

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION**

**AGENDA**

**SEPTEMBER 9, 2021**

**6:00 p.m.**

**I. COMMISSION BUSINESS**

- A. Approval of August invoices
- B. Approval of August 12, 2021 minutes
- C. Approval of September agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

**II. OLD BUSINESS**

- A. ZMA-2021-12 Singer Property - Zoning Map Amendment to change the zoning district from A-1 to R-2 PUD located AT 822 Cincinnati Road. PUBLIC HEARING
- B. FSP-2021-25 Fairfield Farm Subdivision - POSTPONED

**III. NEW BUSINESS**

- A. FSP-2021-27 Jacobs Property - Final Subdivision Plat to subdivide one (1) 18.199-acre tract leaving a remainder of 320 acres located at 157 Green Lane.
- B. PDP-2021-28 Community Trust Bank - Preliminary Development Plan for a bank on an outlot in the Amerson Farms Commercial area located on Amerson Way.
- C. ZMA-2021-29 Finley Property Zone Change - POSTPONED

**IV. OTHER BUSINESS**

- A. Update of Previously Approved Projects and Agenda Items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION  
REGULAR MEETING  
MINUTES  
August 12, 2021**

The regular meeting was held in the Scott County Courthouse on August 12, 2021. The meeting was called to order by Chairman Mark Sulski at 6:00 p.m. Present were Commissioners Steve Smith, James Stone, Charlie Mifflin, Duwan Garrett, and Dann Smith, Director Joe Kane, Planners Matt Summers and Elise Ketz, Engineer Ben Krebs, and Attorney Charlie Perkins. Absent were Commissioners Mary Singer and David Vest.

Motion by Mifflin, second by Stone, to approve the July invoices. Motion carried.

Motion by Garrett, second by D. Smith, to approve the July 8, 2021 minutes. Motion carried.

Motion by S. Smith, second by Garrett, to approve the August agenda. Motion carried.

All those intending to speak before the Commission were sworn in by Mr. Perkins individually prior to their comments and questions.

Postponements/Withdrawals

Chairman Sulski stated that the application for Singer Property (ZMA-2021-12) was postponed until the next regularly scheduled meeting.

PSP-2021-20 Village at Lanes Run – Phase 3, Section 2 – Amended Preliminary Subdivision Plat for Phase 3, Section 2 of Villages of Lanes Run located east side of Old Oxford Road and north of Lanes Run Creek.

Mr. Kane stated this subdivision was approved in 2004. He stated this application removes the alleys, changes the open space, and adds 6 more lots.

He stated the lots increase in size as you go towards the east and the Urban Service Boundary. He stated removing the alleys freed up enough space to be able to add 6 more lots.

He stated the application had been postponed before to allow time to redo the open space. He stated he had requested that changes be made to the open space to make it more accessible.

He stated staff's main concern is the double frontage lots along Old Oxford Road. He stated that area has numerous easements and utilities, and staff will not support variances for the lots.

He stated previous conditions of approval still apply to this application. He stated the applicant will be responsible for improvements at the proposed new entrance including adding turn lanes and widening of Old Oxford Road.

Commissioner Mifflin questioned if Rocky Creek and Phase 1 have a trail system in place. Mr. Kane stated that they have open space areas.

Commissioner Mifflin questioned if lots 110, 111, and 119 will be buildable lots. Mr. Kane stated the applicant will have to get a geotechnical study done before construction begins.

Jason Banks, Banks Engineering, stated the applicant agrees with Mr. Kane's staff report. He stated to answer Mr. Mifflin's question there is an existing pond on those lots presently and a geotechnical engineer will be consulted to determine if they are buildable lots or not.

Gary Amos, 138 Rocky Creek, questioned if the open space associated with the creek had been eliminated. Mr. Kane stated the applicant amended a small area of open space, but the space along the creek will not be disturbed.

Mr. Amos questioned the access to Rocky Creek Reserve. Mr. Kane stated there will be one access road to Rocky Creek Reserve. Mr. Amos stated due to current construction and vehicles parked along the street it makes it difficult for two vehicles to pass. He asked if anything could be done about the vehicles parked on the street. Mr. Kane stated that streets are designed to allow parking on one side of the street.

Alison Bjork, 135 Rocky Creek Road, questioned where the main entrance will be for the application in proximity to her home. Mr. Kane stated the access will be from Old Oxford Road but eventually there will be a connection to Rocky Creek.

Commissioner Smith questioned if the applicant is confident that homes will fit on the lots that back to Old Oxford Road. Mr. Banks stated that the builder has a house plan that will fit on the lots.

After further discussion, **Motion by S. Smith, second by Garrett to approve the Preliminary Subdivision Plat (PSP-2021-20) subject to twelve (12) conditions of approval. Motion carried.**

FSP-2021-25 Fairfield Farm Subdivision – Final Subdivision Plat to subdivide an existing lot into three (3) lots in Fairfield Farms subdivision located at 3684 Frankfort Road.

Mr. Kane stated that Fairfield Farm was approved in 2005 with a condition that any further subdivision could only be accessed from the interior road not US 460. He stated the request is to subdivide Lot 10 that presently has a home, garage, and barn on it into three lots. He stated the remainder piece to the west of Fairfield Farms Road will remain unbuildable due to the size.

He stated staff's main concern is Fairfield Farm Road that was built in 2005. He stated tracts 10C and 10D will be accessed from Fairfield Farm Road. He stated where the lots are proposed is the best part of the road and it deteriorates more further back where houses are already built. He stated the new proposed lots should join the HOA and share in the cost of the upkeep of the private road.

He stated as part of the conditions of approval a geotechnical study needs to be done on Tract 10C and 10D if the application is approved.

Chairman Sulski questioned if the applicant can repair the road before subdividing the tract.

Laura Guthrie, applicant, stated they became involved with this project after one of the heirs of the farm approached them after a developer wanted to buy the property.

She stated they did pave the road, but they were caught by the recession and 50% of the lots were not sold therefore the road could not be accepted by the county. She stated in the HOA bylaws the homeowners are each responsible for maintaining the road.

She stated her main concern is the 2+ acres that is just sitting. She stated she would like to attach the 2+ acres to one of the other tracts.

Commissioner Smith questioned if the HOA is active. Mrs. Guthrie stated that all the homeowners talk but have never collected HOA dues.

Mr. Perkins stated that the road is the responsibility of the homeowners.

Richard Dugas, 111 Fairfield Farm Road, stated that he is speaking for the neighbors and presented a letter signed by all nine homeowners stating that the road was not built to county standards by Hobson Properties. He stated he had spoken to JR Brandenburg with the County Road Department several times and was told the road was not built to county standards.

He stated the school system has never allowed a bus on the road. He stated Hobson Properties stopped maintenance on the road in 2016.

He stated the homeowners feel that Hobson Properties should not be allowed to add additional lots that will use the road. He stated either the homeowners own the road and can control access to the road or Hobson Properties owns the road and is responsible for road maintenance.

He stated the homeowners are concerned that if the additional lots are approved, would those lots abide by the current deed restrictions. He stated the current lot owners were told that the road would become a county road when they purchased their lot.

He stated a HOA was never formed for Fairfield Farms and Hobson Properties never informed the homeowners that they are now responsible for the road.

Eric Brown, 123 Fairfield Farm Road, stated that he had concern about the road, but Mrs. Guthrie assured him that the road was built to county standards at his closing. He stated he feels the homeowners cannot be responsible for maintaining the road when it was not constructed correctly.

He stated he feels the developer needs to add fire hydrants if additional lots are approved.

He stated he is a geologist and stated he has concern about homes being built on the proposed lots. He stated he also has concern about where septic could be installed with the current sinkholes on the lots.

He stated he also has concern that he does not see electric easements on the plat. He stated the restrictions has all electric lines underground.

Mr. Dugas stated he just wanted to point out that the applicant is planning to sell the lots and that money could be used to fix the road.

Chairman Sulski stated that utilities will not sign the plat until their requirements are met. Mr. Krebs agreed that water and electric will not approve the plat until their requirements are met.

Mr. Krebs stated that he was working at the Planning Commission when the original road was built. He stated the road was built to the minimum county road standards. He stated after observing several subdivision roads deteriorating, he petitioned Fiscal Court to raise their standards. He stated all the roads had to be redone that were built before the requirements changed.

Chairman Sulski questioned if the two proposed lots were sold can they legally be added to the HOA that was never formed. Mr. Perkins stated that as the HOA was written the rules only applied to lots 1 - 9 but since the proposed lots would be sharing the same road the HOA should also apply to the new lots. He stated that since Mr. Krebs stated that the road was built to the county standard at the time even though the road failed it will never meet county standards. He stated our regulations state that for any road with 3 or more lots must meet county road standards. Mr. Perkins stated in the original Fairfield Farm restrictions it states that the lots must be accessed from Fairfield Farm Road. He stated that the lots should be accessed from Frankfort Pike.

Chairman Sulski questioned if the proposed two lots were approved would the applicant have to make the road in front of those lots meet county road standards. Mr. Perkins stated that would work for the proposed lots but still leaves the other 9 lots with a substandard road.

Mr. Krebs stated that Scott County Schools does not put busses on roads that are private roads. Mr. Dugas stated that he watches a school bus run in the back of Victoria Estates that the road is in worse shape than Fairfield Farm Road.

Mr. Dugas stated a solution would be to core the road. Mr. Brown stated that he had spoken to an employee of LE Gregg that was present when the road was built. He stated that the recommendations that was given to Hobson Properties was not followed when building the road.

Chairman Sulski stated that if the proposed lots were approved the applicant would have to bring the road in front of Lot 10 to current county standards. Mr. Dugas stated that would fix the road to his driveway and about 10' short of lot 1's driveway.

Chairman Perkins stated that the applicant could apply for entrance permits from KYTC for access for the lots from Frankfort Road.

Mrs. Guthrie stated that the deed restrictions is only 11 pages long not 28 pages long as stated earlier. She stated that Hamilton Hinkle built the road, and she was told it was built to county road standards. She stated that John Lankford, her attorney, stated that lots 10D and 10C would be part of Fairfield Farms. Mr. Perkins stated that the Planning Commission cannot force a HOA to accept additions to their HOA.

Mr. Dugas stated that the homeowners are willing to discuss with Hobson Properties regarding repairs to the road.

Chairman Sulski stated that the Planning Commission enforces zoning issues. He stated he understood the homeowner's frustration but that it sounds like they need legal representation to get involved to solve their problem.

Mr. Brown questioned if Mrs. Guthrie would finish the road for the two lots. Mr. Perkins stated that this is a private matter between the homeowners and Hobson Properties.

Mr. Dugas clarified that the homeowner's do want the proposed lots as part of Fairfield Farms. He stated the homeowners want the lots to follow the same deed restrictions.

Mrs. Guthrie questioned if she sold the whole tract 10 would that solve the problem. It was stated that whether it is denied or withdrew tract 10 could still be sold.

After further discussion, **Motion by S. Smith, second by D. Smith to continue Fairfield Farm Subdivision (FSP-2021-25) until the next regularly scheduled meeting.**

ZMA-2021-26 Bell Property - Zoning Map Amendment to change the zoning district from A-1 to R-1C located at 3520 Paris Pike.

Chairman Sulski opened the public hearing.

Mr. Summers stated the project site is approximately 43 acres and is a portion of the farm. He stated the plan is for 154 lots but two are non-buildable. He stated the site would have access from Watercrest Way and two connections from Village at Lanes Run. He stated the applicant is not requesting any variances.

He stated the applicant is exceeding the minimum lot size requirement. He stated the average lot size is 9800 square feet.

He stated lots 116 and 117 are shown as wetlands on the concept plan.

He stated there is a 20-foot landscaping buffer shown on the rear property line of lots 109 – 127 and lot 154.

He stated staff is recommending a traffic study to be submitted with the Preliminary Subdivision Plat since an adjoining neighborhood is under construction.

He stated approximately 90 acres of the Bell farm is in the Lanes Run Historic District. He stated much of the 859-acre area has been developed.

Jonathan Hale, Thoroughbred Engineering, stated that the staff report covered everything.

Chairman Sulski closed the public hearing.

After further discussion, **Motion by S. Smith, second by Mifflin to recommend approval of the rezoning request (ZMA-2021-26) on the basis that it complies with the comprehensive plan. Motion carried unanimously.**

#### Update of Open Records Rules and Regulations

Mr. Kane stated that at Monday's workshop updating the Open Records Rules and Regulations was discussed.

**Motion by Mifflin, second by S. Smith, to update the Open Records Rules and Regulations. Motion carried.**

#### Comprehensive Plan Update Discussion

Mr. Kane stated that on September 3, 2021 he would like all Commissioners to attend the Fiscal Court meeting. He stated City Council members and Fiscal Court members would be in attendance. He stated staff will be making a presentation regarding the zoning ordinance and subdivision regulations. He stated after the meeting he would like to start forming a steering committee regarding updating the Comprehensive Plan.

Chairman Sulski adjourned the meeting.

Attest:

\_\_\_\_\_  
Mark Sulski, Chairman

\_\_\_\_\_  
Charlie Perkins, Secretary

# SINGER PROPERTY ZONING MAP AMENDMENT

## Staff Report to the Georgetown-Scott County Planning Commission SEPTEMBER 9, 2021

**FILE NUMBER:** ZMA-2021-12

**PROPOSAL:** Zoning Map Amendment to change the zoning district from A-1 to R-2 PUD.

**LOCATION:** 822 Cincinnati Road

**APPLICANT:** Anderson Communities

**CONSULTANT:** Tony Barrett  
Barrett Partners



**STATISTICS:**

Current Zone	A-1 (Agricultural)
Proposed Zone	R-2 PUD (Medium Density Residential)
Surrounding Zone(s)	A-1, R-3, & P-1B
Site Acreage	Total: 57.63 acres (R.O.W. Area: 6.9 acres; Net Area: 50.73 acres)
Concept Development	581 Mixed Density Residential Units (74 Single Family Lots; 151 Townhomes; 266 Apartments; 90 Senior Apartments)
Net Density	11.45 units/net acre
Access	Cincinnati Pike (US 25)
PUD Waivers	See Concept Plan Review section of the Staff Report

### BACKGROUND:

The Project Site is a 57.63-acre area on the west side of Cincinnati Road (US 25). The Project Site is adjacent to the Cardome Property and the Colony neighborhood. The Project Site is not the entirety of the farm. The house, accessory structures, and 11.3 acres are proposed to remain zoned A-1 and are not part of this application.

The Project Site is located outside city limits, and staff recommends that any zone change to an urban residential zoning district be conditioned upon the property being annexed into the City of Georgetown.

### Concept Plan Review:

The concept plan shows a mixed-density residential development with single-family lots, townhomes, apartments, and senior apartments. The northern side of the Project Site is proposed to be single-family lots. The southern part of the property is proposed for the highest density residential on the site with all

the proposed apartments and senior apartments. Between these areas is an area of open space and a townhome development.

The main ingress/egress for the Project Site is shown to be a new road coming off Cincinnati Pike (US 25). There are a series of proposed public roads providing access to the single-family lots and multi-family areas. Much of the access to the multi-family units is proposed by private streets/parking areas. In examining the roads proposed as public, the connectivity index (road links / nodes) is 1.27, which is a below average amount of connectivity. Ideally, a residential development would meet a threshold of at least 1.4 to promote walkability, reduce travel distances/times, and promote safety.

