

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION**

**AGENDA**

**AUGUST 14, 2025**

**6:00 p.m.**

**I. COMMISSION BUSINESS**

- A. Approval of July invoices
- B. Approval of July 10, 2025 minutes
- C. Approval of August 14, 2025 agenda
- D. Items for postponement or withdrawal

**II. OLD BUSINESS**

- A. PDP-2025-13 Legacy Run Commerce Park – Preliminary Development Plan for 2.25 million square feet of building area across several buildings with associated parking and landscaping located at 892 Delaplain Road and Old Delaplain Road.
- B. ZMA-2025-23 Bluegrass Metal Recyclers, LLC - Zoning Map Amendment for 53.5 acres from A-1 (Agricultural) to I-2 (Heavy Industrial) located at 300 Sims Pike. PUBLIC HEARING

**III. NEW BUSINESS**

- A. ZMA-2025-32 Mulberry Street – Zoning Map Amendment from B-1 (Neighborhood Commercial) to B-3 (Central Business District) located at Mulberry and Main Street in Stamping Ground. PUBLIC HEARING
- B. ZMA-2025-34 North Hamilton Street – POSTPONED
- C. ZMA-2025-36/PDP-2025-37 The Stables at Blossom Park - POSTPONED

**IV. OTHER BUSINESS**

- A. Mulch Walking Trails – Villages at Falls Creek Phase 1
- B. RV Ordinance Workshop

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION**  
**REGULAR MEETING**  
**MINUTES**  
**July 10, 2025**

The regular meeting was held in the Scott County Courthouse on July 10, 2025. The meeting was called to order by Chairman Charlie Mifflin at 6:00 p.m. Present were Commissioners James Stone, Mary Singer, Duwan Garrett, Melissa Adair, Brad Green, David Vest, Director Holden Fleming, Planners Elise Ketz, Rhett Shirley, Mark Carper, Engineer Ben Krebs and Attorney Charlie Perkins. Absent were Commissioners Harold Dean Jessie and Jessica Canfield.

Motion by Singer, second by Vest to approve the June invoices. Motion carried.

Motion by Stone, second by Green to approve June 12, 2025 minutes. Motion carried.

Motion by Singer, second by Adair to approve the July agenda and to move item E to the beginning of the agenda. Motion carried.

Postponements/Withdrawals

Chairman Mifflin stated that Legacy Run Commerce Park (PDP-2025-13) and Bluegrass Metal Recyclers, LLC (ZMA-2025-23) will be postponed until the next regularly scheduled meeting.

Mr. Fleming recognized the summer interns.

Noah Smith explained the projects he worked on during the summer. He participated in projects about HB 443, Sign Ordinance, Ward Hall, definitions in Ordinances, variance applications, and traffic and parking studies.

Kate Schindler stated she worked with the GIS and Engineering Department during her internship.

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

PDP-2025-25/PDP-2025-26 Colony Concept Amendment – Concept Plan Amendment and Preliminary Development Plan for 1.9 acres for 10 townhome units located at 214 Colony Boulevard.

Mr. Perkins explained that at last month's meeting a motion to approve was made but failed. He explained that a motion to deny was not given so it left an open application. He explained the application met all the requirements.

Mr. Shirley stated staff can present the application again. He stated other neighbors have concerns about the application.

Chairman Mifflin stated the application was presented at the last meeting and he will entertain new information that neighbors have.

Elizabeth McKeller, 215 Colony Boulevard, presented her online petition against the project. She stated her concerns with the proposed application.

Mike Kerber, 116 N Lafayette Drive, stated his concern about what the proposed application will do to his view and the traffic issues it would cause.

Chairman Green questioned the location of the proposed parking.

Mr. Shirley explained the preliminary process for the development plan.

Chris Mulberry, developer, reiterated that he is proposing what is allowed on that site. He stated he must meet all requirements.

Jonathan Riojas, 215 Colony Boulevard, questioned why the application was open to the public if it was supposed to be ministerial. Attorney Perkins stated traditionally staff, and the Commission wanted to hear the public's opinion. He explained that for years if all requirements are met it was supposed to be ministerial approval.

Mr. Riojas requested the developer to change the plan to 4 units instead of 10 units.

Mr. Fleming reminded the Commission that if they want to add any additional conditions of approval to state them before the vote.

Mr. Shirley read the proposed conditions of approval.

After further discussion, **Motion by Singer, second by Stone, to approve PDP-2025-25/PDP-2025-26 subject to 10 conditions of approval. Motion carried with Vest dissenting and Green abstaining.**

PDP-2025-19 Falls Creek Commons Concept Plan Amendment – Preliminary Development Plan requesting to Amend the Concept Plan for remaining lots in the Falls Creek neighborhood.

Ms. Ketz stated the property is located off Meadow Lane and Champion Way. She stated the property is zoned R-1C PUD and B-4 PUD. She stated the existing number of units is 308 and per the 2004 approval the max that could be built is 338 units.

She stated the neighborhood had 3 undeveloped areas on the side of Champion Way by Royal Springs Middle School is a 5-acre parcel and the other side of Champion Way is a 10-acre parcel along with a 6-acre parcel in the Falls Creek Mixed Use Area along Champion Way and Cincinnati Pike.

She referred to the density chart for the breakdown of housing types and number of units. She presented the timeline with the shifts in the dwelling types.

She presented the trip generation for commercial and residential from the 2004 traffic study until the 2024 conditions and the proposed in 2025. She stated the proposed residential number of trips decreased from 2004 until presently. She stated overall the higher anticipated number of trips is higher, but it is because of the types of proposed commercial businesses.

She presented the concept plan and the proposed retail locations. She stated staff feels the mixed use would be an appropriate fit for the neighborhood.

She stated the development is under density from the approved concept plan.

She stated staff recommend taking 2 separate votes for the application. She stated the first vote would be to allow or not allow an amendment to the 2004 zone change's concept plan density calculation. She stated second would be a vote to approve or not the amended concept plan.

She stated staff recommends approval of concept plan amendment to change the number of units from 338 to 369.

Nathan Billings, representing applicant, stated his client agrees with the staff report.

Joey Smith, applicant, stated it had been a long process, but he was proud of how the development has turned out.

Steve Brukwicki, 136 Falls Creek Drive, questioned if the traffic study considered the number of trips of people cutting through the subdivision.

After further discussion, **Motion by Singer, second by Garrett, to allow a change to the 2004 concept plan based on staff report. Motion carried unanimously.**

**Motion by Singer, second by Garrett, to approve PDP-2025-19 based on staff report. Motion carried unanimously.**

ZMA-2025-22 Woodland Park – Phase 3 – Zoning Map Amendment for 68.67 acres from R-1C PUD (Single Family Residential) to R-2 PUD (Medium Density Residential) and C-1 (Conservation) located at 1341 Cincinnati Pike.

Chairman Mifflin opened the public hearing.

Ms. Ketz stated the applicant is requesting an R-2 area of 50+ acres and C-1 area of 18+ acres. She stated the surrounding zones are A-1, R-1C PUD and C-1.

She stated the applicant is requesting a mixed housing type of development with 385 units using existing roads of Rattler Lane, Star Gazer Drive and Birdseye Boulevard to access Cincinnati Pike.

She stated this would be phase 3 of the development, presently between phases 1 and 2 there are 224 units platted.

She presented the map showing the surrounding areas incorporated into the city. She stated this property was rezoned in 2017.

She stated the applicant is proposing 91 single-family detached, 54 single-family attached, and 240 multi-family apartment units. She stated the area directly east of the community center is proposed open space.

She stated the proposal did include a traffic study. She presented the chart of findings.

She stated landscape requirements have changed since the start of this development. She stated the Agricultural Buffer Ordinance has since been enacted and would apply to this property.

She stated staff feels the rezoning would align with the 2024 Comprehensive Plan and the goals and objectives. She stated if approved staff has 7 conditions of approval.

Chairman Mifflin requested clarification of condition 7.

Dick Murphy, representing the applicant, stated when the development started it was proposed to be all single-family homes. He stated the diversification of housing is needed.

He stated the traffic study is lower now because single-family homes have more trips than townhomes or apartments.

He stated there is more open space than in the original approved plan.

Kevin Rich, Rich Design, stated the community center and open space will be open to all 3 phases of the development.

Chairman Mifflin stated he would love to see a walking trail to the schools for students to use.

Mr. Fleming stated that condition of approval 5 states the minimum of open space that is required.

Mr. Shirley stated the school system is aware of the proposed development.

David Childs, 122 Pinehurst Drive, stated he was nominated to speak about opposition to the development. He stated in 2017 the R-2 zoning was denied and questioned why it is being supported now.

Dennis Frommeyer, Stonehedge HOA President, stated the traffic study is incorrect. He stated the residents are concerned about the traffic.

Mr. Fleming stated there is a different Comprehensive Plan in effect since the original 2017 development. He stated the R-2 zoning was denied in 2017 due to lack in detail of the concept plan.

Shannon True, 102 Pinehurst Drive, stated she works at Scott County High School. She said it takes her 10 to 15 minutes to get home from work.

Diane Zimmerman, traffic engineer, stated she prepared the 2017 and 2025 traffic study. She explained the difference in the calculation is because of the different types of units. She explained the addition of Great Crossing high school has changed the traffic pattern and the same level of service should remain.

A Woodland Park resident questioned if you don't know if the units will be owned or not how you assume who will occupy them. Chairman Mifflin explained stated a 1-bedroom apartment or townhome is less likely to have kids then a 3-bedroom house.

Mr. Murphy explained that traffic data is based on types of housing, not owning or renting.

Alan Showalter, 140 Perseverance Way, stated on average you pay more for an apartment than a single-family home. Commissioner Singer stated she thinks there is more of a shift towards apartments due to the economy.

Sandra Martin, 118 White Owl Way, questioned if there is a range of rental prices. She stated her concern for property values if rentals are added to the development.

Kathy Litton, 123 Pebble Beach Drive, questioned whether the apartments are single level or multi-level. She stated her concern for walking paths to the schools.

Ms. True stated she has been employed at Scott County High School for 20 years. She stated in her time she witnessed kids using the path from the Colony to the school even during times the kids should not have been.

Sherry Greer, 124 Pinehurst Drive, stated she is so glad that others stated their concern for walking paths to the schools.

Chairman Mifflin closed the public hearing.

After further discussion, **Motion by Singer, second by Stone to recommend approval of the rezoning request (ZMA-2025-22) on the basis of the staff recommendation that it complies with the comprehensive plan. Motion carried 4-3 with Vest, Green, and Adair dissenting.**

ZMA-2025-29 Marketplace at Frankfort Pike – Zoning Map Amendment for 0.8 acres and 0.9 acres from A-1 (Agricultural) to B-2 (Highway Commercial) located at 1938 & 2020 Frankfort Road.

Chairman Mifflin opened the public hearing.

Mr. Shirley stated this rezoning is for two parcels adjacent to the Marketplace at Frankfort Pike. He stated the corner parcel was owned by the Commonwealth of Kentucky and served as an office for transportation.

He stated the area was rezoned in 2008 and the preliminary development plan was approved in November 2024. He stated the parcels have not been annexed into the City of Georgetown but adjoin city limits.

He stated a traffic study was conducted as part of the development plan in 2024. He stated the size of the two parcels does not warrant another traffic study.

He stated the western parcel if approved would have to adhere to the Agricultural Buffer Ordinance.

He stated the parcels are shown in the Future Land Use Map as commercial.

Jon Woodall, representing applicant, stated once the Preliminary Development Plan was approved, they realized they had to acquire this property.

Chairman Mifflin closed the public hearing.

**Motion by Singer, second by Green to recommend approval of the rezoning request (ZMA-2025-29) on the basis of the staff recommendation that it complies with the comprehensive plan. Motion carried unanimously.**

#### Other Business

#### Text Amendment ZOTA-2025-03 HB 443 Reformatting Resolution

Chairman Mifflin opened the public hearing.

Mr. Fleming explained after HB 443 was passed this text amendment deals with reformatting and renumbering the ordinance.

He stated 2025-03 is zoning ordinance renumbering and reformatting for HB 443, 2025-04 is PUD regulations, 2025-05 is Zoning Ordinance Article 4 concerning the zones and 2025-06 is Subdivision and Development Regulations renumbering and reformatting for HB 443.

Chairman Mifflin closed the public hearing.

**Motion by Vest, second by Garrett to adopt Text Amendment ZOTA-2025-03 HB 443. Motion carried unanimously.**

**Motion by Green, second by Vest to adopt Text Amendment ZOTA-2025-04 HB 443. Motion carried unanimously.**

**Motion by Garrett, second by Adair to adopt Text Amendment ZOTA-2025-05 HB 443. Motion carried unanimously.**

**Motion by Vest, second by Green to adopt Text Amendment ZOTA-2025-06 HB 443. Motion carried unanimously.**

Text Amendment RV Park Ordinance

Mr. Fleming explained why the previous RV Ordinance was repealed and why a new RV Ordinance is being drafted.

Ms. Ketz and Mr. Shirley gave further details on the RV Ordinance process.

Dick Murphy, representing owner of Bluegrass Experience Resort, stated his concern that his client was not notified about the new ordinance being drafted.

After further discussion, it was decided to request an additional moratorium time from the Fiscal Court to review and engage public discussion of the RV Ordinance.

