounding Zone:	A-1 (North & East), BP-1 (South), and I-1 (West & South)
Proposed Development:	Manufacturing, Warehousing & Industrial User(s)
Proposed Building Area:	1,250,953 SF
Proposed VUA Area:	435,683 SF
Access:	Delaplain Road, Anderson Road and/or Industry Road to Cherry Blossom Way
Variances/Waivers:	1. Waters of Scott County Designation

BACKGROUND:

The Project Site is a 119.03-acre parcel zoned Light Industrial (I-1) located northwest of the intersection of Anderson Road and Delaplain Road within the Georgetown City Limits. There are existing access points to Delaplain Road, a 24-foot pavement width city-maintained road, and Anderson Road, a 18-foot pavement width county-maintained road.

Properties west and south of the Project Site are primarily industrial, with users to the south being part of the Lanes Run Business Park. Properties to the north and east are agricultural or rural-residential on tracts greater than 5 acres. Kentucky American Water and Georgetown Municipal Water & Sewer Service (GMWSS) service this area. There are several underground utilities along the south boundary of the Project Site.

The Project Site was rezoned and annexed into the City of Georgetown in 1991 (City Ordinances 91-019 and 91-024). A Certificate of Land Use Restriction (CLUR) was filed in 1992 and lists several conditions which the property rezoning was approved under:

A. General Conditions

1. Buffering is to be maintained and supplemented in a 50-foot open space “no use” strip and 150-foot building setback line around the north and east property lines, unless it is demonstrated for this property that a lesser buffer requirement would meet the intent of the Comprehensive Plan and overall buffering plan. As each parcel or development plan is submitted, a detailed buffering plan for that area shall be submitted and approved.
2. Existing tree rows around the property perimeter shall be preserved including those along Old Delaplain Road. There shall be no grading or construction within the existing tree rows at the property perimeters without prior approval of the Planning Commission.
3. Erosion control measures as noted on approved plans and plats for any graded portion of the property shall be approved by the Commission Engineer and put into effect prior to any development.
4. There shall be no construction, grading, or site preparation prior to approval of a final Development Plan or Subdivision Plat.
5. Once the ESLI zoning is in place, all property so used with a septic system must be rezoned to this category
6. If the property is rezoned pursuant to (5) above, the Planning commission shall be responsible for implementation of all required rezoning procedures except that the Property Owners shall be responsible for erecting the Notice sign on the property in accordance with the provisions of KRS 100.212.
7. If the property is rezoned pursuant to (5) above, all fees assessed by the Planning Commission shall be waived.
8. If the property is rezoned pursuant to (5) above, the approved uses existing at the time of any such rezoning shall be considered non-conforming and allowed to continue; and further, no additional restrictions and/or conditions shall be imposed against said property other than those set forth in this agreement (and addendum).
9. Any of the foregoing to the contrary notwithstanding, if the property has not been rezoned pursuant to (5) above within six (6) months from the date of the execution of this addendum, the requirement in (5) above that the property be rezoned shall be rendered null and void and of no further legal effect.

B. Preliminary Development Plan

1. A Preliminary Development Plan shall be approved for the entire property prior to any subdivision or development. In addition to the standard requirements, the plan shall include the following:
 - i. Sewer availability or ESLI concepts for septic systems must be demonstrated prior to approval.
 - ii. An open space easement restricting development of I-1 areas located adjacent to existing tree rows. Language adopting easement shall be approved by the Planning Director and Applicant.
 - iii. Access issues shall be determined and resolved and strategies for implementation approved. The assessment shall be based on expected traffic conditions of the proposed project and cumulative development (future planned development of other properties), in accordance with the Transportation Master Plan. The need for an improved entrance onto Cherry Blossom Way will be determined upon the review of particular land uses, traffic flow for those uses, and possible street connections to existing development. There may be a phased plan for accomplishing off-site and traffic control improvements, based upon the phasing of development, with financial participation by the developer.

C. Final Development Plan(s) or Subdivision Plat(s)

1. Final development plans or subdivision plats shall be required for each phase of development. Prior to approval of final development plan(s) or plat(s), the following shall be accomplished in addition to standard requirements:
 - i. Strategies to accomplish the improvements determined by the preliminary development plan approval shall be implemented.
 - ii. Annexation of the entire property shall be accomplished."

If this preliminary development plan were approved, or any others, the Applicant and property owner would be required to adhere to the filed CLUR.

SITE PLAN REVIEW:

Building Layout:

The proposal is for a campus-like setting with eight (8) buildings each with associated passenger vehicle and semi-trailer parking areas. The total square footage for all buildings is 1,490,197 SF and individual buildings would measure between 81,298 and 273,608 SF. The total building coverage is 32.07% of the total site area, which is below the 50% maximum for the zone. Buildings would not exceed the maximum building height for the zone, or 75 feet. The setbacks for the I-1 zone are as follows:

- 50-foot front yard setback
- 0-foot side yard setback, if adjoining residential district zone the setback is 50 feet
- 0-foot rear yard setback, if adjoining residential district zone where the setback is 50 feet

Per the recorded CLUR, there is a 150-foot setback along the north and east boundaries which otherwise would not be required for the zone. The location of the proposed buildings would not interfere with any building setbacks set forth by the zone or the CLUR.

Access & Circulation

Existing Roads

The proposed development plan shows connections to Anderson Road, Delaplain Road, and Industry Road. If approved, the final driveway locations and plans for improvement of these roads shall be submitted with the final development plan.

The proposed development plan shows two driveways onto Anderson Road. Anderson Road is a county-maintained road measuring 18-foot-wide with a 25 MPH speed limit. Given the age and condition of the road, a full reconstruction project may be necessitated for it to support an increase in passenger vehicle traffic and heavy truck traffic traveling on the road. A study of the road condition should be performed to determine what improvements are needed for the road. Regardless of development timeline, neither construction nor industrial user traffic shall use Anderson Road under any circumstances until the roadway is improved.

The proposed development plan shows one driveway onto Delaplain Road. Delaplain Road is a city-maintained road measuring 24-foot-wide with a 25 MPH speed limit. Planning Commission Staff has expressed concerns regarding the width of Delaplain Road. The Applicant proposes realignment of Delaplain Road further into the Project Site, thus lengthening the queuing space by several hundred feet. Furthermore, the Applicant proposes widening of the road along the frontage between the intersections of Cherry Blossom Way and Anderson Road to 40-foot-wide wide (face of curb) or a minimum width necessary to accommodate an appropriate number of 12-foot-wide lanes per traffic engineering documentation as approved by the Planning Commission and City Engineer. Additional right-of-way will need to be dedicated and plans for improvement need to be reviewed and approved by the City Engineer and PC Engineer prior to construction.

The Project Site does not have direct access to Industry Road, but the development plan shows one driveway through an adjoining property to access the road. Industry Road is a county-maintained road measuring 24-foot-wide with a 25 MPH speed limit. The connection through the adjoining property must be platted and recorded prior to plans for roadway construction are approved. Improvements to Industry Road are also warranted in areas where the road does not meet applicable standards for road construction, however the Applicant does not maintain ownership of the road nor its frontage for its full extent. It is the responsibility of the Scott County Roads Department to determine the feasibility of roadway improvement off-site of the Project Site. Plans for roadway improvement must be filed at time of connection being made to Industry Road and shall occur prior to or simultaneously with the final development plan.

The roads must be improved prior to or simultaneously as site development is approved for the full extent of the road frontage, or in the instance of Industry Road, as approved by the PC Engineer. Public roadways serving this development must meet acceptable industrial widths and pavement designs with turning movements documenting acceptable widths for trucking operations. Collector roadways serving the development shall be constructed to 40-foot-wide wide (face of curb) or a minimum width necessary to accommodate an appropriate number of 12-foot-wide lanes per traffic engineering documentation as approved by the Planning Commission and City Engineer.

Through review of the proposed development plan, Staff identified a dirt road identified as "Cranetown Lane" located along the boundary line between Tracts 1 and 2. Cranetown Lane has been identified on the deeds for the Project Site and has been utilized by an adjoining property to the north for several

decades. Phase 1 of development would not impact the dirt road beyond crossing over it to connect Tract 1 to Industry Road. No structures or roads outside of the one crossing are proposed.

Internal Connections

The Applicant has stated that two roads internal to the Project Site are being built with the eventual intent to be dedicated to the city for public maintenance. All new roads and parking area access points must meet industrial road construction, right-of-way dedication, and driveway separation requirements.

Traffic Study

A traffic study was performed by Palmer Engineering on May 1, 2025 looking at several intersections:

1. Cherry Blossom [KY-620] and Sims Pike / Outer Ring Road
2. Cherry Blossom [KY-620] and Industry Road / Toyota Gate 4
3. Cherry Blossom [KY-620] and Delaplain Road
4. Cherry Blossom Way [KY-3487/620] and Enterprise Way / Toyota Gate 3
5. Delaplain at Proposed Entrance
6. Delaplain Road and Supply Court
7. Delaplain Road and Anderson Road
8. Delaplain Road and US-62

A full version of the study is available for examination in the Planning Commission office. Staff has provided the Commission with a copy of the main analysis portion of the study.

The purpose of a Traffic Impact Study for new development is to assist in the identification of the current transportation network performance, the potential impacts the proposed development will have on the existing transportation network, and what steps might be taken to mitigate those impacts if they cause an unacceptable decrease in the Level of Service. As a clarification, we would not expect a Traffic Impact Study to identify how a new development would solve pre-existing traffic volume or congestion issues.

KYTC Requirements for Traffic Impact Studies

The Kentucky Transportation Cabinet (KYTC) has requirements regarding Traffic Impact Studies and the contents therein. Per the *Traffic Impact Study Requirements (v2.0)*, the objectives of a Traffic Impact Study (TIS) are:

"determine the appropriate location, spacing and design of access points necessary to mitigate the traffic and operational impacts on the highway and determine the need for any improvements to the adjacent and nearby roadway system to maintain a satisfactory level of service and safety and to protect the function of the highway system while providing appropriate and necessary access to the proposed development".

Pursuant to KYTC requirements, the submitted traffic impact study shall be required as a condition of access permit approval when the full build out potential of the proposed development meets several criteria. Full build out potential is defined as:

"the complete development of available land for which proposed or future connections are accommodated in the development plan. Future development shall be assumed to be the future land use identified by the applicable comprehensive plan of the local planning and

*zoning jurisdiction; in absence of such, a **plan for future development should be assumed at a similar type and density as the proposed development.***

The analysis for 2026 intersection performance and trip generation is not impacted by this requirement as it only includes the area applied for in PDP-2025-49. Any analysis for 2036, however, is impacted by this requirement as 2036 data includes information for any other phases of development on the property outside of the scope of the current application. Staff has included the information for 2036 for information purposes only.

Total Trip Generation

The traffic study calculated the Project Site's trip generation based upon two land use codes (LUCs), manufacturing (LUC 140) and warehousing (LUC 150) using the Institute of Transportation Engineers (ITE) 11th edition Trip Generation manual. The total number of trips generated on the site is provided in the table below:

	Manufacturing (140)	Warehousing (150)	Total
Phase 1 Building Area (SF)	547,216 SF	762,889 SF	1,490,197 SF
AM	372	130	502
Entering	283	100	383
Exiting	89	30	119

Table 1: AM Trip Generation by Land Use Type with Enter/Exit

	Manufacturing (140)	Warehousing (150)	Total
Phase 1 Building Area (SF)	547,216 SF	762,889 SF	1,490,197 SF
PM	405	137	542
Entering	126	38	164
Exiting	279	99	378

Table 2: PM Trip Generation by Land Use Type with Enter/Exit

2026 Intersection Analysis

Traffic Impact Studies include analysis of current intersection conditions, impacts of proposed development on said intersections, and any improvements to intersection performance with additional improvements made. The following table illustrates intersections in 2026 which already operate at less than a level of service C or those which through development would decrease below a level of service C as a result of this preliminary development plan. Level of Service (LOS) after development includes any improvements recommended by the TIS.

Intersection	Road	Movement	Current LOS	LOS After Development
Cherry Blossom at Sims / Outer Ring	C.B. Way	East	TH to C.B. Way	C (22)
	C.B. Way	West	TH to I-75	C (23)
Cherry Blossom at Industry / Gate 4	Gate 4	North	TH to Industry	C (28)
	Industry	South	TH to Gate 4	C (29)

Cherry Blossom at Delaplain	Delaplain	South	LT to C.B. Way	B (12)	C (29)
Delaplain at Proposed Entrance	Project Site	South	LT to Delaplain (to C.B. Way)	n/a	C (15)
Cherry Blossom at Enterprise / Gate 3	Gate 3	East	TH to Enterprise	F (81)	F (81)
	C.B. Way	West	LT to Gate 3	E (57)	E (57)
US-62 at Delaplain	Delaplain	East	LT to US-62 (to Cynthiana)	C (21)	D (26)
	US-62	West	LT to Delaplain	C (15)	C (17)

Table 3: AM 2026 Intersection Movement Performance At or Below LOS C

Intersection	Road	Movement	Current LOS	LOS After Development
Cherry Blossom at Sims / Outer Ring	C. B. Way	East	TH to C. B. Way	C (28)
	Outer Ring	West	LT to C.B. Way	C (30)
	C. B. Way	West	TH to I-75	C (23)
	C. B. Way	North	LT to Sims	C (20)
	Outer Ring	North	TH to Sims	C (20)
	Sims	South	TH to Outer Ring	B (19)
Cherry Blossom at Industry / Gate 4	C.B. Way	West	TH to I-75	C (20)
	Gate 4	North	TH to Industry	C (27)
	Industry	South	TH to Gate 4	C (28)
Cherry Blossom at Delaplain	C.B. Way	East	LT to Delaplain	B (10)
	Delaplain	South	LT to C.B. Way	C (23)
Cherry Blossom at Enterprise / Gate 3	Gate 3	East	TH to Enterprise	E (74)
	C.B. Way	West	LT to Gate 3	D (41)
Delaplain at Supply	Delaplain	North	LT to Project Site	B (12)
US-62 at Delaplain	Delaplain	East	LT to US-62 (to Cynthiana)	F (602)
	US-62	West	LT to Delaplain	E (39)

Table 4: PM 2026 Intersection Movement Performance At or Below LOS C

2036 Intersection Analysis

The following tables illustrate projected intersection performance in 2036 which are anticipated to, without approval of the preliminary development plan, operate at less than a level of service C or those which through development would decrease below a level of service C as a result of this preliminary development plan. Level of Service (LOS) after development includes any improvements recommended by the TIS. Values for 2036 include all potential development for the property pursuant to KYTC requirements, however only a portion of the trips are associated with the proposed preliminary development plan for Phase 1 of the Legacy Run development.

Intersection	Road	Movement	Current LOS	LOS After Development
Cherry Blossom at Sims / Outer Ring	C.B. Way	East	TH to C.B. Way	C (23)
	C.B. Way	West	TH to I-75	C (23)
	Sims	South	TH to Outer Ring	B (19)
Cherry Blossom at Industry / Gate 4	Gate 4	North	TH to Industry	C (28)
	Industry	South	TH to Gate 4	C (29)
Cherry Blossom at Delaplain	C.B. Way	East	LT to Delaplain	A (8)
	Delaplain	South	LT to C.B. Way	B (12)

Delaplain at Proposed Entrance	Project Site	South	LT to Delaplain (to C.B. Way)	n/a	D (29)
Cherry Blossom at Enterprise / Gate 3	Gate 3	East	TH to Enterprise	F (83)	F (83)
	C.B. Way	West	LT to Gate 3	E (56)	E (56)
Delaplain at Supply	Delaplain	North	LT to Project Site	n/a	C (18)
Delaplain at Anderson	Anderson	South	LT to Delaplain	B (12)	C (22)
US-62 at Delaplain	Delaplain	East	LT to US-62 (to Cynthiana)	C (24)	E (48)
	US-62	West	LT to Delaplain	C (16)	C (20)

Table 5: AM 2036 Intersection Movement Performance At or Below LOS C

Intersection	Road	Movement	Current LOS	LOS After Development
Cherry Blossom at Sims / Outer Ring	C. B. Way	East	TH to C. B. Way	C (29)
	Outer Ring	West	LT to C.B. Way	D (41)
	C. B. Way	West	TH to I-75	C (26)
	C. B. Way	North	LT to Sims	C (20)
	Outer Ring	North	TH to Sims	C (20)
	Sims	South	TH to Outer Ring	C (20)
Cherry Blossom at Industry / Gate 4	Industry	East	LT to C.B. Way	B (11)
	C.B. Way	West	TH to I-75	C (21)
	Gate 4	North	TH to Industry	C (27)
	Industry	South	TH to Gate 4	C (28)
Cherry Blossom at Delaplain	C.B. Way	East	LT to Delaplain	B (11)
	Delaplain	South	LT to C.B. Way	D (27)
	C.B. Way	South	RT to C.B. Way	B (13)
Cherry Blossom at Enterprise / Gate 3	Gate 3	East	TH to Enterprise	E (75)
	C.B. Way	West	LT to Gate 3	D (41)
Delaplain at Supply	Delaplain	North	LT to Project Site	n/a
US-62 at Delaplain	Delaplain	East	LT to US-62 (to Cynthiana)	F (1017)
	US-62	West	LT to Delaplain	F (50)

Table 6: 2036 Intersection Movement Performance At or Below LOS D

This data shows that traffic flow through several of the intersections along Cherry Blossom Way will have LOS of D or worse in both the build and no-build studies of 2026 and 2036. Most of the areas with anticipated decreases in LOS or existing substandard LOS are not anticipated to have significant increases in delays. As the Commission knows, there are delays and congestion in the transportation network around the Project Site at certain times of the day, particularly during shift changes. The largest delays are anticipated for vehicles at the intersection of Cherry Blossom Way and Enterprise Way.

The Traffic Impact Study also included a signalized intersection warrant analysis. Installation of a traffic signal is determined by several conditions, one of which being MUTCD Warrant 1, or the Eight-Hour Vehicular Volume. To qualify, an intersection between a minor roadway (Delaplain Road) and major roadway (Cherry Blossom Way) needs to have at least 150 vehicle trips per hour from the minor roadway onto the major roadway. Phase 1 of the development does not generate enough trips in two one-hour windows to warrant a traffic signal, however, in 2036, the intersection would warrant a traffic signal.

In 2026, the traffic study recommends that intersection of Cherry Blossom Way and Delaplain Road be converted to a three way stop to allow for Delaplain Road traffic to clear the intersection. This is anticipated to result in a safer intersection but does slow the movements through the area. This improvement would result in all turning movements performing at a LOS C or greater. The changes to LOS can be attributed to drivers having to stop on the road and wait for their turn to make their traffic movement.

In 2036, the traffic study recommends that the intersection of Cherry Blossom Way and Delaplain Road be converted to a signalized intersection. Per the study, the intersection of the two roads would meet the requirements of exceeding 150 vehicle trips per hour per the Eight-Hour Vehicle Volume requirement. Timing adjustments to the intersection of Sims Pike and Cherry Blossom Way and the widening of Anderson Road are also recommended by the study.

Staff is cautious on approving this scale of a project given the current condition of Cherry Blossom Way at the intersection of Delaplain Road. The changes in grade, speed, and curve in the road already reduce visibility for oncoming traffic, and converting the intersection to a 3-way stop is unlikely to address those concerns. Staff recommends that the Applicant work with KYTC to reduce the right-of-way grade of the road where possible to increase visibility for the intersection. Furthermore, Staff recommends that the installation of traffic signals and review of existing signal timing be performed at the final development plan of Phase 1 to reduce impact of the development on the area road network. These two items in conjunction is anticipated to increase the safety of the road for both existing and proposed users in this area.

The traffic study makes several recommendations for improvements outside of the intersection of Cherry Blossom Way and Delaplain Road. They include widening Anderson Road between Delaplain and the northern entrance to the development and widen Delaplain Road between Cherry Blossom Way and Anderson Road to 40 feet wide curb-to-curb to accommodate heavier vehicle volumes, install signage at the primary entrance off Delaplain Road to indicate to trucks that a left turn onto Delaplain towards US-62 is not permitted, and install signage at the intersection of Delaplain Road and Anderson Road to indicate to trucks that continuing eastbound to US-62 is not permitted. These improvements are anticipated to improve the safety of all motorists on the road.

Stormwater Management

There is an intermittent and perennial stream in the southeast portion of the Project Site that has a drainage area in excess of 50 acres. The stream is located around the southwest corner of Building G and the southeast corner of Building E. Per the City of Georgetown's Stormwater Management and Best Management Practices (BMP) Manual, this qualifies the stream and the area surrounding it as "Waters of Scott County". The Waters of Scott County designation brings with it requirements and standards, most specifically that any such area identified shall not have construction activities within it. Activities within the designation are limited significantly to preserve the health of the stream and the areas surrounding it.

The current proposed placement of Buildings E and G do not comply with the Georgetown Stormwater Management Manual (Section 1.4.b.) as it would displace approximately 900 linear feet of stream. The preliminary grading plan shows a complete elimination and re-routing of the stream to a large detention pond located along Delaplain Road. The Army Corps of Engineers (USACE) is the preeminent authority on

all jurisdictional waters of the United States. The Applicant has provided documentation of an agreement between themselves and The Corps to pay funds for offsite improvements of streams and wetlands as a form of in lieu mitigation. Staff believes the Corps permit does not dissolve the applicant of the requirements of local regulations.

The Applicant, in a justification letter, states that the requirements of the BMP manual would impact the ability to develop the Project Site to the extent shown and would weaken the economic impacts the employers could bring to the community. They state that they have worked with the US Army Corps of Engineers (USACE), Environmental Protection Agency (EPA), and Kentucky Division of Water (KDOW) to make sure the site is developed according to those regulations. They state that it is typical for industrial developments to flatten sites to maximize the buildable square footage of the property.

Staff recommends the Planning Commission consider one of the following options:

- Grant the variance for the elimination of the stream and require the Applicant provide an enhanced stormwater management plan. It is the recommendation of Staff to pursue this alternative with the following condition of approval:
 - The applicant shall provide equivalent length or more of stream-like areas throughout the development pursuant to the supplemental plan submitted by the Applicant. The equivalent area(s) shall be set aside in drainage easements and vegetated with trees.
- Require the alteration the layout of the site plan as to not disturb the subject stream prior to FDP. If the Planning Commission board makes this determination, the Staff recommends the following condition of approval:
 - "The applicant shall amend the layout of the preliminary development plan so as to not interfere with the entire length of the stream. The applicant shall establish and record a plat with the Scott County Clerk's Office showing a protective stream easement measuring 900 linear feet long and 50 feet wide along the centerline of the stream. The applicant shall not develop areas within the protective easement. Mitigation, including but not limited to plantings, shall be done in accordance with the adopted City of Georgetown Stormwater Management Ordinance and BMP Manual and the *Subdivision & Development Regulations*."
- Allow the stream to be rerouted above ground to maintain a portion of the stream's ecological functions and benefits. If the Planning Commission board makes this determination, the Staff recommends the following condition of approval:
 - The Applicant shall amend the layout of the development plan to redirect the 900 linear feet of the stream above ground to be between the two proposed buildings. The applicant shall establish a protective stream easement measuring the length of the stream and 50 feet wide along the centerline of the stream. Grading shall be to protect the stream and a riparian buffer with plantings shall be installed per the City of Georgetown Stormwater Ordinance and BMP manual.
- Require the applicant to enter into an agreement with the City of Georgetown for off-site improvements to streams or wetlands within the Lanes Run Watershed equal to the area disturbed by this construction. If the Planning Commission board makes this determination, the Staff recommends the following condition of approval:

- Prior to final development plan or grading approval, the Applicant shall work with the City of Georgetown, Scott County, and the Georgetown-Scott County Planning Commission to participate in off-site improvements to streams or wetlands within the Lanes Run Watershed equal to the area disturbed by this construction. At time of final development plan approval, the Applicant shall provide all programming and agreements entered into as part of this condition to the Planning Commission board for review.

Landscape & Land Use Buffers

Section 6.12: Property Perimeter Requirements

The 1992 CLUR states that “buffering is to be maintained and supplemented in a 50-foot open space “no-use” strip”. The preliminary landscape plan includes a note that where possible the existing landscaping would remain in the required “no-use” strip.

The *Landscape & Land Use Buffers Ordinance* requires a 50-foot-wide buffer area between any industrial zone and any agricultural zone, and for those areas to be populated with 1 large tree per 40 feet of linear frontage planted 35 feet from property boundary. This requirement would be applicable to the north boundary. The preliminary landscape plan does meet this requirement.

Section 6.13: Vehicular Use Area Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 3 to 5-foot-wide buffer area between a vehicular use area (VUA) and either any property in any zone or an adjoining public or private street, right-of-way, access road or service road, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus a 3-foot-tall continuous buffer. This is required along all boundaries of the parking areas and internal driveways. There are several areas which do not meet the requirements of this ordinance. In instances where two buffering requirements overlap (i.e. property perimeter and VUA), the stricter of the two requirements should be observed. The final landscape plan will need to reflect this requirement.