One major issue with the Concept Plan is that it lays out a 581 residential unit development with only a single connection proposed to an existing public street. 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 entrance intersections [Article X (P)(7)]. In mixed density developments the Planning Commission has previously required a second entrance intersection at 150 units or more, and staff recommends this same standard be applied to this development as well if it is approved. The Concept Plan does not comply with the *Subdivision & Development Regulations* requirements for the number of entrance intersections. The Project Site does not have enough road frontage, or access to other public streets to be able to meet the intersection requirement currently.

It was brought to the Planning Commission's attention that the neighboring property owner to the south has an access easement across the Project Site that is not accounted for on the Concept Plan. The Applicant has included an area along the western boundary that could potentially be used for access to the south. Staff is uncertain of how usable an access at this location could be given the elevation changes in the area due to the old railroad bed and North Elkhorn Creek. If such an access were feasible it appears it would also likely require construction work in the floodplain. Although the proposed location is not ideal, it does demonstrate that a connection to the A-1 zoned property to the south is conceptually possible.

#### **Traffic Study**

The Applicant had a Traffic Impact Study performed by Integrated Engineering. The study was submitted on August 25 looking at the Cincinnati Road (US 25) intersections with the proposed development and Colony Boulevard. A wider scope study was submitted on September 1 including the intersections of US 25 and Cardinal Drive and Champion Way (KY 32). 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 help the Planning Commission see what 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.

The Applicant had submitted versions of the Traffic Impact Study previously. Those versions were based upon a community growth rate of 2.5% annually and applied that same growth rate to traffic on Colony Blvd, which is a nearly completed neighborhood. This version of the study uses a 2.0% annualized growth rate, which is more reflective of the annualized growth rate for Georgetown the past 10 years. It

also does not apply a growth factor to the traffic exiting from the Colony. Staff discussed both adjustments with the Applicant and thinks they are appropriate adjustments. The previous iterations of the study showed concerning increases in the per vehicle delays expected at various intersections along the US 25 corridor.

**Table 1: Trips Generated by the Project Site**

	Entering	Exiting	Total Trips
<b>AM Peak Hour Trips</b>	70	186	256
<b>Mid-Day Peak Hour Trips</b>	70	126	196
<b>PM Peak Hour Trips</b>	186	116	302

The table above (Table 1) shows the anticipated AM, PM, and mid-day peak hour trips generated by the development when built out.<sup>1</sup> These projected trips account for more apartment units than are shown on the Concept Plan.

Appendix E of the Traffic Impact Study provides tables of data showing the changes in Level of Service (LOS) and delays at nearby intersections between various build and no-build scenarios for the Project Site. This data shows that traffic flow through several of the intersections along US 25 in the area around the development will have LOS of D or worse in both build and no-build studies of 2021 and 2031. 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 the school year. The data shows that the proposed development would have a relatively small impact on the existing network, because many of these delays are caused by pre-existing conditions. This is reflected in the study's conclusion.

Table 2 (below) highlights several intersection movements where the proposed development is projected to cause a decrease in the Level of Service to less than a "C"<sup>2</sup>. This table shows the anticipated per vehicle delay difference between the no-build and build scenarios. Most of the areas with anticipated decreases in LOS or existing substandard LOS are not anticipated to have significant increases in delays. The largest delays are anticipated for vehicles exiting off Colony Blvd.

The exit from Colony Blvd to US 25 was looked at by the Traffic Study in greater detail than the earlier traffic study. It demonstrates that if a left turn lane were to be constructed for vehicles leaving the Colony, that it would provide a significant reduction in the per vehicle delays. If a left turn lane were added to this intersection and the Project Site was fully built out, those exiting Colony Blvd would experience no significant increase in per vehicle delays compared to the existing traffic conditions (see page 7 of the TIS). Colony Boulevard is a city street, and the City of Georgetown is ultimately responsible for the maintenance of and any improvements to this road.

The study also determined that turn lanes on US 25 are warranted to allow for vehicles to enter the proposed development. Staff recommends making these turn lanes a condition of approval for the first phase of any development of the Project Site.

<sup>1</sup> This data is from the Traffic Impact Study performed by Integrated Engineering.

<sup>2</sup> This data is from the Traffic Impact Study performed by Integrated Engineering.

**Table 2: Projected Level of Service**

Intersection	Approach Description	Year	Am, Mid-Day, or PM Peak Hour	No-Build LOS	Build LOS	Delay Difference (seconds/vehicle)
Cincinnati Pike & Colony Blvd	Eastbound	2021	AM	C	D	6.8
	Eastbound	2031	AM	D	E	12.6
	Eastbound	2021	PM	D	F	22.2
	Eastbound	2031	PM	F	F	53.3
Cincinnati Pike & Proposed Development	Eastbound Left	2031	AM		D	27.4 <sup>3</sup>
	Eastbound Left	2021	PM		D	27.8 <sup>4</sup>
	Eastbound Left	2031	PM		E	37.0 <sup>5</sup>
Cincinnati Pike & Champion Way	Eastbound	2031	AM	C	D	4.6
	Westbound	2031	AM	C	D	5.2
	Northbound	2031	AM	C	D	6.7
	Southbound	2031	AM	D	D	1.6
	Eastbound	2021	PM	D	D	4.5
	Westbound	2021	PM	C	D	2.2
	Eastbound	2031	PM	D	D	3.2
	Westbound	2031	PM	E	E	2.4
	Northbound	2031	PM	E	E	9.2
Cincinnati Pike & Cardinal Drive	Southbound	2031	PM	D	D	0.9
	Northbound	2031	PM	D	D	2.2

The Level of Service the study shows for vehicles turning left out of the proposed development are anticipated to be at a sub-standard LOS at build out (See Table 2). This confirms for staff that the single proposed intersection with a public road is not sufficient for a full build out of 581 units. Staff would recommend, and the *Subdivision & Development Regulations* require, limiting the number of residences before a second connection to a public road is made.

The Traffic Impact Study shows that the proposed development will have an impact on the local transportation network. Most of the anticipated impacts are minimal, and the applicant has provided information on how the impacts can be reduced for the areas anticipated to see the largest delays (Colony Blvd). Staff feels the impacts from the proposed development can be mitigated with the understanding that the following steps should be taken by the developer or other responsible parties:

1. Development of the Project Site should be limited to 150 total residential units until such time as a second intersection with a public road is made to the Project Site. This is justified by the requirements in local regulations and the TIS data on the LOS data for vehicles exiting the Project Site.

<sup>3</sup> This is the per vehicle delay. There is no build vs. no-build comparison for this data point.

<sup>4</sup> This is the per vehicle delay. There is no build vs. no-build comparison for this data point.

<sup>5</sup> This is the per vehicle delay. There is no build vs. no-build comparison for this data point.

2. The Applicant will need to construct right and left turn lanes for traffic turning into the Project Site from US 25 as described in the conclusions to the Traffic Impact Study.
3. A left turn lane should be constructed for vehicles turning northbound onto US 25 from Colony Blvd. This has been demonstrated to greatly improve the performance of this intersection and should be undertaken whether or not the Project Site develops. Any improvements to Colony Boulevard would need to be either made by the City of Georgetown, or with the City's approval.
4. The Applicant should continue to pursue opportunities to connect the proposed road network with the adjoining properties to the west and south.

**Concept Plan Suggestions:**

Staff's largest concern with the concept plan and development of the site at an R-2 density is vehicular access. The plan shows a connection to US 25, a road stub to the Brown Property to the north, and a "future access" to the Cardome Property. Consideration should be given to additional connections to The Colony to the west and the Bevins Property to the south. Our neighborhoods and developments are enriched by additional transportation connections to the community. The Applicant's project at Amerson Orchard is a good example. That development has several connections to arterial roads as well as a connection to the adjoining neighborhood. These connections spread out the traffic flow and keep each individual entrance to a development from getting backed up to the point that it causes frustration for drivers. As the plan is currently drawn, staff has major concerns about how many vehicles would need to be utilizing a single entrance until an unknown date in the future when the stub to the Brown Property or a future access through Cardome connects to public roads that reach US 25 or other major roads. Staff recommends limiting the number of residences that can be built on the Project Site until a second connection to a public road is made.

The highest density portion of the development is shown to be on the southern part of the Project Site. While this provides distance from US 25, Cardome, and the historic house on the remainder, it creates a situation where the largest buildings proposed are all grouped along the southern boundary, potentially creating a visual burden to a single adjoining neighbor. While there is an existing tree line and old railroad bed to the south, it is not owned or controlled by the Applicant, so there are no guarantees that the screening will be a long-term feature. Most of the apartment buildings shown on the Concept Plan are proposed to be 3-stories or 38 feet tall. The Applicant has proposed reducing the height of the southernmost apartment building to 2 stories.

**PUD Waivers Review:**

The Applicant is requesting a series of waivers/Variations as part of the Planned Unit Development. The specific requests are numbered below, with staff comments in *italics*. On some of the waiver requests, staff feels it would be more appropriate for the Planning Commission to defer until the Applicant files a Preliminary Development Plan/Subdivision Plat. There will undoubtedly be changes between the Concept Plan and these Preliminary reviews that come later in the process, and these will likely impact the layout of the site. Therefore, it may not be in the community's best interest to commit to granting waivers/variances when the plans for the site may change in the future.

1. Exceed maximum building height up to 38 ft. and 3 stories for apartments and senior apartments. *Staff does not recommend approval of this variance until the Preliminary Development Plan is submitted. Staff would prefer that the Planning Commission wait to review this waiver to see if the size and scale of some of the apartments could be reduced along some of the less intensively used*

*neighboring properties. It may even be the case that when the apartment units are developed in future that the adjoining property is no longer zoned agricultural.*

2. Reduce maximum lot area for single-family lots to 5,000 square feet. *Staff supports this variance. The Applicant is proposing to set aside more than 14 acres of open space for public use as part of the development, so it would be appropriate to allow for reduced lot sizes.*
3. Exceed the maximum units per building to 7 for townhomes, 42 for apartments, and 90 for senior apartments. *Staff supports granting a waiver to allow for 7 unit townhome buildings and a 90 unit senior apartment. At TRC, staff indicated that there were not any concerns with a 42-unit apartment building, but after further review of the concept plan staff believes it may be better to wait to decide on the number units allowed in these until the Preliminary Development Plan. As was described earlier, if there is a way to reduce the size and scale of some of the proposed buildings a 42-unit building may not be necessary.*
4. Decrease the minimum lot width for single-family from 60 ft. to 45 ft. *The Applicant is proposing a 45-ft. minimum lot width for the smaller rear-access single-family lots. Staff has concerns about this waiver, and thinks it would be prudent to wait to potentially approve this until a Preliminary Subdivision Plat is submitted for review. Staff would like the Fire Department to weigh in on this issue because such narrow lots may also need smaller side-yard setbacks than allowed by ordinance.*
5. Decrease the minimum lot width for townhomes to 72 ft. for 3 units plus 20 ft. for each additional unit. *Staff supports this waiver, but reminds the Applicant that there are still side-yard setbacks that must be considered for multi-family development.*
6. Decrease the minimum front yard setback from 30 feet to 10 or 20 feet depending on location. *Staff supports this variance. Allowing for an alteration to the front yard setback for a PUD neighborhood allows the Applicant the ability to customize the aesthetic of the community, while the provided open space accommodates the neighborhood's need for recreation & gathering space.*
7. Decrease the rear yard setback to 20 feet. *Staff supports this variance as well. Just as with the previous request, the large amount of open space proposed offsets the need for traditionally sized front and rear yard spaces.*
8. Reduce the minimum parking required to the greater of 0.9 spaces per bedroom or 1.5 spaces per unit for the apartments. *It would be more appropriate to analyze parking requirements at the time that a Preliminary Development Plan is submitted.*

#### **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. With this plan, there are elements of the Comprehensive Plan that both support and oppose the zone change and concept plan. The Comprehensive Plan's Future Land Use (FLU) Map shows the subject property having an Urban Residential future land use. This FLU designation supports, among other things "residential uses." This designation states, "...the merits of any specific zone change application will be reviewed to determine the appropriate infill and density for the precise locations and purposes."<sup>6</sup> Outside of designating areas for High-Density Residential, the Comprehensive Plan does not make a specific density recommendation in the Future Land Use Map for Urban Residentially designated properties. This designation indicates the property is appropriate for a residential density of more than 1 dwelling per 5 acres.

As the quote in the previous paragraph suggests, the appropriate density should be determined by examining the Project Site and the context in which it exists. The Project Site is greenfield site located between North Elkhorn Creek and Scott County High School. To the north and south are large agriculturally zoned properties. It is likely that at some point the agriculturally zoned properties to the north and south will develop. They have been planned for residential uses for several iterations of the Comprehensive Plan. To the south and east are the historic homesite on the Project Site and the Cardome Property. To the west is The Colony, a large mixed-density neighborhood. Any discussion of appropriate residential density should start by looking at these surrounding properties to get an idea of the area in which the Project Site is located. In addition to the adjoining land uses, the Planning Commission should strongly consider the context of the existing road network that would serve the Project Site. US 25 in front of the Project Site is a two-lane road with a 55 MPH speed limit which, as of 2020 traffic counts, sees 9,845 vehicles on a typical day.<sup>7</sup> As with other areas around Georgetown, it may become appropriate in the future for the speed limit on this section of US 25 to be reduced. It already does not seem like an appropriate speed limit given the land uses in the area and the number of vehicles that turn onto US 25 from the schools, Falls Creek, The Colony, etc.

Goal CF 1 encourages the community and developers to design and use the network of streets and land uses that make up our community more efficiently. Generally, mixed-density and mixed-use developments provide for an efficient use of the land, because they provide a variety of development on a single-project site rather than isolated developments scattered through the community. As was previously discussed in the Concept Plan, the proposed development could provide a more connected set of public roads to make a more efficient use of the road network.

Objective CF 1.2 encourages higher intensity uses to be in areas with multiple transportation options. At nearly 600 units, the proposed development may be proposing too intensive a use for a site/concept plan with only a single entrance controlled by the Applicant. Pedestrian and bicycle access along Cincinnati Road (US 25) is dangerous currently. There are no sidewalks, bike trails, or public transportation options on this corridor near the Project Site. The only viable transportation option to the Project Site at this time is by motor vehicles.

<sup>6</sup> Georgetown – Scott County Comprehensive Plan, Pg. 49

<sup>7</sup> Source: KYTC Interactive Statewide Traffic Counts Map

Objective CF 1.4 encourages preservation of prime farmland for agricultural uses. This project would remove some prime farmland from agricultural use. The Project Site has been planned to be removed from agricultural use for several updates of the Comprehensive Plan.

Objective CF 1.6 encourages public amenities, workplaces, and residential areas to be accessible by multiple transportation types. The proposed development does show the proposed residences and public amenities to be accessible by roads, sidewalks, and paved paths. This accessibility is only internal. As was discussed previously, the only one viable mode of transportation for reaching the Project Site at this time is by motor vehicle on US 25.

Objective CF 2.1 encourages flexibility in land use and design patterns. The Applicant has requested several waivers/variances. While staff has not recommended approval of all of them, at least not at this time, this objective supports Planned Unit Developments and the flexibility the Planning Commission can grant based on a development's provision of public benefit.