Chairman Mifflin adjourned the meeting.

Attest:

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Charlie Mifflin, Chairman

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Charlie Perkins, Secretary



# LEGACY RUN COMMERCE PARK PRELIMINARY DEVELOPMENT PLAN

**Staff Report to the Georgetown-Scott County Planning Commission  
August 14, 2025**

**(postponed 05/15/2025, 06/12/2025, & 07/10/2025)**

**FILE NUMBER: PDP-2025-13**

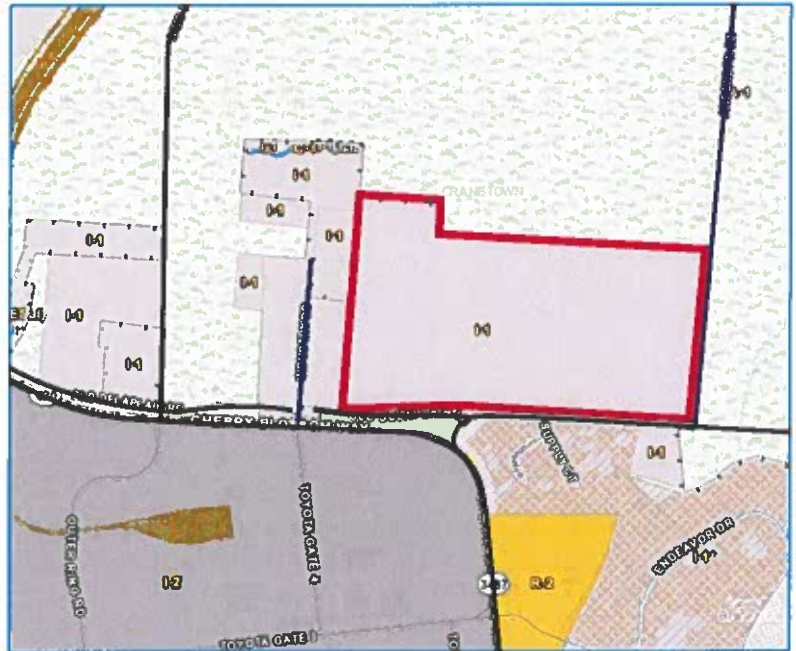
**PROPOSAL:** Preliminary Development Plan for 2.25 million square feet of building area across several buildings with associated parking and landscaping

**LOCATION:** 892 Delaplain Road and Old Delaplain Road

**PARCEL ID(S):** 186-20-001.000 & 186-20-001.002

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

**CONSULTANT:** Brian Ward, PE  
Palmer Engineering



## STATISTICS:

Zone: I-1 (Light Industrial)

Site Acreage [Total]: 115.25 ac (Delaplain) and 45.27 ac (Old Delaplain) [160.52 ac]

Surrounding Zone: A-1 (North & East), BP-1 (South), and I-1 (West & South)

Proposed Development: Manufacturing, Warehousing & Industrial User(s)

Proposed Building Area: 2,250,953 SF

Proposed VUA Area: 435,683 SF

Access: Delaplain Road, Anderson Road and/or Industry Road to Cherry Blossom Way

Variances/Waivers:

1. Variance to setbacks along Anderson Road
2. Waters of Scott County Designation



## **BACKGROUND:**

The Project Site is two I-1 zoned parcels measuring 160.52 acres in total located northwest of the intersection of Anderson Road and Delaplain Road within the Georgetown City Limits. There are existing access points to Delaplain Road, a 24-foot pavement width city-maintained road, and Anderson Road, a 18-foot pavement width county-maintained road.

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

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

### **A. General Conditions**

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

addendum, the requirement in (5) above that the property be rezoned shall be rendered null and void and of no further legal effect.

**B. Preliminary Development Plan**

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

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

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

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

**SITE PLAN REVIEW:**

**Building Layout:**

The proposal is for a campus-like setting with eight (8) buildings built with associated passenger vehicle and semi-trailer parking areas. The total square footage for all buildings is 2,250,953 SF and individual buildings would measure 33,077 SF to 501,612 SF. The Applicant states that the development would be phased, but has not identified which buildings would be built in each phase besides that 1,3300,655 SF would be built in phase 1 and 920,298 SF would be built in a later phase. Phase 1 completion date is 2026 and the Phase 2 completion date is 2036. The total building coverage is 32.07% of the total site area, which is below the 50% maximum for the zone. Buildings would not exceed the maximum building height for the zone, or 75 feet. The setbacks for the I-1 zone are as follows:

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

Buildings H and I, located at the intersection of Delaplain Road and Cherry Blossom Way, and its related parking lot is non-complaint as the proposed layout is bisected by the property line. If the application is approved, the location of this structure must be relocated to an area that does not conflict with the property line nor the required setbacks.

There are two buildings along Anderson Road (Buildings F and G) which conflict with an expanded setback requirement which was approved at time of rezoning in 1991. The Applicant is requesting a variance from that buffer of 150 feet from Anderson Road to be 100 feet from Anderson Road.

The Applicant states that the variance is requested because they conclude that the landscaping provided is sufficient and therefore an additional setback is not required per CLUR Condition A (1). After reviewing the submitted grading plan, Staff disagrees with this conclusion. The preliminary grading of the property, especially facing Anderson Road, would put the buildings 20 feet above the roadbed. To achieve this grade, all the existing trees on Anderson Road would need to be removed to make space for soil retention and grading purposes. This would eliminate all the mature natural screening that could alleviate the visual impact this development would have on surrounding properties. Given the proposed grade of the property and the scale of the property, staff recommends denial of the request for a variance.

## **Access & Circulation**

### ***Existing Roads***

The proposed development plan shows connections to Anderson Road, Delaplain Road, and Industry Road. The plan does not indicate the distances between intersections, nor does it reflect any changes recommended as part of the required traffic impact study (discussed below). If approved, the final driveway locations and plans for improvement of these roads shall be submitted with the final development plan.

The proposed development plan shows two driveways onto Anderson Road. Anderson Road is a county-maintained road measuring 18-foot-wide with a 25 MPH speed limit. Given the age and condition of the road, a full reconstruction project may be necessitated for it to support an increase in passenger vehicle traffic and heavy truck traffic traveling on the road. A study of the road condition should be performed to determine what improvements are needed for the road. Regardless of development timeline, neither construction nor industrial user traffic shall not use Anderson Road under any circumstances until the roadway is improved.

The proposed development plan shows one driveway onto Delaplain Road. Delaplain Road is a city-maintained road measuring 24-foot-wide with a 25 MPH speed limit. Planning Commission Staff has expressed concerns regarding the width of Delaplain Road. The Applicant proposes realignment of Delaplain Road further into the Project Site, thus lengthening the queuing space by several hundred feet. Additional right-of-way will need to be dedicated and plans for improvement need to be reviewed and approved by the City Engineer and PC Engineer prior to construction

The Project Site does not have direct access to Industry Road but the development plan shows two driveways through adjoining properties to access the road. Industry Road is a county-maintained road measuring 24-foot-wide with a 25 MPH speed limit. The connections through adjoining properties must be recorded on a plat prior to plans for roadway construction are approved. Improvements to Industry

Road are also warranted in areas where the road does not meet applicable standards for road construction. Plans for roadway improvement must be filed at time of connection being made to Industry Road and shall occur prior to or simultaneously with the final development plan.

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

Through review of the proposed development plan, Staff identified a dirt road identified as "Cranetown Lane" located along the boundary line between Tracts 1 and 2. Cranetown Lane has been identified on the deeds for the Project Site and has been utilized by an adjoining property to the north for several decades. Staff does not support actions that would eliminate a property's access to roadways without alternatives being arranged between the impacted property owner(s) and the Applicant. The ultimate route of the easement for the adjoining property owner(s) is a civil matter outside of the abilities of the Planning Commission. Prior to final development plan review, a record plat must be recorded with signatures from all impacted property owners and must clearly identify the new route to the properties.

### ***Internal Connections***

The Applicant has stated that the roads internal to the Project Site may be dedicated to the City for public maintenance. All new roads must meet industrial road construction, right-of-way dedication, and driveway separation requirements.

### **Traffic Study**

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

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

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

	Manufacturing (140)	Warehousing (150)	Total
<b>Phase 1 Building Area (SF)</b>	503,597 SF	827,058 SF	1,330,655 SF
<b>AM</b>	342	141	483
<b>PM</b>	373	149	522
<b>Phase 2 Building Area (SF)</b>	547,216 SF	373,082 SF	920,298 SF
<b>AM</b>	373	63	436
<b>PM</b>	405	67	472
<b>Total All Phases Building Area (SF)</b>	1,050,813 SF	1,200,140 SF	2,250,953 SF
<b>AM</b>	715	204	919
<b>PM</b>	778	216	994

*Table 1: Trip Generation by Land Use Type and Phase of Development*

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

Intersection	Movement		Time of Day	No-Build LOS	Build without Improve LOS	Build with Improve LOS
<b>Cherry Blossom at Sims / Outer Ring</b>	West	LT onto Sims	PM	C (30)	D (40)	D (40)
<b>Cherry Blossom at Delaplain</b>	South	LT onto C. B. Way	AM	B (15)	C (18)	D (29)
	South	LT onto C. B. Way	PM	B (23)	F (197)	D (33)
	East	LT onto Delaplain	PM	B (10)	B (11)	D (31)
<b>Cherry Blossom at Enterprise</b>	East	TH to Enterprise	AM	F (81)	F (81)	F (81)
	West	LT onto C. B. Way	AM	E (57)	E (57)	E (57)
	East	TH to Enterprise	PM	E (74)	E (74)	E (74)
	West	LT onto C. B. Way	PM	D (41)	D (41)	D (41)

*Table 2: 2026 Intersection Movement Performance At or Below LOS D*



The following tables illustrate projected intersection performance in 2036 which are anticipated to, without approval of the preliminary development plan, operate at less than a level of service C or those which through development would decrease below a level of service C as a result of this preliminary development plan.

Intersection	Movement		Time of Day	No-Build LOS	Build without Improve LOS	Build with Improve LOS
<b>Cherry Blossom at Sims / Outer Ring</b>	West	LT onto Sims	PM	D (41)	F (101)	C (29)
	West	TH C. B. Way	PM	C (26)	D (38)	C (29)
<b>Cherry Blossom at Industry / Gate 4</b>	East	TH C. B. Way	PM	B (11)	D (50)	D (50)
	West	TH C. B. Way	PM	C (21)	D (36)	D (36)
<b>Cherry Blossom at Delaplain</b>	South	LT onto C. B. Way	AM	B (12)	D (36)	C (30)
	South	LT onto C. B. Way	PM	D (27)	F (943)	C (30)
	South	RT onto C. B. Way	PM	B (13)	E (44)	C (30)
	East	LT onto Delaplain	PM	B (11)	B (12)	F (208)
<b>Delaplain at Prop'd Entrance</b>	South	LT onto Delaplain	AM	N/A	D (27)	D (27)
	South	LT onto Delaplain	PM	N/A	D (27)	D (27)
<b>Cherry Blossom at Enterprise</b>	East	TH to Enterprise	AM	F (83)	F (83)	F (83)
	West	LT onto C. B. Way	AM	E (56)	E (56)	E (56)
	East	TH to Enterprise	PM	E (75)	E (75)	E (75)
	West	LT onto C. B. Way	PM	D (41)	D (41)	D (41)

*Table 3: 2036 Intersection Movement Performance At or Below LOS D*

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

The Traffic Impact Study also included a signalized intersection warrant analysis. Installation of a traffic signal is determined by several conditions, one of which being MUTCD Warrant 1, or the Eight-Hour Vehicular Volume. To qualify, an intersection between a minor roadway (Delaplain Road) and major roadway (Cherry Blossom Way) needs to have at least 150 vehicle trips per hour from the minor roadway onto the major roadway. Phase 1 of the development does not generate enough trips in two one-hour windows to warrant a traffic signal, however, upon the completion of Phase 2 in 2036, the intersection would warrant a traffic signal.

As part of Phase 1, the traffic study recommends that intersection of Cherry Blossom Way and Delaplain Road be converted to a three way stop to allow for Delaplain Road traffic to clear the intersection. This is anticipated to result in a safer intersection, but does slow the movements through the area. This improvement would reduce the LOS for left turns from Cherry Blossom Way onto Delaplain Road from B to C but would improve the LOS for left turns from Delaplain Road onto Cherry Blossom Way from F to C. The changes to LOS can be attributed drivers having to stop on the road and wait for their turn to make their traffic movement.

As part of Phase 2, the traffic study recommends that the intersection of Cherry Blossom Way and Delaplain Road be converted to a signalized intersection. Per the study, the intersection of the two roads would meet the requirements of exceeding 150 vehicle trips per hour per the Eight-Hour Vehicle Volume requirement. Timing adjustments to the intersection of Sims Pike and Cherry Blossom Way and the widening of Anderson Road are also recommended by the study.