Section 6.14: Agricultural Buffering Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 50-foot minimum setback for all structures when adjoining the agricultural (A-1) zoning district. A 6-foot-tall minimum height no-climb fence shall be installed along the property line, which may result in the removal of some existing tree lines along the property boundary. This is required along the north and east sides of the property. The final landscape plan will need reflect this requirement.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape & Land Use Buffers Ordinance* requires for open VUAs of 6,000 SF area (or greater) necessitates interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area (ILA). For the purposes of this requirement, in industrial zones, loading, unloading, and storage areas are excluded from this requirement, but parking areas for heavy trucks and passenger vehicles are still required to have interior landscaping. The development plan shows the construction of 356,939 SF of VUA, but it is unclear which areas are for parking versus which are for loading, unloading or storage. Until such time that the information is provided, it is difficult to determine compliance with this regulation. The final landscape plan must clearly identify areas which VUAs are used for calculating ILA and where the required ILAs are located.

Section 6.2215: Minimum Canopy Requirements

Per the *Landscape & Land Use Buffers Ordinance*, industrially zoned properties must ultimately have 5-10% tree canopy across the site. The preliminary landscape plan states that around 7% of the existing tree canopy is located outside of the grading and construction limits for utilities and thus would not require any additional landscaping beyond the required interior island and vehicle use or property perimeter landscaping requirements. The final development landscape plan must identify the areas of protected trees and include all statistics related to protected existing tree canopy areas and required additional canopy areas.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plat for Legacy Run Commerce Park with the following conditions of approval:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations*.
2. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
3. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
6. The Final Development Plan shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
7. A photometric plan shall be submitted and approved as part of the Final Development Plan. The Applicant shall direct lighting away from adjoining property and not have any off-site impact.
8. A species-specific landscape plan shall be included with the Final Development Plan indicating all trees to be preserved during construction.
9. All requirements of the Georgetown Fire Department regarding fire hydrant locations and emergency vehicle accessibility.
10. All requirements of GMWSS regarding sanitary sewer services.
11. The applicant shall be responsible for all offsite road and public water and sewer improvements required to serve the proposed development.
12. Traffic control devices, including a traffic light, shall be installed and paid for according to KYTC Regulations. Timing for traffic light installation shall be at KYTC discretion. The cost of installing traffic control improvements shall not be the responsibility of the City of Georgetown nor Scott County.
13. Buffering is to be maintained and supplemented in a 50-foot open space "no use" strip and 150-foot building setback line around the north and east property lines, unless it is demonstrated for this property that a lesser buffer requirement would meet the intent of the Comprehensive Plan

and overall buffering plan. As each parcel or development plan is submitted, a detailed buffering plan for that area shall be submitted and approved.

14. Existing tree rows around the property perimeter shall be preserved including those along Old Delaplain Road where feasible. There shall be no grading or construction within the existing tree rows at the property perimeters without prior approval of the Planning Commission.
15. Prior to Final Development Plan approval, the Applicant shall submit and record a plat regarding realignment of the Cranetown Lane dirt road and alternative access for all impacted property owners.
16. The Applicant shall submit and record a plat regarding the access easements proposed to Industry Road.
17. The Applicant shall improve all public roadways serving this development. Improvements to Anderson Road and Delaplain Road shall be along the entire frontage of the property and plans for improvement shall be made when a final development plan would result in a driveway or roadway connection onto the road.
18. The Applicant shall construct turn lanes, as described in the Traffic Impact Study, as part of the first Development Plan/Subdivision Plat when a plan/plat would result in a driveway or roadway connection onto the road pursuant Planning Commission Engineer, City Engineer, and KYTC approval.
19. Collector roadways serving the development shall be constructed to 40-foot-wide wide (face of curb) or a minimum width necessary to accommodate an appropriate amount of 12-foot-wide lanes per traffic engineering documentation as approved by the Planning Commission and City Engineer.
20. Construction or user traffic associated with the development shall not utilize Anderson Road until such time that it is brought to current industrial road standards
21. Prior to Final Development Plan approval, plans for the realignment of Delaplain Road, including the dedication of right-of-way, shall be submitted with KYTC, Planning Commission Engineer and City Engineer approval
22. Prior to Final Development Plan approval, the consulting engineer shall work with the Planning Commission Engineer to update the Lanes Run Watershed Model and document mitigation of any downstream impacts.
23. The Applicant shall comply with the decision of the Planning Commission regarding the "Waters of Scott County" stream.



September 25, 2025

Georgetown – Scott County Planning Commission
230 E Main St, Georgetown, KY 40324

To whom it may concern,

A revised copy of the Traffic Impact study for the Legacy Run development located along Delaplain Road has been submitted for review. The previous version submitted in September 2025 has been amended to include the following changes:

- The intersection of Delaplain Road and US 62 has been counted and has been added into the analysis of the report.
- Changed Recommendations:
 - The original submission described widening Delaplain Road and Anderson Road along the length of the development. The revised study adds in widening Industry and specifies that the widening will result in roads that are 40 feet from curb to curb.
 - The original study proposes a signal at the intersection of Cherry Blossom Way and Delaplain Road. Keeping in mind that the development does not meet the MUTCD signal warrants until Phase 2, the revised report suggests constructing the signal and having it run with a flashing yellow on Cherry Blossom and flashing red on Delaplain Road until the traffic volumes meet the signal warrant at which point it can be easily converted to a fully functional signal.
 - Based on concerns of heavy truck traffic operating on Delaplain Road east of Anderson Road a recommendation was added into the revised study that states signage should be constructed for southbound traffic exiting Anderson Road and the main entrance from Delaplain Road informing truck traffic that they must turn right, which would send them towards the Cherry Blossom Way intersection. Similarly, there should be a sign constructed for eastbound traffic along Delaplain Road near the intersection of Anderson Road that informs drivers that truck traffic is prohibited past Anderson Road.

If there are any questions regarding the revised report please feel free to contact me.

Sincerely,

Josh Coburn, PE, PTOE, RSP1
Project Manager
Palmer Engineering
Office: 859-744-1218
Cell: 859-749-4231

Traffic Impact Study Proposed Industrial Development Georgetown, KY

Prepared for

May Commercial

September 2025



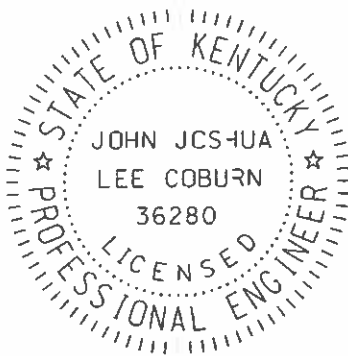
 **Palmer**
ENGINEERING

Traffic Impact Study Certification

I John Coburn certify that this Traffic Impact Study has been prepared under my direct supervision and that I am a Professional Engineer registered in the State of Kentucky and have successfully completed the Traffic Impact Study Requirements training course required by KYTC. Furthermore, I certify that this study has been completed in accordance with the KYTC Traffic Impact Study Requirements and in accordance with engineering standards of practice. The results presented have been determined to be accurate representations of existing and anticipated conditions based on the assumptions and methodologies presented in this report.



John Coburn
KY PE No. 36280



**TECHNOLOGY
TRANSFER
PROGRAM**

TRAFFIC IMPACT STUDY COURSE Certificate of Completion (3.5 PDH)

John Coburn
KY PE License No. 36280

Completed: 08/12/2022
Expires: 08/12/2026
Company: University of Kentucky

TIM THARPE

Tim Tharpe, KYTC
Director of Traffic Operations



Adam Kirk, Instructor

The official status of this certificate can be verified with the
KYTC Division of Traffic Operations

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INTRODUCTION

This traffic study was undertaken to assess the traffic impact of a proposed manufacturing development in Scott County, Kentucky, in the City of Georgetown. The development will be located along the north side of Delaplain Road between Industry Road and Anderson Road. The vicinity map (Map 1) displays the location of the proposed development and study area.



Proposed Site Lot

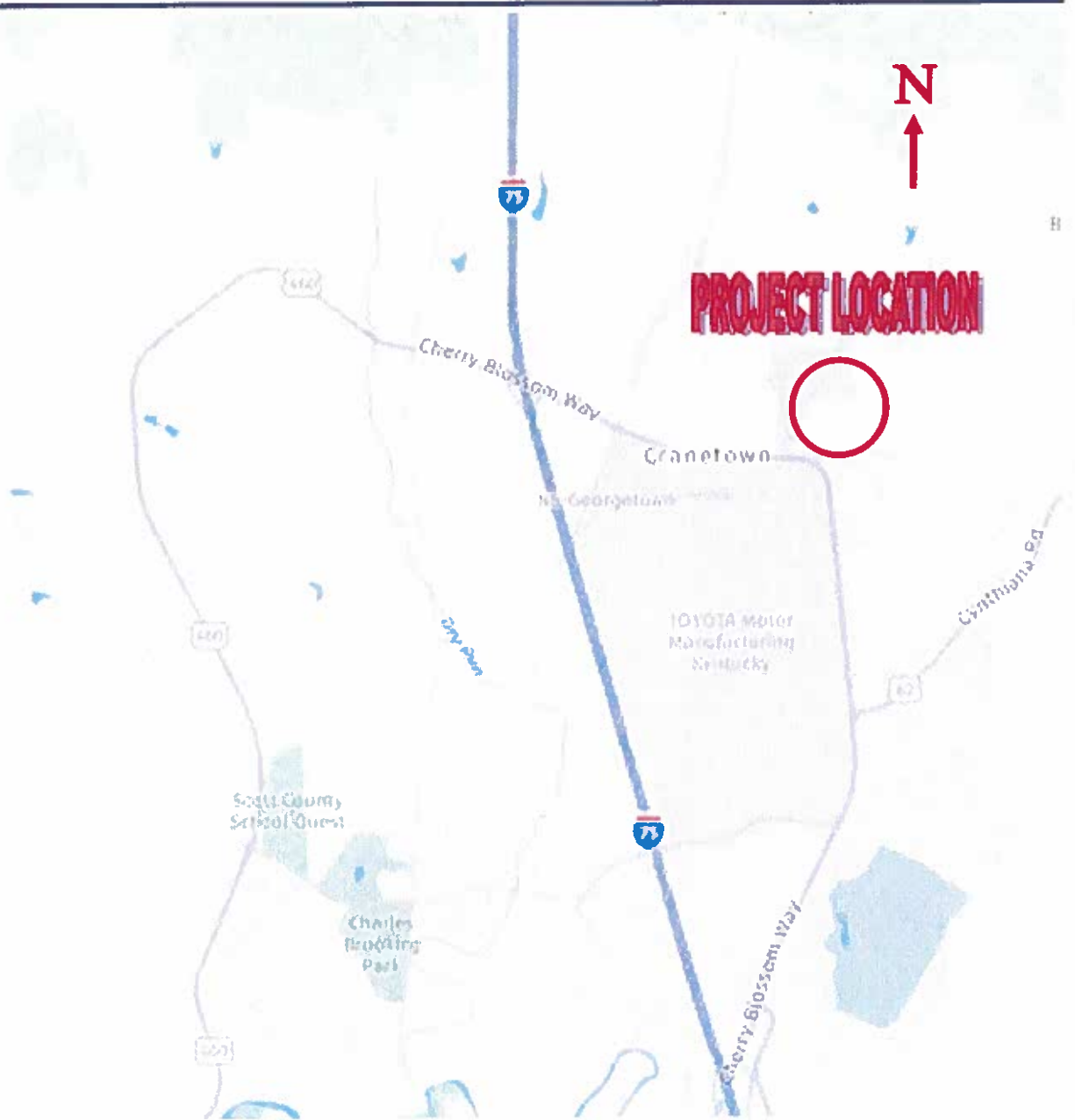
The proposed development is a mixed Industrial Land use. The site of the proposed development is currently zoned I-1 (Industrial district) (Map 2). This traffic impact study included the following 8 intersections

- Cherry Blossom Way at Sims Pike
- Cherry Blossom Way at Industry Road
- Cherry Blossom Way at Delaplain Road
- Cherry Blossom Way at Enterprise Way
- Delaplain Road at the proposed Entrance
- Delaplain Road at Supply Court
- Delaplain Road at Anderson Road
- Delaplain Road at US 62

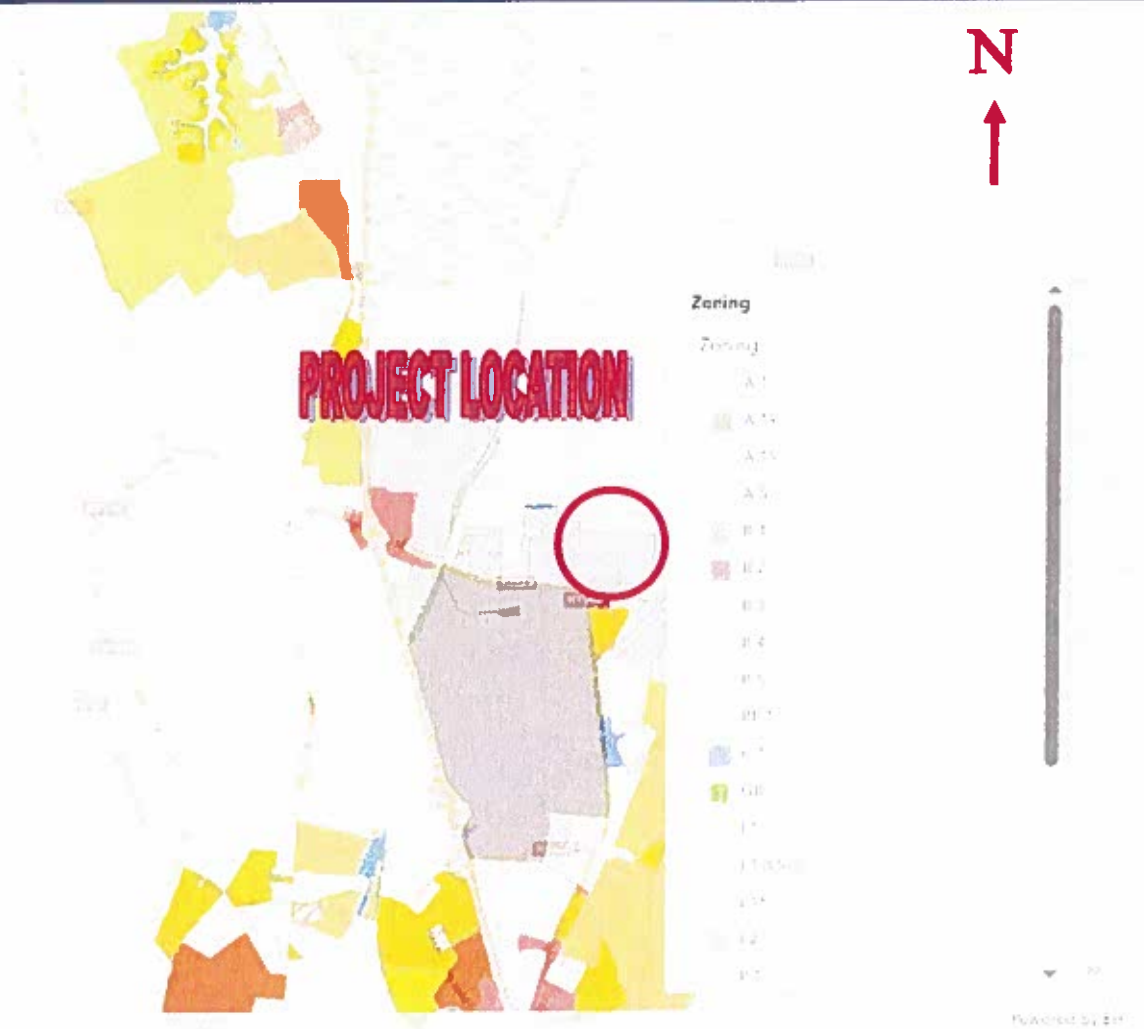
Cherry Blossom Way currently consists of commercial, industrial, and agricultural land uses such as restaurants, retail, warehouses, farmland etc. and provides access to residential areas.



Cherry Blossom Way at Delaplain Road



Map 1. Vicinity Map



Map 2. Zoning Map

EXISTING CONDITIONS

Regional and Local Access

Cherry Blossom Way, US 62, and I-75 will provide local and regional access to the proposed development while Sims Pike, Industry Road, Delaplain Road, Supply Court and Enterprise Way will provide local access to the proposed development. A brief description of the surrounding roadways follows:

Cherry Blossom Way – Cherry Blossom Way is a Minor Arterial that provides local and regional access to the proposed development. Cherry Blossom Way generally runs in the east-west direction. In the vicinity of the development the roadway provides two through lanes and a two way left turn lane with lane widths of 11 feet. The existing speed limit is posted at 55 MPH.

Sims Pike – Sims Pike is a local road that provides local access to the proposed development. Sims Pike generally runs in the north-south direction. The road is unmarked with a total width of 23 feet providing adequate width for a through lane in each direction. The existing speed limit is posted at 35 MPH.

Industry Road – Industry Road is a local road that provides local access to the proposed development. Industry Road generally runs in the north-south direction. The road is unmarked with a total width of 24 feet providing adequate width for a through lane in each direction. The existing speed limit is posted at 25 MPH.

Delaplain Road – Delaplain Road is a local road that provides local access to the proposed development. Delaplain Road generally runs in the east-west direction. The road provides a through lane in each direction with lane widths measured at 12 feet. The existing speed limit is posted at 25 MPH.

Supply Court – Supply Court is a local road that provides local access to the proposed development. Supply Court generally runs in the north-south direction. The road is unmarked with a total width of 32 feet providing adequate width for a through lane in each direction. The existing speed limit is posted at 25 MPH.

Enterprise Way – Enterprise Way is a local road that provides local access to the proposed development. Enterprise Way generally runs in the east-west direction. The road provides a through lane in each direction with lane widths measured at 12 feet. The existing speed limit is posted at 25 MPH.

Anderson Road – Anderson Road is a local road that provides local access to the proposed development. Anderson Road generally runs in the north-south direction. The road is unmarked with a total width of 18 feet providing adequate width for a single lane. The existing speed limit is not posted, based on Kentucky laws, all roadway without a posted speed limit default to 55 MPH.

US 62 (Cynthiana Road) – US 62 is a minor arterial that provides regional access to the proposed development. US 62 generally runs in the northeast-southwest direction. In the vicinity of the development the roadway provides one through lane in each direction with lane widths measuring 12 feet. The existing speed limit is posted at 55 MPH.

LEVEL OF SERVICE AND DELAY

Level of Service (LOS) was used as the measure of effectiveness for each lane and turning movement. According to the Highway Capacity Manual, the level of service is defined in terms of delay (See Tables 1 and 2). Delay results in driver discomfort, frustration, fuel consumption, and lost travel time. Delay is caused by a number of factors including traffic signal timing, geometrics, traffic congestion, and accidents at an intersection. Level of Service is based on a grade scale from A to F with an A being excellent and F being failure. A Level of Service C is desirable, and D is acceptable in an urban setting.

Level of Service	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 and ≤ 15
C	>15 and ≤ 25
D	>25 and ≤ 35
E	>35 and ≤ 50
F	>50

Table 1-Unsignalized Intersections

Level of Service	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	>80

Table 2-Signalized Intersections

Base Traffic Volumes (existing condition)

Originally, manual traffic counts were taken from 6:30 AM to 6:30 PM on May 1st, 2025 at the intersection of Cherry Blossom Way and Delaplain Road. The remaining intersections were counted from 6:30 AM to 9:00 AM and 4:00 PM to 6:30 PM on May 1st, 2025. The intersection of Delaplain Road at US 62 was added to the study with a count being performed on August 18th, 2025 between 6:30 AM to 9:00 AM and 4:00 PM to 6:30 PM. The traffic count information can be found in the Appendix of this report.

Background Traffic Volumes

The estimated completion date for the proposed development is by the end of 2026. The KYTC historic traffic volumes along Cherry Blossom Way in the vicinity of the development (station 105012) showed that traffic volumes have seen an increase, approximately 1.00% annual growth, over the twelve years between 2010 and 2022. Based on the historic traffic trends this traffic study assumes an annual growth of 1.00% in the study area.

METHODOLOGY

Level of Service, delay, and queue length were measures of effectiveness analyzed using the SYNCHRO software.

Trips were generated for the proposed development and then distributed to the roadway system based on the existing traffic patterns and engineering judgment. For the analysis, the study uses traffic volumes from the current year, as well as a future build out year in which the traffic volumes were grown at a rate determined by historic traffic counts in the area. The assigned volumes from the proposed development and the background traffic volumes combined to produce the total proposed traffic volumes for existing and build out conditions. SYNCHRO was used to analyze the roadway network for existing and proposed conditions in both the current year/build year (2026), and design year (2036). The 2026 background, level-of-service, and vehicle delay can be found in the Appendix along with 2026 no build (Fig 1), 2026 build (Fig 7), 2036 no build (Fig 8), and 2036 build (Fig 9) traffic volumes.

TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

Trip estimates for the proposed development are based upon information provided by the *Trip Generation, 11th Edition*, a nationally recognized resource of trip generation rates published by the Institute of Transportation Engineers.

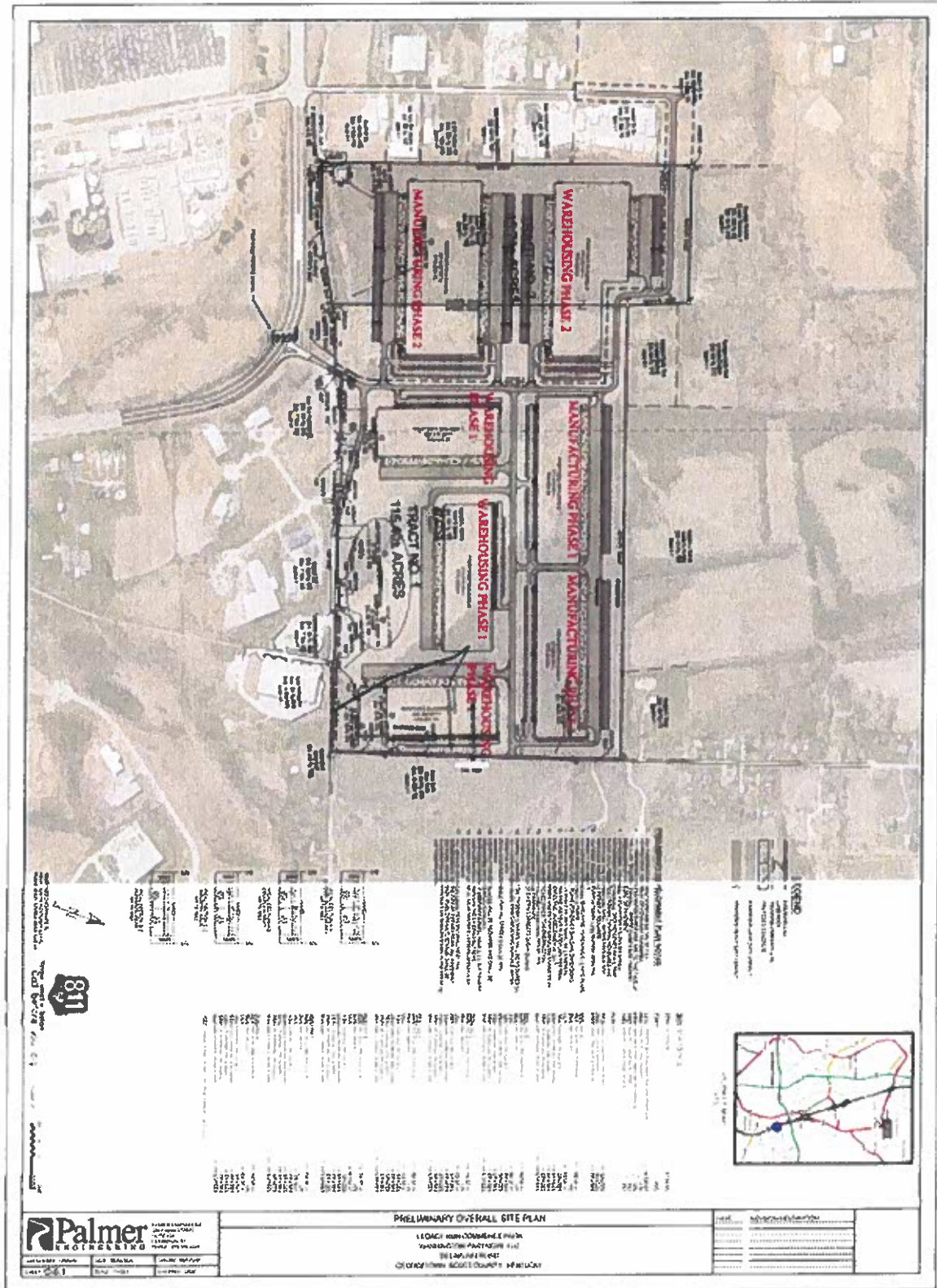
SITE TRIP GENERATION

The proposed site will consist of a manufacturing and warehousing development (ITE code 140 & 150). For this study the development will be completed in phases, Phase 1 is assumed to be completed by the end of 2026, and phase 2 is assumed to be completed before the end of 2036. The development as a whole will be roughly 50% manufacturing and 50% warehousing by the end of Phase 2. For Phase 1 40% manufacturing and 60% warehousing. For this study The ITE rates generate 502 (AM Peak), and 542 vehicles (PM peak) in Phase 1. The ITE rates generate 906 (AM Peak), and 980 vehicles (PM peak) in Phase 2.