Objective IF 1.2 encourages the development of parks. While it is unclear if the proposed open spaces will be open to the public, the development proposes open spaces and recreational opportunities to serve the proposed neighborhood. The Concept Plan shows a proposed 8-ft. paved path through the development connecting some of the open space areas.

Objective IF 2.10 encourages the community to maintain or improve the transportation network for collectors and arterials at a Level of Service of "C" or better. The Level of Service (LOS) is a measure of the per-vehicle delays expected at certain times of the day for road intersections. The Planning Commission has long held that new development should not cause the LOS of the road network to fall below a "C".

The updated Traffic Impact Study demonstrates that most of the intersections would not experience significant increases in delays due to the development. Staff expects that with reasonable conditions, and some improvements to alleviate current traffic problems, the Project Site could be developed with acceptable impacts to the transportation network.

Goal HO 1 encourages the community to provide a full spectrum of quality housing options for all residents. This project seeks to construct a variety of residential types, which is supported by this goal. Mixed-density residential developments allow for a compact development that reduces some development costs and demands on local utilities and services.

Objective HO 1.2 encourages the availability of housing options for elderly residents. The concept plan is supported by this objective because it proposes to develop senior apartments.

Objective HO 1.4 encourages flexibility in land use regulations to adapt to shifting housing demands. The Applicant has requested the Planning Commission to grant several waivers/variances. This objective supports granting those waivers where it makes sense to benefit both the Applicant and the community without harm to the public health, safety, or welfare.

Goal EN 4 encourages the protection of environmentally sensitive areas. The concept plan shows the known sinkhole areas to be set aside and not included in areas proposed for residential development or roads.

Objective EN 5.2 encourages open space to be provided with large-scale developments. The Applicant is proposing to provide several open space areas in the development. Several of these are proposed to have improvements such as paths, a dog park, playground, etc.

Many elements of the proposed Zoning Map Amendment and Concept Plan are supported by the Future Land Use Map and many of the goals and objectives in the Comprehensive Plan. However, there is discussion in the Comprehensive Plan regarding the relationship between land use and transportation. The R-2 zoning district allows for a maximum of 12 units per net acre. A 50+ acre residential development at this density level would need to be supported by several connections to arterial roads and adjoining properties to function in a manner that provides for public health, safety, and welfare. Staff is concerned that if the Applicant is unable to make a connection that provides a second access to an arterial road, a development like this would lead to residents who are frustrated about traffic delays and safety issues where a blocked road could prevent emergency services from providing adequate service. The Traffic Impact Study shows that at build-out vehicles looking to exit the proposed development and turn north onto US 25 would experience LOS below a "C" for the AM peak in 2031 and the PM peak in 2021 & 2031. This demonstrates that a single point of access to a public road is not sufficient to handle the traffic generated by this Application. Based on the Traffic Impact Study, staff's opinion is that with appropriate conditions, the impacts the proposed development would have on the transportation network can be mitigated.

Staff also has some concerns about the size and scale of some of the buildings proposed near the agriculturally zoned property to the south. Staff is not ready to recommend approval of waivers related to the size and scale of the apartment buildings at this time. Without knowing the proposed grade of the land the buildings will be built on, it is hard to anticipate how the requested waivers/variances to size and scale will fit in with the surrounding area. The Applicant can still request these waivers with the Preliminary Development Plan that would be required for any multi-family development. At that time, the Applicant would normally have at least a preliminary grading plan for the site, which would make it easier to evaluate this issue.

As the Applicant mentions in Note 1 on the Concept Plan, there are several elements to the plan that need to be further evaluated, and staff feels this is also appropriate for several of the waivers/variances that have been listed. Currently, staff supports the following waivers/variances:

1. Reducing the minimum single family lots size to 5,000 square feet.
2. Increasing the maximum number of townhome units per building to 7, and the maximum number of units per building for the senior apartments to 90.
3. Decreasing the minimum lot width for townhomes to 72 ft. for 3 units plus 20 ft. for each additional unit.
4. Decreasing the minimum front yard setback to 10 or 20 feet depending on location.
5. Decreasing the rear yard setback to 20 feet.

Based on the analysis above of the Goals & Objectives, the neighboring properties, and transportation networks, staff does find that this application is in agreement with the Comprehensive Plan. Therefore, we need not consider parts a & b of KRS 100.213 (1).

**FINDINGS:**

1. The Traffic Impact Study demonstrates that most of the impacts to the transportation network will be minimal or can be mitigated with a left turn lane at Colony Boulevard.
2. The Zoning Map Amendment does meet the findings necessary described in KRS 100.213.
3. The Concept Plan shows an unacceptable number of residences with only a single proposed intersection with a public road. Any future approvals should be limited to 150 dwelling units until a second intersection with a public road is built.
4. The Concept Plan does leave space for a connection to the property to the south.

**RECOMMENDATION:**

Based on the findings above, staff recommends the Planning Commission recommend **approval** of the Application to City Council. Should the Planning Commission recommend approval, staff suggests adding the following conditions of approval.

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance and Subdivision & Development Regulations*.
2. The Applicant shall annex the Project Site into the City of Georgetown.
3. The Applicant is responsible for providing a legal description of the Project Site to the City of Georgetown as part of the Zoning Map Amendment process.
4. The Planning Commission shall not approve more than 150 dwelling units to be constructed until the development has at least two connections to off-site public roads.
5. The Applicant shall construct turn lanes, as described in the Traffic Impact Study, as part of the first Development Plan/Subdivision Plat for the Project Site.



Lexington  
166 Prosperous Place, Suite 220  
Lexington KY 40509  
859.368.0145

# TRAFFIC IMPACT STUDY

**Singer Property**  
**822 Cincinnati Road (US 25)**  
**Georgetown, Scott County, Kentucky**



**August 31, 2021**

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## INTRODUCTION

The following traffic study has been completed to analyze the impact of the proposed development of 822 Cincinnati Road (Singer Property) on the adjacent transportation network. More specifically, this study focuses on the existing intersections of Cincinnati Road (US 25) and Champion Way/Long Lick Road (KY 32) (A), Cincinnati Road (US 25) and Cardinal Drive (B), and Cincinnati Road (US 25) and Colony Boulevard (C). Access to the Singer Property (D) from Cincinnati Road (US 25) is proposed at approximately mile point 5.1. The project location map below illustrates the location of the proposed development and studied intersections. This study has been prepared in compliance with the guidelines set forth in the Georgetown-Scott County Planning Commission (GSCPC) Traffic Access and Impact Study Requirements and Procedures Manual and the Kentucky Transportation Cabinet (KYTC) Traffic Impact Study Requirements Manual.



Figure 1: Project Location Map

## STUDY PURPOSE AND OBJECTIVES

The proposed development will be comprised of 74 single-family residential lots, 151 townhouse units, 276 apartment units, and 90 senior apartment units. There is currently no permitted entrance to the portion of the Singer Property included in this study. The stretch of Cincinnati Road (US 25) adjacent to the proposed development is classified as a minor arterial and features one 11-foot lane in each direction. The roadside environment along Cincinnati Road (US 25) is characterized by intermittently spaced commercial and residential entrances. According to the recently compiled KYTC traffic data from 2017 and 2020, the annual average daily traffic (AADT) along Cincinnati Road (US 25) at Station 105A24 was 12,500 vehicles in 2017 and 9,845 vehicles in 2020. The posted corridor speed limit is 55 mph and then decreases to 45 mph heading into town at mile point 5.06.

The objective of this traffic study is to analyze the impact of the proposed development on the adjacent transportation network, with particular emphasis on the peak morning, mid-day, and afternoon traffic hours.

The peak hours are noted below.

- AM: 7:45 AM – 8:45 AM
- Mid-day: 12:00 PM – 1:00 PM
- PM: 3:15 PM – 4:15 PM

## STUDY AREA

This study focuses on the intersections noted on the Project Location Map above. The existing intersection configurations are as follows:

### **Cincinnati Road (US 25) and Champion Way/Long Lick Road (KY 32) (A)**

- Cincinnati Road (US 25) North Leg – 1 designated left, 1 through-right
- Champion Way (KY 32) East Leg – 1 designated left, 1 through-right
- Cincinnati Road (US 25) South Leg – 1 designated left, 1 through-right
- Long Lick Road (KY 32) West Leg – 1 designated left, 1 through-right

### **Cincinnati Road (US 25) and Cardinal Drive (B)**

- Cincinnati Road (US 25) North Leg – 1 through-right
- Cincinnati Road (US 25) South Leg – 1 designated through, 1 designated left
- Cardinal Drive West Leg – 1 left-right

**Cincinnati Road (US 25) and Colony Boulevard (C)**

- Cincinnati Road (US 25) North Leg – 1 designated through, 1 designated right
- Cincinnati Road (US 25) South Leg – 1 designated left, 1 designated through
- Colony Boulevard West Leg – 1 left-right

**LEVEL OF SERVICE AND DELAY**

Level of Service (LOS) and vehicular delay were used as the primary criterion to gauge intersection performance. The overall effectiveness of the intersections can be measured by analyzing the individual approaches and turning movements. The Transportation Research Board (TRB) Highway Capacity Manual defines LOS as a function of vehicular delay. Any deviation from the free flow movement along a given corridor is considered delay. Delay can be caused by a number of factors, including traffic signal timing, geometrics, traffic congestion, and accidents. LOS is measured on an alphabetical scale ranging from A to F. Level of Service as a measure of vehicular delay is quantified based on the intersection type. The LOS criteria differ primarily due to changing driver behaviors at these intersections. For this traffic study, all intersections were modeled as two-way stop-controlled. The corresponding LOS scale is provided below:

**Table 1: Two-Way Stop-Controlled Intersection LOS Scale**

<b>Level of Service (LOS)</b>	<b>Delay (Seconds per Vehicle)</b>
A	≤ 10
B	> 10 -15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

**Table 2: Signalized Intersection LOS Scale**

<b>Level of Service (LOS)</b>	<b>Delay (Seconds per Vehicle)</b>
A	≤ 10
B	> 10 -20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

#### **METHODOLOGY**

Analyses were completed utilizing HCS 7, a standard analysis tool, which employs the Highway Capacity Manual (HCM) methodologies to evaluate roadway corridors. LOS and delay were the primary measures of effectiveness analyzed using the HCS 7 software. HCS was first used to examine the existing traffic conditions within the study area. The existing traffic data utilized for this report was collected in the field by Integrated Engineering, PLLC (operating as PRIME AE Group, Inc.). Hourly counts were taken on Tuesday, March 16, 2021 and Wednesday, March 17, 2021 between 6:30 AM and 6:30 PM. Scott County Schools were in session both days. The Raw Traffic Count Data summarizing the existing AM, mid-day, and PM peak hour traffic volumes can be found in *Appendix A*.

The existing traffic count data was increased by a 2.00% growth factor to represent the projected 2031 compounded non-site growth in traffic volume at the study intersection. This growth factor was calculated based on the difference between 2020 and 2010 United States Census Bureau published populations. The 2031 projected traffic volumes represent the traffic at the anticipated year of full site build out. Both the 2031 projections have been analyzed for the no-build and build conditions, with the former omitting traffic directly generated by the proposed site.

In the build condition scenarios, the trips generated by the site have been added to the no-build traffic volumes. The traffic volume generated by the development and the resulting HCS analysis was compared to the no-build condition for 2031 to assess the site's overall impact on traffic operations. A Traffic Count Movement Summary, located in *Appendix B*, provides calculations for 2021 and 2031 projected traffic volumes.

**TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES**

Proposed AM and PM peak hour trip generation data was estimated based on information provided in *Trip Generation, 10<sup>th</sup> Edition* - a nationally recognized resource for calculating trip generation rates published by the Institute of Transportation Engineers (ITE). The ITE land use codes **210 – Single-Family Detached Housing**, **220 – Multifamily Housing (Low-Rise)**, **221 – Multifamily Housing (Mid-Rise)**, and **252 – Senior Adult Housing - Attached** were used to estimate the proposed traffic volume for the proposed development. Proposed mid-day peak hour trip generations were interpolated using the existing Colony Boulevard mid-day peak hour count. ITE Trip Generation calculations can be found in **Appendix C**.

The proposed development will be comprised of 74 single-family residential lots, 151 townhouse units, 276 apartment units, and 90 senior apartment units. The following tables illustrate the estimated AM peak hour, Mid-day peak hour, and PM peak hour trips for the proposed development:

**Table 3: Proposed AM Peak Traffic Volumes – Singer Property**

AM PEAK HOUR TRIP GENERATION									
ITE Land Use Code	Land Use Description	Ind. Var. (X)	Ind. Var. Units	Entering/ Exiting	Trips Generated	Internal Trips	Pass-by Trips	Primary Trips	Trips per Unit
210	Single-Family Detached Housing	74	Dwellings	entering	16	0	0	16	0.82
				exiting	45	0	0	45	
220	Multifamily Housing (Low-Rise)	151	Dwellings	entering	24	0	0	24	0.56
				exiting	60	0	0	60	
221	Multifamily Housing (Mid-Rise)	276	Dwellings	entering	24	0	0	24	0.34
				exiting	69	0	0	69	
252	Senior Adult Housing - Attached	90	Dwellings	entering	6	0	0	6	0.20
				exiting	12	0	0	12	

**Table 4: Proposed Mid-day Peak Traffic Volumes – Singer Property**

MID-DAY PEAK HOUR TRIP GENERATION									
ITE Land Use Code	Land Use Description	Ind. Var. (X)	Ind. Var. Units	Entering/ Exiting	Trips Generated	Internal Trips	Pass-by Trips	Primary Trips	Trips per Unit
210	Single-Family Detached Housing	74	Dwellings	entering	16	0	0	16	0.62
				exiting	30	0	0	30	
220	Multifamily Housing (Low-Rise)	151	Dwellings	entering	24	0	0	24	0.43
				exiting	41	0	0	41	
221	Multifamily Housing (Mid-Rise)	276	Dwellings	entering	24	0	0	24	0.26
				exiting	47	0	0	47	
252	Senior Adult Housing - Attached	90	Dwellings	entering	6	0	0	6	0.16
				exiting	8	0	0	8	

**Table 5: Proposed PM Peak Traffic Volumes – Singer Property**

PM PEAK HOUR TRIP GENERATION									
ITE Land Use Code	Land Use Description	Ind. Var. (X)	Ind. Var. Units	Entering/Exiting	Trips Generated	Internal Trips	Pass-by Trips	Primary Trips	Trips per Unit
210	Single-Family Detached Housing	74	Dwellings	entering	48	0	0	48	1.03
				exiting	28	0	0	28	
220	Multifamily Housing (Low-Rise)	151	Dwellings	entering	54	0	0	54	0.56
				exiting	31	0	0	31	
221	Multifamily Housing (Mid-Rise)	276	Dwellings	entering	71	0	0	71	0.42
				exiting	46	0	0	46	
252	Senior Adult Housing - Attached	90	Dwellings	entering	13	0	0	13	0.27
				exiting	11	0	0	11	

As the above tables indicate, the development will generate an estimated **70** total trips entering and **186** total trips exiting during the AM Peak, **70** total trips entering and **126** total trips exiting during the Mid-day Peak, and **186** total trips entering and **116** total trips exiting during the PM Peak. These numbers represent the estimated total trips generated at full site build-out and have been applied to the 2031 Build and 2041 Build conditions.