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

### **Stormwater Management**

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

The current proposed placement of Buildings E and G do not comply with the Georgetown Stormwater Management Manual (Section 1.4.b.) as it would displace approximately 900 linear feet of stream. The preliminary grading plan shows a complete elimination and re-routing of the stream to a large detention pond located along Delaplain Road. The Army Corps of Engineers (USACE) is the preeminent authorities on all jurisdictional waters of the United States. The Applicant has provided documentation of an agreement between themselves and The Corps to pay funds for offsite improvements of streams and wetlands as a form of in lieu mitigation. Staff believes the Corps permit does not dissolve the applicant of the requirements of local regulations.

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

- Require the alteration the layout of the site plan as to not disturb the subject stream prior to FDP.
- Allow the stream to be rerouted above ground to maintain a portion of the stream's ecological functions and benefits.
- Require the applicant to enter into an agreement with the City of Georgetown for off-site improvements to streams or wetlands equal to the area disturbed by this construction.
- Enter into an agreement with the City of Georgetown to provide payment in lieu of mitigation like the agreement between the applicant and the Army Corps of Engineers.

Or, the Planning Commission may choose the grant a variance, as the applicant has requested, in line with the standards of KRS 100.243. The Applicant, in a justification letter, states that the requirements of



the BMP manual would impact the ability to develop the Project Site to the extent shown and the economic impacts the employers could bring to the community. They state that they have worked with the US Army Corps of Engineers (USACE), Environmental Protection Agency (EPA), and Kentucky Division of Water (KDOW) to make sure the site is developed according to those regulations. They state that it is typical for industrial developments to flatten sites to maximize the buildable square footage of the property. Staff does not feel the current justification provided by the applicant would be sufficient for this.

## **Landscape & Land Use Buffers**

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

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

Additionally, the *Landscape & Land Use Buffers Ordinance* requires a 15-foot-wide buffer area between any light industrial zone and residential/office/commercial zones or existing single-family uses, and for those areas to be populated with 1 medium or large tree per 40 feet of linear frontage plus a 6-foot-tall continuous buffer. This requirement would be applicable to the north and east boundary. This instance where two buffering requirements overlap, the stricter of the two requirements should be observed. The final landscape plan will need to reflect this requirement.

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

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

### **Section 6.14: Agricultural Buffering Requirements**

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

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

The *Landscape & Land Use Buffers Ordinance* requires for open VUAs of 6,000 SF area (or greater) necessitates interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area (ILA). For the purposes of this requirement, in industrial zones, loading, unloading, and storage areas are excluded from this requirement, but parking areas for heavy trucks and passenger vehicles are still required to have interior landscaping. The development plan shows the construction of 435,683 SF of VUA, but it is unclear which areas are for

parking versus which are for loading, unloading or storage. Until such time that the information is provided, it is difficult to determine compliance with this regulation. The final landscape plan must clearly identify areas which VUAs are used for calculating ILA and where the required ILAs are located.

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

The preliminary landscape plan provides limited information on the square footage of tree canopy which would remain post-development. This discrepancy can be addressed through review of the final landscape plan.

#### **RECOMMENDATION:**

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

#### **Conditions of Approval:**

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

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

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







Ohneiser Co. Inc.  
(D.B. 422 Pg. 535)  
(Cab. 11 Slide 70)  
Zoned I-1

Ohneiser Co. Inc.  
(D.B. 354 Pg. 65)  
(Cab. 11 Slide 70)  
Zoned I-1

Stone Investment Properties LLC  
(D.B. 420 Pg. 162)  
Zoned I-1

Stone Investment Properties LLC  
(D.B. 420 Pg. 162)  
Zoned I-1

A & N Holdings LLC  
(D.B. 375 Pg. 380)  
(Cab. 1 Slide 474)  
Zoned I-1

One Forty One Industry LLC  
(D.B. 269 Pg. 622)  
Zoned I-1

Woodstar LLC  
(D.B. 303 Pg. 276)  
(Cab. 1 Slide 172)  
Zoned I-1

25' ACCESS & UTILITY EASEMENT  
(MISC. 15 PG. 240)

EASE AGREEMENT  
10.00 SF  
0.23± ACRES  
(MISC. 15 PG. 240)

GRAVEL  
ACCESS DRIVE - PUBLIC ROAD ACCESS

R.O.W. VARIES  
1"=100' 0"=500' 1/2"=250'

PROP. BUILDING H  
33,077 SF +/- FFE-938.50

PROP. BUILDING I  
33,077 SF +/- FFE-936.25

PROPOSED BUILDING A  
501,612 SF +/-  
FFE-938.75

Sarah K. Ramsey  
(D.B. 178 Pg. 92)  
(D.B. 209 Pg. 746)  
Zoned I-1

COLUMBIA GAS OF KENTUCKY, INC.  
50' EASEMENT  
(D.B. 168 PG. 408)

PROPOSED BUILDING B  
373,082 SF +/-  
FFE-948.00

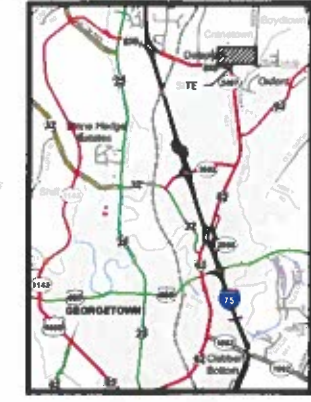
Thompson Family Trust  
Ed Lewis (Trustee)  
(D.B. 416 Pg. 577)  
Zoned A-1

Ed Lewis (Trustee)  
(D.B. 416 Pg. 577)  
Zoned A-1

# TRACT NO. 2 45.74± ACRES

## PROPOSED ZONING INFO:

SETBACKS:  
MAIN STRUCTURE  
FRONT 30'  
SIDE 12'  
REAR 20'  
ACCESSORY STRUCTURE  
FRONT 30'  
SIDE 12'  
REAR 20'  
SIGNING  
MAX HEIGHT 5 STORIES OR 75'  
MIN. LOT AREA WITH SANITARY SEWER 2,200 SF  
MIN. LOT AREA WITHOUT SANITARY SEWER 5 ACRES  
MAX. BUILDING COVERAGE 35% OF LOT  
MIN. LOT WIDTH AT BUILDING LINE 60'



VICINITY MAP  
NTS

## LEGEND



## PRELIMINARY DEVELOPMENT PLAN NOTE:

- ALL CONSTRUCTION MUST CONFORM TO THE CITY OF GEORGETOWN AND STATE OF KENTUCKY STANDARDS.
- ALL DIMENSIONS, UNLESS NOTED OTHERWISE ARE TO THE FACE OF THE CURB, BUILDING OR WALL. WHERE CURB IS NOT PRESENT, DIMENSIONS ARE TO EDGE OF PAVEMENT.
- NO GRADING, EXCAVATION, FILLING OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE UNTIL EROSION CONTROL MEASURES ARE INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE EROSION PERMIT IF REQUIRED.
- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECT DOCUMENTS.
- ALL SURVEY INFORMATION IS RELATIVE TO KENTUCKY STATE PLANE SINGLE ZONE COORDINATE SYSTEM.
- SEE ARCHITECTURAL FOR EXACT BUILDING DIMENSIONS.
- ENTRANCE APRON(S) IN RIGHT OF WAY SHALL BE CONCRETE.
- THIS SITE IS NOT WITHIN THE 100-YEAR FLOODPLAIN PER FEMA PANEL 212000183D, EFFECTIVE ON DECEMBER 2, 2011.
- PROPOSED STORM SEWER AND DETENTION CALCULATIONS TO BE SUBMITTED AND APPROVED PRIOR TO CONSTRUCTION.
- ALL LANDSCAPING SHALL MEET REQUIREMENTS OF THE GEORGETOWN ZONING ORDINANCE.
- CONTRACTOR TO KEEP EXISTING STREET CLEAN DURING CONSTRUCTION.
- DURING CONSTRUCTION, EROSION CONTROL WILL BE REQUIRED ON ALL EXISTING STORM STRUCTURES RECEIVING SURFACE WATER FROM THE SITE.
- DEVELOPER RESPONSIBLE FOR ALL STREET SIGNAGE AND MARKINGS.
- CONSTRUCTION ENTRANCES WILL BE REQUIRED AND SHALL BE DESIGNATED ON CONSTRUCTION PLANS.
- PROPOSED CONCRETE DRIVE SHALL HAVE A 1" LIP TO KEEP SURFACE WATER FLOWING IN THE EXISTING GUTTERS.
- EXISTING RIGHT OF WAYS TO BE REVISED UPON RELOCATION OF DELAPLAN ROAD.
- ALL VEHICLE USE AREAS SHOW HEREON SHALL MEET THE REQUIREMENTS OF THE CITY OF GEORGETOWN ALL PAVEMENT SECTIONS, WIDTHS, RADII, PUBLIC/PRIVATE STATUS, SHALL BE DOCUMENTED AND APPROVED PRIOR TO CONSTRUCTION PLANS PRIOR TO ANY CONSTRUCTION.



## SITE STATISTICS:

TOTAL ACREAGE	161.14± AC
ZONING	PUD
TOTAL PROPOSED BUILDING SQUARE FOOTAGE	2,250,963 SF
PROPOSED BUILDING HEIGHT	<75'
PROPOSED BUILDING GROUND COVERAGE	35%
TREE CANOPY COVERAGE (PRE)	75%
TREE CANOPY COVERAGE (POST)	95%
PARKING	
PROPOSED STANDARD PARKING	1247 SPACES
PROPOSED ADA PARKING	41 SPACES
PROPOSED TRAILER - ORANGE	419 SPACES
BUILDING A	
BUILDING SQUARE FOOTAGE	501,612 SF +/-
BUILDING HEIGHT	<75'
VIA	80' +/-
ADA PARKING PROVIDED	4 SPACES
STANDARD PARKING PROVIDED	254 SPACES
TOTAL PARKING PROVIDED	258 SPACES
TRAILER PARKING PROVIDED	150 SPACES
MAX EMPLOYEES ON MAX SHIFT	30 EMPLOYEES
BUILDING B	
BUILDING SQUARE FOOTAGE	373,082 SF +/-
BUILDING HEIGHT	<75'
VIA	52.484' +/-
ADA PARKING PROVIDED	4 SPACES
STANDARD PARKING PROVIDED	32 SPACES
TOTAL PARKING PROVIDED	150 SPACES
TRAILER PARKING PROVIDED	115 SPACES
MAX EMPLOYEES ON MAX SHIFT	234 EMPLOYEES
BUILDING C	
BUILDING SQUARE FOOTAGE	228,319 SF +/-
BUILDING HEIGHT	<75'
VIA	36.879' +/-
ADA PARKING PROVIDED	7 SPACES
STANDARD PARKING PROVIDED	108 SPACES
TOTAL PARKING PROVIDED	115 SPACES
TRAILER PARKING PROVIDED	0 SPACES
MAX EMPLOYEES ON MAX SHIFT	177 EMPLOYEES
BUILDING D	
BUILDING SQUARE FOOTAGE	777,808 SF +/-
BUILDING HEIGHT	<75'
VIA	57.570' +/-
ADA PARKING PROVIDED	8 SPACES
STANDARD PARKING PROVIDED	168 SPACES
TOTAL PARKING PROVIDED	174 SPACES
TRAILER PARKING PROVIDED	77 SPACES
MAX EMPLOYEES ON MAX SHIFT	281 EMPLOYEES
BUILDING E	
BUILDING SQUARE FOOTAGE	7,478 SF +/-
BUILDING HEIGHT	<75'
VIA	38.467' +/-
ADA PARKING PROVIDED	7 SPACES
STANDARD PARKING PROVIDED	108 SPACES
TOTAL PARKING PROVIDED	115 SPACES
TRAILER PARKING PROVIDED	0 SPACES
MAX EMPLOYEES ON MAX SHIFT	172 EMPLOYEES
BUILDING F	
BUILDING SQUARE FOOTAGE	273,688 SF +/-
BUILDING HEIGHT	<75'
VIA	74.08' +/-
ADA PARKING PROVIDED	33 SPACES
STANDARD PARKING PROVIDED	200 SPACES
TOTAL PARKING PROVIDED	209 SPACES
TRAILER PARKING PROVIDED	77 SPACES
MAX EMPLOYEE ON MAX SHIFT	308 EMPLOYEES
BUILDING G	
BUILDING SQUARE FOOTAGE	250,182 SF +/-
BUILDING HEIGHT	<75'
VIA	36.189' +/-
ADA PARKING PROVIDED	7 SPACES
STANDARD PARKING PROVIDED	76 SPACES
TOTAL PARKING PROVIDED	108 SPACES
TRAILER PARKING PROVIDED	0 SPACES
MAX EMPLOYEES ON MAX SHIFT	150 EMPLOYEES
BUILDING H	
BUILDING SQUARE FOOTAGE	33,077 SF +/-
BUILDING HEIGHT	<75'
VIA	30.666' +/-
ADA PARKING PROVIDED	2 SPACES
STANDARD PARKING PROVIDED	82 SPACES
TOTAL PARKING PROVIDED	84 SPACES
TRAILER PARKING PROVIDED	0 SPACES
MAX EMPLOYEES ON MAX SHIFT	110 EMPLOYEES
BUILDING I	
BUILDING SQUARE FOOTAGE	33,077 SF +/-
BUILDING HEIGHT	<75'
VIA	30.666' +/-
ADA PARKING PROVIDED	2 SPACES
STANDARD PARKING PROVIDED	82 SPACES
TOTAL PARKING PROVIDED	84 SPACES
TRAILER PARKING PROVIDED	0 SPACES
MAX EMPLOYEE ON MAX SHIFT	26 EMPLOYEES