Proposed Development Trip Generation Tables Phase 1								
ITE Code	Land Use	Sq. Ft./Units	Average Rate	AM Peak	In	%	Out	%
140	Manufacturing	547,216	0.68	372	283	76%	89	24%
150	Warehousing	762,889	0.17	130	100	77%	30	23%
TOTALS:				502	383		119	
ITE Code	Land Use	Sq. Ft./Units	Average Rate	PM Peak	In	%	Out	%
140	Manufacturing	547,216	0.74	405	126	31%	279	69%
150	Warehousing	762,889	0.18	137	38	28%	99	72%
TOTALS:				542	164		378	
Proposed Development Trip Generation Tables Phase 2								
ITE Code	Land Use	Sq. Ft./Units	Average Rate	AM Peak	In	%	Out	%
140	Manufacturing	501,612	0.68	341	259	76%	82	24%
150	Warehousing	373,082	0.17	63	49	77%	14	23%
TOTALS:				404	308		96	
ITE Code	Land Use	Sq. Ft./Units	Average Rate	PM Peak	In	%	Out	%
140	Manufacturing	501,612	0.74	371	115	31%	256	69%
150	Warehousing	373,082	0.18	67	19	28%	48	72%
TOTALS:				438	134		304	
Proposed Development Trip Generation Tables Phase 2 Total								
ITE Code	Land Use	Sq. Ft./Units	Average Rate	AM Peak	In	%	Out	%
140	Manufacturing	1,048,828	0.68	713	542	76%	171	24%
150	Warehousing	1,135,971	0.17	193	149	77%	44	23%
TOTALS:				906	691		215	
ITE Code	Land Use	Sq. Ft./Units	Average Rate	PM Peak	In	%	Out	%
140	Manufacturing	1,048,828	0.74	776	241	31%	535	69%
150	Warehousing	1,135,971	0.18	204	57	28%	147	72%
TOTALS:				980	298		682	

Table 3 - Trip Generation Table

Based on information provided in *Trip Generation, 11th Edition* Manufacturing facilities do not experience pass-by's therefore, none were considered.



Map 3. Site Map

TRIP DISTRIBUTION

		<u>Distribution (Entering)</u>
From the East via Delaplain Rd.	(15%) AM,	9% PM
From the South via Cherry Blossom Way	(34%) AM,	37% PM
From the West via Cherry Blossom Way	(43%) AM,	49% PM
From the North via Sims Pike	(8%) AM,	5% PM
		<u>Distribution (Exiting)</u>
To the East via Delaplain Rd.	(15%) AM,	9% PM
To the South via Cherry Blossom Way	(34%) AM,	37% PM
To the West via Cherry Blossom Way	(43%) AM,	49% PM
To the North via Sims Pike	(8%) AM,	5% PM

LEVEL OF SERVICE AND DELAY ANALYSIS

All intersection traffic volumes, vehicle delay, and level of service information can be found in the Appendix. The 2036 base traffic volume information will be the focus upon comparisons between the projected background traffic and the proposed traffic volumes (full build out). The 2036 No-Build volumes would exist on the roadway system in the absence of the proposed development and the 2036 Build Volumes are the volumes with the proposed development included.

The No-Build Scenario analysis assumes that no proposed improvements to the roadway system have been implemented. This would be the case assuming the proposed development was not built.

INTERSECTION ANALYSIS

2026 No Build Analysis

The SYNCHRO analysis reveals that the corridor operates mostly within acceptable conditions with the exception of several movements.

Movements that operate at an existing LOS of "E":

- AM westbound left turn - Enterprise Way at Cherry Blossom Way
- PM eastbound through movement - Enterprise Way at Cherry Blossom Way
- PM westbound left turn - US-62 at Delaplain Road

Movements that operate at an existing LOS of "F":

- AM eastbound through movement - Enterprise Way at Cherry Blossom Way
- PM eastbound left turn - US-62 at Delaplain Road

The longest queue in the corridor occurs in the eastbound left movements at US-62. These movements reach a queue length of 24 vehicles during the PM peak hour.

2026 Build Analysis

The Synchro analysis reveals that the corridor experiences some degrading due to the increased volumes. Most movements continue to operate under acceptable conditions.

Movements that degrade from acceptable to unacceptable conditions:

- PM southbound left turn - Delaplain Road at Cherry Blossom Way degrades from an LOS "C" to "F"

The longest queue in the corridor occurs in the eastbound left movements at US-62. These movements reach a queue length of 30 vehicles during the PM peak hour.

2026 Build Proposed Analysis

This section of the analysis assumes all recommended improvements listed in the conclusion have been implemented. The SYNCHRO analysis reveals that the corridor continues to operate similar to the 2026 no build conditions with one movement degrading from acceptable conditions to unacceptable conditions.

Movements that degrade from acceptable to unacceptable conditions:

- PM southbound left turn - Delaplain Road at Cherry Blossom Way degrades from an LOS "C" to "F"

The longest queue in the corridor occurs in the eastbound left movements at US-62. These movements reach a queue length of 30 vehicles during the PM peak hour.

2036 No Build Analysis

The SYNCHRO analysis reveals that the corridor continues to operate similar to the 2025 no build conditions with one movement degrading from acceptable conditions to unacceptable conditions. The PM peak hour westbound left at US-62 at Delaplain Road.

The longest queue in the corridor occurs in the eastbound left movements at US-62. These movements reach a queue length of 31 vehicles during the PM peak hour.

2036 Build Analysis

The SYNCHRO analysis reveals that the corridor experiences some degrading due to the increased volumes. Most movements continue to operate under acceptable conditions.

Movements that degrade from acceptable conditions to unacceptable conditions:

- AM southbound left turn - Delaplain Road at Cherry Blossom Way degrades from an LOS "B" to "E"
- AM eastbound left turn - US-62 at Delaplain Road degrades from an LOS "C" to "E"
- PM westbound left turn - Sims Pike at Cherry Blossom Way degrades from an LOS "D" to "F"
- PM southbound left turn - Delaplain Road at Cherry Blossom Way degrades from an LOS "D" to "F"

- PM southbound right turn - Delaplain Road at Cherry Blossom Way degrades from an LOS "B" to "E"

The longest queue in the corridor occurs in the eastbound left movements at US-62. These movements reach a queue length of 42 vehicles during the PM peak hour.

2036 Build Proposed Analysis

This section of the analysis assumes all recommended improvements listed in the conclusion have been implemented. The SYNCHRO analysis reveals that the corridor continues to operate similar to the 2036 no build conditions with some movements degrading from acceptable conditions to unacceptable conditions.

Movements that degrade from acceptable conditions to unacceptable conditions:

- AM eastbound left turn - US-62 at Delaplain Road degrades from an LOS "C" to "E"
- PM eastbound left turn - Delaplain Road at Cherry Blossom Way degrades from LOS "B" to "F"

The longest queue in the corridor occurs in the northbound through movements at US-62. These movements reach a queue length of 42 vehicles during the PM peak hour.

2026 NO BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	22/C	1/A	15/B	23/C	0/A	19/B	19/B	0/A		19/B	1/A	19/B
CHERRY BLOSSOM @ INDUSTRY RD.	9/A	12/B	1/A	9/A	15/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	8/A									12/B		9/A	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		81/F	2/A	51/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	7/A
DELAPLAIN @ SUPPLY CT.				8/A	0/A		11/B		0/A				
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								10/B			
US-62 @ DELAPLAIN RD.	21/C			15/C			9/A	0/A		0/A			
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	16/B	28/C	4/A	30/C	26/C	0/A	20/C	20/C	5/A		19/B	2/A	22/C
CHERRY BLOSSOM @ INDUSTRY RD.	10/B	14/B	0/A	9/A	20/C	0/A		27/C	0/A		28/C	0/A	17/B
CHERRY BLOSSOM @ DELAPLAIN RD.	10/B									23/C		12/B	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		74/E	8/A	41/D	16/B		9/A	14/B	0/A	9/A	16/B	3/A	22/C
DELAPLAIN @ SUPPLY CT.				0/A			12/B		10/B				
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								11/B			
US-62 @ DELAPLAIN RD.	602/F			31/E			9/A	0/A		9/A	0/A		

Table 4. 2026 No Build Level of Service Summary

2026 NO BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	4	0	1	3	0	0	0	0		0	0
CHERRY BLOSSOM @ INDUSTRY RD.	0	3	0	0	3	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	0									0		0
DELAPLAIN @ PROP ENT												
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	1	0	0	1	0
DELAPLAIN @ SUPPLY CT.				0			0					
DELAPLAIN RD @ ANDERSON RD.	0									0		
US-62 @ DELAPLAIN RD.	1			0			0			0		
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	6	2	5	5	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	0	6	0	0	9	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									1		1
DELAPLAIN @ PROP ENT												
CHERRY BLOSSOM @ ENTERPRISE WAY		9	0	1	1		2	5	0	1	5	1
DELAPLAIN @ SUPPLY CT.				0			0		0			
DELAPLAIN RD @ ANDERSON RD.	0									0		
US-62 @ DELAPLAIN RD.	24			1			0			0		

Table 5. 2026 No Build Queue Summary

2026 BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	24/C	1/A	15/B	24/C	0/A	19/B	19/B	0/A		21/C	1/A	20/C
CHERRY BLOSSOM @ INDUSTRY RD.	10/B	13/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	8/A									18/C		10/B	
DELAPLAIN @ PROP ENT	8/A									15/C		9/A	
CHERRY BLOSSOM @ ENTERPRISE WAY		81/F	2/A	51/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				8/A			13/B		0/A				
DELAPLAIN RD @ ANDERSON RD	9/A	0/A								12/B			
US-62 @ DELAPLAIN RD.	26/D			17/C			9/A	0/A		0/A			
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	17/B	29/C	4/A	40/D	30/C	4/A	20/C	20/C	5/A		20/C	2/A	25/C
CHERRY BLOSSOM @ INDUSTRY RD.	16/B	15/B	0/A	10/B	25/C	0/A		27/C	0/A		28/C	7/A	20/B
CHERRY BLOSSOM @ DELAPLAIN RD.	11/B									197/F		18/C	
DELAPLAIN @ PROP ENT	8/A									15/B		12/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		74/E	8/A	41/D	16/B		9/A	14/B	0/A	9/A	16/B	3/A	22/C
DELAPLAIN @ SUPPLY CT.				0/A			18/C		11/B				
DELAPLAIN RD @ ANDERSON RD	8/A	0/A								14/B			
US-62 @ DELAPLAIN RD.	774/F			41/E			9/A	0/A		9/A	0/A		

Table 6. 2026 Build Level of Service Summary

2026 BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	0	1	4	0	0	0	0		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	5	0	0	4	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									1		0
DELAPLAIN @ PROP ENT	0									0		0
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	2	0	0	2	0
DELAPLAIN @ SUPPLY CT.				0			0					
DELAPLAIN RD @ ANDERSON RD.	1									1		
US-62 @ DELAPLAIN RD.	2			0			0			0		
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	2	5	8	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	7	0	0	11	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									14		4
DELAPLAIN @ PROP ENT	0									0		1
CHERRY BLOSSOM @ ENTERPRISE WAY		9	0	1	1		2	6	0	1	7	1
DELAPLAIN @ SUPPLY CT.				0			1		0			
DELAPLAIN RD @ ANDERSON RD.	0									2		
US-62 @ DELAPLAIN RD.	30			1			0			0		

Table 7. 2026 Build Queue Summary

2026 BUILD PROPOSED (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	24/C	1/A	15/B	24/C	0/A	19/B	19/B	0/A		21/C	1/A	20/C
CHERRY BLOSSOM @ INDUSTRY RD.	10/B	13/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	15/B	11/B			11/B	2/A					29/C		6/A
DELAPLAIN @ PROPENT	8/A										15/C		12/B
CHERRY BLOSSOM @ ENTERPRISE WAY		81/F	2/A	91/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				8/A			13/B		0/A				
DELAPLAIN RD @ ANDERSON RD.	9/A	0/A									12/B		
US-62 @ DELAPLAIN RD.	26/D			17/C			9/A	0/A		0/A			
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	17/B	29/C	4/A	40/D	30/C	4/A	20/C	20/C	5/A		20/C	2/A	25/C
CHERRY BLOSSOM @ INDUSTRY RD.	16/B	15/B	0/A	10/B	25/C	0/A		27/C	0/A		28/C	7/A	20/B
CHERRY BLOSSOM @ DELAPLAIN RD.	31/C	11/B			13/B	2/A					33/C	15/B	17/B
DELAPLAIN @ PROPENT	8/A										15/B		12/B
CHERRY BLOSSOM @ ENTERPRISE WAY		74/E	8/A	41/D	16/B		9/A	14/B	0/A	9/A	16/B	3/A	22/C
DELAPLAIN @ SUPPLY CT.				0/A			18/C		11/B				
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A									14/B		
US-62 @ DELAPLAIN RD.	774/F			41/E			9/A	0/A		9/A	0/A		

Table 8. 2026 Build Proposed Level of Service Summary

2026 BUILD PROPOSED (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	0	1	4	0	0	0	0		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	5	0	0	4	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	5	2			2	1				3		1
DELAPLAIN @ PROPENT	0									0		0
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	2	0	0	2	0
DELAPLAIN @ SUPPLY CT.				0			0					
DELAPLAIN RD @ ANDERSON RD.	1									1		
US-62 @ DELAPLAIN RD.	2			0			0			0		
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	2	5	8	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	7	0	0	11	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	8	3			6	1				6		4
DELAPLAIN @ PROPENT	0									0		1
CHERRY BLOSSOM @ ENTERPRISE WAY		9	0	1	1		2	6	0	1	7	1
DELAPLAIN @ SUPPLY CT.				0			1		0			
DELAPLAIN RD @ ANDERSON RD.	0									2		
US-62 @ DELAPLAIN RD.	30			1			0			0		

Table 9. 2026 Build Proposed Queue Summary

2036 NO BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	23/C	1/A	15/B	23/C	0/A	19/B	19/B	0/A		19/B	2/A	19/B
CHERRY BLOSSOM @ INDUSTRY RD.	9/A	14/B	1/A	9/A	16/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	8/A									12/B		9/A	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		83/F	2/A	56/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	7/A
DELAPLAIN @ SUPPLY CT.				8/A	0/A		11/B		0/A				
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								10/B			
US-62 @ DELAPLAIN RD.	24/C			16/C			9/A	0/A		0/A			
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	16/B	29/C	4/A	41/D	26/C	0/A	20/C	20/C	4/A		20/C	3/A	23/C
CHERRY BLOSSOM @ INDUSTRY RD.	11/B	15/B	0/A	9/A	21/C	0/A		27/C	0/A		28/C	0/A	18/B
CHERRY BLOSSOM @ DELAPLAIN RD.	11/B									27/D		13/B	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		75/E	7/A	41/D	15/B		10/B	15/B	0/A	9/A	17/B	3/A	23/C
DELAPLAIN @ SUPPLY CT.				0/A			13/B		10/B				
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								11/B			
US-62 @ DELAPLAIN RD.	1017/F			50/F			9/A	0/A		10/B	0/A		

Table 10. 2036 No Build Level of Service Summary

2036 NO BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	4	0	1	3	0	0	0	0		0	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	3	0	0	4	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	0									0		0
DELAPLAIN @ PROP ENT												
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	1	0	0	2	0
DELAPLAIN @ SUPPLY CT.				0			0					
DELAPLAIN RD @ ANDERSON RD.	0									0		
US-62 @ DELAPLAIN RD.	2			0			0			0		
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	2	7	2	5	6	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	0	6	0	0	9	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									1		1
DELAPLAIN @ PROP ENT												
CHERRY BLOSSOM @ ENTERPRISE WAY		10	0	1	1		2	6	0	1	6	1
DELAPLAIN @ SUPPLY CT.				0			1		0			
DELAPLAIN RD @ ANDERSON RD.	0									0		
US-62 @ DELAPLAIN RD.	31			1			0			0		

Table 11. 2036 No Build Queue Summary

2036 BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	26/C	1/A	16/B	25/C	3/A	19/B	19/B	0/A		22/C	2/A	22/C
CHERRY BLOSSOM @ INDUSTRY RD.	12/B	15/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	2/A	15/B
CHERRY BLOSSOM @ DELAPLAIN RD.	9/A									36/E		10/B	
DELAPLAIN @ PROP ENT	9/A									31/D		10/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		83/F	2/A	54/E	0/A		2/A	4/A	0/A	2/A	5/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				9/A			18/C		0/A				
DELAPLAIN RD @ ANDERSON RD.	10/B									22/C			
US-62 @ DELAPLAIN RD.	48/E			20/C			10/B	0/A		0/A			
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	21/C	33/C	4/A	101/F	38/D	9/A	20/C	20/C	4/A		20/C	3/A	34/C
CHERRY BLOSSOM @ INDUSTRY RD.	50/D	16/B	0/A	10/B	36/D	0/A		27/C	0/A		28/C	8/A	28/C
CHERRY BLOSSOM @ DELAPLAIN RD.	12/B									943/F		44/E	
DELAPLAIN @ PROP ENT	9/A									27/D		17/C	
CHERRY BLOSSOM @ ENTERPRISE WAY		75/E	7/A	41/D	15/B		11/B	16/B	0/A	10/B	19/B	3/A	23/C
DELAPLAIN @ SUPPLY CT.				0/A			30/D		12/B				
DELAPLAIN RD @ ANDERSON RD.	9/A	0/A								33/D			
US-62 @ DELAPLAIN RD.	1446/F			55/F			9/A	0/A		10/B	0/A		

Table 12. 2036 Build Level of Service Summary

2036 BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	9	0	1	5	0	0	0	0		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	2	7	0	0	5	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									3		1
DELAPLAIN @ PROP ENT	1									1		0
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	3	0	0	2	0
DELAPLAIN @ SUPPLY CT.				0			0					
DELAPLAIN RD @ ANDERSON RD.	2									3		
US-62 @ DELAPLAIN RD.	4			0			0			0		
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	2	9	2	8	11	0	2	1	1		2	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	8	0	0	15	0		0	0		0	1
CHERRY BLOSSOM @ DELAPLAIN RD.	2									40		12
DELAPLAIN @ PROP ENT	0									1		3
CHERRY BLOSSOM @ ENTERPRISE WAY		10	0	1	1		2	8	0	1	10	1
DELAPLAIN @ SUPPLY CT.				0			2		0			
DELAPLAIN RD @ ANDERSON RD.	1									8		
US-62 @ DELAPLAIN RD.	42			1			0			0		

Table 13. 2036 Build Queue Summary

2036 BUILD PROPOSED (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	26/C	1/A	16/B	25/C	3/A	19/B	19/B	0/A		22/C	2/A	22/C
CHERRY BLOSSOM @ INDUSTRY RD.	12/B	15/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	2/A	15/B
CHERRY BLOSSOM @ DELAPLAIN RD.	20/C	11/B			11/B	2/A				30/C		6/A	13/B
DELAPLAIN @ PROPENT	9/A									29/D		10/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		83/F	2/A	56/E	0/A		2/A	4/A	0/A	2/A	5/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				9/A			18/C		0/A				
DELAPLAIN RD @ ANDERSON RD.	10/B									22/C			
US-62 @ DELAPLAIN RD.	46/E			20/C			10/B	0/A		0/A			
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	17/B	33/C	5/A	29/C	29/C	8/A	25/C	25/C	2/A		25/C	3/A	25/C
CHERRY BLOSSOM @ INDUSTRY RD.	50/D	16/B	0/A	10/B	36/D	0/A		27/C	0/A		28/C	8/A	28/C
CHERRY BLOSSOM @ DELAPLAIN RD.	208/F	17/B			19/B	3/A				30/C		30/C	48/D
DELAPLAIN @ PROPENT	9/A									27/D		17/C	
CHERRY BLOSSOM @ ENTERPRISE WAY		75/E	7/A	41/D	15/B		11/B	16/B	0/A	10/B	19/B	3/A	23/C
DELAPLAIN @ SUPPLY CT.				0/A			30/D		12/B				
DELAPLAIN RD @ ANDERSON RD.	9/A									31/D			
US-62 @ DELAPLAIN RD.	1446/F			55/F			9/A	0/A		10/B	0/A		

Table 14. 2036 Build Proposed Level of Service Summary

2036 BUILD PROPOSED (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	9	0	1	5	0	0	0	0		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	2	7	0	0	5	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	10	2			2	1				4		2
DELAPLAIN @ PROPENT	1									1		0
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	3	0	0	2	0
DELAPLAIN @ SUPPLY CT.				0			0					
DELAPLAIN RD @ ANDERSON RD.	2									3		
US-62 @ DELAPLAIN RD.	4			0			0			0		
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	10	2	5	11	0	3	1	1		2	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	8	0	0	15	0		0	0		0	1
CHERRY BLOSSOM @ DELAPLAIN RD.	17	5			8	1				9		11
DELAPLAIN @ PROPENT	0									1		3
CHERRY BLOSSOM @ ENTERPRISE WAY		10	0	1	1		2	8	0	1	10	1
DELAPLAIN @ SUPPLY CT.				0			2		0			
DELAPLAIN RD @ ANDERSON RD.	1									8		
US-62 @ DELAPLAIN RD.	42			1			0			0		

Table 15. 2036 Build proposed Queue Summary

ADDITIONAL STUDY ITEMS

Turn Lane Analysis

Turn Lane warrants were checked for the intersections of Delaplain Road at the proposed entrance, Industry Road at the proposed entrance, and Delaplain Road at Anderson Road. No right turn lanes are warranted during any scenario. Left turn lanes are warranted during 2026 build at the Delaplain entrance. 2036 build scenario left turn lanes are warranted at the Anderson and Delaplain entrances. The turn lane warrants can be found in the appendix.

DOES IT WARRANT? (YES/NO)	ANDERSON ROAD ENTRANCE		DELAPLAIN PROPOSED ENTRANCE		INDUSTRIAL ROAD ENTRANCE	
	LEFT TURN LANE	RIGHT TURN LANE	LEFT TURN LANE	RIGHT TURN LANE	LEFT TURN	RIGHT TURN
2026 BUILD AM	NO	NO	YES	NO	NO	NO
2026 BUILD PM	NO	NO	NO	NO	NO	NO
2036 BUILD AM	YES	NO	YES	NO	NO	NO
2036 BUILD PM	YES	NO	YES	NO	NO	NO

Table 16. Turn lane Warrant Summary

Sight Distance Analysis

All approaches provide for adequate sight distance based KYTC standards for the sight distance along a 55 mph route based on field observations. All vehicles are able to safely exit the development to enter Cherry Blossom Way/Industrial Road for both left and right turning movements.

Traffic Signal Warrant

SYNCHRO analysis was completed for a signalized intersection at the intersection of Cherry Blossom Way and Delaplain Road during both Phase 1 and Phase 2. This intersection will operate very near to the main entrance to the proposed development and is expected to experience large volumes with the development; therefore, it was decided to compare the development's expected traffic to the MUTCD's signal warrants to determine if a traffic signal is warranted at the proposed entrance.

To determine if this intersection is expected to be eligible for a traffic signal ITE's *Trip Generation, 11th Edition* was used in conjunction with their *Vehicle Trip Time of Day Distribution – TGM 11th Ed* document to determine how many trips the development will produce in a day and how those entering and exiting trips will be distributed throughout the day. Based on the information in Table 13, the site is expected to meet the MUTCD's Signal Warrant 1 for eight-hour vehicular volumes once Phase 2 has completed. The MUTCD stipulates that if the average speed along the major roadway exceeds 40 mph, then the analysis can assume that the volume thresholds for the warrant are 70% of the basic threshold volumes. Based on this stipulation the requirements for signal warrant 1 are met under Phase 1 conditions.

The table provides the existing hourly flows, the expected hourly flows into and out of the intersection, and the total trips that will be on Cherry Blossom Way and the southbound approach of Delaplain Road under initial build year conditions. Based on these expected volumes, warrant 1 is met for a traffic signal.