**Trip Distribution**

**Primary Trips**

All the trips generated for the proposed development are primary trips and the distribution is in accordance with ITE for the AM and PM peak hours and the existing distribution for Colony Boulevard for the mid-day peak hour for entering and exiting.

**Pass-by Trips**

There are no pass-by trips associated with the proposed development.

Existing and proposed Entering and Exiting Trip Distribution Exhibits can be found in **Appendix D**.

**TRAFFIC ANALYSIS**

Tables summarizing the no-build versus build level of service and delay for 2021 and 2031 during the AM, Mid-day, and PM Peak traffic hours can be found in **Appendix E**.

## CONCLUSIONS

A traffic study for the development of 822 Cincinnati Road (Singer Property) has been completed according to the requirements set forth in the Georgetown-Scott County Planning Commission (GSCPC) Traffic Access and Impact Study Requirements and Procedures Manual and the KYTC Traffic Impact Study Requirements Manual with input from KYTC District 7. Results from the HCS analysis can be found in **Appendix F**. The proposed development is planned to include 74 single-family residential lots, 151 townhouse units, 276 apartment units, and 90 senior apartment units. The impact to several intersections along Cincinnati Road (US 25) as a result of the proposed development were analyzed. The overall impacts to the corridor are summarized in **Appendix E**.

### *Colony Boulevard*

The AM Peak analysis for the Colony Boulevard exiting movements resulted in a LOS D and delay of 27.3 for 2021 and a LOS E and a delay of 39.7 for 2031.

The Mid-day Peak analysis for the Colony Boulevard exiting movements resulted in a LOS B and delay of 12.3 for 2021 and a LOS B and a delay of 13.2 for 2031.

The PM Peak analysis for the Colony Boulevard exiting movements resulted in a LOS F and delay of 55.1 for 2021 and a LOS F and a delay of 109.7 for 2031.

Additional analysis was completed with the addition of a dedicated left turn lane from Colony Boulevard onto Cincinnati Road (US 25). The overall impacts of a proposed left turn lane are summarized in **Appendix G**. Assuming the full build out of the proposed Singer development, the addition of a dedicated left turn lane on Colony Boulevard results in reduced (improved) delay for 2021 and 2031 when comparing the existing/no-build to the build scenario for the Colony Exit. The tables on the next page provide comparisons; for example, the delay is reduced (improved) by 2.8 seconds for the 2021 AM Peak, 7.3 seconds for the 2021 PM Peak, 5.5 seconds for the 2031 AM Peak, and 18.8 seconds for the 2031 PM Peak.

**Table 6: Colony Boulevard – 2021 Left Turn Lane Delay Comparison**

2021 AM Peak Traffic				
Approach Description	2021 Existing Delay (Seconds)	2021 Build Delay (Seconds)	2021 Build (Left Turn Lane) Delay (Seconds)	2021 Existing vs. 2021 Build (Left Turn Lane) Difference (sec)
Colony Exit (Eastbound)	20.5	27.3	17.7	-2.8
US 25 (Northbound)	2.0	2.1	2.1	0.1

2021 PM Peak Traffic				
Approach Description	2021 Existing Delay (Seconds)	2021 Build Delay (Seconds)	2021 Build (Left Turn Lane) Delay (Seconds)	2021 Existing vs. 2021 Build (Left Turn Lane) Difference (sec)
Colony Exit (Eastbound)	32.9	55.1	25.6	-7.3
US 25 (Northbound)	2.3	2.4	2.4	0.1

**Table 7: Colony Boulevard – 2031 Left Turn Lane Delay Comparison**

2031 AM Peak Traffic				
Approach Description	2031 No-Build Delay (Seconds)	2031 Build Delay (Seconds)	2031 Build (Left Turn Lane) Delay (Seconds)	2031 No-Build vs. 2031 Build (Left Turn Lane) Difference (sec)
Colony Exit (Eastbound)	27.1	39.7	21.6	-5.5
US 25 (Northbound)	1.8	1.9	1.9	0.1

2031 PM Peak Traffic				
Approach Description	2031 No-Build Delay (Seconds)	2031 Build Delay (Seconds)	2031 Build (Left Turn Lane) Delay (Seconds)	2031 No-Build vs. 2031 Build (Left Turn Lane) Difference (sec)
Colony Exit (Eastbound)	56.4	109.7	37.6	-18.8
US 25 (Northbound)	2.1	2.2	2.2	0.1

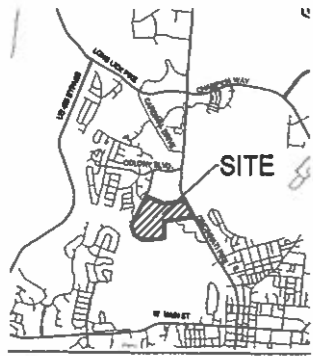
**Proposed Development**

The AM Peak analysis for the proposed development exiting movements resulted in a LOS C and delay of 17.8 for 2021 and a LOS C and a delay of 21.3 for 2031.

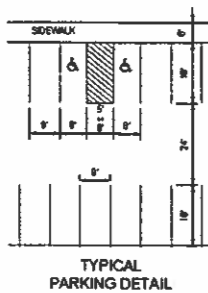
The Mid-day Peak analysis for the proposed development exiting movements resulted in a LOS B and delay of 11.7 for 2021 and a LOS B and a delay of 12.1 for 2031.

The PM Peak analysis for the proposed development exiting movements resulted in a LOS C and delay of 19.8 for 2021 and a LOS C and a delay of 24.8 for 2031.

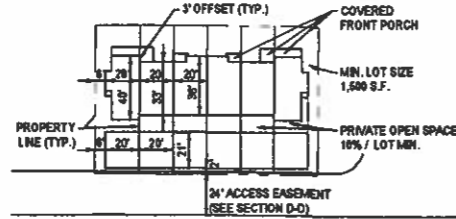
Turn lane analysis was also completed, found in **Appendix H**, to determine if turn lanes into the proposed Singer development are required. The analysis determined that a southbound right turn lane and a northbound left turn lane are warranted. The minimum required turn lane lengths are 345-feet per the KYTC Highway Design Guidance Manual (March 2017 Edition).



VICINITY MAP, NTS



TYPICAL PARKING DETAIL



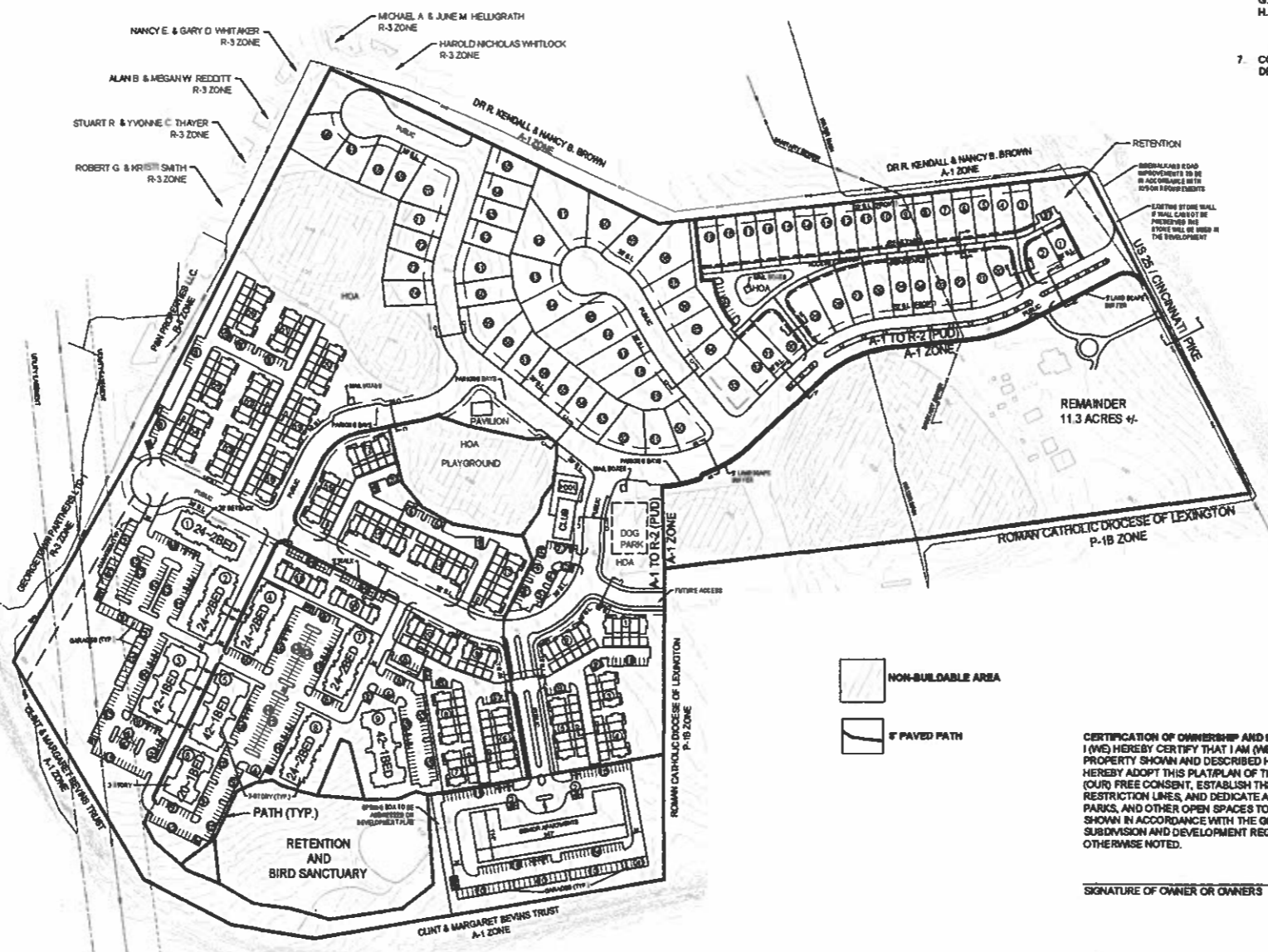
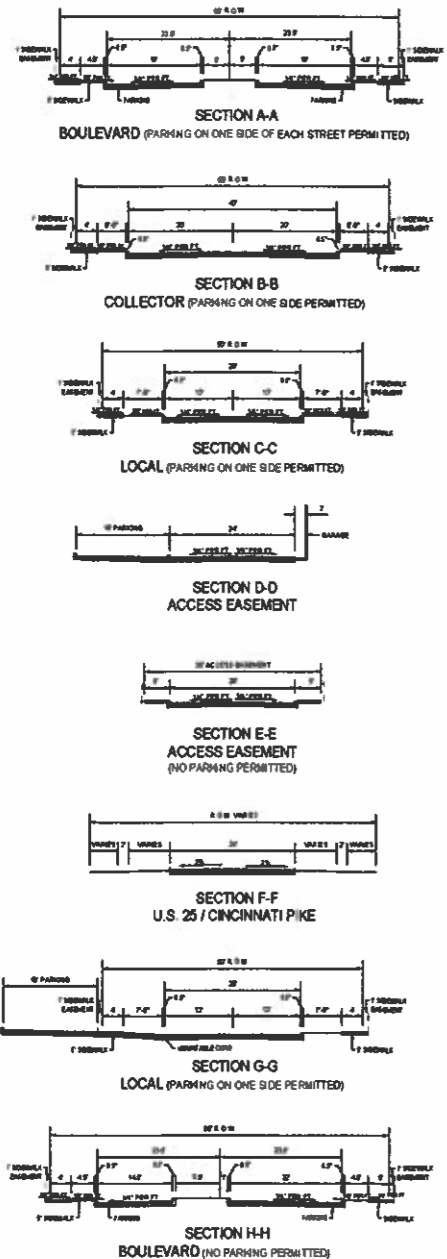
TYPICAL TOWNHOUSE BUILDING

**UTILITY EASEMENT DESCRIPTION**  
 EASEMENTS GRANT AND COVEY TO THE KENTUCKY UTILITIES COMPANY, BELLSOUTH COMPANY, AND OTHER APPROPRIATE UTILITY COMPANIES, THEIR SUCCESSORS, ASSIGNS, AND LESSEES, THE RIGHT TO TRIM OR REMOVE ANY AND ALL TREES, STRUCTURES AND OBSTACLES LOCATED ON THE EASEMENTS OR IN SUCH PROXIMITY THERETO THAT IN FALLING THEY MIGHT INTERFERE WITH THE OPERATION AND MAINTENANCE OF SAID FACILITIES. NO BUILDING OR OTHER STRUCTURE SHALL BE ERRECTED, AND NO LANDFILL OR EXCAVATION OR OTHER CHANGE OF GRADE SHALL BE PERFORMED, UPON THE SAID EASEMENT AFTER INSTALLATION OF FACILITIES. THE RIGHT OF INGRESS AND EGRESS IS HEREBY GRANTED TO USERS OF THE UTILITY EASEMENT AS REQUIRED TO CONSTRUCT, OPERATE, MAINTAIN AND REINFORCE FACILITIES WITHIN SAID EASEMENTS. ALL LOT LINES NOT INDICATING EASEMENTS WILL HAVE A 5' EASEMENT ON EACH SIDE OF THE LOT LINE UNLESS OCCUPIED BY A RESIDENTIAL STRUCTURE.

**DRAINAGE EASEMENT DESCRIPTION**  
 DRAINAGE EASEMENTS CONTAIN STORMWATER CHANNELS, STORMWATER STORAGE AREAS / FACILITIES, AND ACCESS RIGHTS FOR MAINTENANCE OF SUCH FACILITIES. NO CHANNEL, ALTERATION OR CONSTRUCTION THAT WOULD OBSTRUCT THE FLOW OF STORMWATER IS ALLOWED. THERE SHALL BE NO STORAGE OR DISPOSAL OF GRASS CLIPPINGS, TRASH, DEBRIS, OR OTHER POTENTIAL OBSTRUCTIONS THAT MAY WASH INTO STORMWATER CHANNELS OR STORAGE AREAS.