\*SEE LANDSCAPING PLAN FOR TREE CANOPY DETAILS



Know what's below.  
Call before you dig.  
1"=100'-0" 100' 50' 0' 100'

REVISION DESCRIPTION  
DATE

PRELIMINARY SITE PLAN

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

PALMER ENGINEERING  
301 E MAIN STREET  
LEXINGTON, KY  
PHONE 502-386-2783

DRAWN BY: JCM  
DATE: 07/20/2024  
SCALE: 1"=100'  
JOB NUMBER: 12009-01  
SHEET: C-1.0



Kenneth L. Ramsey  
Sarah K. Ramsey  
(D.B. 373 Pg. 599)  
Zoned A 1

PROPOSED BUILDING D  
273,608 SF +/-  
FFE-935.25

PROPOSED BUILDING F  
273,608 SF +/-  
FFE-929.50

TRACT NO. 1  
115.40± ACRES

Kenneth L. Ramsey  
Sarah K. Ramsey  
(D.B. 175 Pg. 436)  
(D.B. 178 Pg. 92)  
(D.B. 209 Pg. 746)  
Zoned I-1

PROPOSED BUILDING E  
274,278 SF +/-  
FFE-920.25

PROPOSED BUILDING G  
259,292 SF +/-  
FFE-912.75

RETENTION BASIN  
SOUTH CENTRAL BELL TELEPHONE  
10' EASEMENT  
(D.B. 132 PG. 345)

COLUMBIA GAS OF KENTUCKY, INC.  
50' EASEMENT  
(D.B. 168 PG. 408)

WEST SCOTT COUNTY WATER  
10' WATER LINE EASEMENT  
(D.B. 122 PG. 597)

KY AMERICAN WATER CO.  
30' WATER LINE EASEMENT  
(D.B. 166 PG. 519)

#### PROPOSED ZONING INFO:

RETRACTS  
MAIN STRUCTURE  
FRONT 30'  
SIDE 12'  
REAR 25'

ACCESSORY STRUCTURE  
FRONT 50'  
SIDE 12'  
REAR 25'

SIZING  
MAX HEIGHT 8 STORIES OR 75'  
MIN LOT AREA WITH SANITARY SEWER 7,500 SF  
MIN LOT AREA WITHOUT SANITARY SEWER 6 ACRES  
MAX BUILDING COVERAGE 50% OF LOT  
MIN LOT WIDTH AT BUILDING LINE 60'



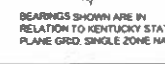
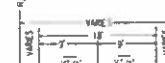
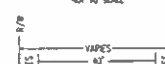
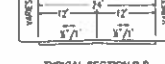
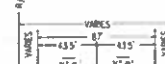
VICINITY MAP  
NTS

#### LEGEND

- PROPERTY LINE
- LANDMARK
- ADJOINING PROPERTY LINE
- PROPOSED CONCRETE
- PROPOSED LIGHT DUTY ASPHALT
- PROPOSED HEAVY DUTY ASPHALT

#### PRELIMINARY DEVELOPMENT PLAN NOTES:

- ALL CONSTRUCTION MUST CONFORM TO THE CITY OF GEORGETOWN AND STATE OF KENTUCKY STANDARDS.
- ALL DIMENSIONS, UNLESS NOTED OTHERWISE ARE TO THE FACE OF THE CURB, BUILDING OR WALL. WHERE CURB IS NOT PRESENT, DIMENSIONS ARE TO EDGE OF PAVEMENT.
- NO GRADING, STRIPPING, EXCAVATION, FILLING OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE UNTIL PERIMETER EROSION CONTROL MEASURES ARE INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NPDES PERMIT IF REQUIRED.
- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECT DOCUMENTS.
- ALL SURVEY INFORMATION IS RELATIVE TO KENTUCKY STATE PLANE SINGLE ZONE COORDINATE SYSTEM.
- SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
- ENTRANCE APRONS IN RIGHT OF WAY SHALL BE CONCRETE.
- THIS SITE IS NOT WITHIN THE 100-YEAR FLOODPLAIN PER FEMA PANEL 21080C0100D EFFECTIVE ON DECEMBER 21, 2017.
- PROPOSED STORM SEWER AND DETENTION CALCULATIONS TO BE SUBMITTED AND APPROVED PRIOR TO CONSTRUCTION.
- ALL LANDSCAPING SHALL MEET REQUIREMENTS OF THE GEORGETOWN ZONING ORDINANCE.
- CONTRACTOR TO KEEP EXISTING STREETS CLEAN DURING CONSTRUCTION.
- DURING CONSTRUCTION, EROSION CONTROL WILL BE REQUIRED ON ALL EXISTING STORM STRUCTURES RECEIVING SURFACE WATER FROM THE SITE.
- DEVELOPER RESPONSIBLE FOR ALL STREET SIGNAGE AND MARKINGS.
- CONSTRUCTION ENTRANCES WILL BE REQUIRED AND SHALL BE DESIGNATED ON CONSTRUCTION PLANS.
- PROPOSED CONCRETE ENTRANCES SHALL HAVE A 1" LIP TO KEEP SURFACE WATER FLOWING IN THE EXISTING GUTTERS.
- EXISTING RIGHT OF WAYS TO BE REVISED UPON RELOCATION OF DELAPLAIN ROAD.
- ALL VEHICLE USE AREAS SHOW HEREON SHALL MEET THE REQUIREMENTS OF THE CITY OF GEORGETOWN. ALL PAVEMENT SECTIONS, WIDTHS, RADII, PUBLIC/Private STATUS, SHALL BE DOCUMENTED AND APPROVED ON CONSTRUCTION PLANS PRIOR TO ANY CONSTRUCTION.



#### SITE STATISTICS:

TOTAL ACREAGE 161.14± AC  
ZONING PUD  
TOTAL PROPOSED BUILDING SQUARE FOOTAGE 2,250,953 SF  
PROPOSED BUILDING HEIGHT <75'  
PROPOSED BUILDING GROUND COVERAGE 32%  
TREE CANOPY COVERAGE (PRE) 7%  
TREE CANOPY COVERAGE (POST) 5%

#### PARKING

PROPOSED STANDARD PARKING 1247 SPACES  
PROPOSED ADA PARKING 41 SPACES  
PROPOSED TRAILER STORAGE 419 SPACES

BUILDING A  
BUILDING SQUARE FOOTAGE 501,812 SF +/-  
BUILDING HEIGHT <75'  
VUA 80,550 SF +/-  
ADA PARKING PROVIDED 4 SPACES  
STANDARD PARKING PROVIDED 254 SPACES  
TOTAL PARKING PROVIDED 258 SPACES  
TRAILER PARKING PROVIDED 150 SPACES  
MAX EMPLOYEES ON MAX SHIFT 387 EMPLOYEES

BUILDING B  
BUILDING SQUARE FOOTAGE 373,082 SF +/-  
BUILDING HEIGHT <75'  
VUA 52,464 SF +/-  
ADA PARKING PROVIDED 4 SPACES  
STANDARD PARKING PROVIDED 152 SPACES  
TOTAL PARKING PROVIDED 156 SPACES  
TRAILER PARKING PROVIDED 115 SPACES  
MAX EMPLOYEES ON MAX SHIFT 234 EMPLOYEES

BUILDING C  
BUILDING SQUARE FOOTAGE 229,319 SF +/-  
BUILDING HEIGHT <75'  
VUA 36,879 SF +/-  
ADA PARKING PROVIDED 7 SPACES  
STANDARD PARKING PROVIDED 108 SPACES  
TOTAL PARKING PROVIDED 115 SPACES  
TRAILER PARKING PROVIDED 0 SPACES  
MAX EMPLOYEES ON MAX SHIFT 172 EMPLOYEES

BUILDING D  
BUILDING SQUARE FOOTAGE 273,608 SF +/-  
BUILDING HEIGHT <75'  
VUA 57,570 SF +/-  
ADA PARKING PROVIDED 8 SPACES  
STANDARD PARKING PROVIDED 168 SPACES  
TOTAL PARKING PROVIDED 174 SPACES  
TRAILER PARKING PROVIDED 71 SPACES  
MAX EMPLOYEES ON MAX SHIFT 261 EMPLOYEES

BUILDING E  
BUILDING SQUARE FOOTAGE 274,278 SF +/-  
BUILDING HEIGHT <75'  
VUA 36,467 SF +/-  
ADA PARKING PROVIDED 7 SPACES  
STANDARD PARKING PROVIDED 108 SPACES  
TOTAL PARKING PROVIDED 115 SPACES  
TRAILER PARKING PROVIDED 0 SPACES  
MAX EMPLOYEES ON MAX SHIFT 172 EMPLOYEES

BUILDING F  
BUILDING SQUARE FOOTAGE 273,608 SF +/-  
BUILDING HEIGHT <75'  
VUA 74,106 SF +/-  
ADA PARKING PROVIDED 8 SPACES  
STANDARD PARKING PROVIDED 200 SPACES  
TOTAL PARKING PROVIDED 208 SPACES  
TRAILER PARKING PROVIDED 77 SPACES  
MAX EMPLOYEES ON MAX SHIFT 308 EMPLOYEES

BUILDING G  
BUILDING SQUARE FOOTAGE 259,292 SF +/-  
BUILDING HEIGHT <75'  
VUA 36,480 SF +/-  
ADA PARKING PROVIDED 7 SPACES  
STANDARD PARKING PROVIDED 98 SPACES  
TOTAL PARKING PROVIDED 105 SPACES  
TRAILER PARKING PROVIDED 0 SPACES  
MAX EMPLOYEES ON MAX SHIFT 159 EMPLOYEES

BUILDING H  
BUILDING SQUARE FOOTAGE 33,077 SF +/-  
BUILDING HEIGHT <75'  
VUA 30,068 SF +/-  
ADA PARKING PROVIDED 2 SPACES  
STANDARD PARKING PROVIDED 82 SPACES  
TOTAL PARKING PROVIDED 84 SPACES  
TRAILER PARKING PROVIDED 0 SPACES  
MAX EMPLOYEES ON MAX SHIFT 126 EMPLOYEES

BUILDING I  
BUILDING SQUARE FOOTAGE 33,077 SF +/-  
BUILDING HEIGHT <75'  
VUA 30,068 SF +/-  
ADA PARKING PROVIDED 2 SPACES  
STANDARD PARKING PROVIDED 82 SPACES  
TOTAL PARKING PROVIDED 84 SPACES  
TRAILER PARKING PROVIDED 0 SPACES  
MAX EMPLOYEES ON MAX SHIFT 126 EMPLOYEES

\*SEE LANDSCAPING PLAN FOR TREE CANOPY DETAILS

DATE

REVISION DESCRIPTION

PRELIMINARY SITE PLAN

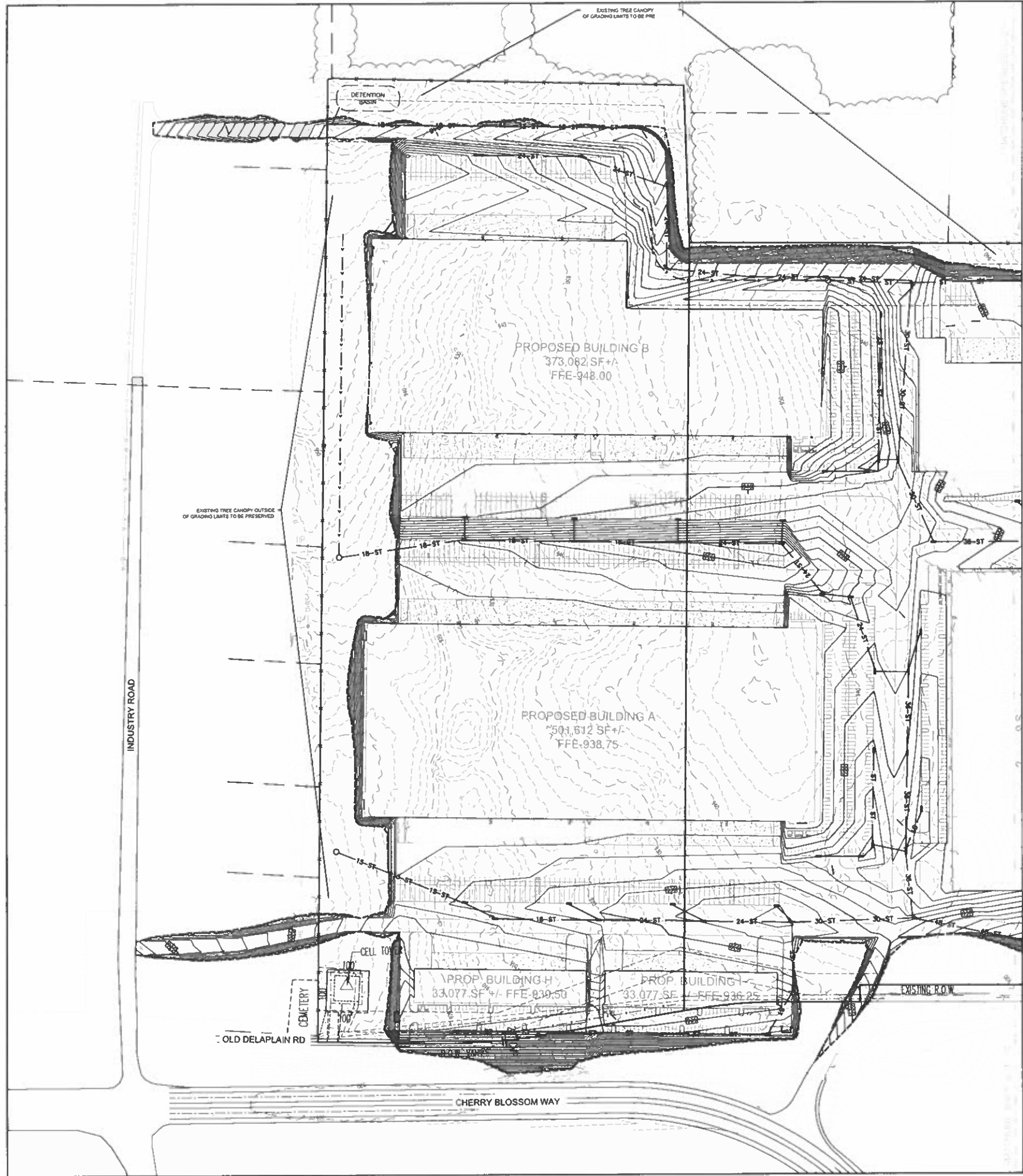
LEGACY RUN COMMERCE PARK  
WASHINGTON PARTNERS, LLC  
DELAPLAIN ROAD  
GEORGETOWN, SCOTT COUNTY, KENTUCKY

Palmer Engineering  
301 E MAIN STREET  
LEXINGTON, KY 40501  
PHONE 502-388-4203  
FAX 502-388-4204  
DATE: 07/20/2025  
SCALE: 1"=100'  
SHEET C-1.1



Know what's below.  
Call before you dig.