TURN LANE WARRANT VOLUMES PHASE 1								
	Major Roadway (two or more lanes per direction)				Minor Roadway (one lane per direction)			
	Land Uses				Land Uses			
Start Time	Existing	140	150	Total	Existing	140	150	Total
7:00:00 AM	244	179	56	479	95	42	30	167
8:00:00 AM	378	81	50	509	112	35	32	179
9:00:00 AM	411	50	57	518	133	38	37	208
10:00:00 AM	373	43	39	455	49	39	39	127
11:00:00 AM	424	82	47	553	61	63	48	172
12:00:00 PM	498	116	63	677	81	82	51	214
1:00:00 PM	564	88	44	696	90	87	37	214
2:00:00 PM	530	67	52	649	92	92	41	225
3:00:00 PM	693	122	42	857	97	268	75	440
4:00:00 PM	793	44	33	870	104	150	63	317
5:00:00 PM	1,038	34	30	1,102	173	125	58	356
6:00:00 PM	477	16	12	505	74	35	37	146
*Based on MUTCD Signal Warrant 1, Eight-Hour Vehicular Volume (Condition A) required volume along Major Roadway is 600 veh/hr and the required volume along Minor Roadway is 150 veh/hr								
TURN LANE WARRANT VOLUMES PHASE 2								
	Major Roadway (two or more lanes per direction)				Minor Roadway (one lane per direction)			
	Land Uses				Land Uses			
Start Time	Existing	140	150	Total	Existing	140	150	Total
7:00:00 AM	244	342	83	669	95	81	44	220
8:00:00 AM	378	155	74	607	112	67	48	227
9:00:00 AM	411	97	85	593	133	74	55	262
10:00:00 AM	373	83	59	515	49	76	58	183
11:00:00 AM	424	156	70	650	61	121	72	254
12:00:00 PM	498	223	93	814	81	156	76	313
1:00:00 PM	564	168	66	798	90	167	55	312
2:00:00 PM	530	128	77	735	92	177	60	329
3:00:00 PM	693	233	62	988	97	514	111	722
4:00:00 PM	793	85	49	927	104	287	94	485
5:00:00 PM	1,038	65	45	1,148	173	239	86	498
6:00:00 PM	477	31	18	526	74	67	55	196
*Based on MUTCD Signal Warrant 1, Eight-Hour Vehicular Volume (Condition A) required volume along Major Roadway is 600 veh/hr and the required volume along Minor Roadway is 150 veh/hr								
Key								
Land Use Code	Land Use							
140	Manufacturing							
150	Warehousing							

Table 17. Signal Warrant Summary

CONCLUSIONS AND RECOMMENDATIONS

The SYNCHRO analysis reveals that the construction of the development without any off-site roadway improvements allows most of the roadway network to operate under conditions similar to the no build scenarios. There are a few movements that degrade to unacceptable levels of service including the movements in the southbound approach to the intersection of Cherry Blossom Way and Delaplain Road and the eastbound left turn lane from Delaplain Road onto US 62. The increase in volumes from the development cause these movements to degrade during the peak hours. A traffic signal is recommended at the intersection of Cherry Blossom Way and Delaplain Road to accommodate the increased volumes turning onto and off of Delaplain Road. A traffic signal will provide dedicated green times for traffic accessing Delaplain Road. The intersection of Delaplain Road and US 62 does have degradation to unacceptable levels of service but, the intersection degrades in the 2036 to a LOS "E" in the AM peak hour where it already has LOS "E" and "F" in no build scenarios. The intersection already proves to be insufficient for the existing volumes utilizing the intersection. No improvements are needed because the levels of service are only expected to be poor for the peak hours of the day and all other times will operate similar to what exists today.

Based on the turn lane analysis a left turn lane is warranted at both the main entrance on Delaplain Road after Phase 1 completion and the entrance at Anderson Road after Phase 2 completion due to the volume of turning vehicles. The left turn at both the main entrance at Delaplain and Anderson will be recommended.

The sight distance analysis determined that adequate sight distance is provided to allow vehicles to safely enter the roadway from the development.

The traffic signal warrant analysis at the intersection of Cherry Blossom Way and Delaplain Road determined that signal warrant 1, eight-hour vehicular volume, is satisfied under 2036 build conditions with Phase 2 of the development. The analysis determined that six of the eight hours of the 2025 Phase 1 build conditions satisfied the basic minimum requirements for signal warrant 1. The MUTCD provides an adjustment factor that can be used when the major roadway, Cherry Blossom Way, experiences average speeds that exceed 40 mph. In these scenarios, the MUTCD states that the basic volume thresholds in signal warrant 1 can be reduced by 30%. Based on this adjustment the intersection of Cherry Blossom Way and Delaplain Road does meet the requirements for the MUTCD's signal warrant 1.

The following improvements are recommended. See figure 9 in the Appendix of this report to see a visualization of the recommendations:

Phase 1 recommendations:

- Convert the intersection of Cherry Blossom Way at Delaplain Road from a two way stop control to a signalized intersection. Although the signal is not warranted until Phase 2, the conversion provides significant operational

improvements for the southbound approach with increased volumes and is near the volumes for warranting the signal

- Widen Anderson Road between Delaplain and the northern entrance to the development to 40 feet curb to curb to accommodate heavier vehicular volumes
- Widen Delaplain, between Cherry Blossom Way and Anderson Road to 40 feet curb to curb to accommodate heavier vehicular volume
- Signage should be implemented at the Delaplain Access point to inform trucks exiting the development that they are not allowed to turn left onto Delaplain Road to head eastward to US 62
- Signage should be implemented near the intersection of Delaplain Road and Anderson Road to inform truck drivers that trucks are not allowed to continue eastbound on Delaplain Road past Anderson Road. This location was selected because Anderson Road is expected to receive truck deliveries and is the last side street to turn around on prior to reaching the narrow section of Delaplain Road

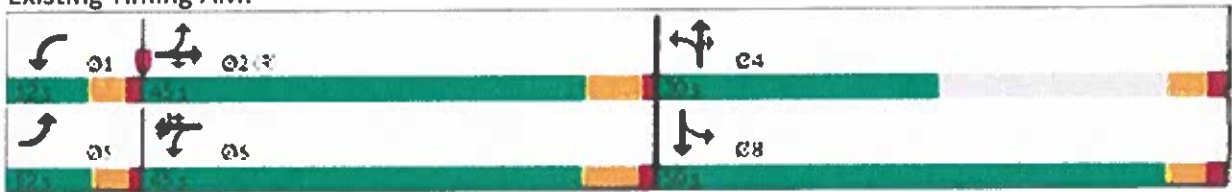
Phase 2 recommendations:

- Signal adjustments at Sims Pike during the PM

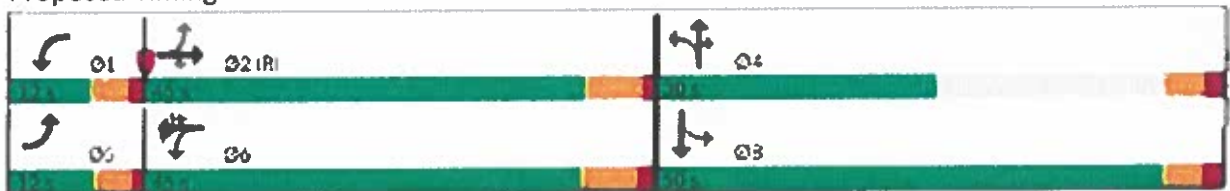
The proposed signal timing changes are provided below.

Cherry Blossom Way at Sims Pike:

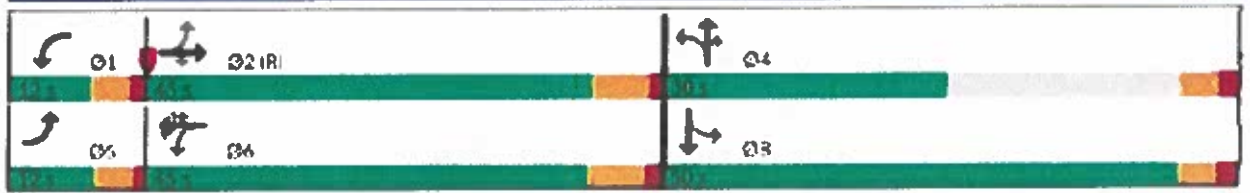
Existing Timing AM:



Proposed Timing AM:



Existing Timing PM:



Proposed Timing PM:

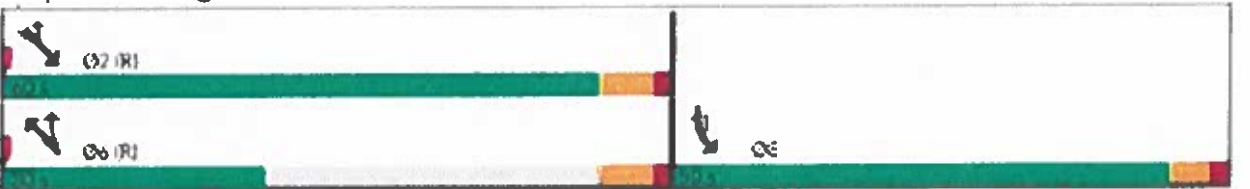


The proposed signal timing for the intersection of Cherry Blossom Way at Delaplain Road is provided below. This signal is assumed to be coordinated with the intersection of Cherry Blossom Way at Industry Road.

Proposed Timing AM:



Proposed Timing PM:



LEGACY RUN COMMERCE PARK
WASHINGTON PARTNERS, LLC.
PRELIMINARY DEVELOPMENT PLAN
GEORGETOWN, SCOTT COUNTY, KENTUCKY
SEPTEMBER 2025

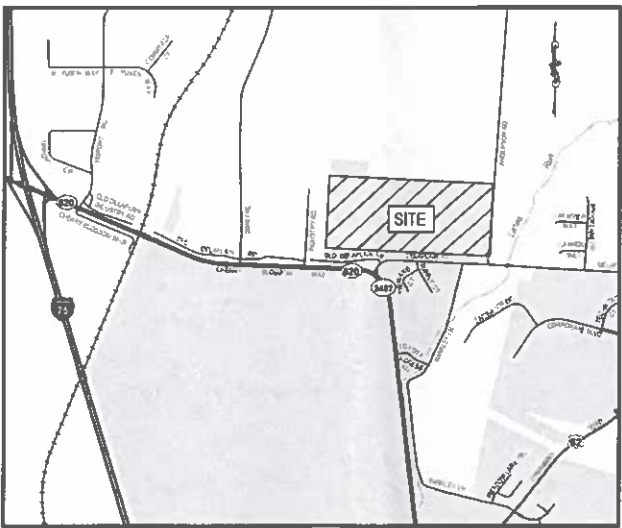
RECEIVED

SEP 24 2025

PLANNING COMMISSION

CERTIFICATION OF PRELIMINARY PLAN APPROVAL

CERTIFICATION OF OWNERSHIP AND DEDICATION



VICINITY MAP
NOT TO SCALE

DEVELOPER
WASHINGTON PARTNERS, LLC.
1880 STAR SHOOT PKWY
SUITE 170N 65
LEXINGTON KY 40509
PHONE: (855) 321-2424
CONTACT CJMAY

ENGINEER
PALMER ENGINEERING
400 SHOPPERS DRIVE
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WINCHESTER, KENTUCKY 40392
PHONE: (855) 744-1216
CONTACT BRIAN WARD, P.E.

SURVEYOR
PALMER ENGINEERING
400 SHOPPERS DRIVE
PO BOX 747
WINCHESTER, KENTUCKY 40392
PHONE: (855) 744-1216
CONTACT KELLY WHITTINGTON, PLS

INDEX OF SHEETS:

- C-0.0 PRELIMINARY DEVELOPMENT PLAN COVER
- C-0.1 PRELIMINARY OVERALL SITE PLAN
- C-1.0 PRELIMINARY SITE PLAN
- C-1.1 PRELIMINARY SITE PLAN
- C-2.0 PRELIMINARY GRADING AND DRAINAGE PLAN
- C-2.1 PRELIMINARY GRADING AND DRAINAGE PLAN
- C-3.0 PRELIMINARY EROSION CONTROL PLAN
- C-3.1 PRELIMINARY EROSION CONTROL PLAN
- C-4.0 PRELIMINARY UTILITY PLAN
- C-4.1 PRELIMINARY UTILITY PLAN
- C-5.0 PRELIMINARY LANDSCAPE PLAN
- C-5.1 PRELIMINARY LANDSCAPE PLAN

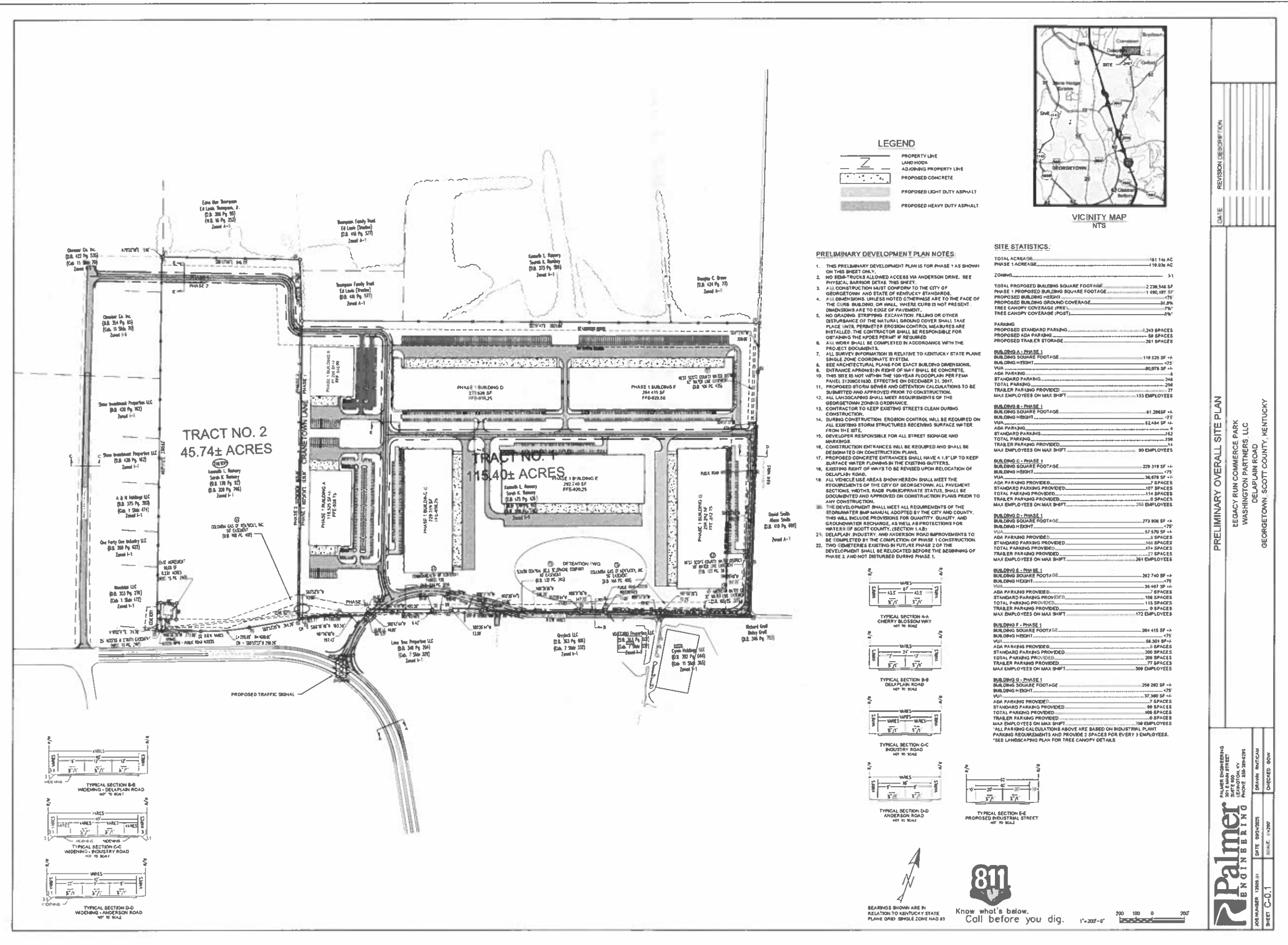
PRELIMINARY DEVELOPMENT PLAN NOTES:

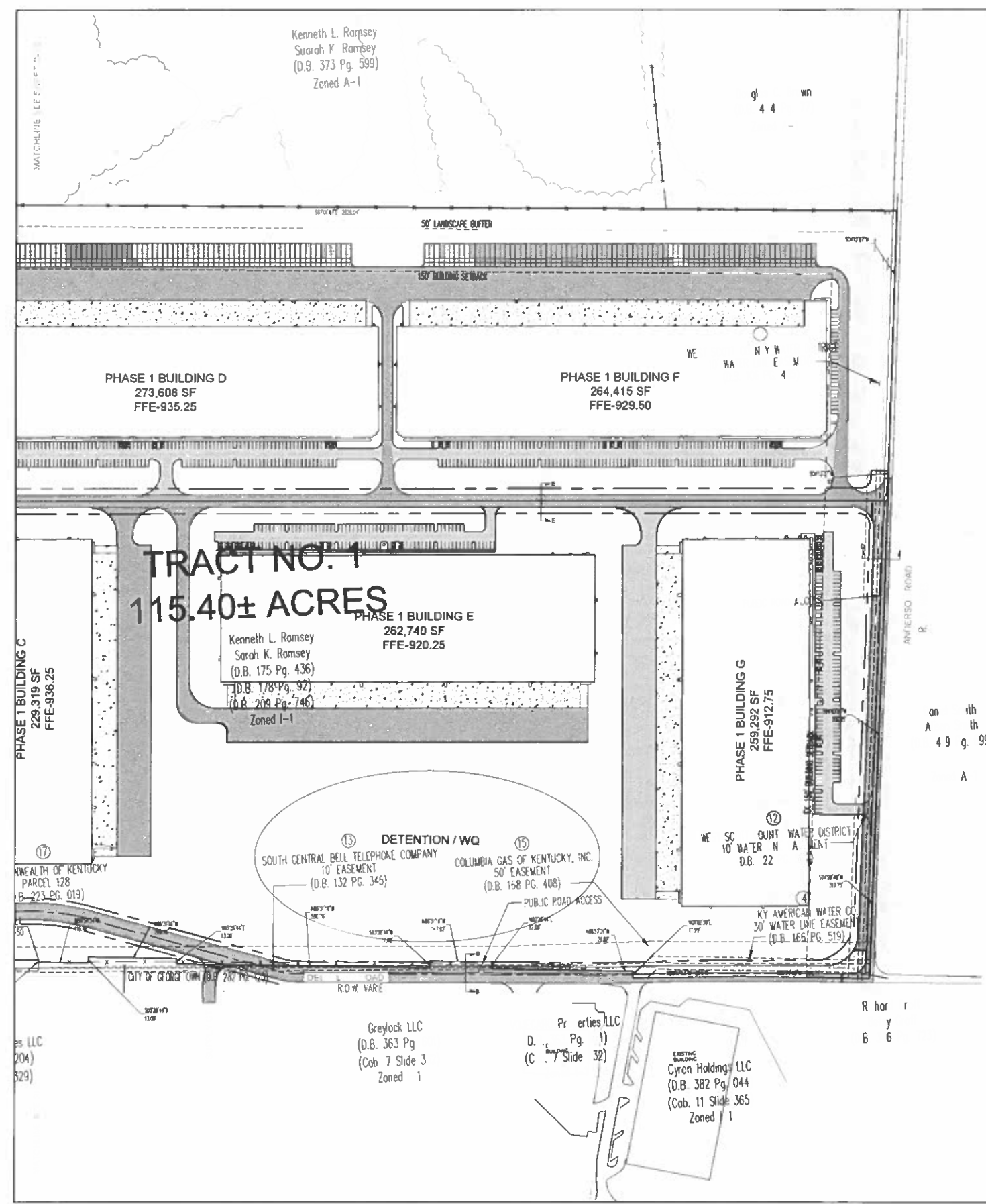
- All work/construction shall meet or exceed the standards, regulations and specifications of all regulatory agencies having jurisdiction.
- Each contiguous Interior Landscape Area contributed a maximum of 1500 SF towards the total Interior Landscape Area devoted in this Site Plan.
- The Owner shall work with the City of Georgetown to develop a maintenance agreement for the Stormwater BMPs.
- All landscaping shown on these plans are proposed trees and shrubs.
- Storm water quantity and quality shall be handled in the proposed detention and infiltration pond shown on these plans.
- All maintenance of the 6" under 4" sanitary sewer lateral are the responsibility of the Owner/Developer.
- Any structure related non-habitable area if applicable identified here has been determined to be unsuitable for any construction activity and no buildings, parking areas or other structures shall be permitted within this area.
- Residential structures located adjacent to the closed conduit of a sanitary sewer or to an in-situ sanitary sewer shall not be permitted to have a basement or first floor elevation lower than an elevation, USGS Datum or other comparable source to be determined on a case-by-case basis. First floor elevation shall be at least two (2) feet above the 100 year 24-hour storm event (precipitation) assuming no outflow from the watershed. Minimum Floor Elevations for such lots are to be referenced and shown on the plan.
- Final fire hydrant locations shall be coordinated with the Fire Department prior to submittal of the Final Development / Construction Plans.
- A plat shall be recorded with County Clerk to consolidate parcels of the subject property prior to approval of any construction plans.
- The property has a sanitary sewerline on site and access to city sanitary sewer.
- A plat shall be recorded with the County Clerk to address the responsibility for improvements and access to Industry Road prior to approval of any construction plans for said improvements.
- Environmental Impact Study and permitting with USACE is in progress and shall be completed prior to any construction.
- Public Roadways serving the development must meet acceptable industrial widths and pavement designs with turning movements demonstrating acceptable values for truck maneuvering. It is anticipated that Anderson, Delaplain, and Industry Road would all require improvements. Improvement plans including cross sections (showing pavement and Right of Way widths), and proposed structures shall be approved by KYTC (where applicable) City of Georgetown, and Georgetown Engineering prior to construction.
- The development shall meet all requirements of the Stormwater BMP Manual adopted by the City of Georgetown. This will include provisions for Quantity, Quality, and Groundwater Recharge, as well as provisions for Wetlands of Scott County.
- The purpose of this project is to provide approximately 2.25 million square feet of buildings to be used for various industrial warehouse, distribution and manufacturing operations.