**GENERAL NOTES**

- INTERIOR CONNECTIVITY, SANITARY SEWERS, STORMWATER MANAGEMENT, ENTRANCE DESIGN AND EXISTING TREES SHALL BE EVALUATED WITH THE PRELIMINARY DEVELOPMENT PLAN AND CONSTRUCTION DOCUMENTS.
- STORM SEWERS, STORM WATER RETENTION BASINS, AND SANITARY SEWERS SHALL MEET THE SPECIFICATIONS AND APPROVAL OF THE PLANNING COMMISSION ENGINEER.
- 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.
- THIS CONCEPTUAL PLAN SHALL NOT BE USED AS BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED ON A RECORDED SUBDIVISION PLAT.
- GRADING, BUILDING FINISH FLOOR ELEVATIONS & HANDICAP PARKING SPACE LOCATIONS ARE SUBJECT TO CHANGE BASED ON FINAL CONSTRUCTION PLANS.
- THE FOLLOWING VARIANCES HAVE BEEN REQUESTED AND ARE PERMISSIBLE UNDER THE P.U.D. ZONING OVERLAY.
  - TO EXCEED BUILDING HEIGHT, UP TO 36' AND 3 STORIES FOR APARTMENTS AND SENIOR APARTMENTS.
  - TO REDUCE MINIMUM LOT AREA FOR SINGLE FAMILY FROM 7,600 S.F. TO 5,000 S.F.
  - TO EXCEED MAXIMUM UNITS IN BUILDING TO 7 FOR TOWNHOUSES, 42 FOR APARTMENTS, AND 90 FOR SENIOR APARTMENTS.
  - TO DECREASE MINIMUM LOT WIDTH FOR SINGLE FAMILY FROM 60' TO 45'.
  - TO DECREASE MINIMUM LOT WIDTH FOR TOWNHOUSES FROM 110' FOR 3 DWELLINGS, PLUS 10' FOR EACH ADDITIONAL UNIT TO 72' FOR 3 DWELLINGS PLUS 20' FOR EACH ADDITIONAL UNIT.
  - TO DECREASE MINIMUM FRONT YARD FROM 30' TO VARIES BY LOCATION ON PLAN, EITHER 10' OR 20'.
  - TO DECREASE THE REAR YARD SETBACK FROM 25' TO 20'.
  - TO REDUCE THE MINIMUM REQUIRED PARKING FROM 1.5 SPACES PER 1 BEDROOM UNIT AND 2.5 SPACES PER 2 BEDROOM UNIT TO 0.8 SPACES PER BEDROOM OR 1.6 SPACES PER UNIT, THE GREATER OF, FOR THE APARTMENTS AND TO 1 SPACE PER UNIT FOR THE SENIOR APARTMENTS.
- CONFLICTS WITH EXISTING WATER LINES & SANITARY SEWERS TO BE ADDRESSED ON FINAL DEVELOPMENT PLAN.

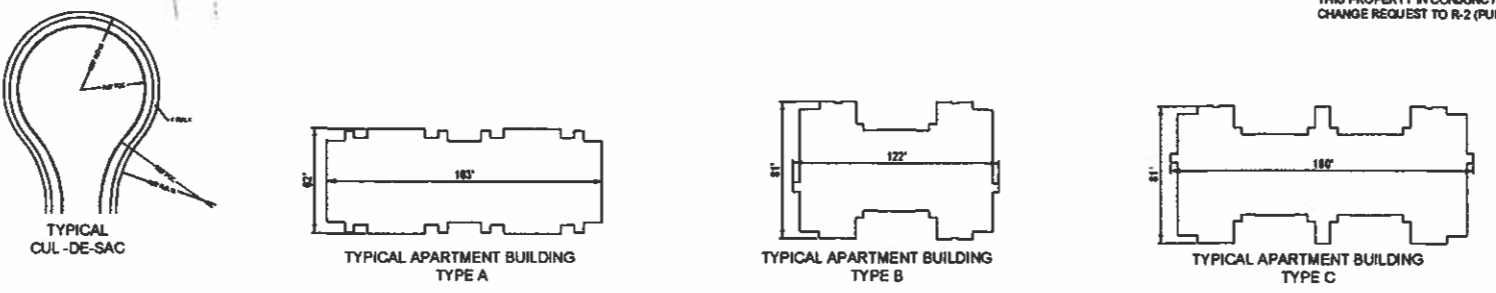
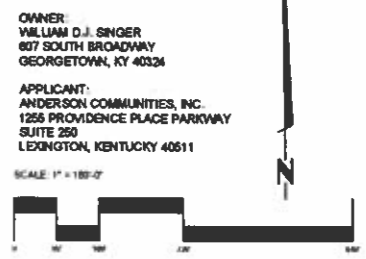


SITE STATISTICS	
EXISTING ZONE	A-1
PROPOSED ZONE	R-2(PUD)
GROSS AREA	87.83 AC
R.O.W AREA	6.9 AC
NET AREA	80.73 AC
TOTAL UNITS	681
NET DENSITY	11.84 UNITS PER AC
OPEN SPACE	14.16 AC (24.8%)
CLUBHOUSE BUILDING AREA	3,600 SF
PARKING	32 SPACES
SINGLE FAMILY LOTS	74
TYPICAL LOT SIZE	65' X 115' 45' X 125'
TOWNHOUSES UNITS / LOTS	151
PARKING	376 (7.5 SPACES/2 BR UNIT) 407 (302 GARAGE, 105 OPEN)
APARTMENTS BUILDING HEIGHT	36' 3 STORIES
UNITS	286
BEDROOMS	386
PARKING	347 (0.8 SPACES/BEDROOM) OR 380 (1.5 SPACES/UNIT) (THE GREATER OF)
REQUIRED	446 (32 GARAGE, 414 OPEN)
PROPOSED	
SENIOR APARTMENTS BUILDING HEIGHT	36' 3 STORIES
UNITS	90
PARKING	90 (1 SPACE/UNIT)
REQUIRED	102 (24 GARAGE, 78 OPEN)
PROPOSED	

**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, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS SHOWN IN ACCORDANCE WITH THE GEORGETOWN-SCOTT COUNTY SUBDIVISION AND DEVELOPMENT REGULATIONS, UNLESS OTHERWISE NOTED.

SIGNATURE OF OWNER OR OWNERS \_\_\_\_\_ DATE \_\_\_\_\_

**PURPOSE OF PLAN:**  
 TO REFLECT A CONCEPTUAL DEVELOPMENT OF THIS PROPERTY IN CONJUNCTION WITH THE ZONE CHANGE REQUEST TO R-2 (PUD).



**JACOBS PROPERTY  
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission  
SEPTEMBER 9, 2021**

**FILE NUMBER:** FSP-2021-27

**PROPOSAL:** Final Subdivision Plat to subdivide one (1) 18.199-acre tract leaving a remainder of 320 acres.

**LOCATION:** 157 Green Lane

**OWNER:** David Jacobs

**CONSULTANT:** Malcolm Endicott



**STATISTICS:**

Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1
Site Acreage	Tract A: 18.199 acres; Remainder: 300+ acres)
Access	Old County Lane (Private Road)
Variances/Waivers	None

**BACKGROUND:**

The application before the Planning Commission is a Final Subdivision Plat to subdivide one (1) 18.199-acre lot from a parent tract of 320+ acres. The Project Site was previously subdivided, requiring any future subdivisions to receive approval from the Planning Commission.

**Plat Review:**

The proposed plat shows the appropriate the setbacks, and the proposed lot meets the lot size and width requirements.

**Access:**

Access to Tract A is proposed from Old County Lane, a private road that does not meet county road standards. Since Old County Lane does not meet these standards, it cannot provide access to more than 3 lots per Article X, (Q) (1) (a) (iv) of the *Subdivision and Development Regulations*. The private road already provides access to more than three lots. From staff's estimation from aerial imagery, it looks like the private road is used by seven lots including the Project Site. The Applicant has agreed, as part of this application, to abandon the right to use Old County Lane for the remainder of the farm. This would

allow the proposed 18-acre lot to use the private road without a net addition of lots to the road. The remainder of the farm would still have adequate road access from Green Lane, which is a public road.

The Applicant has included a note on the plat (#13) clarifying that not additional subdivision of the proposed 18-acre lot or the remainder farm (that would use Old County Lane) will be approved by the Planning Commission unless the roadway meets the requirements of the *Subdivision and Development Regulations*.

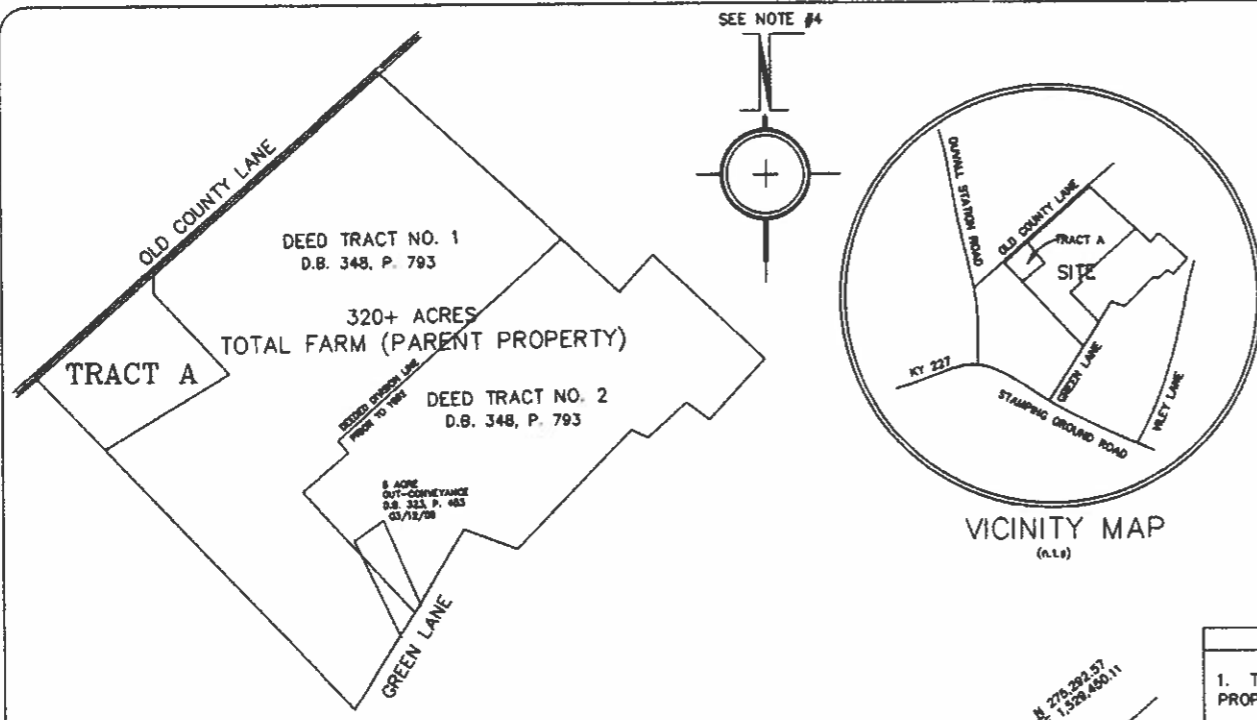
There is a private agreement in place for the maintenance of Old County Lane. For reference, the agreement can be found in deed book 181, page 373 at the Scott County Courthouse. At that time, the Project Site, then known as the Greene Farm, was allowed use of the private road, but not included in the maintenance. While the Planning Commission and staff do not have the authority to require the proposed 18-acre lot to contribute to the maintenance, staff hopes an amended maintenance agreement can eventually be recorded including the proposed lot as a contributing member.

### **RECOMMENDATION:**

Staff recommends **approval** of the Final Subdivision Plat. Should the Planning Commission approve the application, staff recommends including the following conditions of approval:

#### Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Preliminary Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
4. This Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
5. A note shall be added to the plat (note 14) stating that the remainder of the farm abandons the right to use Old County Lane unless it becomes a public road in the future.
6. No additional subdivisions of either the remainder farm or Tract A will be approved if it will create additional lots that would access Old County Lane.



- NOTES:**
1. BASED ON MAPS PREPARED BY THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, NO PORTION OF THE PROPERTY SHOWN HEREON LIES WITHIN THE 100 YEAR FLOOD PLAN.
  2. **BUILDING RESTRICTION:** THERE IS A 50' BUILDING SET-BACK LINE FROM ALL PROPERTY LINES AND ROADWAYS. WITHIN THIS SET-BACK, AROUND THE OUTER PERIMETER OF THE PROPERTY, THERE IS ALSO A 15' UTILITY EASEMENT.
  3. SURVEYOR'S TITLE SOURCE - D.B. 348, PG. 793, SCOTT COUNTY CLERK'S OFFICE.
  4. **BEARING BASE** - KENTUCKY STATE PLAIN COORDINATE SYSTEM, NORTH ZONE.
  5. "⊙" INDICATES 5/8" DIAMETER RE-BAR 18" IN LENGTH AND ORANGE COLORED PLASTIC CAP WITH LETTERING HME, PLS 2005.
  6. NUMBER OF NEW LOTS = 1 (BUILDABLE).
  7. THERE ARE NO NEW EASEMENTS CREATED WITH THIS PLAT EXCEPT AS INDICATED IN NOTE #2.
  8. ALL PROPERTIES SHOWN ARE ZONED A-1.
  9. **UTILITIES** - ELECTRICAL SERVICE VIA KENTUCKY UTILITIES IS AVAILABLE FROM DUVAL STATION ROAD. DOMESTIC WATER IS AVAILABLE ALONG OLD COUNTY LANE VIA GEORGETOWN MUNICIPAL WATER AND SEWER SERVICE.
  10. TO THE SURVEYOR'S KNOWLEDGE, THERE ARE NO DOCUMENTS OF RECORD INDICATING RIGHT-OF-WAY DIMENSIONS FOR OLD COUNTY LANE. SEE NOTE #2.
  11. ANY FURTHER SUBDIVISION(S) REQUIRES REVIEW AND APPROVAL OF THE GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION.
  12. REFER TO ADJOINING PROPERTY OWNER DATA, AS SHOWN HEREON, FOR THE BOUNDARY LOCATION ALONG OLD COUNTY LANE.
  13. NEITHER TRACT A (18.199 ACRES) OR THE REMAINDER OF THE FARM WILL BE ALLOWED TO FURTHER SUBDIVIDE (WITH ACCESS FROM OLD COUNTY LANE) WITHOUT OLD COUNTY LANE BEING IMPROVED TO THE CURRENT COUNTY ROAD STANDARDS.

**CERTIFICATIONS:**  
**CERTIFICATION OF OWNERSHIP AND DEDICATION**  
 I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH MY FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE IF ANY, IN ACCORDANCE WITH THE GEORGETOWN-SCOTT COUNTY SUBDIVISION AND DEVELOPMENT REGULATIONS, UNLESS OTHERWISE NOTED.

*David R. Jacobs* 8-24-2021  
 OWNER DATE

**CERTIFICATE OF ACCURACY**  
 I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION AND THAT THE MONUMENTS HAVE BEEN PLACED AS SHOWN HEREON TO THE SPECIFICATIONS OF THE PLANNING COMMISSION OR OTHER AUTHORIZED OFFICER.

THE SURVEY WAS PERFORMED USING CERTIFIED GPS EQUIPMENT WITH DIRECT OCCUPATION OF EACH BOUNDARY CORNER. THE SURVEY IS BASED ON THE KENTUCKY STATE PLAIN COORDINATE SYSTEM, NORTH ZONE. THE COORDINATES OF SOME OF THE BOUNDARY CORNERS ARE SHOWN HEREON. CLOSURE CALCULATIONS ARE NOT PROVIDED.  
*Malcolm Endicott* 8-24-2021  
 MALCOLM ENDICOTT, PLS DATE

**HEALTH DEPARTMENT CERTIFICATION**  
 I HEREBY CERTIFY THAT ALL SITE EVALUATIONS AND/OR EXISTING SYSTEMS INSPECTIONS AS REQUIRED BY THE SCOTT COUNTY BOARD OF HEALTH HAVE BEEN PERFORMED AND ARE APPROVED FOR THE PROPERTY SHOWN HEREON.

SCOTT COUNTY HEALTH DEPARTMENT DATE

**STATEMENT/PURPOSE**

**PURPOSE OF PLAT:**  
 1. TO CREATE TRACT A, CONTAINING 18.199 ACRES, FROM THE PARENT PROPERTY OWNED BY JACOBS FARMS LLC., CONTAINING 320+ ACRES.