**LEGEND**

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

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

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

**811**

Know what's below.  
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1"=100'-0"

100 50 0 100

<b>PRELIMINARY GRADING AND DRAINAGE PLAN</b>	
LEGACY RUN COMMERCE PARK WASHINGTON PARTNERS, LLC DELAPLAIN ROAD GEORGETOWN, SCOTT COUNTY, KENTUCKY	
DATE: 07/26/2023	
DRAWN: RUTICAM	
CHECKED: GOW	
JOB NUMBER: 12008.01	
SHEET: C-20	
PALMER ENGINEERING 301 E MAIN STREET LEXINGTON, KY 40502 PHONE: 502-386-6293	









UNDER REVIEW WITH PDP-2025-13 *2a*

APPLICATION TO BOARD OF ADJUSTMENT

230 E. Main Street, Georgetown, KY 40324

Phone (502) 867-3701

Fax (502) 867-3725

FOR OFFICIAL USE ONLY:

APPLICATION NO: 111

DATE FEE RECEIVED: 7-14-25 CK# 1014

1. APPLICANT Washington Partners, LLC

MAILING ADDRESS 1890 Star Shoot Parkway, Suite 170-165, Lexington, KY 40509

PHONE NO. 502-468-1355

EMAIL jcassady@verticalcre.com

2. TYPE OF REQUEST (Check one or more)

☒ VARIANCE

☐ CONDITIONAL USE PERMIT

☐ HOME OCCUPATION (CUP)

☐ ADMINISTRATIVE REVIEW

3. PROJECT SITE 892 Old Delaplain Road, Georgetown, KY 40324

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

5. EXISTING USE Agricultural land

ZONING DISTRICT I-1

6. DESCRIPTION OF REQUEST Request variance from the 50 acre watershed rule to permit development of the property into an industrial park.

7. SUPPORTING INFORMATION:

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

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

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

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

- A. The home occupation must be incidental to the principal residential use of the residence and be limited to 25% of the ground floor area, in no event to exceed 300 square feet.
- B. The home occupation shall result in no exterior signage, except an unlighted wall sign not to exceed five (5) square feet in

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

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

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

[Signature]  
APPLICANT

Jacob Cassady  
Authorized Signatory

7/14/2025  
DATE



In response to the criteria set forth on the Application To Board of Adjustment, the following are intended to supplement the application:

**1. Special conditions exist peculiar to the lot, land or building(s) in question.**

- a. To the applicant's knowledge and belief, this land is the largest contiguous I-1 property in Scott County that remains undeveloped, which represents an enormous economic opportunity for the community. Applicant has spent over two (2) years coordinating efforts with the Army Corps of Engineers, the Environmental Protection Agency, and the Kentucky Division of Water to ensure that the site is developed in accordance with sound environmental protection practices. The site is intersected by three (3) federally regulated streams which have required extensive due diligence, and which can only be impacted following the payment of a substantial in-lieu fee.

**2. That a literal interpretation of the zoning ordinance would deprive the applicant of the rights enjoyed by other property owners.**

- a. When coupled with the aggregate regulatory hurdles that applicant is required to comply with, a literal interpretation of the ordinance creates an unreasonable burden on the applicant which severely threatens the economic viability of the project.

**3. That the special conditions do not result from previous actions of the applicant.**

- a. The applicant has been diligently pursuing the federal permits from any and all regulatory agencies with jurisdiction over the property since it acquired the property in January of 2023. As such, the property has maintained its primarily agricultural use, with no site preparation work having been done by the applicant.

**4. That the requested variance is the minimum variance that will allow a reasonable use of the lot, land, or building(s).**

- a. The applicant believes that the requested variance is the minimal variance required to permit the full use and enjoyment of the property. In addition, the requested variance will maximize the economic opportunity for the

for granting a variance, which are to be used for making findings:

**1. The requested variance arises from special circumstances which do not generally apply to land in the general vicinity, or in the same zone.**

- a. Industrial land (such as I-1 land being contemplated by this application) is typically flattened for development to maximize the buildable square footage

of the land. To applicant's knowledge and believe, it is not typical to see large numbers of protected streams in industrial parks, as noted by the lack thereof in surrounding industrial areas.

**2. The strict application of the provisions of the regulation would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant.**

- a. Strict compliance with the regulation significantly impacts the overall economic viability of the project, eliminating large portions of at least two (2) buildings that are projected to be built on site.

**3. The circumstances are the result of actions of the applicant taken subsequent to the adoption of the zoning regulation from which relief is sought.**

- a. The property has been zoned I-1 for a significant amount of time, and the issues raised herein are not the result of any action or inaction of the applicant.











ANDY BESHEAR  
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET**  
**KENTUCKY HERITAGE COUNCIL**  
**THE STATE HISTORIC PRESERVATION OFFICE**

LINDY CASEBIER  
SECRETARY

JACQUELINE COLEMAN  
LT. GOVERNOR

410 HIGH STREET  
FRANKFORT, KENTUCKY 40601  
(502) 564-7005  
[www.heritage.ky.gov](http://www.heritage.ky.gov)

CRAIG A. POTTS  
EXECUTIVE DIRECTOR &  
STATE HISTORIC PRESERVATION OFFICER

April 22, 2025

Leiellan Atz  
Archaeologist  
USACE-Louisville District  
Via email: Leiellen.M.Atz@usace.army.mil

RE: USACE-L, LRL-2024-214-jwr; Proposed Legacy Run Commerce Park  
Scott County, Kentucky

Determination of Effect (DOE), Cultural Historic Letter Report, and

*A Phase I Archaeological Survey of Approximately 167 Acres Near the Community of  
Cranetown in Georgetown, Scott County, Kentucky by Vincent Versluis and Jesse  
Robinson*

Dear Ms. Atz,

Thank you for your submittal of a DOE, cultural historic letter report, and archaeology report for the above-referenced undertaking. We understand the U.S. Army Corps of Engineers-Louisville District (USACE-L) proposes to issue a permit for the discharge of fill associated with a proposed commercial development.

The Cultural Historic letter report identified one resource as part of the survey in the Area of Potential Effects (APE). Our office concurs with the following eligibility recommendations:

- SC-820, a residential structure, is Ineligible for the National Register of Historic Places (NRHP).

We accept the Cultural Historic letter report without revision. Our review indicates that the proposed project will not impact any properties or sites that are listed in or eligible for the National Register of Historic Places.



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RE: USACE-L, LRL-2024-214-jwr; Proposed Legacy Run Commerce Park  
Scott County, Kentucky

Waypoint, LLC conducted an archaeological survey of the 167-acre area of potential effect (APE) in October of 2024. We understand methods included pedestrian survey and shovel testing. Six new archaeological sites (15Sc354, 15Sc355, 15Sc356, 15Sc357, 15Sc358, and 15Sc359) and two isolated finds were documented as a result of this survey. Additionally, previously recorded site 15Sc106 was revisited.

Site 15Sc106 was originally documented on an unknown date, and was not assessed for the National Register of Historic Places (NRHP) at that time. Waypoint revisited this site and recommends that it is not eligible for the NRHP. We concur with this recommendation.

Waypoint recommends that Sites 15Sc354, 15Sc355, 15Sc356, 15Sc357, and 15Sc359 are not eligible for the NRHP. We concur with these recommendations.

Waypoint recommends that Site 15Sc358 is potentially eligible for the NRHP. We concur with this recommendation. We understand Site 15Sc358 has been removed from the limits of disturbance for the project and will not be impacted.

Site 15Wa328 was previously documented adjacent to and barely within the APE. It was not assessed for the NRHP when documented. No evidence of the site was found within the APE.

Historic mapping indicated that two additional cemeteries may be present within the APE. No cultural material was identified in the vicinity of either mapped cemetery.

We understand materials will be curated at the William S. Webb Museum at the University of Kentucky in Lexington. We accept the archaeology report without revision.

Sites 15Sc354, 15Sc358, 15Sc359 are not within the USACE permit area.

Our office concurs with your determination of **No Historic Properties Affected** for this undertaking.

Should you have any questions or concerns, please contact Patti Hutchins or Sarah Jackson of my staff at [Patricia.Hutchins@ky.gov](mailto:Patricia.Hutchins@ky.gov) or [Sarah.McCarttJackson@ky.gov](mailto:Sarah.McCarttJackson@ky.gov).

Sincerely,



Craig Potts  
Executive Director and  
State Historic Preservation Officer

KHC# 250591

CP: peh, smj

e cc: Jesse Robinson, Waypoint, LLC, [jesse@waypointllc.com](mailto:jesse@waypointllc.com)



Kentucky  
Home

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## DEPARTMENT OF THE ARMY PERMIT

**Permittee:** May Commercial Group, Inc.  
c/o: Mr. Jacob Cassady  
1890 Star Shoot Parkway, Suite 165/170  
Lexington, Kentucky 40509

**Permit Number:** LRL-2024-00214-jwr

**Issuing Office:** U.S. Army Engineer District, Louisville

**NOTE:** The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

**Project Description:** Activities that would result in the discharge fill material into "waters of the U.S." in association with the development of commercial infrastructure. Proposed activities would include the clearing of 160 acres of previous agricultural land and wooded corridors to facilitate the construction of commercial warehouses and associated operations, stormwater management, and required utilities. Permanent impacts to aquatic features would include 0.74 acre(s) of wetlands and 0.23 acre(s) of tributaries due to grading activities and the installation of stormwater management features.

**Project Location:** The project would be located on 160 acres along 0.71 miles of road frontage north of Old Delaplain Road in Georgetown, Scott County, Kentucky. Proposed activities would be located within the Boyd Run – North Elkhorn Creek HUC\_12 (051002050803) watershed.

### **Permit Conditions:**

#### **General Conditions:**

1. The time limit for completing the authorized activity ends on **May 23, 2028**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification for this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished with the terms and conditions of your permit.

**Special Conditions:**

Special Condition 1: The permittee shall construct the project in accordance with the plans entitled LEGACY RUN COMMERCE PARK, WASHING PARTNERS, LLC, DELAPLAIN ROAD, GEORGETOWN, SCOTT COUNTY, KENTUCKY dated January 09, 2025 (Sheet No: C-1.0, C-1.1, C-2.0, C-2.1, C-3.0, C-3.1, C-4.0, and C-4.1). Any modification to these plans affecting the authorized work shall be approved by the U.S. Army Corps of Engineers, Louisville District (USACE) prior to implementation.

Special Condition 2: Prior to the discharge of fill material, the Permittee shall provide to the Corps written proof of purchase, in the form of a receipt of payment, of 4.823 stream credits and 1.4 wetland credits from a Corps-approved mitigation bank authorized to sell credits in the Lower Kentucky service area. If there are no mitigation bank credits in the service area available for purchase, the permittee shall purchase 5.788 stream credits and 1.8 wetland credits from the Kentucky Department of Fish and Wildlife Resource Fee In-Lieu of Program. The permittee must provide to the Corps proof of credit purchase, prior to the discharge of fill material into "waters of the U.S." No ILF credits shall be purchased unless there are no mitigation bank credits available for purchase in the Lower Kentucky River service area.

Special Condition 3: The Permittee shall comply with all conditions of the Section 401 Water Quality Certification No. WQC2024-118-7, dated July 18, 2024, issued by the Kentucky Division of Water, which are incorporated herein by reference.