REVISION DESCRIPTION	
DATE	
PRELIMINARY DEVELOPMENT PLAN COVER	
LEGACY RUN COMMERCE PARK	
WASHINGTON PARTNERS, LLC	
DELAPLAIN ROAD	
GEORGETOWN, SCOTT COUNTY, KENTUCKY	
PALMER ENGINEERING	
301 E MAIN STREET	
LEXINGTON, KY	
PHONE: (855) 744-1216	
DRAWN: BRT/CAW	
CHECKED: BHW	
DATE: 09/24/2025	SCALE: NTS
JOB NUMBER: 170801	SHEET: C-0.0



EDITION: REGULATORY SUBMITTAL





PROPOSED ZONING INFO:

SETBACKS
MAIN STRUCTURE
FRONT 50'
SIDE 12'
REAR 25'
ACCESSORY STRUCTURE
FRONT 50'
SIDE 12'
REAR 25'
ADDITIONAL SETBACK REQUIREMENTS ADJACENT TO RESIDENTIAL ZONES = 150'

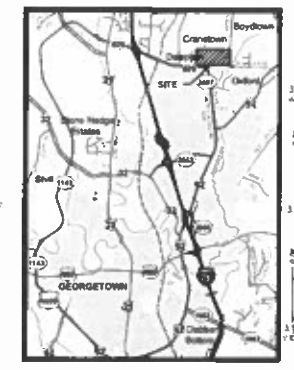
SEIZING
MAX HEIGHT: 8 STORIES OR 75'
MIN. LOT AREA WITH SANITARY SEWER: 7,500 SF
MIN. LOT AREA WITHOUT SANITARY SEWER: 5 ACRES
MAX. BUILDING COVERAGE: 50% OF LOT
MIN. LOT WIDTH AT BUILDING LINE: 80'

LEGEND

- PROPERTY LINE
- LAND HEIGHT
- ADJOINING PROPERTY LINE
- PROPOSED CONCRETE
- PROPOSED LIGHT DUTY ASPHALT
- PROPOSED HEAVY DUTY ASPHALT

PRELIMINARY DEVELOPMENT PLAN NOTES:

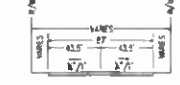
1. THIS PRELIMINARY DEVELOPMENT PLAN IS FOR PHASE 1 AS SHOWN ON THIS SHEET ONLY.
2. NO SEAMLESS ACCESS VIA ANDERSON DRIVE. SEE PHYSICAL BARRIER DETAIL THIS SHEET.
3. ALL CONSTRUCTION MUST CONFORM TO THE CITY OF GEORGETOWN, AND STATE OF KENTUCKY STANDARDS.
4. ALL DIMENSIONS, UNLESS NOTED OTHERWISE ARE TO THE FACE OF THE CURB, BUILDING OR WALL, WHERE CURB IS NOT PRESENT DIMENSIONS ARE TO EDGE OF PAVEMENT.
5. NO GRADING, STRIPPING, EXCAVATION, FILLING OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE UNTIL PERMITS FOR EROSION CONTROL MEASURES ARE INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS.
6. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECT DOCUMENTS.
7. ALL SURVEY INFORMATION IS RELATIVE TO KENTUCKY STATE PLANE SINGLE ZONE COORDINATE SYSTEM.
8. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
9. ENTRANCE APPROACH IN FRONT OF WAY SHALL BE CONCRETE.
10. THIS SITE IS NOT WITHIN THE 100-YEAR FLOODPLAIN PER FEMA PANEL 120001010E, EFFECTIVE ON DECEMBER 21, 2017.
11. PROPOSED STORM SEWER AND DETENTION CALCULATIONS TO BE SUBMITTED AND APPROVED PRIOR TO CONSTRUCTION.
12. ALL LANDSCAPING SHALL MEET REQUIREMENTS OF THE GEORGETOWN ZONING ORDINANCE.
13. CONTRACTOR TO KEEP EXISTING STREETS CLEAN DURING CONSTRUCTION.
14. DURING CONSTRUCTION, EROSION CONTROL SHALL BE REQUIRED ON ALL EXISTING STORM STRUCTURES RECEIVING SURFACE WATER FROM THE SITE.
15. DEVELOPER RESPONSIBLE FOR ALL STREET SIGNAGE AND MARKINGS.
16. CONSTRUCTION ENTRANCES SHALL BE REQUIRED AND SHALL BE DESIGNATED ON CONSTRUCTION PLANS.
17. PROPOSED CONCRETE ENTRANCES SHALL HAVE A 1.5' UP TO KEEP SURFACE WATER FLOWING IN THE EXISTING GUTTERS.
18. EXISTING RIGHT OF WAYS TO BE REVISED UPON RELOCATION OF DELAPLAIN ROAD.
19. ALL VEHICLE USE AREAS SHOWN HEREON SHALL MEET THE REQUIREMENTS OF THE CITY OF GEORGETOWN. ALL PAVEMENT SECTIONS, MATHEMATICAL PUBLIC/PRIVATE STATUS, SHALL BE DOCUMENTED AND APPROVED ON CONSTRUCTION PLANS PRIOR TO ANY CONSTRUCTION.
20. THE DEVELOPMENT SHALL MEET ALL REQUIREMENTS OF THE STORMWATER BMP MANUAL ADOPTED BY THE CITY AND COUNTY. THIS WILL INCLUDE PROVIDING FOR QUALITY, QUANTITY, AND GROUNDWATER RECHARGE, AS WELL AS PROTECTIONS FOR WATERS OF SCOTT COUNTY (SECTION 1.4.8).
21. DELAPLAIN INDUSTRY AND ANDERSON ROAD IMPROVEMENTS TO BE COMPLETED BY THE COMPLETION OF PHASE 1 CONSTRUCTION.
22. TWO CEMETERIES EXISTING IN FUTURE PHASE 2 OF THE DEVELOPMENT SHALL BE RELOCATED BEFORE THE BEGINNING OF PHASE 2 AND NOT DISTURBED DURING PHASE 1.



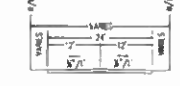
VICINITY MAP
NTS

SITE STATISTICS:

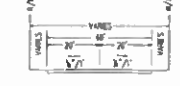
TOTAL ACRES	161.14 AC
PHASE 1 ACRES	115.40 AC
ZONING	B-1
TOTAL PROPOSED BUILDING SQUARE FOOTAGE	2,284,545 SF
PHASE 1 PROPOSED BUILDING SQUARE FOOTAGE	1,482,187 SF
PROPOSED BUILDING HEIGHT	75'
PROPOSED BUILDING COVERAGE	50.0%
TREE CANOPY COVERAGE (PREL.)	75%
TREE CANOPY COVERAGE (POST.)	75%
PARKING	
PROPOSED STANDARD PARKING	1,243 SPACES
PROPOSED ADA PARKING	58 SPACES
PROPOSED TRAILER STORAGE	261 SPACES
BUILDING A - PHASE 1	
BUILDING SQUARE FOOTAGE	119,525 SF +/-
BUILDING HEIGHT	75'
VIA	80,678 SF +/-
ADA PARKING	240
STANDARD PARKING	256
TRAILER PARKING PROVIDED	27
MAX EMPLOYEES ON MAX SHIFT	133 EMPLOYEES
BUILDING B - PHASE 1	
BUILDING SQUARE FOOTAGE	61,386 SF +/-
BUILDING HEIGHT	75'
VIA	52,484 SF +/-
ADA PARKING	4
STANDARD PARKING	152
TOTAL PARKING	156
TRAILER PARKING PROVIDED	14
MAX EMPLOYEES ON MAX SHIFT	90 EMPLOYEES
BUILDING C - PHASE 1	
BUILDING SQUARE FOOTAGE	229,319 SF +/-
BUILDING HEIGHT	75'
VIA	16,679 SF +/-
ADA PARKING PROVIDED	7 SPACES
STANDARD PARKING PROVIDED	167 SPACES
TOTAL PARKING PROVIDED	174 SPACES
TRAILER PARKING PROVIDED	6 SPACES
MAX EMPLOYEES ON MAX SHIFT	256 EMPLOYEES
BUILDING D - PHASE 1	
BUILDING SQUARE FOOTAGE	373,808 SF +/-
BUILDING HEIGHT	75'
VIA	67,679 SF +/-
ADA PARKING PROVIDED	8 SPACES
STANDARD PARKING PROVIDED	168 SPACES
TOTAL PARKING PROVIDED	176 SPACES
TRAILER PARKING PROVIDED	27 SPACES
MAX EMPLOYEES ON MAX SHIFT	261 EMPLOYEES
BUILDING E - PHASE 1	
BUILDING SQUARE FOOTAGE	262,740 SF +/-
BUILDING HEIGHT	75'
VIA	38,467 SF +/-
ADA PARKING PROVIDED	7 SPACES
STANDARD PARKING PROVIDED	168 SPACES
TOTAL PARKING PROVIDED	175 SPACES
TRAILER PARKING PROVIDED	6 SPACES
MAX EMPLOYEES ON MAX SHIFT	172 EMPLOYEES
BUILDING F - PHASE 1	
BUILDING SQUARE FOOTAGE	264,415 SF +/-
BUILDING HEIGHT	75'
VIA	54,261 SF +/-
ADA PARKING PROVIDED	8 SPACES
STANDARD PARKING PROVIDED	200 SPACES
TOTAL PARKING PROVIDED	208 SPACES
TRAILER PARKING PROVIDED	77 SPACES
MAX EMPLOYEES ON MAX SHIFT	388 EMPLOYEES
BUILDING G - PHASE 1	
BUILDING SQUARE FOOTAGE	259,292 SF +/-
BUILDING HEIGHT	75'
VIA	17,389 SF +/-
ADA PARKING PROVIDED	7 SPACES
STANDARD PARKING PROVIDED	98 SPACES
TOTAL PARKING PROVIDED	105 SPACES
TRAILER PARKING PROVIDED	6 SPACES
MAX EMPLOYEES ON MAX SHIFT	150 EMPLOYEES
*ALL PARKING CALCULATIONS ABOVE ARE BASED ON INDUSTRIAL PLANT PARKING REQUIREMENTS AND PROVIDE 2 SPACES FOR EVERY 3 EMPLOYEES.	
**SEE LANDSCAPING PLAN FOR TREE CANOPY DETAILS.	



TYPICAL SECTION A-A
CHERRY BLOSSOM WAY
NOT TO SCALE



TYPICAL SECTION B-B
DELAPLAIN ROAD
NOT TO SCALE



TYPICAL SECTION C-C
PHEASANT ROAD
NOT TO SCALE



TYPICAL SECTION D-D
ANDERSON ROAD
NOT TO SCALE



TYPICAL SECTION E-E
PROPOSED INDUSTRIAL STREET
NOT TO SCALE

BEARINGS SHOWN ARE IN RELATION TO KENTUCKY STATE PLANE GRID, SINGLE ZONE NAD 83

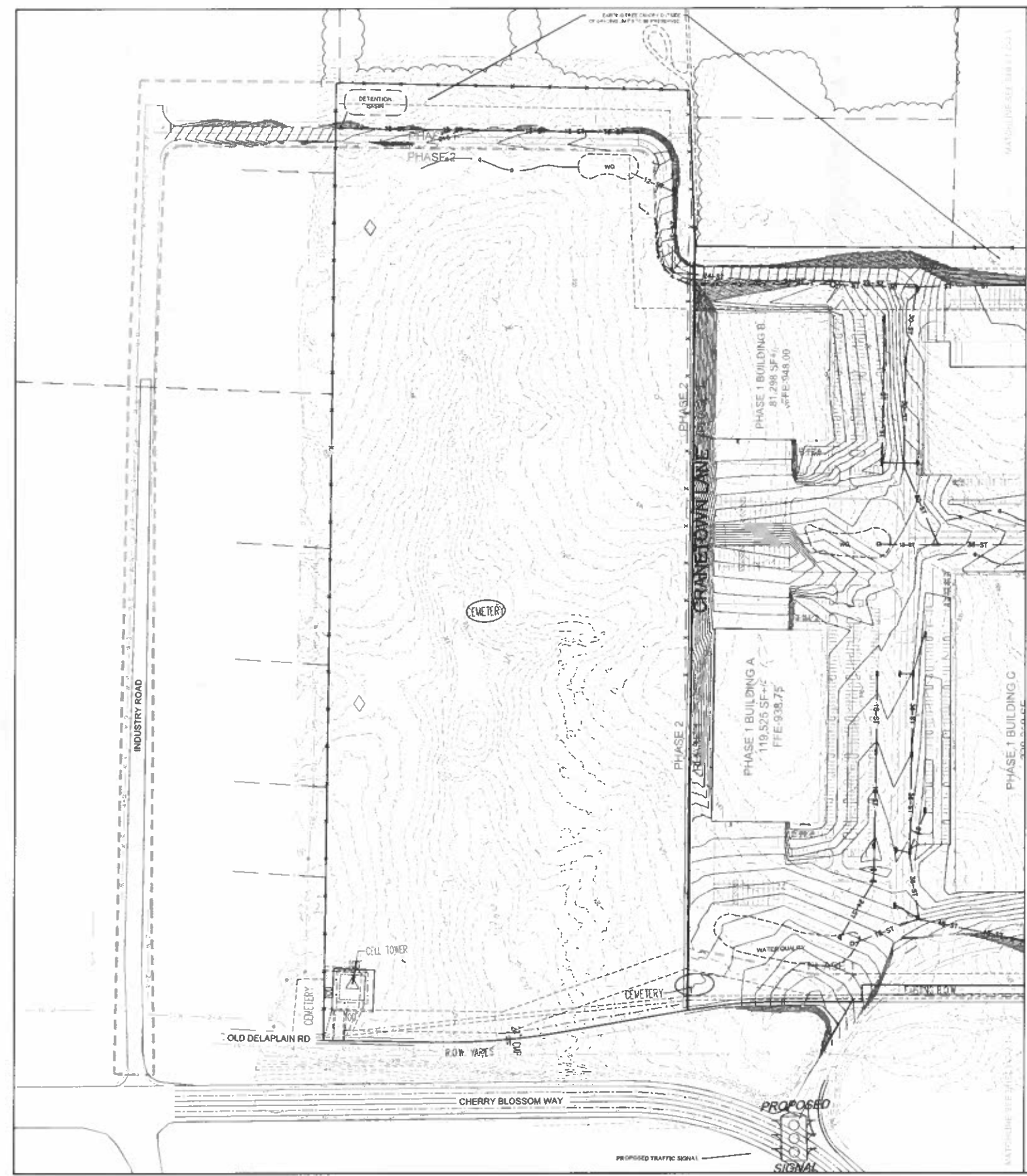


1" = 100'-0"

PRELIMINARY SITE PLAN
EGACY RUN COMMERCE PARK
WASHINGTON PARTNERS, LLC
DELAPLAIN ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY

Palmer
ENGINEERING

C-11



LEGEND

---	PROPERTY
---	APPROXIMATE LIMITS OF DISTURBANCE
---	EXISTING MAJOR CONTOUR
---	PROPOSED MAJOR CONTOUR
---	PROPOSED MINOR CONTOUR
---	DRAINAGE DITCH
---	PROPOSED STORM PIPE
---	PROPOSED DRAINAGE STRUCTURE

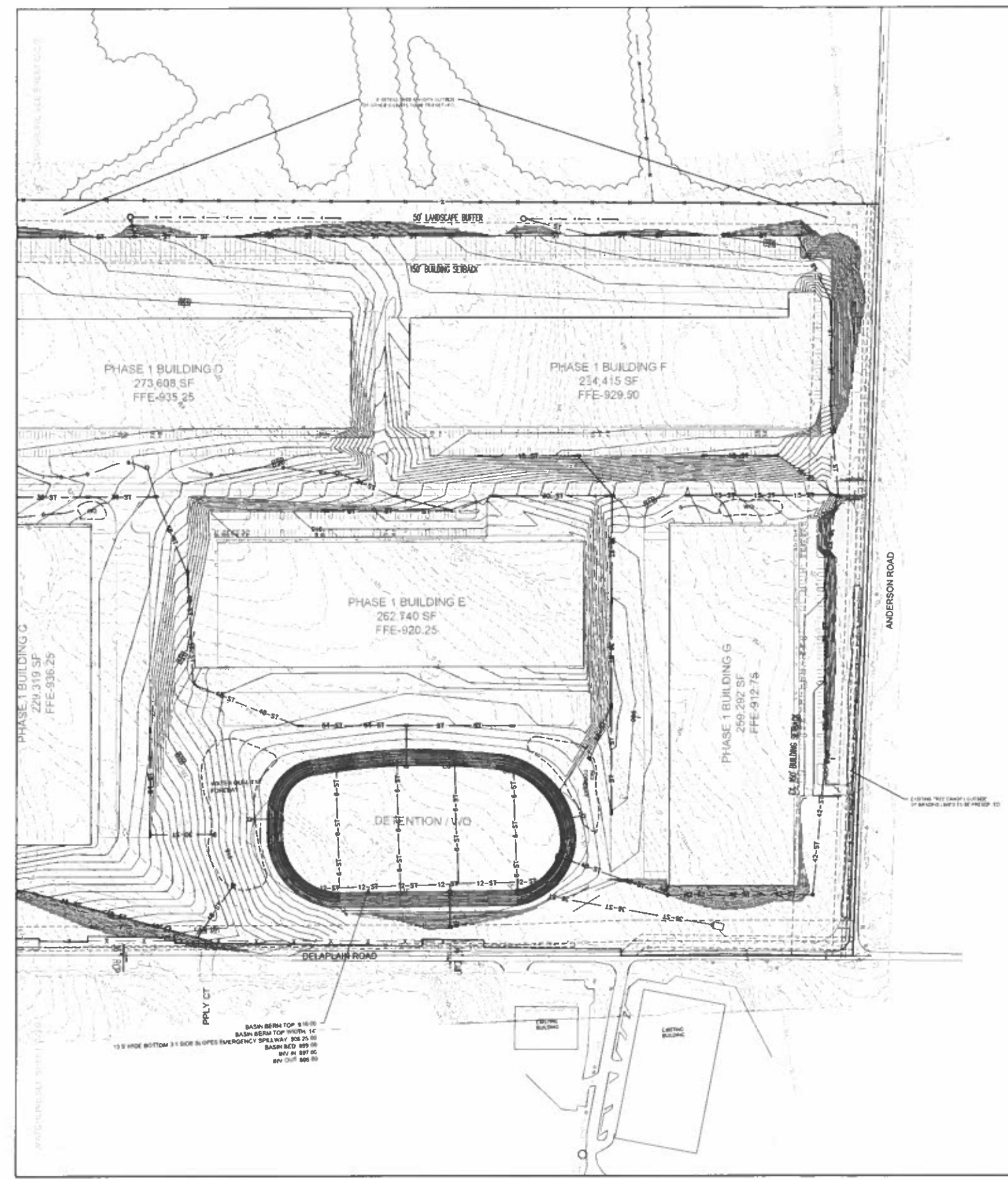
- GRADING NOTES**
1. ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED, INCLUDING TREES, FENCING, ETC. WITHIN THE CONSTRUCTION AREA SHALL BE REMOVED AND DISPOSED OF OFF SITE BY THE EXCAVATING CONTRACTOR.
 2. NO BURNING WILL BE ALLOWED ON SITE.
 3. EXCAVATING CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE PRIOR TO EXCAVATION.
 4. SITE GRADING SHALL NOT COME INTO CONTACT WITH EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED AND APPROVAL FROM THE CITY OF GEORGETOWN HAS BEEN OBTAINED.
 5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CIVIL AND GEOTECHNICAL ENGINEERS IF ON-SITE DISCREPANCIES ARE OBSERVED THAT WOULD AFFECT THE EARTHWORK QUANTITIES.
 6. CONSULT WITH GEOTECHNICAL ENGINEER FOR PROPER STABILIZATION OF THE SITE. ANY STABILIZATION PROCEDURE SHOULD BE PERFORMED UNDER DIRECT SUPERVISION OF A QUALIFIED GEOTECHNICAL ENGINEER.
 7. THE GEOTECHNICAL ENGINEER SHALL OBSERVE, INSPECT AND TEST ALL EARTHWORK OPERATIONS INCLUDING, BUT NOT LIMITED TO, CLEARING AND GRUBBING, SUB-GRADE PREPARATION, STRUCTURAL PREPARATION, STRUCTURAL AND TRENCH EXCAVATION AND BACKFILL, AND PLACEMENT AND COMPACTION OF FILL.
 8. ALL BACKFILL AND FILL SHALL MEET COMPACTION REQUIREMENTS AS LISTED IN THE DRAWING NOTES AND PROJECT SPECIFICATIONS.
 9. LOCALIZED UNDERCUTTING MAY BE REQUIRED ON SITE AND SHOULD BE COORDINATED WITH A QUALIFIED GEOTECHNICAL REPRESENTATIVE.
 10. SUFFICIENT TEST OF FILL SOILS SHALL BE MADE TO VERIFY THAT SOIL PROPERTIES COMPLY WITH THE DESIGN REQUIREMENTS, AS DETERMINED BY THE GEOTECHNICAL ENGINEER, INCLUDING SOIL TYPES, SHEAR STRENGTH PARAMETERS AND CORRESPONDING UNIT WEIGHTS AS DETERMINED NECESSARY BY THE GEOTECHNICAL ENGINEER.
 11. POSITIVE DRAINAGE TO THE NEAREST DRAINAGE FEATURE MUST BE MAINTAINED AT ALL TIMES. NO PONDING WILL BE PERMITTED.
 12. MAINTAIN SITE GRADING SUCH THAT ALL SURFACE WATER WITHIN EARTH DISTURBED LIMITS AND DRAINAGE, IF REQUIRED, IS DIVERTED THROUGH EROSION AND SEDIMENT CONTROL MEASURES.
 13. CONTRACTOR SHALL BE RESPONSIBLE FOR PROMOTING DRAINAGE INTO THE STORM DRAINAGE SYSTEM ONCE INSTALLED TO PREVENT PONDING IN PROPOSED PAVEMENT OR BUILDING AREAS. CONTRACTOR SHALL PROTECT PROPOSED STORM SEWER WITH EROSION CONTROL MEASURES AS DETAILED IN THIS BID PACKAGE. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY BUILT-UP SEDIMENT FROM THE STORM DRAINAGE SYSTEM UNTIL THE SITE IS STABILIZED.
 14. THE DIRECTION OF THE TEXT OF THE CONTOUR LABEL INDICATES THE DIRECTION OF THE SLOPE.
 15. FINAL DOWNSPOUT LOCATIONS PER ARCHITECTURAL PLANS.
 16. WATER QUALITY SHALL BE HANDLED WITHIN THE DETENTION POND THROUGH INFILTRATION.
 17. NO SIDEWALK SHALL EXCEED 2% CROSS SLOPE OR 5% LONGITUDINAL SLOPE.
 18. COORDINATES SHOWN IN STRUCTURE TABLE ARE TO THE CENTER OF STRUCTURE (6.5' FROM FACE OF CURB FOR CURB BOX INLETS). COORDINATES FOR HEADWALLS ARE AT THE END OF THE PIPE.
 19. PIPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE AND ROUNDED UP TO THE NEAREST WHOLE NUMBER.
 20. ALL STORM PIPE SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.

811
Know what's below.
Call before you dig.

1" = 100'-0"

100' 50' 0' 100'

Palmer Engineering 101 E. MAIN STREET GEORGETOWN, KY 40325 PH: 502-366-0000 FAX: 502-366-0000	PRELIMINARY GRADING AND DRAINAGE PLAN	
	LEGACY RUN COMMERCE PARK WASHINGTON PARTNERS, LLC DELAPLAIN ROAD GEORGETOWN, SCOTT COUNTY, KENTUCKY	
DATE: 07/10/23	DATE: 07/10/23	DATE: 07/10/23
SCALE: C-2.0	SCALE: C-2.0	SCALE: C-2.0



LEGEND

	PROPERTY LIMITS OF DISTURBANCE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	DIVERGENCE DITCH
	PROPOSED STORM PIPE
	PROPOSED DRAINAGE STRUCTURE