**CERTIFICATION FOR WATER ONLY SERVICE -- GEORGETOWN MUNICIPAL WATER AND SEWER SERVICE**

I HEREBY CERTIFY THAT GEORGETOWN MUNICIPAL WATER AND SEWER SERVICE (GMWSS), BY AND THROUGH THE CITY OF GEORGETOWN, KY, HAS FACILITIES WITHIN THE WATER DISTRIBUTION SYSTEM TO SUPPLY THE PROPERTY LOCATED AT OLD COUNTY LANE WITH WATER SERVICE. PROVISION OF DEVELOPMENT, CONSTRUCTION, AND SERVICE IS CONTINGENT UPON THE DEVELOPER OBTAINING A CURRENT APPROVED AVAILABILITY OF CAPACITY REQUEST FROM THE GMWSS BOARD OF COMMISSIONERS; AND GMWSS REVIEW AND APPROVAL OF ALL PLANS AND SPECIFICATIONS FOR REQUIRED ON-SITE IMPROVEMENTS INCLUDING BUT NOT LIMITED TO WATERLINES, ELEVATED STORAGE TANKS, BOOSTER PUMP STATIONS, AND RELATED APPLIANCES FOR THE PROPOSED SYSTEM. CONSTRUCTION OF THE PROPOSED WATER DISTRIBUTION SYSTEM SHALL BE AT THE COST OF THE DEVELOPER WITHOUT REIMBURSEMENT BY GMWSS AND CONSTRUCTED ACCORDING TO GMWSS AND KENTUCKY DIVISION OF WATER APPROVED PLANS AND SPECIFICATIONS. EASEMENTS REQUIRED FOR THE PROPOSED WATER DISTRIBUTION SYSTEM SHALL BE ACQUIRED BY THE DEVELOPER AND DEDICATED TO GMWSS.

GENERAL MANAGER DATE  
 GMWSS

**CERTIFICATION OF PROVISION OF UTILITY SERVICES**

I HEREBY CERTIFY THAT KENTUCKY UTILITIES (K.U.) SHALL SUPPLY JACOBS FARMS, LLC WITH ELECTRIC SERVICES AND THAT THE PROPOSED UTILITY EASEMENTS OF SAID DEVELOPMENT MEET THE REQUIREMENTS OF THIS AGENCY AND ALL OTHER APPLICABLE REQUIREMENTS.

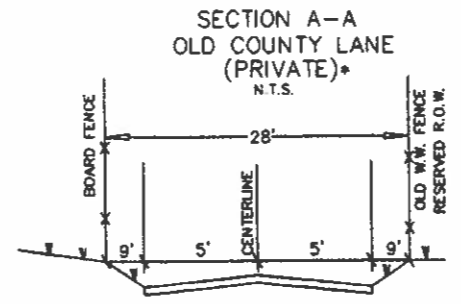
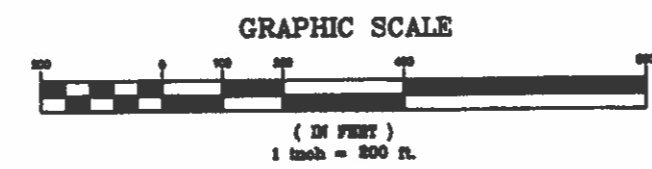
COMPANY REPRESENTATIVE, TITLE DATE  
 KENTUCKY UTILITIES

**SITE STATISTICS:**

TOTAL FARM PARENT PROPERTY	320+ ACRES
TRACT A THIS PLAT	18.199 ACRES
PREVIOUS OUT-CONV.	5.0 ACRES
ZONING DISTRICT	A-1

**PROPERTY ADDRESS AND OWNERSHIP SUMMARY:**  
**FOR THIS PLAT**  
 PROPERTY: JACOBS FARMS LLC., 157 GREEN LANE  
 OWNER: DAVID R. JACOBS, 537 SEBREE ROAD  
 STAMPING GROUND, KENTUCKY 40379  
**TITLE DOCUMENT:**  
 D.B. 348, P. 793

- CORNER MONUMENTATION LEGEND**
- ▲ MAG NAIL (SET), STAINLESS STEEL I.D. WASHER, PLS 2005.
  - IRON PIN (SET), 5/8 INCH DIAMETER RE-BAR, EIGHTEEN INCHES IN LENGTH, ORANGE PLASTIC I.D. CAP, KY PLS 2005.
  - MEANDER POINT.
  - ▲ MONUMENT FOUND (DESCRIPTION ON FACE OF PLAT)
  - MONUMENT FOUND BELIEVED TO BE OF RECORD. THIS, NO SUBSTITUTE MONUMENT SET. (DESCRIPTION ON FACE OF PLAT)
  - ⊙ PROPOSED ENTRANCE LOCATION
- ALL SYMBOLS ABOVE MAY NOT BE USED WITH THIS PLAT



\*REFER, AS APPLICABLE, TO AGREEMENT IN D.B. 181, P. 373



**MINOR SUBDIVISION PLAT**  
 CREATING: TRACT A  
 PROPERTY OF:  
 JACOBS FARMS LIMITED LIABILITY COMPANY  
 157 GREEN LANE  
 SCOTT COUNTY, KENTUCKY  
 FIELD SURVEY JULY 7, 2021 / THIS PLAT SUBMITTED AUGUST, 2021  
 AS REQUESTED BY: DAVID JACOBS, 537 SEBREE ROAD, STAMPING GROUND, KY 40379  
 PREPARED BY: **MALCOLM ENDICOTT**  
 LICENSED PROFESSIONAL LAND SURVEYOR  
 P.O. BOX 354  
 MIDWAY, KENTUCKY 40347  
 CELL: (859) 229-0523 OFFICE: (859) 873-9834 FILE: JACOBS.DWG  
 THIS PLAT COMPLIES WITH 201 KAR 18:150

# COMMUNITY TRUST BANK PRELIMINARY DEVELOPMENT PLAN

Staff Report to the Georgetown-Scott County Planning Commission  
September 9, 2021

**FILE NUMBER:** PDP-2021-28

**PROPOSAL:** Preliminary Development Plan for a bank on an outlot in the Amerson Farms Commercial area.

**LOCATION:** Amerson Way

**APPLICANT:** Community Trust Bank

**CONSULTANT:** Steven Maggard, PE  
Summit Engineering



**STATISTICS:**

Zone	B-4 (Community Commercial)
Surrounding Zone(s)	R-3 & B-4
Site Acreage	1.30 Acres (56,628 square feet)
Building Height	28 feet
Proposed Building Size	6,860 Square Feet Total (Including drive-thru canopy)
Proposed Parking	34 spaces; 18 spaces required (1 space per 250 SF)
Variances/Waivers	Interior frontage maximum setbacks, to those shown.

**BACKGROUND:**  
The Project Site was one of multiple commercial lots which received preliminary approval in July 2017 as part of PDP 2017-20. The previous approval is subject to the sunset clause and is no longer valid as an overall Preliminary Development Plan approval, but is still being referenced as the development concept plan.

**PLAN REVIEW:**  
The subject property is zoned B-4 (Community Commercial) and is part of a large multi-lot commercial center anchoring the Amerson farms mixed-use community. The subject property is a 1.3-acre double frontage lot, north of the main boulevard entrance to Amerson Commercial Center.  
The proposed use is a bank building with a multi-lane drive thru. The main entrance is from Amerson Way a proposed new public street, yet to be constructed. An divided access is proposed on Pleasant

View Drive, the main entrance to the Amerson community. Pleasant View Drive is already constructed and was built with a center median and turn lane at the proposed driveway entrance location to this outlot.

The B-4 District is a pedestrian oriented commercial zone that encourages human scale design and walkability. It requires a 35' maximum setback on interior roads so as to promote a more downtown style development pattern; with buildings intended to be placed close to the street and parking in the side and rear of buildings. The proposed bank use does not lend itself well to utilization of the build-to line. The bank will have four drive thru lanes and a drive-up ATM and is designed primarily for the motoring public.

Staff is agreeable to granting a variance to the 35 maximum setback line on interior frontages due to the building typology and the fact that it is located on an outlot away from the main downtown commercial area. The proposed variance would not adversely impact the public health, safety, or welfare. The applicant should comply with the other aspects and requirements of the B-4 zone.

The subject property is subject to the following B-4 (Community Commercial) has certain performance standards including:

- A. *Maximum height permitted - 75'. **Building Height 28'***
- B. *Minimum lot size shall be 7,500 square feet.  
**Proposed lot size 56,628 SF***
- C. *All buildings shall be set back at least 50' from the perimeter of the zone. All buildings fronting on public streets within the interior of the zone shall have a maximum setback of 35 feet from the right-of-way. Side and rear yard setbacks, for those lots on the interior of the zone, shall be zero (0) feet. **Interior setback variance requested***
- D. *The ground area occupied by all the buildings shall not exceed, in the aggregate, thirty-five (35) percent of the total area of the zone.  
**12% coverage proposed on lot.***
- E. *Parking shall be provided on a basis of one space for every 250 feet of floor area.  
  
*On-street parking is permitted if roadway is designed to 36-foot section.*  
  
*Parking may not occupy lot frontage on those lots less than one (1) acre; parking must be accommodated on the side or rear of the building.*  
**Minimum parking requirements met.***
- F. *No free standing signs shall be allowed except for gas stations and signs at the entrance to the area stating occupants of the zone.  
**Sign variances require BOA approval***

G. *Outdoor sales and display is allowed if shown on an approved development plan.*

None proposed

H. *Street trees shall be required at a standard of one tree per every 40 lineal feet of the individual property. Placement and maintenance shall be the responsibility of the land owner.*

Street trees proposed in public right-of-way

With the exception of the building placement on the lot, the project is meeting all the performance requirements of the B-4 District. Staff is in support of the project. There are two changes staff would like made to the plan. The first, is for a cross access easement and driveway stub be shown between this lot and the adjoining commercial parcel to the north and secondly, a sidewalk connection or striped pedestrian walkway be shown from the public right-of-way to the building entrance.

#### **Landscaping:**

##### *Section 6.12: Property Perimeter Requirements*

The items described in this section do not apply to the Project Site.

##### *Section 6.13: Vehicular Use Area Perimeter Requirements*

The Preliminary Development Plan needs to add a hedge and tree every 40' along the McClelland Circle frontage for VUA perimeter landscaping. Currently its showing a line of evergreen trees, which is atypical for VUA screening. Trees are being shown along the interior frontages where street trees already exist or are required. The street trees can count towards the VUA perimeter tree requirement, so some trees may be removed at the applicants discretion on the Final Development Plan.

##### *Section 6.22: Interior Landscaping for Vehicular Use Areas*

The Preliminary Development Plan shows the required VUA landscape area.

##### *Section 6.2215: Minimum Canopy Requirements*

The Preliminary Development Plan shows sufficient tree canopy to meet the requirements for canopy coverage. This will be verified on the Final Development Plan.

#### **RECOMMENDATION:**

Staff recommends **Approval** of the Preliminary Development Plan. Should the Planning Commission approve the application, staff recommends including the following variances and conditions of approval:

##### Variances:

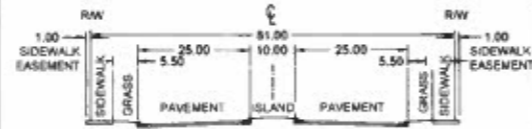
1. Increase the interior frontage max setbacks from 35 feet to 38 feet for the proposed building.

##### Conditions of Approval:

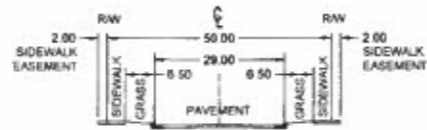
1. All applicable requirements of the *Zoning Ordinance and Subdivision & Development Regulations*.
2. A cross access easement and driveway stub be provided to the adjacent commercial area to the north.

3. A sidewalk/walkway connection shall be provided from the sidewalk on public right-of-way to the building entrance.
4. 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).
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. 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.
7. The Final Development Plan will need to comply with all stormwater management requirements.
8. 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*.
9. The Final Development Plan shall have a specie specific Landscaping Plan in compliance with the *Landscaping & Land Use Buffers Ordinance*.

**PLEASANT VIEW DRIVE - SECTION A-A'**



**AMERSON WAY - SECTION B-B'**



**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 PLAN IS APPROVED AND SIGNED.

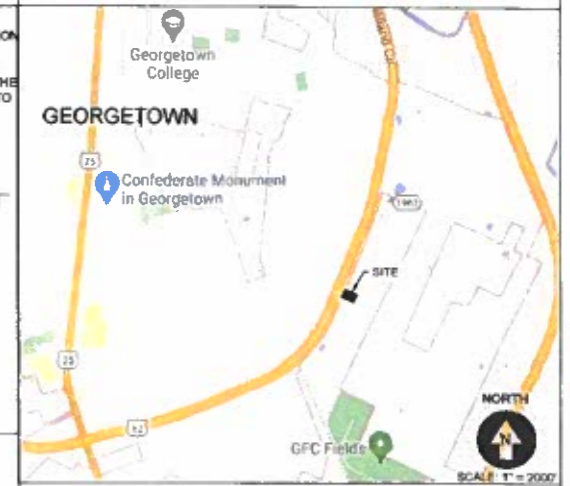
OWNER: *[Signature]* DATE: 8/24/2021

**CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL**

I HEREBY CERTIFY THAT THE PRELIMINARY DEVELOPMENT PLAN SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION AND DEVELOPMENT REGULATIONS FOR GEORGETOWN AND SCOTT COUNTY, KENTUCKY WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION. THIS APPROVAL DOES NOT CONSTITUTE APPROVAL TO BEGIN CONSTRUCTION OR OBTAIN A BUILDING PERMIT.