Special Condition 4: The Permittee shall employ all sedimentation and erosion control measures necessary to prevent an increase in sedimentation or turbidity within waters and wetlands outside the permit area. This shall include, but is not limited to, the immediate installation of silt fencing or similar appropriate devices around all areas subject to soil disturbance or the movement of earthen fill, and the immediate stabilization of all disturbed areas.

Special Condition 5: The Permittee shall use only clean fill material for this project. The fill material shall be free from items such as trash, construction debris, metal and plastic products, and concrete block with exposed reinforcement bars. Soils used for fill shall not be contaminated with any toxic substance in concentrations governed by Section 307 of the Clean Water Act. Unless otherwise authorized by this permit, all fill material placed in waters or wetlands shall be generated from an upland source.

**Further Information:**

1. Congressional Authorities. You have been authorized to undertake the activity described above pursuant to:

☐ Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

☒ Section 404 of the Clean Water Act (33 U.S.C. 1344).

☐ Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

- d. This permit does not authorize interference with any existing or proposed Federal project.
3. **Limits of Federal Liability.** In issuing this permit, the Federal Government does not assume any liability for the following:
- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
  - b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
  - c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
  - d. Design or construction deficiencies associated with the permitted work.
  - e. Damage claims associated with any future modification, suspension, or revocation of this permit.
4. **Reliance on Applicant's Data.** The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.
5. **Reevaluation of Permit Decision.** This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:
- a. You fail to comply with the terms and conditions of this permit.
  - b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
  - c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measure ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. **Extensions.** General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give you favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

  
\_\_\_\_\_  
(PERMITTEE)

\_\_\_\_\_  
6/17/2025  
(DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

\_\_\_\_\_  
L. Reyn Mann  
Colonel, U.S. Army  
District Commander

\_\_\_\_\_  
(DATE)

Date:  
2025.06.23  
11:09:34 -04'00'

BY: Jason Rhoades  
Regulatory Biologist, South Branch  
Regulatory Division

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

\_\_\_\_\_  
(TRANSFEREE)

\_\_\_\_\_  
(DATE)

<b>U.S. Army Corps of Engineers (USACE)</b> <b>CERTIFICATION OF COMPLIANCE WITH DEPARTMENT OF THE ARMY PERMIT</b> For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act; the proponent agency is CECW-COR.		<b>Form Approved -</b> <b>OMB No. 0710-0003</b> <b>Expires 2027-10-31</b>
<b>The Agency Disclosure Notice (ADN)</b> The Public reporting burden for this collection of information, 0710-0003, is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at <a href="mailto:whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil">whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil</a> . Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.		
<b>PURPOSE:</b> This form is used by recipients of U.S. Army Corps of Engineer Regulatory permits to certify compliance with the permit terms and conditions.  Your permitted activity is subject to a compliance inspection by a U.S. Army Corps of Engineers representative. If you fail to comply with this permit, you are subject to permit suspension, modification, or revocation.		
Upon completion of the activity authorized by this permit and any mitigation required by the permit, sign this certification and return it to the U.S. Army Corps of Engineers, <u>Louisville District</u> District, Regulatory Office.  The certification can be submitted by email at <u>jason.w.rhoades</u> @usace.army.mil or by mail at the below address:  Upon completion of the activity authorized by this permit and any mitigation required by the permit, sign this certification and return it to the U.S. Army Corps of Engineers, <u>Louisville District</u> District, Regulatory Office.  <div style="text-align: right; margin-right: 100px;">           U.S. Army Corps of Engineers  <u>Louisville</u> District Office            Street Address: <u>600 DR MARTIN LUTHER KING JR PL</u>            City: <u>Louisville</u> State: <u>Kentucky</u> Zip Code: <u>40202</u> </div>		
<b>COMPLETED BY THE CORPS</b>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 35%;">Corps Action Number:</div> <div><u>LRL-2024-00214-jwr</u></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 35%;">Permit Type:</div> <div><u>Standard Permit</u></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 35%;">General Permit Number and Name (if applicable):</div> <div></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 35%;">Name of Permittee:</div> <div><u>May Commercial Group, Inc.</u></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 35%;">Project Name:</div> <div><u>Legacy Run Commerce Park</u></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 35%;">Project Location (physical address):</div> <div> <u>Latitude: 38.27468°N</u>  <u>Longitude: 84.52883°W</u>  <u>Georgetown, Scott County, Kentucky.</u> </div> </div>		
<b>PERMITTEE'S CERTIFICATION</b>		
<div style="display: flex; justify-content: space-between; margin-bottom: 10px;"> <div style="width: 30%;">Date Work Started:</div> <div><u>                    </u></div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">Date Work Completed:</div> <div><u>                    </u></div> </div> <p>Enclose photographs showing the completed project (if available).</p> <p>I <u>Enter FName LName</u> hereby certify that the work authorized by the above referenced permit has been completed in accordance with all of the permit terms and conditions, and that any required compensatory mitigation has been completed in accordance with the permit conditions.</p>		
Name	Date	Signature



**This notice of authorization must be conspicuously displayed at the site of work.**

**United States Army Corps of Engineers**

**June 23, 2025**

**A permit to:** Construct a commercial warehouses and associated operations, stormwater management, and required utilities.

**At:** Latitude: 38.27468°N and Longitude: 84.52883°W

**Has been issued to:** May Commercial Group, Inc.

**Address of Permittee:** 1890 Star Shoot Parkway, Suite 165/170 Lexington, Kentucky 40509

**Permit No. LRL-2024-00214**

**L. REYN MANN  
COLONEL, U.S. ARMY  
DISTRICT COMMANDER**

**Date:** 2025.06.23

**11:33:29 -04'00'**

**BY:**

**Jason Rhoades**

**Regulatory Biologist, South Branch  
REGULATORY DIVISION**



ENG FORM 4336, JUL 81 (ER 1145-2 303) EDITION OF JUL 70 MAY BE USED

(Proponent: DAEN-CWO)



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT**  
**600 DR. MARTIN LUTHER KING JR PL**  
**LOUISVILLE, KY 40202**

June 23, 2025

Regulatory Division  
South Branch  
ID No. LRL-2024-00214-jwr

May Commercial Group, Inc.  
c/o: Mr. Jacob Cassady  
1890 Star Shoot Parkway, Suite 165/170  
Lexington, Kentucky 40509

Dear Mr. Cassady:

Attached is Department of the Army (DA) Permit Number LRL-2024-00214-jwr authorizing the plan to develop commercial infrastructure. Proposed activities would include the clearing of 160 acres of previous agricultural land and wooded corridors to facilitate the construction of commercial warehouses and associated operations, stormwater management, and required utilities. Permanent impacts to aquatic features would include 0.74 acre(s) of wetlands and 0.23 acre(s) of tributaries due to grading activities and the installation of stormwater management features. Also attached is an ENG Form 4336, "Notice of Authorization," which must be displayed at the construction site throughout construction.

Should any modification of the plans become necessary for any reason, approval from the District Engineer must be received prior to the start of work. Upon completion of the work authorized under this permit, the attached Certificate of Compliance form must be completed and returned to this office.

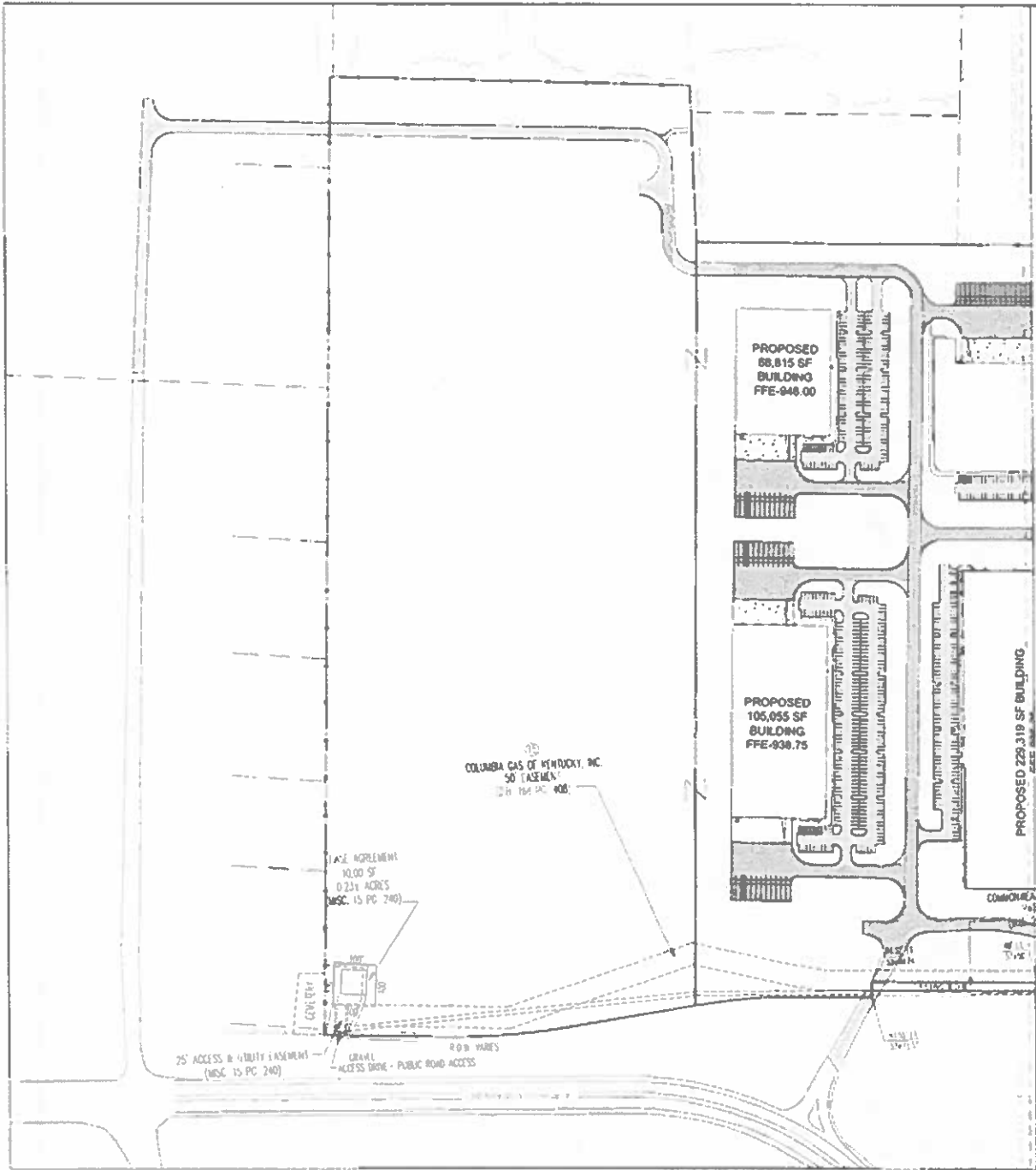
If you have any questions concerning this matter, please contact the District Regulatory Office at the above address, ATTN: CELRL-RDS or contact me directly at 502-315-2643 or [jason.w.rhoades@usace.army.mil](mailto:jason.w.rhoades@usace.army.mil).

Sincerely,

A handwritten signature in blue ink, appearing to read "JR", is located below the "Sincerely," text.

Date:  
2025.06.23  
11:51:23 -04'00'