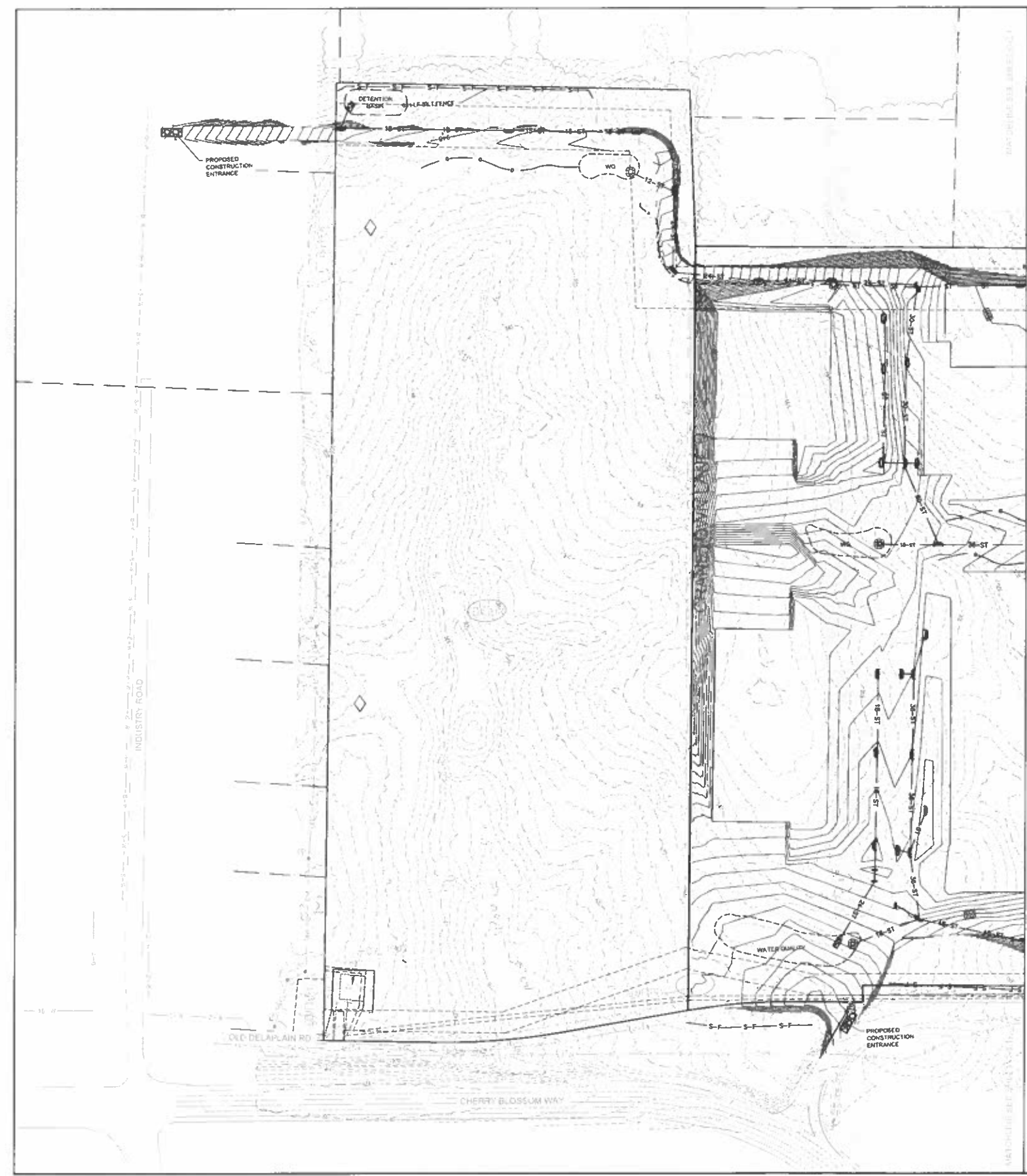
- GRADING NOTES**
1. ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED, INCLUDING TREES, FENCES, ETC. WITHIN THE CONSTRUCTION AREA SHALL BE REMOVED AND DISPOSED OF OFF SITE BY THE EXCAVATING CONTRACTOR.
 2. NO BURNING WILL BE ALLOWED ON SITE.
 3. EXCAVATING CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE PRIOR TO EXCAVATION.
 4. SITE GRADING SHALL NOT COMMENCE UNTIL APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED AND APPROVAL FROM THE CITY OF GEORGETOWN HAS BEEN OBTAINED.
 5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CIVIL AND GEOTECHNICAL ENGINEERS IF ON-SITE DISCREPANCIES ARE OBSERVED THAT WOULD AFFECT THE EARTHWORK QUANTITIES.
 6. CONSULT WITH GEOTECHNICAL ENGINEER FOR PROPER STABILIZATION OF THE SITE. ANY STABILIZATION PROCEDURE SHOULD BE PERFORMED UNDER DIRECT SUPERVISION OF A QUALIFIED GEOTECHNICAL ENGINEER.
 7. THE GEOTECHNICAL ENGINEER SHALL OBSERVE, INSPECT AND TEST ALL EARTHWORK OPERATIONS INCLUDING, BUT NOT LIMITED TO, CLEARING AND GRUBBING, SUB-GRADE PREPARATION, STRUCTURAL PREPARATION, STRUCTURAL AND TRENCH EXCAVATION AND BACKFILL, AND PLACEMENT AND COMPACTION OF FILL.
 8. ALL BACKFILL AND FILL SHALL MEET COMPACTION REQUIREMENTS AS LISTED IN THE DRAWING NOTES AND PROJECT SPECIFICATIONS.
 9. LOCALIZED UNDERCUTTING MAY BE REQUIRED ON SITE AND SHOULD BE COORDINATED WITH A QUALIFIED GEOTECHNICAL REPRESENTATIVE.
 10. SUFFICIENT TEST OF FILL SOILS SHALL BE MADE TO VERIFY THAT SOIL PROPERTIES COMPLY WITH THE DESIGN REQUIREMENTS, AS DETERMINED BY THE GEOTECHNICAL ENGINEER INCLUDING SOIL TYPES, SHEAR STRENGTH PARAMETERS AND CORRESPONDING UNIT WEIGHTS AS DETERMINED NECESSARY BY THE GEOTECHNICAL ENGINEER.
 11. POSITIVE DRAINAGE TO THE NEAREST DRAINAGE FEATURE MUST BE MAINTAINED AT ALL TIMES. NO PONDING WILL BE PERMITTED.
 12. MAINTAIN SITE GRADING SUCH THAT ALL SURFACE WATER WITHIN EARTH DISTURBING LIMITS AND DEWATERING IF REQUIRED, IS DIVERTED THROUGH EROSION AND SEDIMENT CONTROL MEASURES.
 13. CONTRACTOR SHALL BE RESPONSIBLE FOR PROMOTING DRAINAGE INTO THE STORM DRAINAGE SYSTEM ONCE INSTALLED TO PREVENT PONDING IN PROPOSED PAVEMENT OR BUILDING AREAS. CONTRACTOR SHALL PROTECT PROPOSED STORM SEWER WITH EROSION CONTROL MEASURES AS DETAILED IN THIS BID PACKAGE. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY BUILT-UP SEDIMENT FROM THE STORM DRAINAGE SYSTEM UNTIL THE SITE IS STABILIZED.
 14. THE DIRECTION OF THE TEXT OF THE CONTOUR LABEL INDICATES THE DIRECTION OF THE SLOPE.
 15. FINAL DOWN-SPOUT LOCATIONS PER ARCHITECTURAL PLANS.
 16. WATER QUALITY WALL BE HANDLED WITHIN THE DETENTION POND THROUGH INFILTRATION.
 17. NO SIDEWALK SHALL EXCEED 2% CROSS SLOPE OR 3% LONGITUDINAL SLOPE.
 18. COORDINATES SHOWN IN STRUCTURES TABLE ARE TO THE CENTER OF STRUCTURE (25' FROM FACE OF CURB FOR CURB BOX INLETS). COORDINATES FOR HEADWALLS ARE AT THE END OF THE PIPE.
 19. PIPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE AND ROUNDED UP TO THE NEAREST WHOLE NUMBER.
 20. ALL STORM PIPE SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.

BEARINGS SHOWN ARE IN RELATION TO KENTUCKY STATE PLANE GRID - SINGLE ZONE NAD 83

1"=100'-0"

Know what's below.
Call before you dig.

Palmer ENGINEERING	GRADING AND DRAINAGE PLAN		REVISION DESCRIPTION
	LEGACY RUN COMMERCE PARK WASHINGTON PARTNERS, LLC DELAPLAIN ROAD GEORGETOWN, SCOTT COUNTY, KENTUCKY		DATE
PROJECT LOCATION: 301 E. MAIN STREET SUITE 200 GEORGETOWN, KY 40325 PHONE: 502-395-8793	DATE: 09/2/2025	DRAWN: MTC/CM	JOB NUMBER: 158801 SHEET: C-2.1
	SCALE: 1"=100'	CHECKED: GDM	



LEGEND

---	PROPERTY
---	APPROXIMATE LIMITS OF DISTURBANCE
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR
---	PROPOSED MAJOR CONTOUR
---	PROPOSED MINOR CONTOUR
---	SILT FENCE
---	DIVERSION DITCH
---	PROPOSED DRAINAGE STRUCTURE
---	INLET PROTECTION
---	EROSION CONTROL BLANKET
---	INLET PROTECTION (RIPRAP)
---	OUTLET PROTECTION (RIPRAP)
---	PROPOSED STORM
---	PROPOSED 15" STORM
---	PROPOSED 18" STORM
---	PROPOSED 24" STORM
---	PROPOSED 30" STORM
---	PROPOSED 36" STORM
---	PROPOSED 42" STORM
---	PROPOSED 48" STORM
---	PROPOSED 54" STORM

BEARINGS SHOWN ARE BY
RELATION TO KENTUCKY STATE
PLANE GRID SINGLE ZONE NAD 83

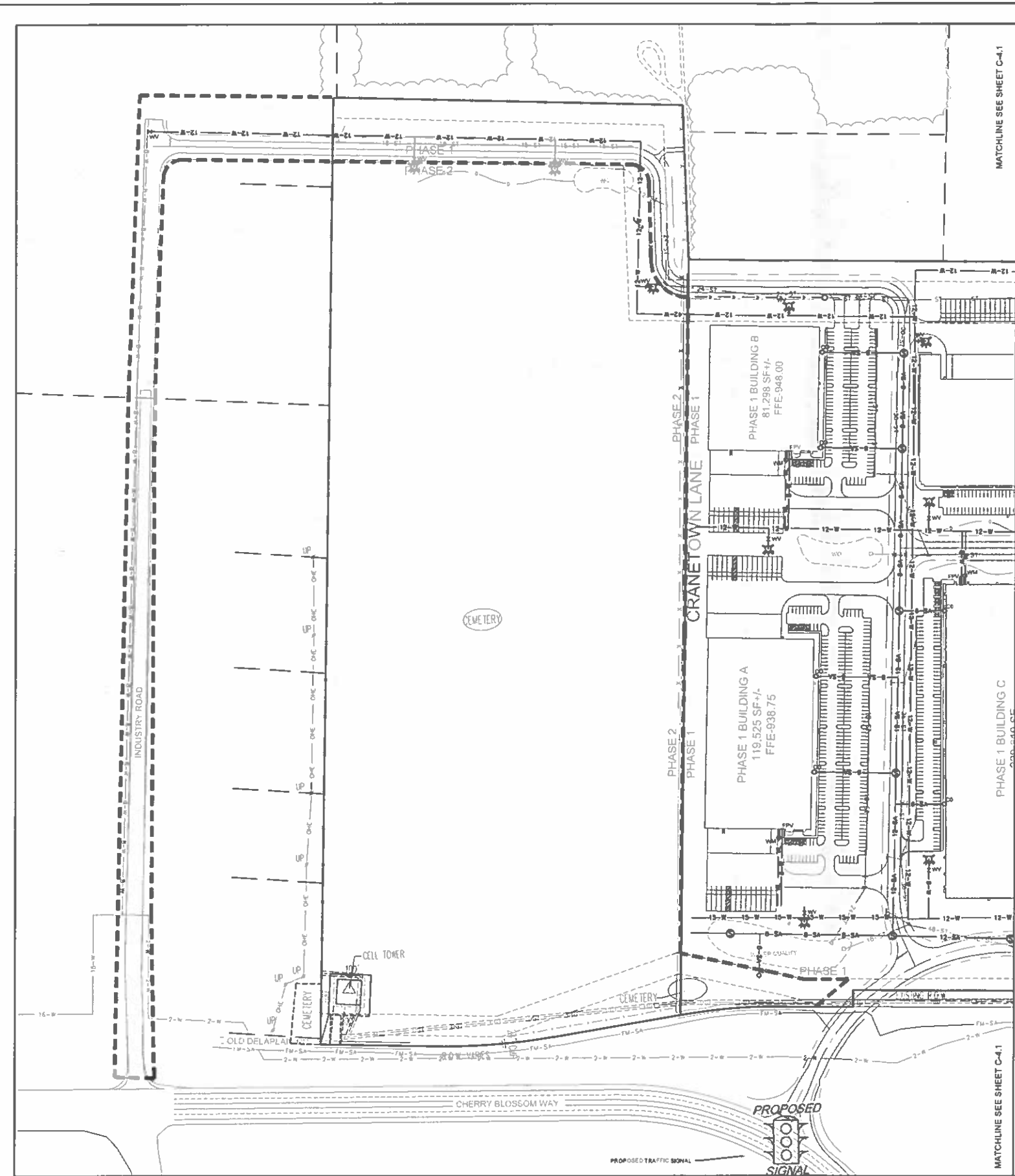
Know what's below.
Call before you dig.

811

1"=100'-0"

100 50 0

 Palmer ENGINEERING JOB NUMBER: 12568.01 SCALE: C-3.0 DATE: 09/24/2023 DRAWN: BMT/CAM CHECKED: DOW PALMER ENGINEERING 301 E MAIN STREET LEXINGTON, KY PHONE 502-390-0790	EROSION CONTROL PLAN		REVISION DESCRIPTION
	LEGACY RUN COMMERCE PARK		DATE
	WASHINGTON PARTNERS, LLC		
	DELAPLAIN ROAD		
	GEORGETOWN, SCOTT COUNTY, KENTUCKY		



NOTE:
ALL UTILITIES SHOWN ARE FOR PRELIMINARY PURPOSES. LOCATIONS, SIZES, CONNECTIONS, AND APPURTENANCES SHALL BE COORDINATED WITH AND APPROVED BY THEIR GOVERNING UTILITY COMPANIES PRIOR TO CONSTRUCTION OR EXCAVATION.

LEGEND

- | | |
|-----|----------------------------------|
| --- | EXISTING PROPERTY LINE |
| --- | EXISTING ADJOINING PROPERTY LINE |
| --- | PROPOSED 12" SANITARY LINE |
| --- | PROPOSED 8" SANITARY LINE |
| --- | PROPOSED 6" SANITARY LINE |
| --- | PROPOSED 4" SANITARY LINE |
| --- | PROPOSED 12" WATERLINE |
| --- | PROPOSED 8" WATERLINE |
| --- | PROPOSED 6" WATERLINE |
| --- | PROPOSED 4" WATERLINE |
| --- | PROPOSED WATER SERVICE |
| --- | FIRE HYDRANT |
| --- | WATER VALVE |
| --- | WATER METER |
| --- | FIRE PROTECTION VAULT |
| --- | SANITARY MANHOLE |
| --- | SANITARY CLEAN OUT |

UTILITY NOTES:

1. LOCATION OF SITE UTILITIES SHALL BE VERIFIED BY ALL CONTRACTORS BY EITHER CONTACTING THE UTILITY COMPANY PROVIDING THE SERVICE AND/OR CALLING KENTUCKY UNDERGROUND AT 811.
2. ALL CONSTRUCTION MUST CONFORM TO CITY, COUNTY AND STATE STANDARDS.
3. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECT DOCUMENTS AND DETAILS.
4. THE CONTRACTOR SHALL HAVE APPROVAL OF ALL GOVERNING AGENCIES AND PROVIDERS HAVING JURISDICTION OVER THE SYSTEM PRIOR TO INSTALLATION.
5. ALL CONTRACTORS ARE RESPONSIBLE FOR ANY DAMAGE TO EXISTING STRUCTURES AND/OR UTILITIES DURING CONSTRUCTION.
6. THE CONTRACTOR SHALL PROVIDE A 3'-0" x 3'-0" x 6" THICK CONCRETE APRON AROUND ALL CLEANOUTS, VALVES, AND METER LOCATIONS.
7. ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
8. ALL WATER AND SEWER CONSTRUCTION IS TO BE DONE IN ACCORDANCE WITH GWSS DETAILS AND SPECIFICATIONS.
9. UNLESS OTHERWISE SPECIFIED, NO 90 DEGREE BENDS SHALL BE USED IN THE WATER LINE INSTALLATION. THE CONTRACTOR SHALL MINIMIZE THE USE OF VERTICAL BENDS.
10. THRUST BLOCKS SHALL BE PROVIDED ON WATER LINES AT ALL BENDS AND TEES UNLESS OTHERWISE RESTRAINED.
11. ALL PROPOSED UTILITY CROSSINGS SHALL BE VERIFIED BY ANY CONTRACTOR DOING WORK. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 18" SEPARATION AT NO COST TO THE OWNER.
12. CONTRACTOR SHALL PERFORM ALL NECESSARY TESTING ON WATER AND SEWER LINES PER LOCAL UTILITY REQUIREMENTS. WATER AND SEWER CONNECTIONS SHALL BE MADE UNDER THE SUPERVISION OF GWSS. SITE CONTRACTOR SHALL MAINTAIN EXISTING WATER AND SEWER SERVICE TO EXISTING CUSTOMERS AT ALL TIMES.
13. ALL COPPER WATER SERVICE LINES SHALL BE WRAPPED IN 4 MILS OF HDPE WRAP OR 8 MILS OF LDPE WRAP. THE SEAMS SHALL BE SEALED WITH DUCT TAPE.
14. ALL SANITARY SEWER SHALL BE WRAPPED WITH DETECTABLE MYLAR SEWER LINE TAPE APPROVED BY THE ENGINEER (MINIMUM OF 1" DEEP).
15. ALL GRAVITY SANITARY SEWER LATERALS SHALL HAVE A MINIMUM SLOPE OF 1.0% UNLESS OTHERWISE NOTED.
16. ALL SUB-CONTRACTORS SHALL BE RESPONSIBLE FOR SECURING AND COORDINATING TEMPORARY SERVICE IF NEEDED FOR CONSTRUCTION.
17. GWSS WILL MAKE THE TAP OF THE EXISTING WATER LINE AND SET THE METERS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WATER LINE INSTALLATION AFTER THE DOMESTIC METER.
18. SITE CONTRACTOR SHALL BE RESPONSIBLE FOR BRIDGING ALL UTILITIES TO WITHIN FIVE (5) FEET OF THE BUILDINGS.
19. ALL 12" SANITARY SEWER LATERAL LINES AND CLEANOUTS ARE PRIVATE SEWER LINES AND ARE TO BE MAINTAINED BY THE PROPERTY OWNER AND FUTURE OWNERS OF THE PROPERTY.
20. ALL BURIED SANITARY PIPING SHALL BE SOR 35.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING ALL FEES REQUIRED BY UTILITY COMPANIES.
22. SITE LIGHTING AND SIGNAGE LIGHTING, IF PRESENT, BY OTHERS.
23. COORDINATE CONDUIT UTILITY LOCATIONS WITH GRAVITY LINES. GRAVITY LOCATIONS SHALL TAKE PRECEDENCE OVER CONDUITS.
24. ANY DEWATERING SHALL BE IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
25. A MINIMUM OF 30' OF COVER SHALL BE MAINTAINED ON ALL UTILITIES UNLESS OTHERWISE NOTED.
26. FINAL ALIGNMENT, SLOPE, AND CONNECTION OF ELECTRIC AND COMMUNICATION CONDUITS TO BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY. OWNER MAY ELECT, DURING THIS COORDINATION, TO SET A NEW POLE AND RUN OVERHEAD LINES RATHER THAN PURSUING THE PRIMARY CONDUITS FOR ELECTRIC AND COMMUNICATION LINES.
27. FINAL FIRE HYDRANT LOCATIONS AND FIRE DEPARTMENT CONNECTIONS SHALL BE COORDINATED WITH THE FIRE DEPARTMENT PRIOR TO SUBMITTAL OF THE FINAL DEVELOPMENT / CONSTRUCTION PLANS.
28. THE NEAREST FIRE HYDRANTS ARE ON INDUSTRY ROAD.
29. ALL BUILDINGS SHOWN MUST BE SPINNLED.
30. EASEMENTS SHALL BE PROVIDED ON ALL PROPOSED UTILITY LINES UPON CONSTRUCTION.

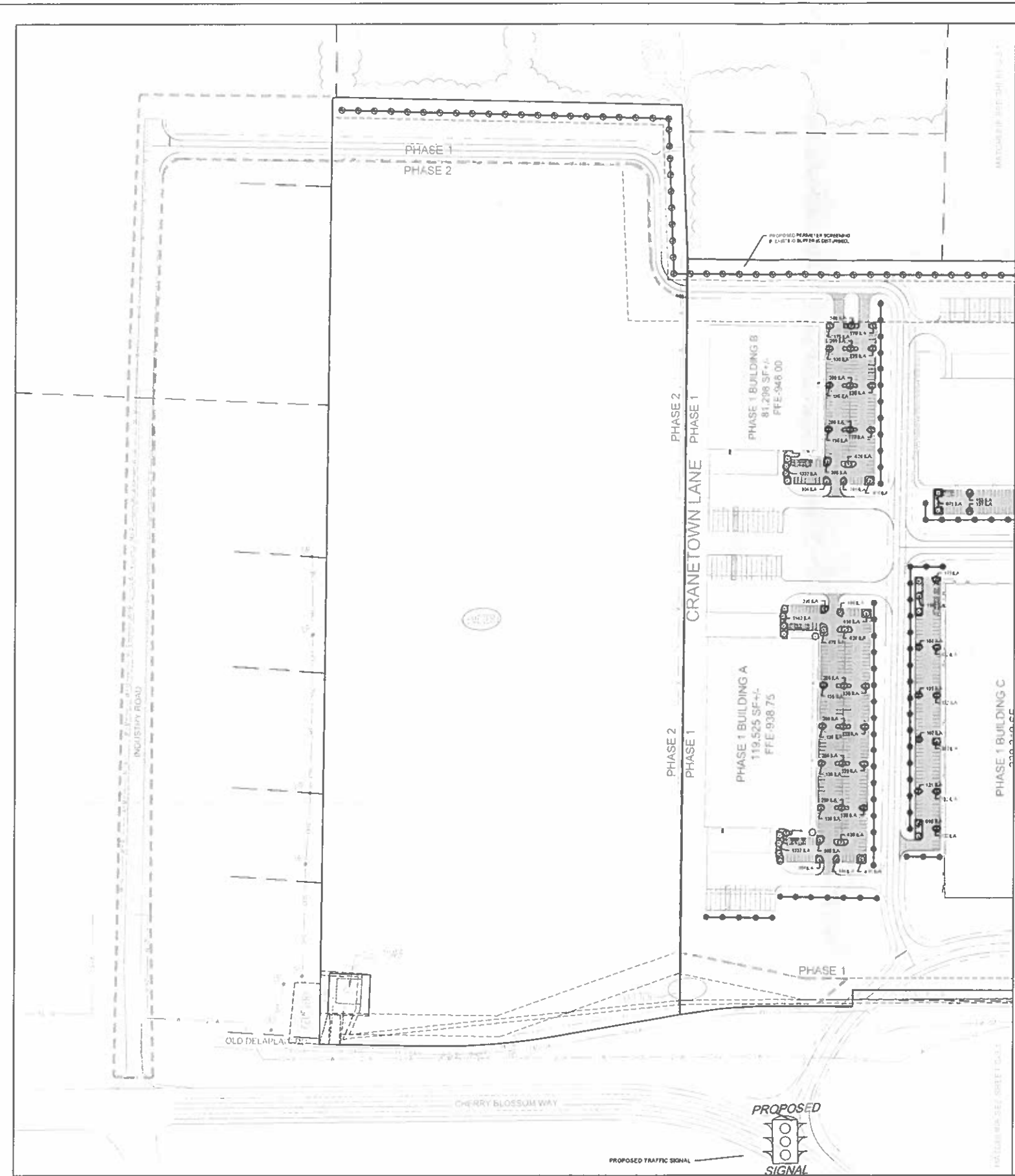


Palmer
ENGINEERING
PLANNING ENGINEERING
201 E MAIN STREET
SUITE 200
GEORGETOWN, KY 40325
PHONE 505-384-0293

DATE 09/05/2025
SHEET C-4.0
DRAWN PRT/CM
CHECKED OOM

PRELIMINARY UTILITY PLAN
LEGACY RUN COMMERCE PARK
WASHINGTON PARTNERS, LLC
DELAWARE ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY

DATE	REVISION DESCRIPTION



LEGEND

- PROPERTY BOUNDARY
- PROPERTY PERIMETER SCREENING TREE
- VEHICLE USE AREA SCREENING TREE
- INTERIOR LANDSCAPING TREE
- PROPOSED SHRUB
- VIA LISTED IN SITE STATISTICS

TREE PLANTING DETAIL

- LANDSCAPE NOTES**
1. ALL LANDSCAPING MUST MEET THE REQUIREMENTS OF ATTACHMENT A OF THE SCOTT COUNTY ZONING ORDINANCE.
 2. ALL PLANTS SHALL BE HEALTHY, VIGOROUS MATERIALS FREE FROM DISEASE AND PESTS AND THAT COMPLY WITH THE LATEST EDITION OF THE PUBLICATION AND TWO AMERICAN STANDARDS FOR NURSERY STOCK BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
 3. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK. ANY DIFFERENCE IN QUANTITIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER FOR CLARIFICATION.
 4. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIALS FOR THE PERIOD OF ONE (1) YEAR BEGINNING AT THE DATE OF TOTAL ACCEPTANCE BY THE OWNER. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD AS THE GROWING SEASON PERMITS. THE OWNER MAY INSPECT THE PLANT MATERIALS AT THE END OF THE GUARANTEE PERIOD. PLANTS THAT ARE DEAD OR NOT IN SATISFACTORY GROWTH SHALL BE REMOVED AND REPLACED DURING THE NEXT NORMAL PLANTING SEASON AT NO ADDITIONAL COST TO THE OWNER.
 5. ALL PLANTS SHALL BE BALLED AND BURLAPPED AS INDICATED ON THE PLANT LIST. ALL TREES SHALL BE STRAIGHT TRUNKED, FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED. ALL TREES MUST BE GUYED OR STAKED.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE REMOVAL OF ALL BRANCH CORDS AND ROPES FROM THE TRUNKS OF ALL SHADE AND ORNAMENTAL TREES IMMEDIATELY AFTER PLANTING. IDENTIFICATION TAGS AND NUMBERING SHALL BE REMOVED FROM ALL PLANT MATERIAL AT THE TIME OF PLANTING. TREE BASKETS SHALL BE CUT FROM THE TOP 1/3 OF THE ROOT BALL PRIOR TO PLANTING.
 7. ALL PLANTS AND INSTALLATION ARE SUBJECT TO THE APPROVAL OF THE OWNER.
 8. THE CONTRACTOR MUST CONTACT OWNER PRIOR TO LANDSCAPE INSTALLATION FOR APPROVAL OF PLANT LOCATION.
 9. NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE MADE WITHOUT PRIOR WRITTEN PERMISSION OF THE OWNER.
 10. THE CONTRACTOR SHALL PREPARE A CULTIVATED BED AROUND EACH GROUP OF SHRUBS AND/OR GROUND COVER BEDS. THE SAME SHAPE AND SIZE AS SHOWN ON THE PLAN. THE ENTIRE BED SHALL BE MULCHED. A CRISP, WELL DEFINED EDGE SHALL BE DEVELOPED BETWEEN ANY SHRUB AND/OR GROUND COVER BED AND THE ADJACENT LAWN AREA.
 11. UNLESS OTHERWISE INDICATED, 2\"/>
 12. CONTRACTOR SHALL PROVIDE MULCH SAMPLES FOR OWNER APPROVAL PRIOR TO CONSTRUCTION.
 13. ALL DISTURBED AREAS NOT RECEIVING PLANTINGS, EROSION CONTROL BLANKET OR DESIGNATED FOR MULCHING (INCLUDING RIGHT-OF-WAY) SHALL BE SEEDDED UNLESS OTHERWISE NOTED AS SOO. DISTURBED AREAS INCLUDE LIMITS OF GRADING, STAKING AND UTILITY WORK.
 14. ALL WORK SHALL BE DONE IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
 15. CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING SOO UNTIL WELL ESTABLISHED. NO BIRIGATION WILL BE PROVIDED BY OWNER.
 16. NO ONE TREE SPECIES MAY ACCOUNT FOR MORE THAN 10% OF THE REQUIRED PROPERTY PERIMETER OR VEHICLE USE AREA PERIMETER LANDSCAPING REQUIREMENTS.
 17. TREE SPECIES AND QUANTITIES SHALL CONFORM TO THE SCOTT COUNTY PLANNING COMMISSION REQUIREMENTS AND SHALL BE SPECIFIED ON DETAILED CONSTRUCTION PLANS AND COORDINATED WITH THE PLANNING COMMISSION FOR APPROVAL PRIOR TO ANY CONSTRUCTION.