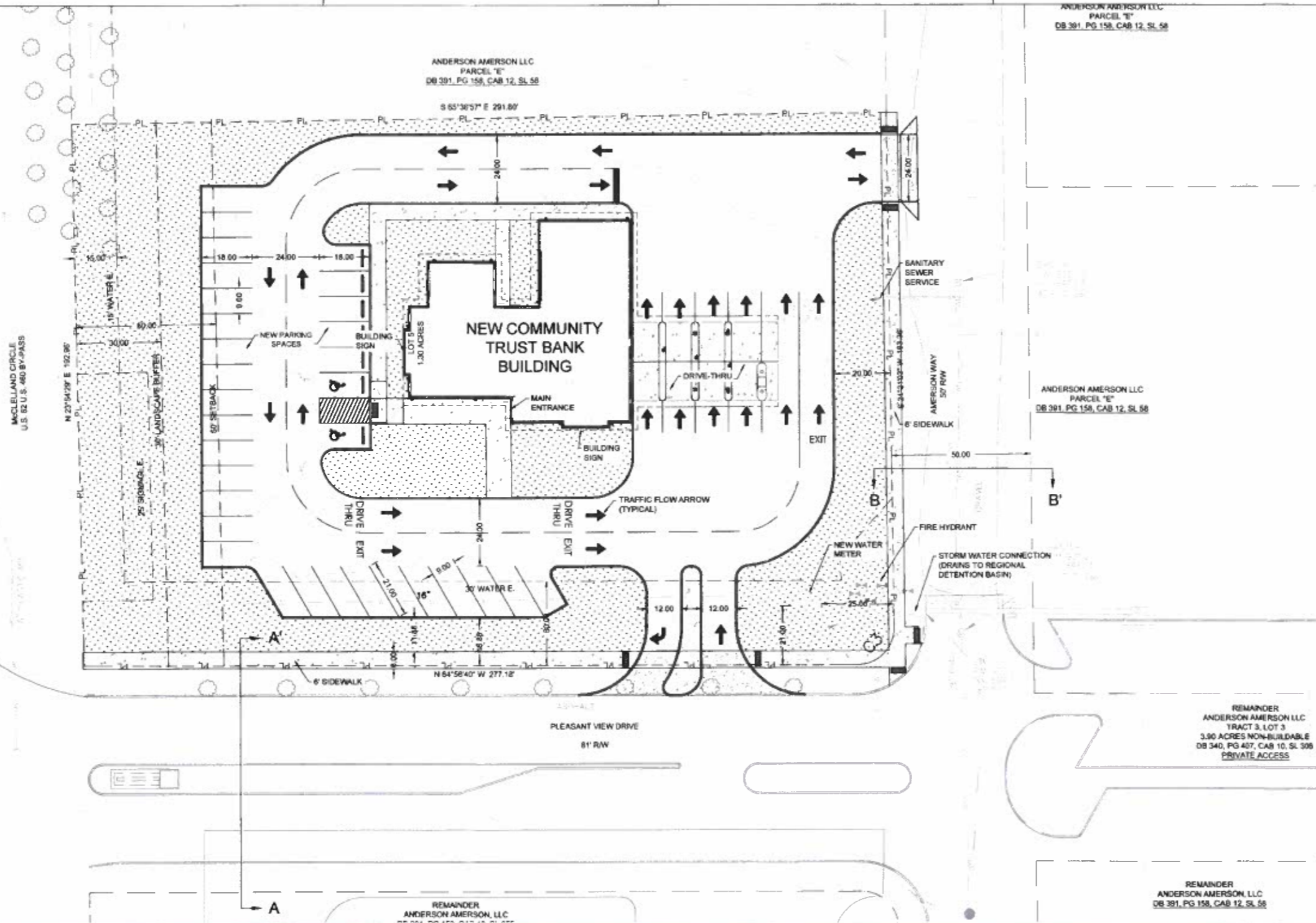
CHAIRMAN, GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION DATE:

**VICINITY MAP**



**DEVELOPMENT INFORMATION**

DEVELOPMENT PLAN NAME	COMMUNITY TRUST BANK
DEVELOPMENT PLAN TYPE	PRELIMINARY
DEVELOPER	COMMUNITY TRUST BANK 346 NORTH MAYO TRAIL PIKEVILLE, KY 41501
PLAN PREPARER	SUMMIT ENGINEERING 3205 SUMMIT SQUARE PLACE LEXINGTON, KY 40506
SITE STATISTICS	ADDRESS: 107 AMERSON WAY, GEORGETOWN, KY 40324 SITE AREA: 1.36 ACRES (58,628 SF) ZONING: COMMUNITY COMMERCIAL (C-4) FRONT YARD: 50' AT PERIMETER OF ZONE REAR YARD: 0' AT INTERIOR OF ZONE SIDE YARD: 0' AT INTERIOR OF ZONE MAX BLDG HEIGHT: 75FT MAX BLDG COVERAGE: 35% OF LOT
PARKING STATISTICS	PARKING REQUIRED (1250SF): 18 SPACES PARKING PROVIDED: 30 SPACES ADA PARKING REQUIRED: 2 SPACES ADA PARKING PROVIDED: 2 SPACES PARKING SPACE SIZE: 90' 9" X 18' 60" 8" X 21'
BUILDING STATISTICS	BUILDING COVERAGE: 6,980 SF (12% OF LOT) FLOOR AREA: 4,500 SF BUILDING HEIGHT: 2F
SIGNAGE REQUIREMENTS	TYPE: HEIGHT: MAX. AREA: SETBACK: WALL: N/A 15FT/1FT FRONTAGE: N/A WINDOW: N/A 25% OF WINDOW: N/A
LANDSCAPE STATISTICS	REFER TO PRELIMINARY LANDSCAPE PLAN
THIS PROJECT IS WITHIN THE ROYAL SPRINGS AQUIFER RECHARGE AREA. EXCLUDING THE ROYAL SPRINGS AQUIFER, THIS PROJECT IS NOT WITHIN ANY ENVIRONMENTALLY SENSITIVE AREAS INCLUDING FLOODPLAIN, WATERWAYS, WETLAND, SIGNIFICANT TREES AND FENCE ROWS, STEEP SLOPES, OR IDENTIFIED SINK HOLES.	
THIS PROJECT WILL NOT REQUIRE A KYTC ENTRANCE PERMIT BECAUSE ACCESS WILL NOT BE FROM A KYTC OWNED ROAD.	
BASED ON THE ITE TRIP GENERATION MANUAL, A DRIVE THRU BANK WILL GENERATE 20.45 TRIPS PER 1,000 GSF. THEREFORE THIS FACILITY SHOULD GENERATE 4,500 SF X 20.45 TRIPS / 1,000 SF = 92 PEAK HOUR TRIPS.	
VARIANCE REQUESTS: 1. A VARIANCE IS REQUESTED FOR THE 35% MAXIMUM BUILDING SETBACK. DUE TO THE NATURE OF THE DRIVE-THRU AND VEHICULAR CIRCULATION AROUND THE BUILDING, IT IS NOT POSSIBLE TO MEET THIS REQUIREMENT.	



ANDERSON AMERSON LLC  
PARCEL "E"  
DB 391, PG 158, CAB 12, SL 58

ANDERSON AMERSON LLC  
PARCEL "E"  
DB 391, PG 158, CAB 12, SL 58

REMAINDER  
ANDERSON AMERSON LLC  
TRACT 3, LOT 3  
3.90 ACRES NON-BUILDABLE  
DB 340, PG 457, CAB 10, SL 308  
PRIVATE ACCESS

REMAINDER  
ANDERSON AMERSON LLC  
DB 391, PG 158, CAB 12, SL 58

ENGINEER / ARCHITECT

PRELIMINARY DEVELOPMENT PLAN

DEVELOPER

LAND OWNER

Re

No

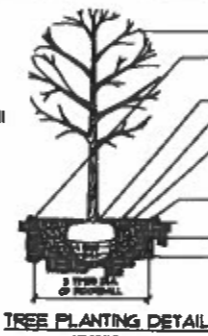
Job Number

**PLANT LIST**

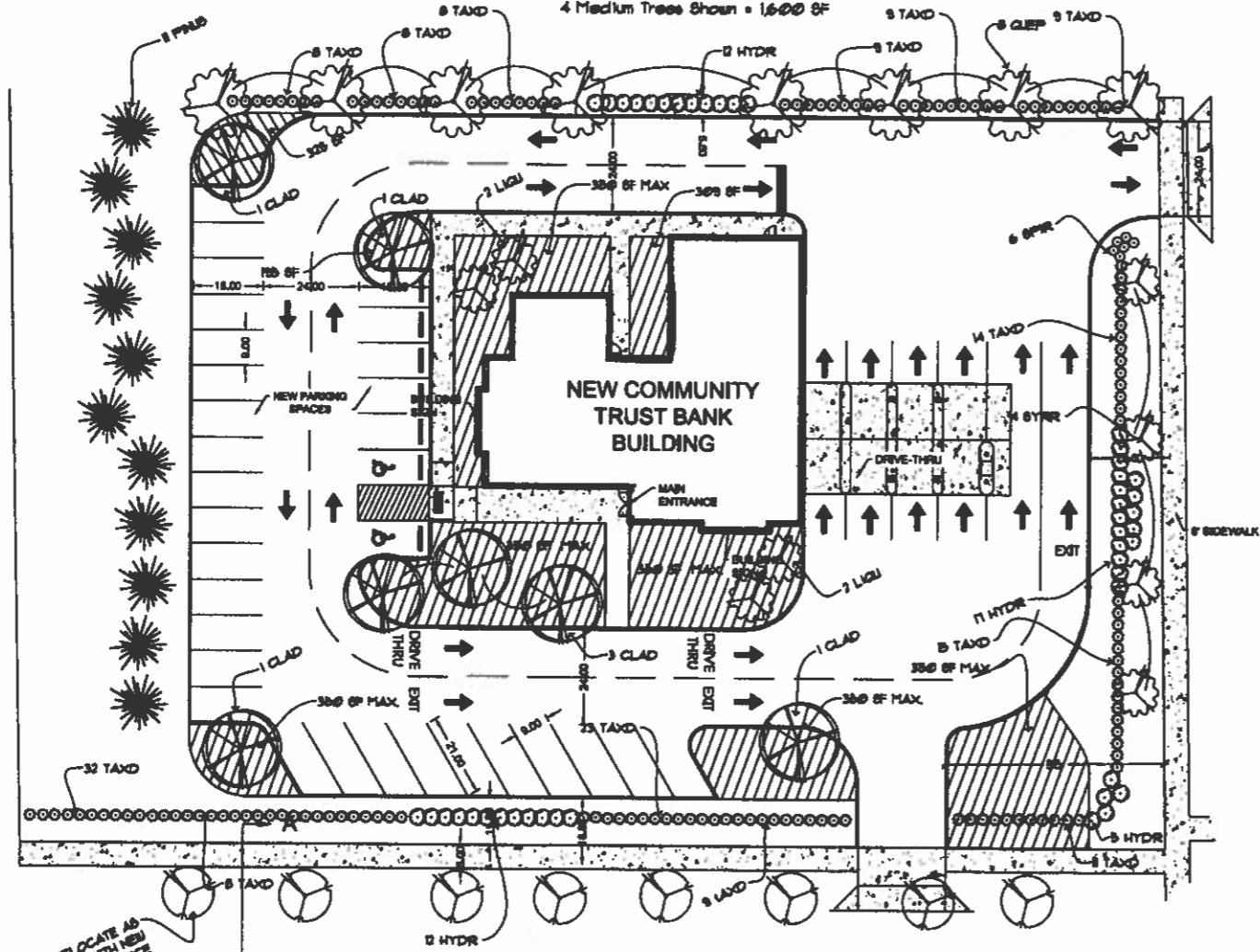
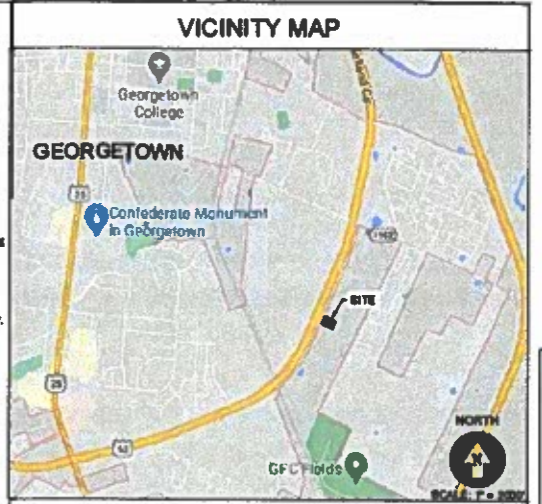
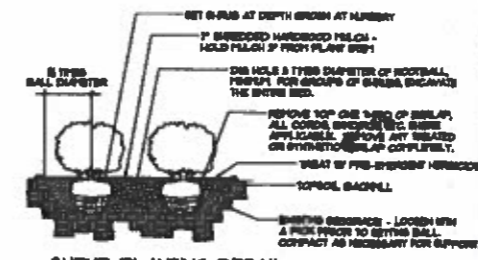
ABBR.	BOTANICAL NAME	COMMON NAME	MINIMUM PLANTED SIZE	TRUNK BALL / CONT. SIZE	COMMENTS
CLER	CLERODENDRUM F-LILIOS	BILLOW OAK	1 1/2" CALIPER	22" BALL	PLANT AS SHOWN
CLAD	CLADORASTIS KENTUCKIA	YELLOWWOOD	1 1/2" CALIPER	22" BALL	PLANT AS SHOWN
BYFR	BYRSEA IVORY BALK	IVORY BALK TREE LILAC	1 1/2" CALIPER	22" BALL	PLANT AS SHOWN
PNUS	PNUS STROBUS	WHITE PINE	8' HEIGHT	22" BALL	PLANT @ 8' OC. STRAGGLED
SPREA	SPREA LITTLE PRINCESS	LITTLE PRINCESS SPREA	34" HEIGHT	3 GALLON	PLANT @ 36" OC.
HYDR	HYDRASA LITTLE LIME	LITTLE LIME HYDRANGEA	34" HEIGHT	36" BALL	PLANT @ 36" OC.
TAXD	TAXUS DENSIFORMIS	ORNSIDE YEW	34" HEIGHT	36" BALL	PLANT @ 3' OC.
SEED	SEED AND/OR SOIL SHALL BE A BLEND OF 3-BLENDED VARIETIES OF IMPROVED TURF-TYPE RESCUE				
ROCK	EXTENT OF AREAS TO BE SEEDING AND/OR SOILED TO BE DETERMINED BY OWNER.				

**LANDSCAPE REQUIREMENTS**

Total Site Area = 130 ACRES  
 Vehicular Use Area = 21,530 SF  
 Interior Area Required @ 10% = 2,153 SF  
 Interior Area Trees Required @ 1/250 SF = 11  
 Interior Area Trees Shown = 11  
 Anderson Way VUA Perimeter = 142 LF  
 Trees Required @ 1/40 = 4  
 Trees Shown = 4  
 North VUA Perimeter = 292 LF  
 Trees Required @ 1/40 = 8  
 Trees Shown = 8  
 Pleasant View VUA Perimeter = 292 LF  
 Trees Required @ 1/40 = 8  
 Trees Shown = 8 (Existing)  
 Bypass VUA Perimeter = 195 LF  
 Trees Required @ 1/15 = 11  
 Evergreen Trees Shown = 11  
 Tree Canopy Required at 24% = 13,991 SF  
 Tree Canopy Shown 24,000 SF  
 11 Large Evergreens @ 750 SF = 8,250 SF  
 13 Large Shade Trees = 14,250 SF  
 4 Medium Trees Shown = 1,500 SF



NOTE: IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO TREE IS PLANTED TOO DEEPLY. ALL TREES SHALL SHOW EVIDENCE OF ROOT PLANE AFTER PLANTING.