Jason Rhoades  
Regulatory Biologist, South Branch  
Regulatory Division



VICINITY MAP  
NTS

LEGEND

- PROPERTY LINE
- EASEMENT
- ADJACENT PROPERTY LINE
- PROPOSED BOUNDARY
- PROPOSED STREET DUTY
- ADJACENT STREET DUTY



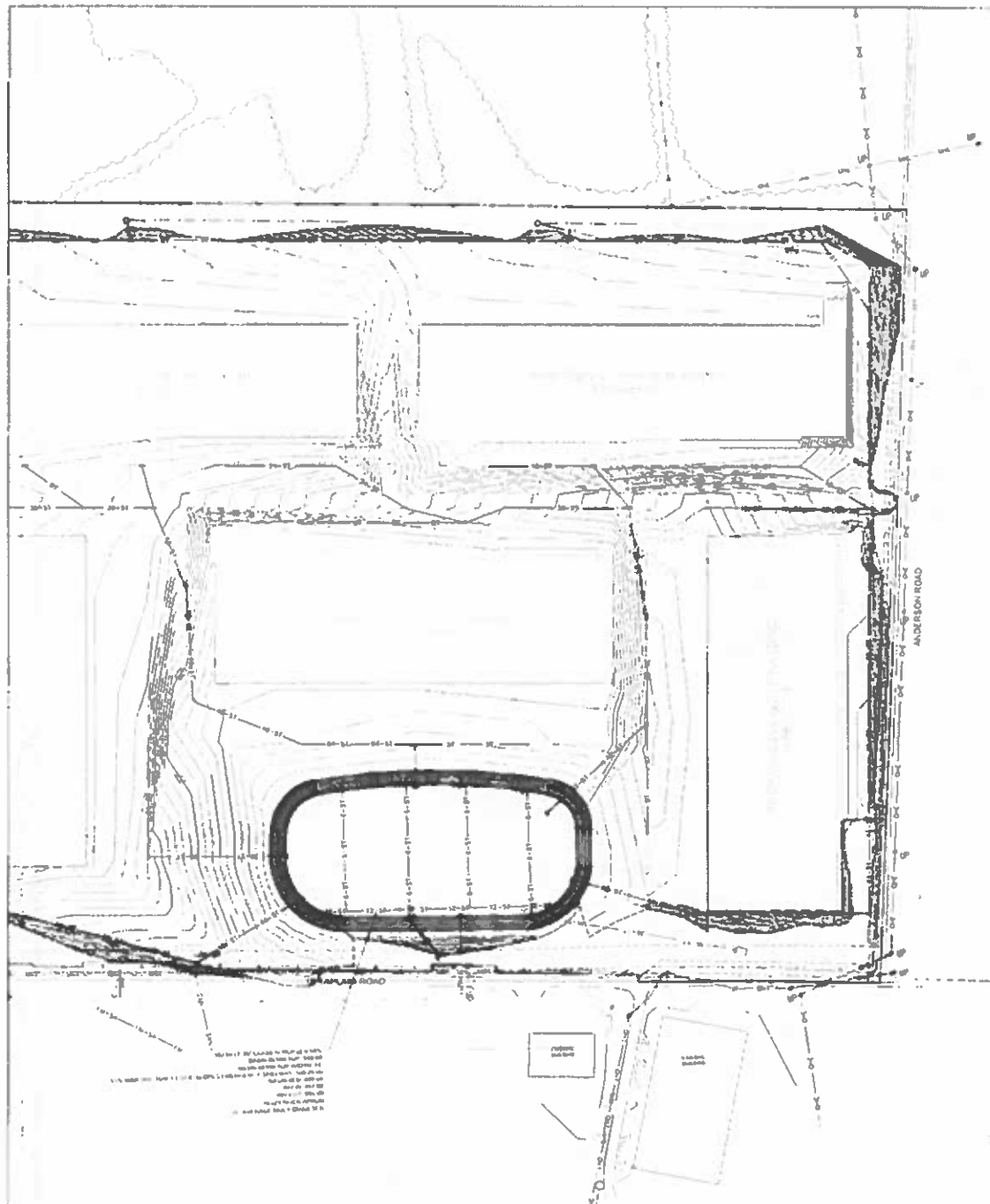
Copyright 2008 by  
811  
Know what's below  
Call before you dig.



<b>Palmer</b> <small>Engineering &amp; Surveying          1000 E. Main Street          Suite 100          Lexington, KY 40502          Phone: 606.251.1111          Fax: 606.251.1112          Email: info@palmereng.com</small>		DATE: 10/14/08 DRAWN: J. C. 1.0 CHECKED: J. C. 1.0 DESIGNED: J. C. 1.0 PROJECT: 08-001
<b>SITE PLAN</b> LEGACY RUN COMMERCIAL PARK WASHINGTON PARTNERS, LLC DELAPLAN ROAD GEORGETOWN, SCOTT COUNTY, KENTUCKY		REVIEW: DE BONTON DATE:







**LEGEND**

Symbol	Description
---	Property Line
- - -	Grading Line
---	Drainage Line
---	Spot Elevation
---	Contour Line
---	Existing Structure
---	Proposed Structure

811

Call before you dig.

1" = 40'

**Palmer**

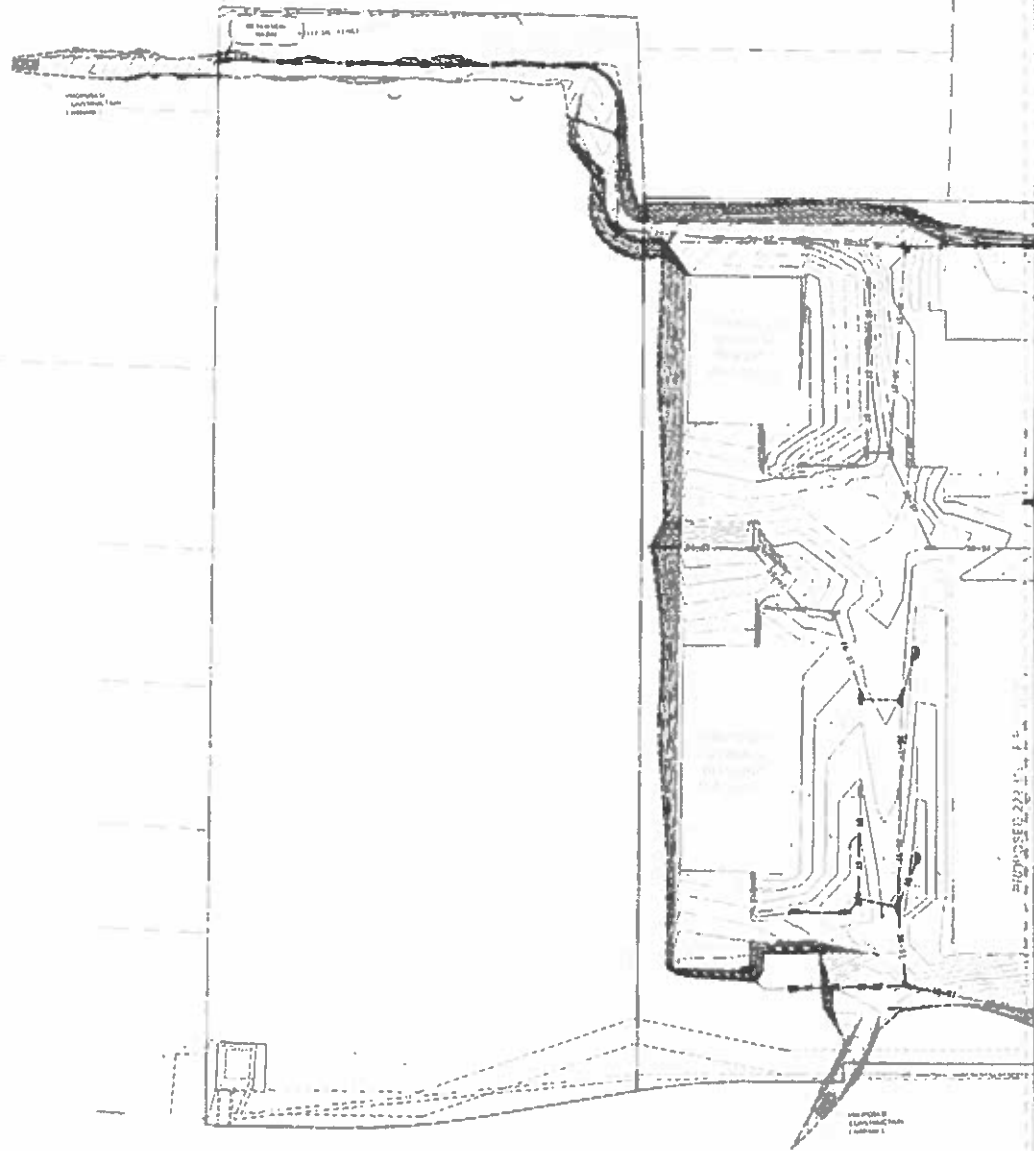
Surveying & Mapping, Inc.

1000 N. 10th St., Suite 100  
Scottsbluff, NE 68903

Phone: (308) 438-1111  
Fax: (308) 438-1112  
Email: info@palmer-survey.com

**GRADING AND DRAINAGE PLAN**  
 LEGACY RUI COMMERCE PARK  
 ASH-KADON PARTNERS, LLC  
 DELUMPLAN ROAD  
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

[illegible]

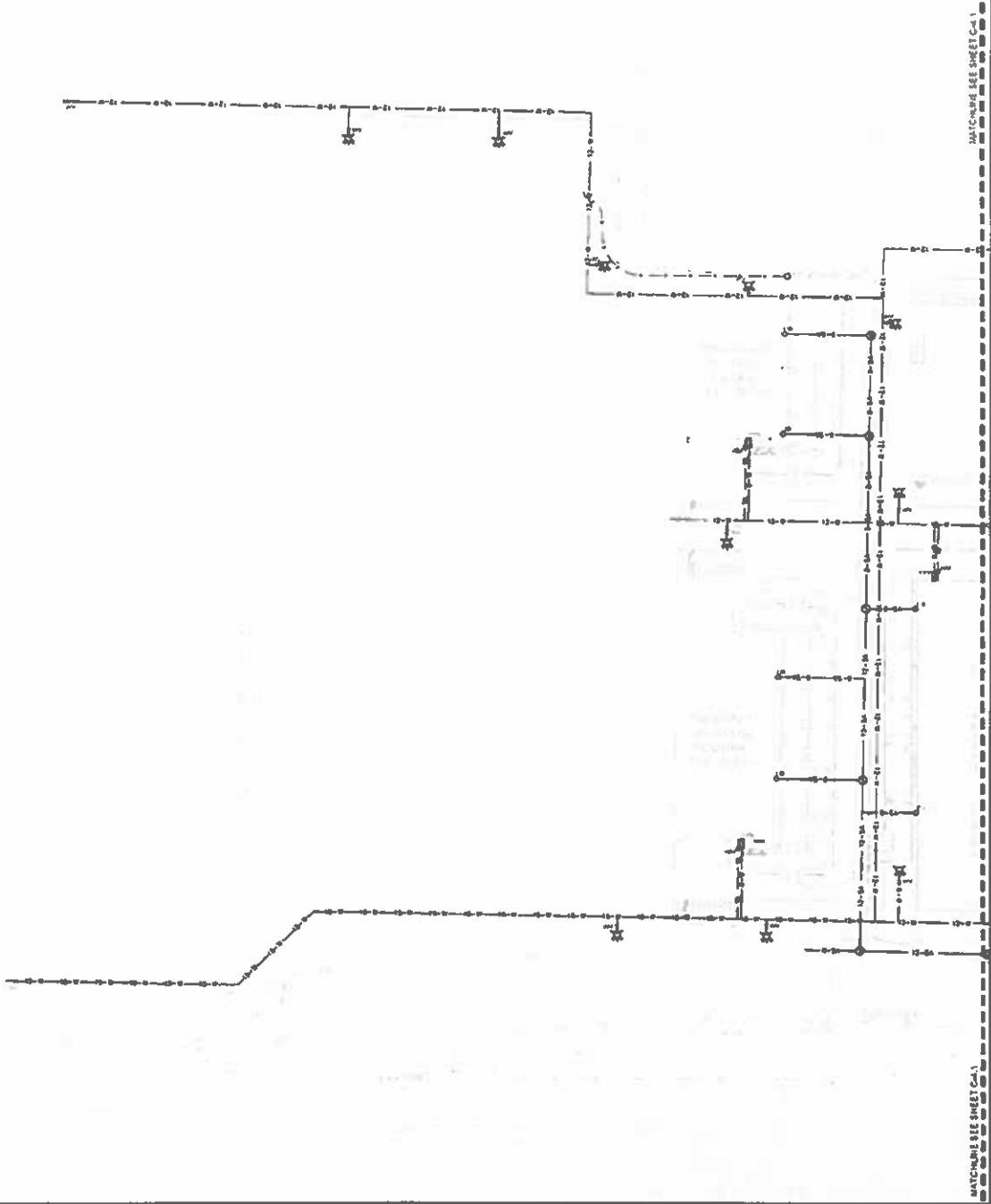


**LEGEND**

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MATCHLINE SEE SHEET C-40

MATCHLINE SEE SHEET C-41

**LEGEND**

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



Call before you dig.

**UTILITY PLAN**

LEGACY PARK COMMERCIAL PARK  
WASHINGTON PARTNERS LLC  
DELAWARE ROAD  
GEORGETOWN, SCOT COUNTY, KENTUCKY

**Palmer**  
ENGINEERING

2025 RELEASED  
DATE: 12/15/2025  
BY: [Signature]  
PROJECT: [Project Name]  
SHEET: C-40





Andy Beshear  
GOVERNOR

**ENERGY AND ENVIRONMENT CABINET**  
**DEPARTMENT FOR ENVIRONMENTAL PROTECTION**

300 Sower Boulevard  
Frankfort, Kentucky 40601  
Phone: (502) 564-2150  
Fax: 502-564-4245

Rebecca W. Goodman  
SECRETARY

Anthony R. Hatton  
COMMISSIONER

July 18, 2024

May Commercial Group, Inc.  
c/o: Brian Ward  
1890 Star Shoot Parkway, Suite 170/165  
Lexington, Kentucky, 40509

Re: §401 Water Quality Certification  
Legacy Run Commerce Park  
AI No.: 181356; Activity ID: APE20240001  
WQC No: WQC2024-118-7  
USACE ID No.: LRL-2024-00214  
Unnamed Tributaries of Lanes Run  
Scott County, Kentucky

Dear Brian Ward:

Pursuant to Section 401 of the Clean Water Act (CWA) and 40 CFR 121.7(c), the Commonwealth of Kentucky certifies it has reasonable assurances that applicable water quality standards under Kentucky Administrative Regulations Title 401, Chapter 10, established pursuant to Sections 301, 302, 303, 304, 306, and 307 of the CWA, will not be violated by the above referenced project provided that the U.S. Army Corps of Engineers authorizes the activity under a federal license or permit, and the attached conditions are met.