- TURF ESTABLISHMENT:**
1. THE LANDSCAPE CONTRACTOR SHALL PLACE A 4\"/>
 2. THE LANDSCAPE CONTRACTOR SHALL REMOVE STONES BIGGER THAN 1/2 INCHES IN ANY DIMENSION AND STICKS, ROOTS, RUBBISH AND OTHER EXTRANEIOUS MATTER.
 3. THE LANDSCAPE CONTRACTOR SHALL SEED ALL NEW LAWN AREAS AS SPECIFIED.
 4. THE LANDSCAPE CONTRACTOR SHALL MIX SEED, FERTILIZER AND PULVERIZED MULCH IN WATER USING EQUIPMENT SPECIALLY DESIGNED FOR HYDROSEED APPLICATION.
 5. THE LANDSCAPE CONTRACTOR SHALL APPLY SLURRY UNIFORMLY TO ALL AREAS TO BE SEEDDED. RATE OF APPLICATION AS REQUIRED TO OBTAIN SPECIFIED SEED SOWING RATE.
 6. SEE EROSION CONTROL DETAIL SHEET FOR SEED MIX DESIGN.
 7. THE LANDSCAPE CONTRACTOR SHALL WATER SEED WITH FINE SPRAY IMMEDIATELY AFTER PLANTING. DURING FIRST WEEK WATER DAILY OR MORE FREQUENTLY AS NECESSARY TO MAINTAIN MOIST SOIL DEPTH OF 4 INCHES.

PROPOSED PLANT LIST

PROPERTY PERIMETER SCREENING TREE	VEHICLE USE AREA SCREENING TREE	INTERIOR LANDSCAPING TREE
BURMA MAPLE	BURMA MAPLE	BURMA MAPLE
DOGWOOD	DOGWOOD	DOGWOOD
FLORIDA YACHT CLUB	FLORIDA YACHT CLUB	FLORIDA YACHT CLUB
FLORIDA YACHT CLUB	FLORIDA YACHT CLUB	FLORIDA YACHT CLUB
FLORIDA YACHT CLUB	FLORIDA YACHT CLUB	FLORIDA YACHT CLUB

NOTE: THE TREES AND SHRUBS ABOVE REPRESENT ACCEPTABLE PLANT VARIETIES PER THE LATEST PLANTING MANUAL. ANY APPROVED PLANT MATERIAL IN THE PLANTING MANUAL FOR THE GUY PURPOSE MAY BE SUBSTITUTED. THE SUBSTITUTES MUST MEET THE SAME REQUIREMENTS AS THOSE LISTED ABOVE. FOR EXAMPLE, A COLORADO SPRUCE (ANOTHER LARGE TREE) IS NOT ACCEPTABLE FOR USE AS A VIA PERIMETER TREE.

NO ONE TREE SPECIES MAY ACCOUNT FOR MORE THAN 10% OF THE REQUIRED PROPERTY PERIMETER OR VEHICLE USE AREA PERIMETER LANDSCAPING REQUIREMENTS.

811

Know what's below. Call before you dig.

1"=100'-0"

100 50 0 100'

REVISION DESCRIPTION

DATE	DESCRIPTION

PRELIMINARY LANDSCAPE PLAN

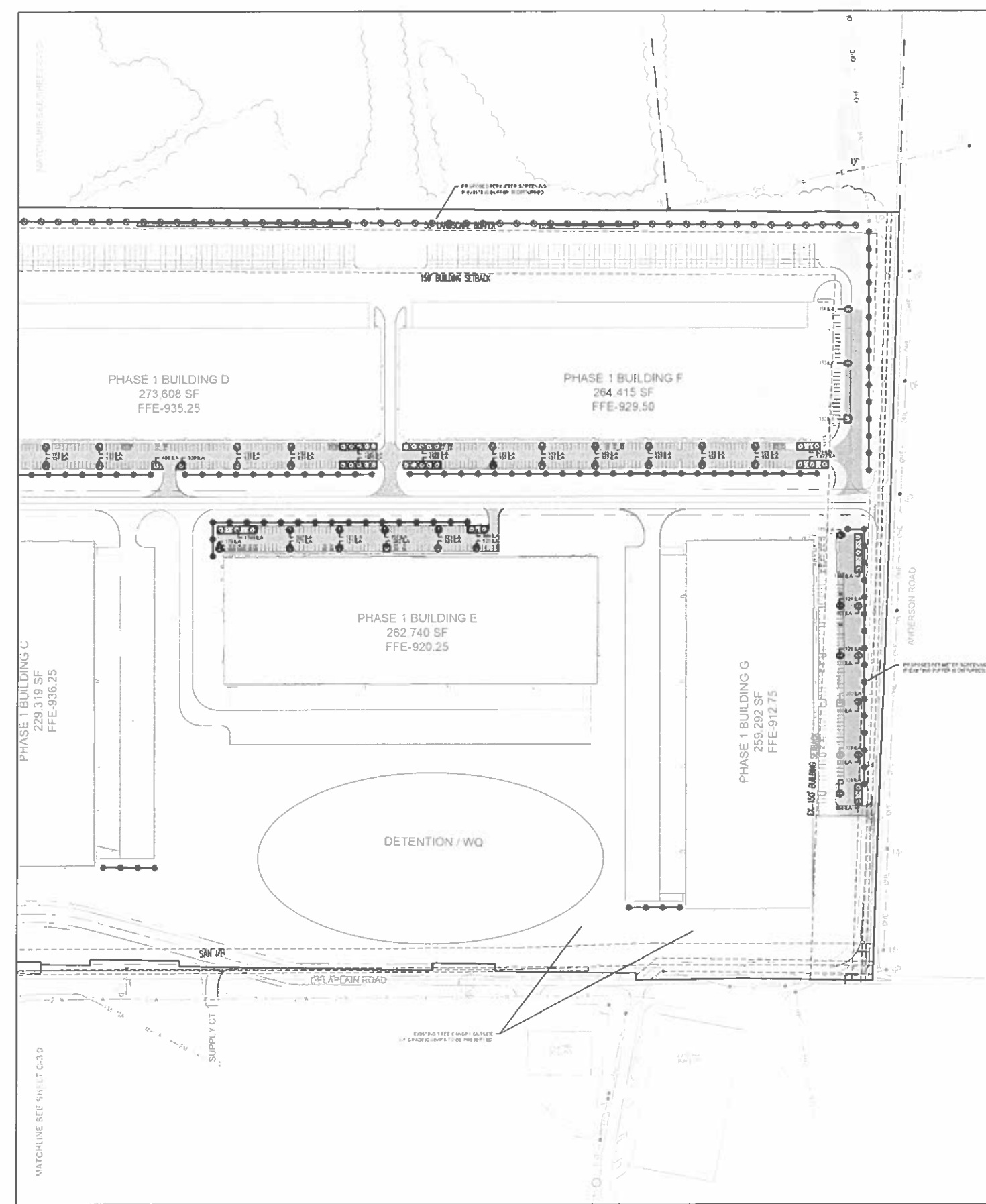
LEGACY RUN COMMERCE PARK
WASHINGTON PARTNERS, LLC
DELAWARE ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY

Palmer ENGINEERING

PAUL K. PALMER, P.E.
201 E. MAIN STREET
SUITE 100
GEORGETOWN, KY 40324
PHONE: 502-266-0900

DATE: 09/20/2021
JOB NUMBER: 13268.01
SCALE: 1"=100'

DRAWN: NATALIE
CHECKED: JIMMY



LEGEND

- PROPERTY BOUNDARY
- PROPERTY PERMITTER SCREENING TREE
- VEHICLE USE AREA SCREENING TREE
- INTERIOR LANDSCAPING TREE
- PROPOSED SHRUB
- VUA LISTED IN SITE STATISTICS

- LANDSCAPE NOTES**
1. ALL LANDSCAPING MUST MEET THE REQUIREMENTS OF ATTACHMENT A OF THE SCOTT COUNTY ZONING ORDINANCES.
 2. ALL PLANTS SHALL BE HEALTHY, VIGOROUS MATERIALS FREE FROM DISEASE AND PESTS AND THAT COMPLY WITH THE LATEST EDITION OF THE PUBLICATION AND STANDARD AMERICAN STANDARD FOR NURSERY STOCK BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
 3. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK. ANY DIFFERENCE IN QUANTITIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER FOR CLARIFICATION.
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 11. UNLESS OTHERWISE INDICATED, 2"-7" NATURAL DYE-FREE SHREDDED BARK MULCH SHALL BE USED IN ALL SHRUB AND/OR GROUND COVER BEDS AND AROUND ALL TREES PLANTED WITHIN OR BEYOND THE CONFINES OF THE PLANTING BEDS. THE TOP OF ALL AREAS OF SHREDDED BARK MULCH SHALL BE AT GRADE OF ADJACENT CURB, WALK, OR EDGE OF PAVEMENT.
 12. CONTRACTOR SHALL PROVIDE MULCH SAMPLE FOR OWNER APPROVAL PRIOR TO CONSTRUCTION.
 13. ALL DISTURBED AREAS NOT RECEIVING PLANTINGS, EROSION CONTROL BLANKET OR DESIGNATED FOR MULCHING (INCLUDING RIGHT-OF-WAY) SHALL BE SEEDING UNLESS OTHERWISE NOTED AS SO. DISTURBED AREAS INCLUDE LIMITS OF GRADING, STAGING AND UTILITY WORK.
 14. ALL WORK SHALL BE DONE IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
 15. CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING SOO UNTIL WELL ESTABLISHED. NO IRRIGATION WILL BE PROVIDED BY OWNER.
 16. NO ONE TREE SPECIES MAY ACCOUNT FOR MORE THAN 10% OF THE REQUIRED PROPERTY PERIMETER OR VEHICLE USE AREA PERIMETER LANDSCAPING REQUIREMENTS.
 17. TREE SPECIES AND QUANTITIES SHALL CONFORM TO THE GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION REQUIREMENTS AND SHALL BE SPECIFIED ON DETAILED CONSTRUCTION PLANS AND COORDINATED WITH THE PLANNING COMMISSION FOR APPROVAL PRIOR TO ANY CONSTRUCTION.

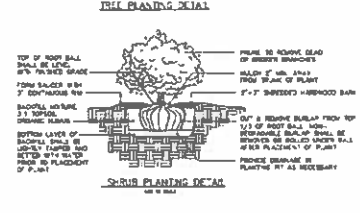
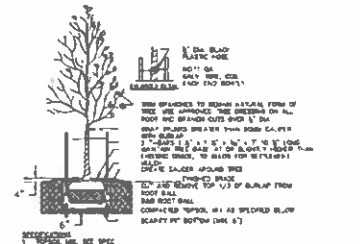
- TURF ESTABLISHMENT**
1. THE LANDSCAPE CONTRACTOR SHALL PLACE A 4" COMPACTED LAYER OF TOPSOIL OVER ALL AREAS TO BE ESTABLISHED IN TURF. THE TOPSOIL LAYER SHALL BRING ALL TURF AREAS TO FINISH GRADE.
 2. THE LANDSCAPE CONTRACTOR SHALL REMOVE STONES BIGGER THAN 1-1/2 INCHES IN ANY DIMENSION AND STICKS, ROOTS, RUBBISH AND OTHER EXTRANEOUS MATTER.
 3. THE LANDSCAPE CONTRACTOR SHALL SEED ALL NEW LAWN AREAS AS SPECIFIED.
 4. THE LANDSCAPE CONTRACTOR SHALL MIX SEED, FERTILIZER AND PULVERIZED MULCH IN WATER USING EQUIPMENT SPECIALLY DESIGNED FOR HYDROSEED APPLICATION.
 5. THE LANDSCAPE CONTRACTOR SHALL APPLY SLURRY UNIFORMLY TO ALL AREAS TO BE SEED. RATE OF APPLICATION AS REQUIRED TO OBTAIN SPECIFIED SEED SOWING RATE.
 6. SEE EROSION CONTROL DETAIL SHEET FOR SEED MIX DESIGN.
 7. THE LANDSCAPE CONTRACTOR SHALL WATER SEED WITH FINE SPRAY IMMEDIATELY AFTER PLANTING. DURING FIRST WEEK, WATER DAILY OR MORE FREQUENTLY AS NECESSARY TO MAINTAIN MOIST SOIL DEPTH OF 4 INCHES.

PROPOSED PLANT LIST

PROPERTY PERIMETER SCREENING TREE	VEHICLE USE AREA SCREENING TREE	INTERIOR LANDSCAPING TREE
SUGAR MAPLE	SUGAR MAPLE	SUGAR MAPLE
WHITE BIRCH	WHITE BIRCH	WHITE BIRCH
RED BUD	RED BUD	RED BUD
DOUGLASS SPRUCE	DOUGLASS SPRUCE	DOUGLASS SPRUCE

NOTE: THE TREES AND SHRUBS ABOVE REPRESENT ACCEPTABLE PLANT VARIETIES PER THE PLANNING PLANTING MANUAL. ANY APPROVED PLANT MATERIAL IN THE PLANNING MANUAL FOR THE GIVEN PURPOSE MAY BE SUBSTITUTED. THE SUBSTITUTES MUST MEET THE SAME REQUIREMENTS AS THOSE LISTED ABOVE. FOR EXAMPLE, A 2-1/2" DOUGLASS SPRUCE (ANOTHER LARGE TREE) IS NOT ACCEPTABLE FOR USE AS A VUA PERIMETER TREE.

NO ONE TREE SPECIES MAY ACCOUNT FOR MORE THAN 10% OF THE REQUIRED PROPERTY PERIMETER OR VEHICLE USE AREA PERIMETER LANDSCAPING REQUIREMENTS.



SITE STATISTICS:

TOTAL ACRES	161.14 AC
TOTAL ACRES	PUD
TREE CANOPY COVERAGE (PRE)	58%
EXISTING TREE CANOPY PRESERVED (POST)	75%
TOTAL TREE CANOPY COVERAGE (POST)	54%

BUILDING A	
VUA	80,560 SF +/-
LA REQUIRED	5,048 SF
LA PROVIDED	8,148 SF
LA TREES REQUIRED	31 TREES
LA TREES PROVIDED	30 TREES
BUILDING B	
VUA	52,484 SF +/-
LA REQUIRED	5,248 SF
LA PROVIDED	5,383 SF
LA TREES REQUIRED	31 TREES
LA TREES PROVIDED	21 TREES
BUILDING C	
VUA	36,870 SF +/-
LA REQUIRED	3,867 SF
LA PROVIDED	5,788 SF
LA TREES REQUIRED	15 TREES
LA TREES PROVIDED	15 TREES
BUILDING D	
VUA	57,570 SF +/-
LA REQUIRED	5,757 SF
LA PROVIDED	6,184 SF
LA TREES REQUIRED	24 TREES
LA TREES PROVIDED	24 TREES
BUILDING E	
VUA	36,457 SF +/-
LA REQUIRED	3,648 SF
LA PROVIDED	3,763 SF
LA TREES REQUIRED	15 TREES
LA TREES PROVIDED	15 TREES
BUILDING F	
VUA	74,108 SF +/-
LA REQUIRED	7,410 SF
LA PROVIDED	7,882 SF
LA TREES REQUIRED	30 TREES
LA TREES PROVIDED	30 TREES
BUILDING G	
VUA	36,460 SF +/-
LA REQUIRED	3,648 SF
LA PROVIDED	3,763 SF
LA TREES REQUIRED	15 TREES
LA TREES PROVIDED	15 TREES

7% OF THE EXISTING TREE CANOPY LIES OUTSIDE THE GRADING LIMITS AND ANTICIPATED CONSTRUCTION LIMITS FOR UTILITY INSTALLATION PER THESE PRELIMINARY PLANS.

75% IS THE MINIMUM EXISTING TREE CANOPY THAT MUST BE PRESERVED IN ORDER TO KEEP THE REQUIREMENT FROM INCREASING AND IS WHAT IS INTENDED TO BE ACHIEVED ON FUTURE DETAILED CONSTRUCTION PLANS. IF CIRCUMSTANCES PREVENT THIS FROM HAPPENING, THE REQUIRED CANOPY COVERAGE SHALL BE OBTAINED FROM PROPOSED LANDSCAPING TREE CREDITS.

811 Know what's below. Call before you dig.

100 50 0 100'

PRELIMINARY LANDSCAPE PLAN

LEGACY RUN COMMERCE PARK
WASHINGTON PARTNERS, LLC
DELAPLAN ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY

Palmer ENGINEERING

DATE: 08/19/2021
SCALE: 1" = 100'
JOB NUMBER: 150801
SHEET: C-51

CHECKED: GOW

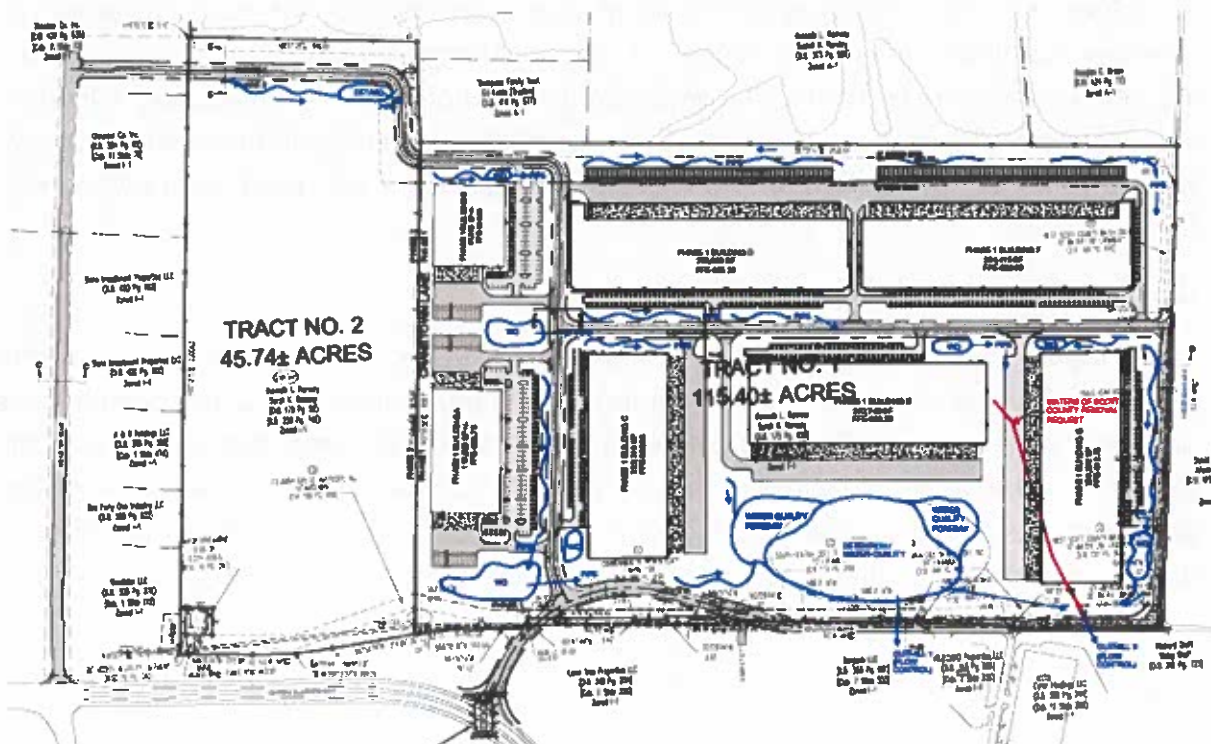
Ladies and Gentlemen of the GSC Planning Commission:

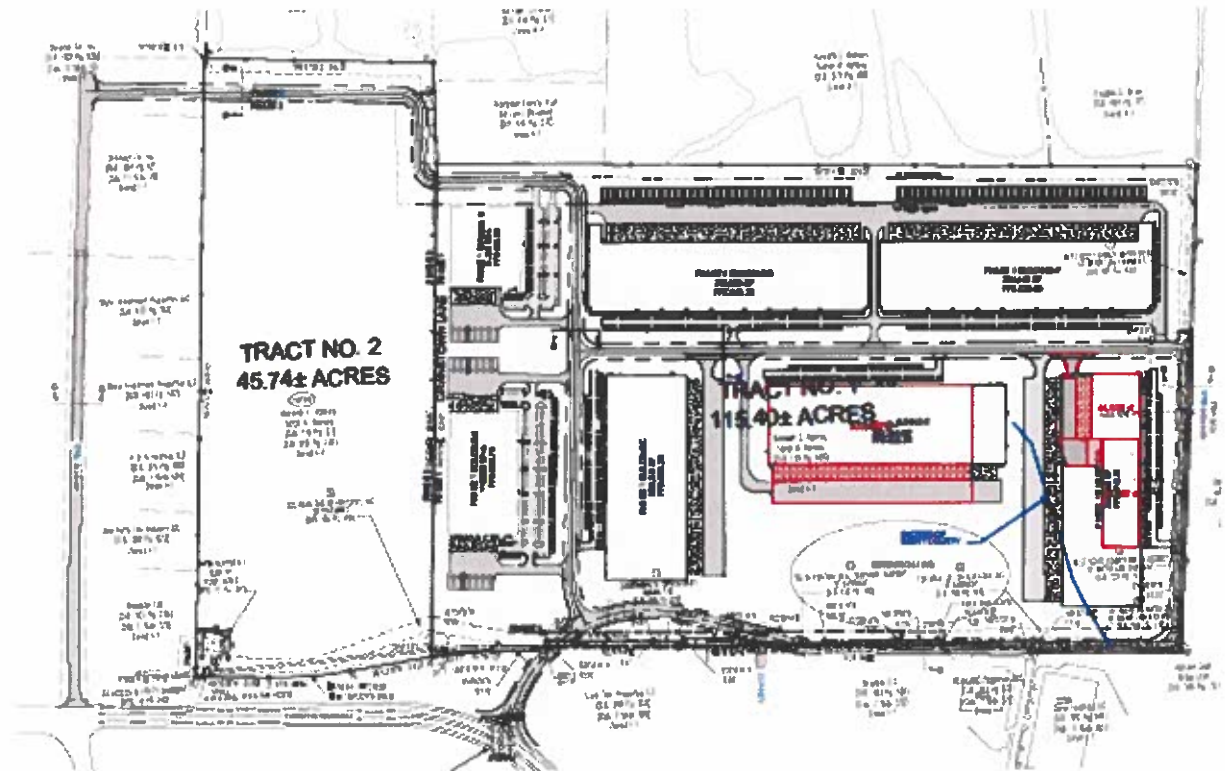
RE: Letter of Explanation in Support of Variance

As you may be aware, the Preliminary Development Plan under review contemplates the disturbance of approximately 935 linear feet of the natural drainage system that has been identified as "Waters of Scott County" per the Scott County Stormwater Manual. This letter of explanation is being provided to make clear the Applicant's intention to remediate any adverse effects the Project will have on the existing drainage area. In fact, the Applicant's proposal will result in more positive treatment of onsite drainage than exists currently. The Applicant respectfully requests that this narrative be considered in conjunction with the exhibits also tendered by the Applicant depicting its remediation plan.