8 EX. BILLOW OAK RELOCATE AS NECESSARY TO AVOID CONFLICT WITH NEW ENTRANCE

**LANDSCAPE NOTES**

- All areas not covered by landscape or plant material shall be covered with seed, sod or other groundcover. All areas disturbed by the contractor, including any outside the property line shall be repaired with seed.
- All hedge row shrubs shown on this plan shall be planted at 3' on center. All staggered plant areas shall be planted to achieve the effect of planting at 3' on center. All required shrubs shall be at least 24" in height when planted and maintained at a min. height of 3' after 4 years.
- All deciduous trees shall be a minimum of 8" in caliper when planted. Prior to planting, the contractor shall contact Kentucky Underground Protection, Inc. (1-800-782-6897 or 811) to locate all underground utilities.
- Plant substitution may be permitted only after proof that specified plants are unavailable has been submitted to the Landscape Architect. The contractor shall provide the nearest equivalent obtainable size and variety of the plant having the same essential characteristics as the plant specified. The Landscape Architect must approve all substitutions.
- All disturbed areas shall receive a minimum 4" layer of topsoil. The contractor shall furnish quantities necessary to complete the planting as shown and as located on the plan.
- Minor plant location adjustments may be made in the field to insure access to utility junction boxes, free site lighting of future tree canopy interference and allow unobstructed pedestrian / vehicular circulation on all pavements. All shrubs shall be planted at least two feet from the edge of any and all pavements and foundations or so noted.
- All shrub masses of two or more shall be edged into a planting bed and mulched per detail. All individual trees and shrubs shall have a mulch saucer equal in diameter to the planting pit diameter and shall be mulched as shown on the details. Unless otherwise indicated, all bed edges shall be a deep cut clean species edge.
- Synthetic turp or treated turp shall not be used in baling and burlapping of any plant material used for this project.
- The contractor shall verify that each tree and/or shrub pit will drain before installing plant material. Holes shall fill the hole with six inches of water that should percolate out within twenty-four hours. Should any area not drain properly, a perforated drain line shall be installed or the plants relocated.
- The contractor shall notify the owner immediately if he/she encounters any unsuitable surface or subsurface drainage conditions, soil depth, latent soils, hard pan, utility lines or other conditions that could jeopardize the health and vigor of the plants. Should the contractor not notify the owner of a problem area, he/she warrants that the area is suitable for proper growth and development of all plants installed.
- No excavation or tree pit shall be left open over night.
- The contractor shall be responsible for maintenance of all plants until the owner formally accepts them. The plants shall be thoroughly watered at the time of installation and as often thereafter as necessary to sustain them in a healthy and vigorous state.
- All plants shall be guaranteed for period of one full year from the date of formal acceptance by the owner and shall be alive and have satisfactory growth at the end of the guarantee period. Any plant not in healthy and vigorous conditions shall be replaced at no cost to the owner, at the end of the guarantee period. Plants severely damaged by vandals are not subject to the guarantee. Replacement plants shall meet or exceed the requirements of the plant list. The owner shall inspect the replaced plants once all replacements have been made. Replacement plants are to be alive, healthy and free of pests and diseases, but are not subject to an additional one year guarantee period.
- Maintenance of all plant material after formal acceptance by the owner is the responsibility of the owner. The contractor shall provide the owner with maintenance guidelines to assure proper care during the one year guarantee period.
- The contractor shall clean up the site at the completion of the project and maintain the site in a reasonably clean and neat condition during installation. Streets and drives shall be cleaned regularly to remove construction debris and dirt resulting from the work.

**PRELIMINARY LANDSCAPE PLAN**



PREPARED BY:  
**Elizabeth K. Sewell**  
 LANDSCAPE ARCHITECT  
 3000 SPRING BAY  
 LEXINGTON, KY 40503  
 502-266-9999

**SUMMIT ENGINEERING, INC.**

STEVEN E. MAGGARD 20018

8-03-0021

ENGINEER / ARCHITECT

PRELIMINARY DEVELOPMENT PLAN

**COMMUNITY TRUST BANK  
 GEORGETOWN BRANCH OFFICE**  
 CITY OF GEORGETOWN  
 SCOTT COUNTY, KY

DEVELOPER: COMMUNITY TRUST BANK, 100 NORTH MAIN ST., GEORGETOWN, KY 40325

LAND OWNER: COMMUNITY TRUST BANK, 100 NORTH MAIN ST., GEORGETOWN, KY 40325

Revision Schedule

No.	Description	Date

Job number: 2137.040  
 Project Status: PERMITTING  
 Date: 08-03-2022  
 Drawn by: SEM

PRELIMINARY LANDSCAPE PLAN  
**L-100**

# GSCPC Active Development Projects

Status	Application number	Project Name	Type
<b>Under Construction</b>		<b>Number of Projects: 12</b>	
	2020-06	100 Ikebana - Commercial Development	DEV-C
	2018-43	Amerson North Townhomes	DEV-R
	2018-22	Amerson South Townhomes	DEV-R
	2015-22	Cherry Blossom Townhomes Phase 5 (Haddix triplex)	DEV-R
	2019-31	Hotel Development - 150 Ikebana Dr	DEV-C
	2020-25	Innovative Holdings - 185 Industry Road - Grading	DEV-C
	2013-09	Northside Christian Church - 101 Ferguson	DEV-C
	2020-18	Ohnheiser Co. LLC - 167 Industry Rd	DEV-C
	2006-07	Overlook Apartments (Dover Dr) Phase 3 & 4	DEV-C
	2018-18	Pleasant Valley, Section II - Phase 3 Condominiums	DEV-C
	2005-41	Shops at Elkhorn Meadows (Hanna)	DEV-C
	2003-56	White Oak Village - Development (Units)	DEV-R
<b>Final Inspection</b>		<b>Number of Projects: 6</b>	
	2017-33	American Mini (Self-Storage, 1047 Paris Pike) Ph 1	DEV-C
	2018-25	Bluegrass RV Storage - Soil Relocation	DEV-C
	2018-41	Commonwealth T&M - 220 Endeavor	DEV-C
	2016-38	Cyron Holdings	IND
	2018-56	Texas Roadhouse (ML Georgetown)	DEV-C
	2018-26	Toyota Tsusho - North Access Road	DEV-C

# GSCPC Active Subdivision Projects

Status	Application number	Project Name
<b>Under Construction</b>	Number of Projects:	5
	2006-80	Barkley Meadows (Duncan/Fightmaster) Phase 2
	2018-57	Price Farm Phase 3 (Abbey at Old Oxford)
	2019-02	South Crossing - Phase 1 (McClelland Cir)
	2004-26	Village at Lanes Run - Phase 3, Sect 1 (Charles)
	2018-05	Woodland Park (Betty Yancey) Phase 2
<b>Final Inspection</b>	Number of Projects:	1
	2019-39	Harbor Village Unit 1, Phase 3C
<b>Dedication/Final Work</b>	Number of Projects:	9
	2005-47	Cherry Blossom Subdivision Phase 8
	2013-11	Deer Run - Phase 3A
	2013-11	Deer Run - Phase 3B
	2005-26	Edgewood Subdivision - Phase 1
	2006-28	McClelland Springs Subdivision Phase 2A
	2004-51	Pleasant Valley Phase 4D & 4E
	2005-02	Rocky Creek Reserve - Unit 1 Sect 1,2,3A,3B,4
	2015-29	Sutton Place, Phase 3-B
	2004-26	Village at Lanes Run - Phase 1, Section 1
<b>Approved/Bonded</b>	Number of Projects:	14
	2017-13	Canewood Unit 6, Lot 1
	2019-13	Cherry Blossom Townhomes - Phase 6
	2006-86	December Estates Cluster Subdivision
	2017-43	Fox Run Subdivision - Phase 1
	2019-46	Jones Prop - Willow Brook Ln Ext
	2017-24	Pinnacle At Mallard Point
	2004-51	Pleasant Valley Phase 4B, 4C, & 4F
	2005-02	Rocky Creek Reserve Phase 3 Section 1 (Ball)
	2005-02	Rocky Creek Reserve Phase 3 Section 2 (Ball)
	2017-08	Thoroughbred Acres Unit 7D, Section 1
	2018-61	Village at Lanes Run - Phase 2, Sect 3-B (Charles)
	2018-61	Village at Lanes Run - Phase 2, Sect 3-C (Haddix)
	2019-10	White Oak Condominiums Phase 4 (Remaining)
2018-05	Woodland Park (Betty Yancey) Phase 1	

# List of all Active Projects/status

Application	Project Name	Type	Status
2020-06	100 Ikebana - Commercial Development	DEV-C	Under Construction
2017-34	Adient USA (Hillps) Amended DP (Parking and dock)	DEV-C	No Activity
2017-33	American Mini (Self-Storage_1047 Paris Pike)-Ph I	DEV-C	Final Inspection
2020-47	American Mini-Storage (South) Expansion	DEV-C	Under Review
2017-20	Amerson Commercial Grading and Site Work	DEV-C	Approved/Bonded
2018-43	Amerson North Townhomes	DEV-R	Under Construction
2018-22	Amerson South Townhomes	DEV-R	Under Construction
2006-80	Barkley Meadows (Duncan/Fightmaster) Phase 2	RES	Under Construction
2018-25	Bluegrass RV Storage - Soil Relocation	DEV-C	Final Inspection
2020-34	Bourbon 30 & ESI (240 Corporate)	DEV-C	No Activity
2016-47	Canewood Unit I-C Sect 4	RES	Warranty Period
2017-13	Canewood Unit 6, Lot 1	RES	Approved/Bonded
2005-47	Cherry Blossom Subdivision Phase 8	RES	Dedication/Final Work
2019-13	Cherry Blossom Townhomes - Phase 6	RES	Approved/Bonded
2015-22	Cherry Blossom Townhomes Phase 5 (Haddix triplex)	DEV-R	Under Construction
2015-22	Cherry Blossom Townhomes-Phase 5	DEV-R	Dedication/Final Work
2020-17	Clarks Pump-N-Shop - 385 Cherry Blossom	DEV-C	Complete
2018-41	Commonwealth T&M - 220 Endeavor	DEV-C	Final Inspection
2021-07	Core Controls - 155 Enterprise Way	DEV-C	Under Review
2018-32	Crossings at Wyndamere (Ph4) - Conner Path	DEV-C	Under Review
2016-38	Cyron Holdings	IND	Final Inspection
2006-86	December Estates Cluster Subdivision	RES	Approved/Bonded
2013-11	Deer Run - Phase 3A	RES	Dedication/Final Work
2013-11	Deer Run - Phase 3B	RES	Dedication/Final Work
2018-10	Dog Haus Development	DEV-C	No Activity
2005-26	Edgewood Subdivision - Phase 1	RES	Dedication/Final Work

<b>Application</b>	<b>Project Name</b>	<b>Type</b>	<b>Status</b>
2011-29	Falls Creek Drive extension	DEV-C	Approved/Bonded
2020-30	Firestone - 111 Marketplace Cir	DEV-C	Complete
2017-43	Fox Run Subdivision - Phase 1	RES	Approved/Bonded
2021-06	Georgetown Auto Sales - 136 Darby Dr	DEV-C	Under Review
2019-39	Harbor Village Unit 1, Phase 3C	RES	Final Inspection
2015-08	Heritage Apartments at Falls Creek - Phase 2	DEV-R	Under Review
2016-49	Hiserbob - 411 Triport Road	IND	No Activity
2019-06	Hoghead Trailer Sales-Showalter	DEV-C	No Activity
2019-31	Hotel Development - 150 Ikebana Dr	DEV-C	Under Construction
2020-25	Innovative Holdings - 185 Industry Road - Grading	DEV-C	Under Construction
2020-11	Jiffy Lube - 120 Osborne Way	DEV-C	Complete
2018-52	Jimmy Johns - 121 Southgate Dr	DEV-C	No Activity
2019-46	Jones Prop - Willow Brook Ln Ext	RES	Approved/Bonded
2004-02	Leesburg Landing	RES	Warranty Period
2006-28	McClelland Springs Ph IIB & IIC	RES	Under Review
2006-28	McClelland Springs Subdivision Phase 2A	RES	Dedication/Final Work
2009-20	Morgan Property	DEV-C	No Activity
2017-14	Morgan Property (Tract 2) 2017	DEV-C	No Activity
2013-09	Northside Christian Church - 101 Ferguson	DEV-C	Under Construction
2020-18	Ohnheiser Co, LLC - 167 Industry Rd	DEV-C	Under Construction
2006-07	Overlook Apartments (Dover Dr) Phase 3 & 4	DEV-C	Under Construction
2008-40	Paynes Crossing Phase 4 - Section 1 & 2	RES	Warranty Period
2015-05	Pemberley Cove	RES	Warranty Period
2018-29	Penn Ave Baptist Parking - Stamping Ground	DEV-C	No Activity
2017-24	Pinnacle At Mallard Point	RES	Approved/Bonded
2004-51	Pleasant Valley Phase 4B, 4C, & 4F	RES	Approved/Bonded
2004-51	Pleasant Valley Phase 4D & 4E	RES	Dedication/Final Work
2004-51	Pleasant Valley Phase 5	RES	Under Review

Application	Project Name	Type	Status
2008-47	Pleasant Valley Sec 2, Ph 2, Unit 3(Urban Groupe)	RES	Warranty Period
2018-18	Pleasant Valley, Section II - Phase 3 Condominiums	DEV-C	Under Construction
2018-57	Price Farm (Abbey Phase 2 Unit 1A) (Ball Homes)	RES	Warranty Period
2018-57	Price Farm (Abbey Phase 2 Unit 1B) (Ball Homes)	RES	Warranty Period
2018-57	Price Farm Phase 3 (Abbey at Old Oxford)	RES	Under Construction
2006-63	Rocky Creek Farm Section 3B, Phase 3	RES	Warranty Period
2005-02	Rocky Creek Reserve - Unit 1 Sect 1,2,3A,3B,4	RES	Dedication/Final Work
2005-02	Rocky Creek Reserve Phase 3 Section 1 (Ball)	RES	Approved/Bonded
2005-02	Rocky Creek Reserve Phase 3 Section 2 (Ball)	RES	Approved/Bonded
2013-30	Rocky Creek-Meadows-Sec 1C	RES	Warranty Period
2005-41	Shops at Elkhorn Meadows (Hanna)	DEV-C	Under Construction
2018-62	Sleep-in/Mainstay Cherry Blossom Connector	DEV-C	Approved/Bonded
2019-03	South Crossing - Apartments	DEV-R	Under Review
2019-02	South Crossing - Phase 1 (McClelland Cir)	RES	Under Construction
Minor DP	Stonewall First Church of God - Grading & Parking	DEV-C	No Activity
2018-38	Sutton Place Remaining - Phase 4	RES	Under Review
2015-29	Sutton Place, Phase 3, Section 1	RES	Warranty Period
2015-29	Sutton Place, Phase 3-B	RES	Dedication/Final Work
2018-56	Texas Roadhouse (ML Georgetown)	DEV-C	Final Inspection
2005-22	Thoroughbred Acres Unit 11(Commercial Subdivision	DEV-C	Approved/Bonded
2017-08	Thoroughbred Acres Unit 7D, Section 1	RES	Approved/Bonded
2018-26	Toyota Tsusho - North Access Road	DEV-C	Final Inspection
2020-02	Village at Georgetown (Lemons Mill/E Main Ext)	DEV-R	Under Review
2004-26	Village at Lanes Run - Phase 1, Section 1	RES	Dedication/Final Work
2018-61	Village at Lanes Run - Phase 2, Sect 3-B (Charles)	RES	Approved/Bonded
2018-61	Village at Lanes Run - Phase 2, Sect 3-C (Haddix)	RES	Approved/Bonded
2004-26	Village at Lanes Run - Phase 3, Sect 1 (Charles)	RES	Under Construction
2021-24	Whitaker Prop Distrib Center - Carley/Kaden	DEV-C	Under Review

<b>Application</b>	<b>Project Name</b>	<b>Type</b>	<b>Status</b>
2019-10	White Oak Condominiums Phase 4 (Remaining)	RES	Approved/Bonded
2003-56	White Oak Village - Development (Units)	DEV-R	Under Construction
2018-05	Woodland Park (Betty Yancey) Phase 1	RES	Approved/Bonded
2018-05	Woodland Park (Betty Yancey) Phase 2	RES	Under Construction
<b>Total Number of Active Projects:</b>		<b>86</b>	