A. The Stormwater Manual §1.4B

For context, §1.4. B of the Stormwater Manual identifies any part of the natural drainage system that has a watershed in excess of 50 acres as "Waters of Scott County" which "shall remain undisturbed." Below is a drawing showing the 935 linear feet of the drainage system which is identified as the "Waters of Scott County" in red, with the remedial measures in blue.

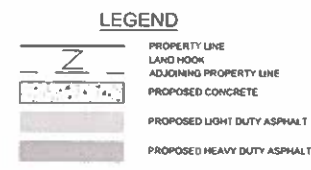
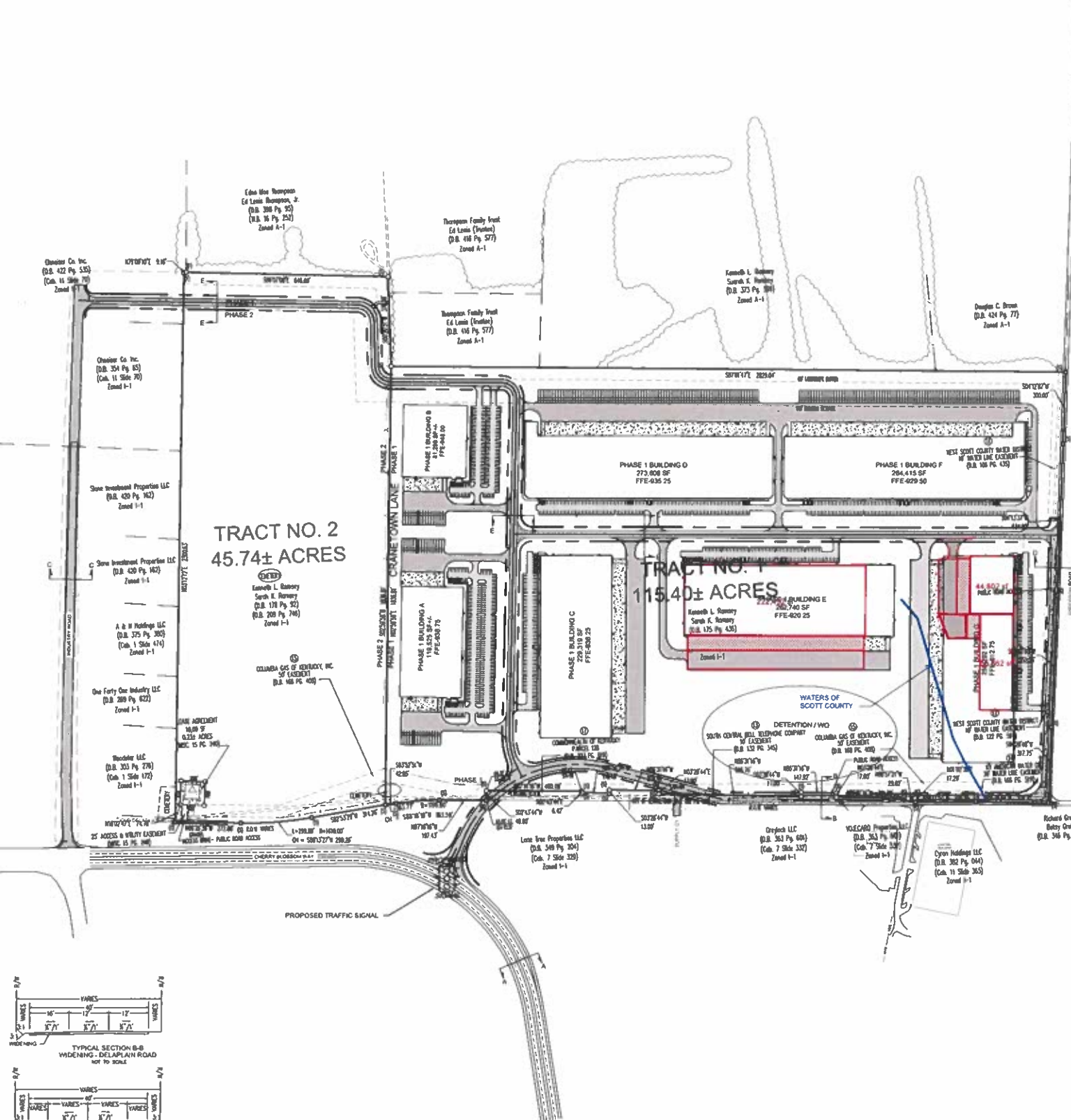




From an economic impact perspective, assuming the loss of 200,000 square feet at an assessed value of \$100 per square foot, the property taxes generated by the lost square footage would be approximately \$200,000 per year, without accounting for any occupational or net profits taxes that may be paid by users of the at-risk square footage. In terms of scope, this eliminates nearly 10% of the project's square footage, which is already significantly below what is permitted per the local zoning ordinance.

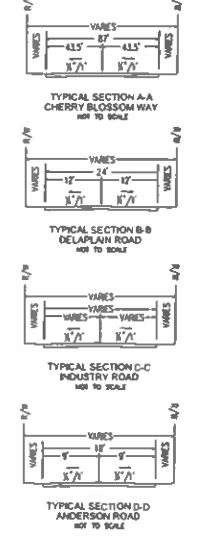
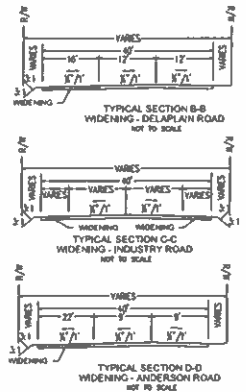
The Applicant will be happy to answer any questions you may have regarding the drainage portion of its proposed Preliminary Development Plan.

[illegible]



- PRELIMINARY DEVELOPMENT PLAN NOTES:**
1. THIS PRELIMINARY DEVELOPMENT PLAN IS FOR PHASE 1 AS SHOWN ON THIS SHEET ONLY.
 2. NO SEMI-TRUCKS ALLOWED ACCESS VIA ANDERSON DRIVE. SEE PHYSICAL BARRIOR DETAIL THIS SHEET.
 3. ALL CONSTRUCTION MUST CONFORM TO THE CITY OF GEORGETOWN AND STATE OF KENTUCKY STANDARDS.
 4. ALL DIMENSIONS UNLESS NOTED OTHERWISE ARE TO THE FACE OF THE CURB, BUILDING, OR WALL. WHERE CURB IS NOT PRESENT, DIMENSIONS ARE TO EDGE OF PAVEMENT.
 5. NO GRADING, STRIPPING, EXCAVATION, FILLING OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE UNTIL PERIMETER EROSION CONTROL MEASURES ARE INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE KDPES PERMIT IF REQUIRED.
 6. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECT DOCUMENTS.
 7. ALL SURVEY INFORMATION IS RELATIVE TO KENTUCKY STATE PLANE SINGLE ZONE COORDINATE SYSTEM.
 8. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
 9. ENTRANCE ARROWS IN RIGHT OF WAY SHALL BE CONCRETE.
 10. THIS SITE IS NOT WITHIN THE 100-YEAR FLOODPLAIN PER FEMA PANEL 21090C0183D, EFFECTIVE ON DECEMBER 21, 2017.
 11. PROPOSED STORM SEWER AND DETENTION CALCULATIONS TO BE SUBMITTED AND APPROVED PRIOR TO CONSTRUCTION.
 12. ALL LANDSCAPING SHALL MEET REQUIREMENTS OF THE GEORGETOWN ZONING ORDINANCE.
 13. CONTRACTOR TO KEEP EXISTING STREETS CLEAN DURING CONSTRUCTION.
 14. DURING CONSTRUCTION, EROSION CONTROL WILL BE REQUIRED ON ALL EXISTING STORM STRUCTURES RECEIVING SURFACE WATER FROM THE SITE.
 15. DEVELOPER RESPONSIBLE FOR ALL STREET SIGNAGE AND MARKINGS.
 16. CONSTRUCTION ENTRANCES WILL BE REQUIRED AND SHALL BE DESIGNATED ON CONSTRUCTION PLANS.
 17. PROPOSED CONCRETE ENTRANCES SHALL HAVE A 1.5' UP TO KEEP SURFACE WATER FLOWING IN THE EXISTING GUTTERS.
 18. EXISTING RIGHT OF WAY TO BE REVISED UPON RELOCATION OF DELAPLAN ROAD.
 19. ALL VEHICLE USE AREAS SHALL MEET THE REQUIREMENTS OF THE CITY OF GEORGETOWN. ALL PAVEMENT SECTIONS, WIDTHS, RADII, PUBLIC/PRIVATE STATUS, SHALL BE DOCUMENTED AND APPROVED ON CONSTRUCTION PLANS PRIOR TO ANY CONSTRUCTION.
 20. THE DEVELOPMENT SHALL MEET ALL REQUIREMENTS OF THE STORMWATER BMP MANUAL, ADOPTED BY THE CITY AND COUNTY. THIS WILL INCLUDE PROVISIONS FOR QUANTITY, QUALITY, AND GROUNDWATER RECHARGE, AS WELL AS PROTECTIONS FOR WATERS OF SCOTT COUNTY (SECTION 1.4.8).
 21. DELAPLAN INDUSTRY, AND ANDERSON ROAD IMPROVEMENTS TO BE COMPLETED BY THE COMPLETION OF PHASE 1 CONSTRUCTION.
 22. TWO CEMETERIES EXISTING IN FUTURE PHASE 2 OF THE DEVELOPMENT SHALL BE RELOCATED BEFORE THE BEGINNING OF PHASE 2, AND NOT DISTURBED DURING PHASE 1.

SITE STATISTICS:	
TOTAL ACREAGE	161.144 AC
PHASE 1 ACREAGE	119.024 AC
ZONING	I-1
TOTAL PROPOSED BUILDING SQUARE FOOTAGE	2,236,648 SF
PHASE 1 PROPOSED BUILDING SQUARE FOOTAGE	1,490,187 SF
PROPOSED BUILDING HEIGHT	<75'
PROPOSED BUILDING GROUND COVERAGE	31.8%
TREE CANOPY COVERAGE (PRE)	7%
TREE CANOPY COVERAGE (POST)	51%
PARKING	
PROPOSED STANDARD PARKING	1,243 SPACES
PROPOSED ADA PARKING	59 SPACES
PROPOSED TRAILER STORAGE	281 SPACES
BUILDING A - PHASE 1	
BUILDING SQUARE FOOTAGE	119,525 SF +/-
BUILDING HEIGHT	<75'
ADA PARKING	80/178 SPACES +/-
STANDARD PARKING	248
TOTAL PARKING PROVIDED	256
TRAILER PARKING PROVIDED	21
MAX EMPLOYEES ON MAX SHIFT	130 EMPLOYEES
BUILDING B - PHASE 1	
BUILDING SQUARE FOOTAGE	81,298 SF +/-
BUILDING HEIGHT	<75'
ADA PARKING	52/484 SPACES +/-
STANDARD PARKING	4
TRAILER PARKING PROVIDED	156
MAX EMPLOYEES ON MAX SHIFT	14
BUILDING C - PHASE 1	
BUILDING SQUARE FOOTAGE	224,319 SF +/-
BUILDING HEIGHT	<75'
ADA PARKING PROVIDED	36/579 SPACES +/-
STANDARD PARKING PROVIDED	7 SPACES
TOTAL PARKING PROVIDED	107 SPACES
TRAILER PARKING PROVIDED	114 SPACES
MAX EMPLOYEES ON MAX SHIFT	256 EMPLOYEES
BUILDING D - PHASE 1	
BUILDING SQUARE FOOTAGE	273,608 SF +/-
BUILDING HEIGHT	<75'
ADA PARKING PROVIDED	57/570 SPACES +/-
STANDARD PARKING PROVIDED	6 SPACES
TOTAL PARKING PROVIDED	168 SPACES
TRAILER PARKING PROVIDED	114 SPACES
MAX EMPLOYEES ON MAX SHIFT	277 SPACES
BUILDING E - PHASE 1	
BUILDING SQUARE FOOTAGE	262,740 SF +/-
BUILDING HEIGHT	<75'
ADA PARKING PROVIDED	36/487 SPACES +/-
STANDARD PARKING PROVIDED	7 SPACES
TOTAL PARKING PROVIDED	108 SPACES
TRAILER PARKING PROVIDED	115 SPACES
MAX EMPLOYEES ON MAX SHIFT	172 EMPLOYEES
BUILDING F - PHASE 1	
BUILDING SQUARE FOOTAGE	264,415 SF +/-
BUILDING HEIGHT	<75'
ADA PARKING PROVIDED	56/501 SPACES +/-
STANDARD PARKING PROVIDED	6 SPACES
TOTAL PARKING PROVIDED	206 SPACES
TRAILER PARKING PROVIDED	77 SPACES
MAX EMPLOYEES ON MAX SHIFT	309 EMPLOYEES
BUILDING G - PHASE 1	
BUILDING SQUARE FOOTAGE	259,292 SF +/-
BUILDING HEIGHT	<75'
ADA PARKING PROVIDED	31/360 SPACES +/-
STANDARD PARKING PROVIDED	7 SPACES
TOTAL PARKING PROVIDED	96 SPACES
TRAILER PARKING PROVIDED	106 SPACES
MAX EMPLOYEES ON MAX SHIFT	159 EMPLOYEES
*ALL PARKING CALCULATIONS ABOVE ARE BASED ON INDUSTRIAL PLANT PARKING REQUIREMENTS AND PROVIDE 2 SPACES FOR EVERY 1 EMPLOYEE	
SEE LANDSCAPING PLAN FOR TREE CANOPY DETAILS	



BEARINGS SHOWN ARE IN RELATION TO KENTUCKY STATE PLANE GRID, SINGLE ZONE NAD 83

811
Know what's below.
Call before you dig.

1"=200'-0"

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REVISION DESCRIPTION	
DATE	

PRELIMINARY OVERALL SITE PLAN	
LEGACY RUN COMMERCE PARK WASHINGTON PARTNERS, LLC DELAPLAN ROAD GEORGETOWN, SCOTT COUNTY, KENTUCKY	

Palmer ENGINEERING	DATE: 09/20/23 JOB NUMBER: 1208-01 SHEET: C-0.1	DRAWN: RUTICAM CHECKED: GOW
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From: [REDACTED]
Sent: Tuesday, September 30, 2025 7:57 PM
To: Elise Ketz
Subject: [EXT]Opposition letter to PDP-2025-13 (Delaplain Rd)

Follow Up Flag: Follow up
Flag Status: Flagged

****Re: Opposition to Proposed Development at 892 Delaplain Road (PDP-2025-13)****

Dear Members of the Planning Commission,

We are writing in opposition to the proposed 1.49 million square feet of industrial manufacturing, distribution, and warehouse buildings at 892 Delaplain Road (PDP-2025-13).

The addition of this large-scale facility will place an unacceptable burden on the surrounding roads—particularly ****Anderson Road and Delaplain Road****. Anderson Road already carries heavy traffic, and adding commercial truck traffic will create dangerous conditions for residents and local farmers. ****Delaplain Road, just past Anderson, is even worse.**** It is not designed to handle the volume or weight of heavy industrial traffic.

There are already ****too many semi-trucks and cars using Delaplain Road today****, and it is clear the road cannot safely handle the current volume—let alone the increase this project would bring. Semi-trucks, Toyota workers, and others already misuse this stretch as a high-speed cut-through, despite its narrow, residential, and farming character. ****Expanding industrial traffic in this area will turn an already overwhelmed road into a serious hazard for the entire community.****

We also question whether a ****comprehensive traffic study has been conducted on Delaplain Road.**** If not, one needs to be completed ****before**** any development moves forward. There are also ****two major blind spots**** that make the area especially dangerous:

1. ****Coming from Cherry Blossom Way onto Delaplain and turning onto Anderson Road**** – when driving a lower-profile car, oncoming traffic disappears into the road's dip, making it extremely difficult to see approaching vehicles.
2. ****Turning right from Anderson onto Delaplain**** – as the road becomes four lanes again, traffic entering from the left side (in a recessed dip) is in a blind spot for both drivers. This is already a known issue and would only be made worse by increased truck and employee traffic.

Beyond traffic concerns, this project will also bring ****noise pollution, light pollution, and massive, unsightly industrial buildings**** directly across from existing homes. These impacts will inevitably lower surrounding property values and significantly diminish the quality of life for the families who live nearby—including our own family and friends, whose homes are directly affected.

This project is simply ****too large and too disruptive**** for this location. The rural-residential and farming character of this area must be preserved—not sacrificed for aggressive industrial

expansion. For these reasons, we strongly urge the Planning Commission to ****reject PDP-2025-13**** and protect the safety, wellbeing, and property values of the residents who live here.

Thank you for your attention to this critical issue.

Sincerely,

Greg & Joann Brandenburg

WARNING: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Elise Ketz

From: [REDACTED]
Sent: Tuesday, September 30, 2025 8:59 PM
To: Elise Ketz
Subject: [EXT]Opposition of the Proposed Development at 892 Delaplain Rd (PDP-2025-13)

Follow Up Flag: Follow up
Flag Status: Flagged

Dana Angon
Sent from my iPhone

Subject: Opposition of the Proposed Development at 892 Delaplain Rd (PDP-2025-13)

Dear Members of the Planning Commission,

I am writing to express my strong opposition to the proposed development at 892 Delaplain Road (PDP-2025-13), which plans to introduce 1.4 million square feet of industrial manufacturing, distribution, and warehouse buildings in our area.

My property is situated at the corner of Delaplain and Anderson Roads. The development would dramatically impact the quality of life for myself and my neighbors. Our area already suffers from significant traffic congestion. The current state of Anderson and Delaplain Roads is overpopulated with vehicles, posing a danger to residents and making simple tasks, like crossing the road to collect mail, hazardous due to the frequent use by semi-trucks as a shortcut.

Moreover, the construction of large industrial buildings would not only degrade the aesthetic beauty of our neighborhood but would directly impose an unsightly view from my home. From my swing on my front porch, I would be looking at an industrial complex. This change would inevitably decrease the value of my property and that of my neighbors, which is deeply concerning.

Furthermore, the anticipated increase in traffic would exacerbate the already precarious road conditions, making it more perilous for everyone. Has there been any thorough traffic study conducted on Delaplane Road to understand the impact of such a development? The introduction of additional noise and light pollution from the industrial site would further disturb the tranquility that is paramount to both my lifestyle and farming activities.

I urge you to consider the detrimental effects this project would have on the safety, property values, and overall well-being of the residents here. I request that alternatives be explored that align more closely with the residential nature and safety requirements of this community.

Thank you for considering these objections and the significant impact this development

would have on our lives.

Sincerely,

Dana Angon
1138 Delaplain Rd
Dana.angon@yahoo.com

Thank you
Dawn Brandenburg

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Elise Ketz

From: [REDACTED]
Sent: Tuesday, September 30, 2025 9:45 PM
To: Elise Ketz
Subject: [EXT]Industrial proposal at 892 Delaplain Road

Follow Up Flag: Follow up
Flag Status: Flagged

Good Evening,

My name is [REDACTED] and I am a 43 year long resident of Andreson Road in Georgetown, KY.

I am strongly opposed to the addition of 1.49 mill square feet of industrial manufacturing, distribution and warehouse buildings located at 892 Delaplain Road. (PDP-2025-13).

I previously spoke out, at a planning and zoning meeting against this property changing from Agricultural zoning to Industrial zoning and I was promised by a board member, no factories would be built at the corner of Andreson and Delaplain Roads.

I have many concerns with the industrial complex being proposed.

1) Noise pollution is a big concern since homes will be right next door to the factory. We will be woken at all hours of the night by the sounds of forklifts, tractor trailers and other noise emanating from the factory.

2) Light Pollution: Lighted parking spaces and lighted factory buildings, will result in light streaming in through the windows in our homes, attracting bugs and other nuisance animals, such as cockroaches, rats and mice.

3) Industrial waste could impact farming, agriculture and wildlife. Industrial pollution run off into existing ponds, creeks and streams would be detrimental to wildlife and could limit the ability for our local farmers to use the water for their crops.

4) Air quality could be drastically changed in our area, and I currently already suffer from Asthma and breathing issues. Addition of industrial factories in this location could result in a shorter life expectancy for myself, my family or others who lives in our area.

5) Property value for our homes will plummet if we go from a quiet, agricultural setting to an industrial setting.

6). Traffic Flow, road conditions and congestion. I am concerned any possible entrances or exits to these proposed buildings could be built on both Anderson and/or Delaplain Roads. Both Anderson Road and Delaplain Road are not designed to handle industrial traffic. Both were designed for agricultural and residential usage. Tractor trailers and 2,000 personal vehicles for employees everyday, would add to

congestion and bad road conditions in the area. The general condition of Delaplain Road is currently in poor condition, including crumbling bits of roadway near Anderson at Delaplain.

These are country roads not industrial roads!!! Currently, Delaplain is heavily traveled by employees coming to and from Toyota from Cynthiana and Newtown areas for work. Delaplain at US-62 has 2 lanes, but narrows to 1 lane and then expands again to 2 lanes near Cherry Blossom Way. But Delaplain at Anderson is only a 1 lane road. All of Anderson Road is a one lane road and the majority of Delaplain is a one lane road.

The current infrastructure is not capable of handling the current traffic. The City of Georgetown has had ample opportunity to expand Delaplain Road from a one lane country road to a 2 lane road, but has failed to do so over many years. I cannot trust the City of Georgetown to keep up with the current needs of traffic in this area, and I oppose any project that will add to the issue. The wait to turn off of Delaplain on to Cherry Blossom can back up 30-40 cars during rush hour. Adding an additional 2,000 personal vehicles and tractor trailers everyday would cause further chaos to this current mess. It's unfathomable.

Addition of a stop light at Cherry Blossom and Delaplain would be extremely dangerous due to giant curve in the road. And the addition of a stop light at US62 and Delaplaine would be difficult to implement, since this is a US Highway.

Many years ago, the City of Georgetown expanded their boundaries to include Delaplain and the end of Anderson Road to be within the city limits. When this occurred, snow removal and road maintenance were taken over by the City of Georgetown from the Scott County Road Department. Delaplain was previously a high priority road for snow removal when serviced by the County Road Department, but a low priority road for the City of Georgetown for snow removal. We went from having great road conditions on Delaplain during heavy snow storms, to having no removal, slow removal or limited snow removal and salting during these snow storms. The result is poor road conditions during dangerous weather and more traffic accidents. In 2014 I was involved in a T-Bone collision traffic accident at the corner of Anderson and Delaplain due to icy road conditions. I was lucky I was not injured or killed. The City of Georgetown, over the prior years, has clearly indicated they do not care about the safety and road condition on Delaplain Road, or they would have made this a high priority snow removal road.

The City of Georgetown has failed to address the current traffic flow issues at Delaplain at Cherry Blossom, therefore I cannot trust that any traffic flow issues will be resolved prior to the building of this industrial project. What road studies and surveys have been completed to determine if this is even feasible for an industrial complex to be placed here?

Again, I am strongly opposed to the addition of 1.49 mill square feet of industrial manufacturing, distribution and warehouse buildings located at 892 Delaplain Road, due to lack of proper road infrastructure, and various pollutions that will impact quality of life and property values in our areas.

Sincerely,

Jessica Power

340 Anderson Road

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Elise Ketz

From: [REDACTED]
Sent: Wednesday, October 1, 2025 8:21 AM
To: Elise Ketz
Subject: [EXT]Opposition of the Proposed Development at 892 Delaplain Rd (PDP-2025-13)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Members of the Planning Commission,

I am writing to express my strong opposition to the proposed development at 892 Delaplain Road (PDP-2025-13), which plans to introduce 1.4 million square feet of industrial manufacturing, distribution, and warehouse buildings in our area.

My property is situated at the corner of Delaplain and Anderson Roads. The development would dramatically impact the quality of life for myself and my neighbors. Our area already suffers from significant traffic congestion. The current state of Anderson and Delaplain Roads is overpopulated with vehicles, posing a danger to residents and making simple tasks, like crossing the road to collect mail, hazardous due to the frequent use by semi-trucks as a shortcut.

Moreover, the construction of large industrial buildings would not only degrade the aesthetic beauty of our neighborhood but would directly impose an unsightly view from my home. From my swing on my front porch, I would be looking at an industrial complex. This change would inevitably decrease the value of my property and that of my neighbors, which is deeply concerning.

Furthermore, the anticipated increase in traffic would exacerbate the already precarious road conditions, making it more perilous for everyone. Has there been any thorough traffic study conducted on Delaplane Road to understand the impact of such a development? The introduction of additional noise and light pollution from the industrial site would further disturb the tranquility that is paramount to both my lifestyle and farming activities.

I urge you to consider the detrimental effects this project would have on the safety, property values, and overall well-being of the residents here. I request that alternatives be explored that align more closely with the residential nature and safety requirements of this community.

Thank you for considering these objections and the significant impact this development would have on our lives.

Sincerely,

[REDACTED]

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