Other permits from the Division of Water may be required for this activity. Activities within a floodplain may require a Permit to Construct Across or Along a Stream; contact the Floodplain Management Section (502-564-3410). Projects that disturb one acre or more of land or is part of a larger common plan of development or sale that will ultimately disturb one acre or more of land require a Kentucky Pollution Discharge Elimination System (KPDES) Stormwater Permit; contact the Surface Water Permits Branch (502-564-3410 or SWPBSupport@ky.gov). A Groundwater Protection Plan is required if activities listed in Section 2(2) of 401 KAR 5:037 are conducted. A Water Withdrawal Application is required for activities proposing raw water withdrawals of 10,000 gallons per day or more; contact the Watershed Management Branch (502-564-3410).

All future correspondence on this project must reference AI No. 181356. **The attached document is your official Water Quality Certification; please read it carefully.** Please contact Conner Flora by phone at 502-782-3531 or email at conner.flora@ky.gov if you have any questions.

Sincerely.

*Samantha Vogeler*

---

**Samantha Vogeler, Supervisor**  
Water Quality Certification Section  
Kentucky Division of Water

SV:CF

Attachment

cc: Jason Rhoades, USACE: Louisville (via email: Jason.W.Rhoades@usace.army.mil)  
Robert Oney, Palmer Engineering: (via email: Roney@palmernet.com)  
Lee Andrews, USFWS: Frankfort (via email: kentuckyes@fws.gov)  
Andrea Drayer, Kentucky River Basin Coordinator (via email: andrea.drayer@uky.edu)  
Robert Daniel, Frankfort Regional Field Office (via email: robert.daniell@ky.gov)

## Water Quality Certification

Legacy Run Commerce Park

Facility Requirements

Permit Number: WQC2024-118-7

Activity ID No.: APE20240001

Page 1 of 5

ACTV0000000001 (AI: 181356 APE20240001) Commercial Development:

### Submittal/Action Requirements:

Condition No.	Condition
S-1	<p>Prior to any construction activity, May Commercial Group, Inc. shall submit to the Water Quality Section Project Manager a copy of the receipt of purchase of 6,724 stream Adjusted Mitigation Units (AMUs) from an approved mitigation bank OR purchase of 8,069 stream Adjusted Mitigation Units (AMUs) from an approved Kentucky in-lieu fee (ILF) program fund and a copy of the receipt of purchase of 1.6 wetland Adjusted Mitigation Units (AMUs) from an approved mitigation bank OR purchase of 2.0 wetland Adjusted Mitigation Units (AMUs) from an approved Kentucky in-lieu fee (ILF) program. Credits must be purchased prior to impacts. Mitigation banks and ILF programs are considered approved as defined in the April 10, 2008 Final Rule, 40 CFR Part 230: Compensatory Mitigation for Losses of Aquatic Resources. This condition is necessary to allow impacts to occur. Compensatory mitigation is the method to approve impacts and entire losses of a water resource. The Division can approve impacts and loss based on the confidence that the resource will be replaced and not result in a net loss of aquatic resources. Compensatory mitigation is the method of compliance for the Commonwealth's water quality standards. [33 CFR 332, 40 CFR 230, 401 KAR 10:031 Section 2(1)(a)]</p> <p>May Commercial Group, Inc. shall notify the Water Quality Certification Project Manager or Supervisor of the scheduled start of construction activities at least two weeks before the start of construction. This condition is necessary for the Division of Water to be informed of the ongoing activity for the purposes of site visits to ensure implementation of Kentucky Regulatory Statutes and Administrative Regulations; the Division will monitor the environment, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]</p>
S-2	<p>May Commercial Group, Inc. shall notify the Water Quality Certification Project Manager or Supervisor of substantial completion of construction no later than two weeks post-construction. This condition is necessary for the Division of Water to be informed of the ongoing activity for the purposes of site visits to ensure implementation of Kentucky Regulatory Statutes and Administrative Regulations; the Division will monitor the environment, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]</p>
S-3	<p>May Commercial Group, Inc. shall submit as-built drawings within 90 days after substantial completion of construction to the Water Quality Certification Section Project Manager or Supervisor. This condition is necessary to monitor the aquatic resources, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]</p>
S-4	<p>May Commercial Group, Inc. shall submit as-built drawings within 90 days after substantial completion of construction to the Water Quality Certification Section Project Manager or Supervisor. This condition is necessary to monitor the aquatic resources, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]</p>

**Water Quality Certification**

Legacy Run Commerce Park

Facility Requirements

Permit Number: WQC2024-118-7

Activity ID No.: APE20240001

ACTV0000000001 (AI: 181356 APE20240001) Commercial Development:

**Narrative Requirements:**

Condition No.	Condition
I-1	The work approved by this certification shall be limited to 38.27170, -84.53276. This project plans to impact 6,724 linear feet of stream intermittent and 310 linear feet of ephemeral stream and .815 acres of wetland. All impacts will be for fill of the resource to construct a commercial development property this will be completed by clearing all 161 acres of the property. The property will have a mixture of parking lots and structures built over the resources. This condition is necessary to confirm activities approved by this certification. [401 KAR 10:030 Section 1, 401 KAR 9:010 Section 1(a)(2), KRS 224.10-100, KRS 224.70-110]
I-2	All work performed under this certification shall adhere to the design and specifications set forth in the following document(s): Application for Permit to Construct Across or Along a Stream and/or Water Quality Certification received on 3/6/2024, a Pre-Filling Meeting Request on 3/6/2024, and a Certification Request on 6/4/2024. NOD#1 Legacy Run Commerce Park (AI_181356).pdf RE_LRL-2024-00214-jwr(1).pdf Site Visit Follow Up.pdf Site Visit.pdf Two Week Notice Letter.rtf May Commercial-Legacy Run - JW (Imagery).pdf May Commercial-Legacy Run - NRPW (Imagery).pdf May Commercial-Legacy Run - Water Resources with Design.pdf Revised Aquatic Resource Impact Table.pdf This condition is necessary to confirm activities approved by this certification. [401 KAR 10:030 Section 1, 401 KAR 9:010 Section 1(a)(2), KRS 224.10-100, KRS 224.70-110]



## Water Quality Certification

Legacy Run Commerce Park

Facility Requirements

Permit Number: WQC2024-118-7

Activity ID No.: APE20240001

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### ACTV0000000001 (AI: 181356 APE20240001) Commercial Development:

#### Narrative Requirements:

Condition No.	Condition
T-3	May Commercial Group, Inc. is responsible for preventing degradation of waters of the Commonwealth from soil erosion. An erosion and sediment control plan must be designed, implemented, and maintained in effective operating condition at all times during construction. This condition is necessary to prevent and minimize objectionable deposits and pollution and protect the use of the stream. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-4	No in-stream operations or activities shall be conducted during fish spawning season (April 1 through June 30), due to the potential impacts of increased sediment load and associated water quality and designated aquatic habitat impacts. This condition is necessary to monitor the aquatic resources, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 4(1)(c,h), KRS 224.10-100, KRS 224.70-110]
T-5	Heavy equipment (e.g. bulldozers, backhoes, draglines, etc.), if required for this project, should not be used or operated within the stream channel. In those instances where such instream work is unavoidable, then it shall be performed in such a manner and duration as to minimize re-suspension of sediments and disturbance to the channel, banks, or riparian vegetation. This condition is necessary to prevent and minimize objectionable deposits and pollution and protect the use of the stream. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-6	Erosion and sediment pollution control plans and Best Management Practices must be designed, installed, and maintained in effective operating condition at all times during construction activities so that violations of state water quality standards do not occur. This condition is necessary to prevent and minimize objectionable deposits and pollution and protect the use of the stream. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-7	Remove all sediment and erosion control measures after re-vegetation has become well-established. This condition is necessary to prevent and minimize objectionable deposits and pollution and protect the use of the stream. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-8	Any fill or riprap shall be of a composition that shall not cause violations of water quality standards by adversely affecting the biological, chemical, or physical properties of waters of the Commonwealth. If riprap is used, it shall be of a weight and size that bank stress or slump conditions shall not occur. This condition is necessary to prevent and minimize objectionable deposits and pollution and protect the use of the stream. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]

## Water Quality Certification

Legacy Run Commerce Park

Facility Requirements

Permit Number: WQC2024-118-7

Activity ID No.: APE20240001

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### ACTV000000000001 (AI: 181356 APE20240001) Commercial Development:

#### Narrative Requirements:

Condition No.	Condition
T-9	Sediment and erosion control measures (e.g., check-dams, silt fencing, or hay bales) shall not be placed within surface waters of the Commonwealth, either temporarily or permanently, without prior approval by the Kentucky Division of Water's Water Quality Certification Section. If placement of sediment and erosion control measures in surface waters is unavoidable, placement shall not be conducted in such a manner that may cause instability of streams that are adjacent to, upstream, or downstream of the structures. All sediment and erosion control measures shall be removed and the natural grade restored prior to withdrawal from the site. This condition is necessary to prevent and minimize objectionable deposits and pollution and protect the use of the stream. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-10	Measures shall be taken to prevent or control spills of fuels, lubricants, or other toxic materials used in construction from entering the watercourse. This condition is necessary to prevent water pollution as prohibited by statute. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-11	To the maximum extent practicable, all in-stream work under this certification shall be performed during low flow. This condition is necessary to prevent and minimize objectionable deposits and pollution and protect the use of the stream. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-12	Removal of existing riparian vegetation shall be restricted to the minimum necessary for project construction. This condition is necessary to minimize negative effects to the environment, protect the use of the stream, and protect aquatic resources. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-13	Should stream pollution, wetland impairment, and/or violations of water quality standards occur as a result of this activity (either from a spill or other forms of water pollution), the Kentucky Division of Water shall be notified immediately by calling 800/564-2380. This condition is necessary to monitor the aquatic resources, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [401 KAR 10:030 Section 1, 401 KAR 10:031 Section 2(1)(a), KRS 224.10-100, KRS 224.70-110]
T-14	This Water Quality Certification expires on July 18, 2029. This condition is necessary for the issuance of the certification. [KRS 224.10-100, KRS 224.16-050(2), KRS 224.70-110]

## Water Quality Certification

Legacy Run Commerce Park

Facility Requirements

Permit Number: WQC2024-118-7

Activity ID No.: APE20240001

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ACTV0000000001 (AI: 181356 APE20240001) Commercial Development:

### Narrative Requirements:

Condition No.	Condition
T-15	<p>Other permits from the Division of Water may be required for this activity. If this activity occurs within a floodplain, a Permit to Construct Across or Along a Stream may be required. Please contact the Floodplain Management Section Supervisor (502-564-3410) for more information prior to construction. If the project will disturb one acre or more of land, or is part of a larger common plan of development or sale that will ultimately disturb one acre or more of land, a Kentucky Pollution Discharge Elimination System (KPDES) Stormwater Permit shall be required. Please contact the Surface Water Permits Branch (502-564-3410 or SWPBSupport@ky.gov) for more information. A Groundwater Protection Plan is required if any of the activities listed in Section 2(2) of 401 KAR 5:037 are conducted. A Water Withdrawal Application is required for any activities proposing raw water withdrawals of 10,000 gallons per day or more. For technical assistance contact the Watershed Management Branch at 502-564-3410 or visit eec.ky.gov. This condition is necessary for confirm authorized impacts, the appropriate responsible party, monitor the aquatic resources, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [KRS 224.10-100, KRS 224.16-050(2), KRS 224.70-110]</p>
T-16	<p>If there is a transfer or conveyance of the project site during the issued WQC term for the approved activity, the May Commercial Group, Inc. shall submit written notice to the Water Quality Certification Section Project Manager or Supervisor of the transfer or conveyance of the project site or any part of the project site at least 60 days prior to the transfer or conveyance of the project site. The notification shall include the WQC number; the Agency Interest (AI) No.; the name, mailing address, email address, and telephone number of the current owner; the name, mailing address, email address, and telephone number of the prospective transferee; the proposed effective date of transfer/conveyance; and a copy of the documentation evidencing the transfer/conveyance. Failure to comply with this condition does not negate the validity or enforceability of this certification. This condition is necessary for confirm authorized impacts, the appropriate responsible party, monitor the aquatic resources, minimize impact to aquatic resources, protect the use and designation of resources, allow more effective and efficient control practices, identify changes and conditions in ecological systems as a result of activities, and to warn of emergency conditions. [401 KAR 10:030 Section 1, 401 KAR 9:010 Section 1(a)(2), KRS 224.10-100, KRS 224.70-110]</p>

# Traffic Impact Study Proposed Industrial Development Georgetown, KY

Prepared for

May Commercial

June 2025

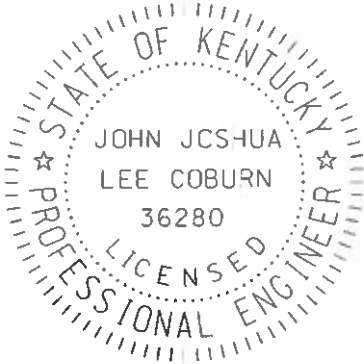


# Traffic Impact Study Certification

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



John Coburn  
KY PE No. 36280



**TECHNOLOGY  
TRANSFER  
PROGRAM**

## TRAFFIC IMPACT STUDY COURSE Certificate of Completion (3.5 PDH)

John Coburn  
KY PE License No. 36280

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

TIM THARPE  
Tim Tharpe, KYTC  
Director of Traffic Operations



Adam Kirk, Instructor

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



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## INTRODUCTION

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



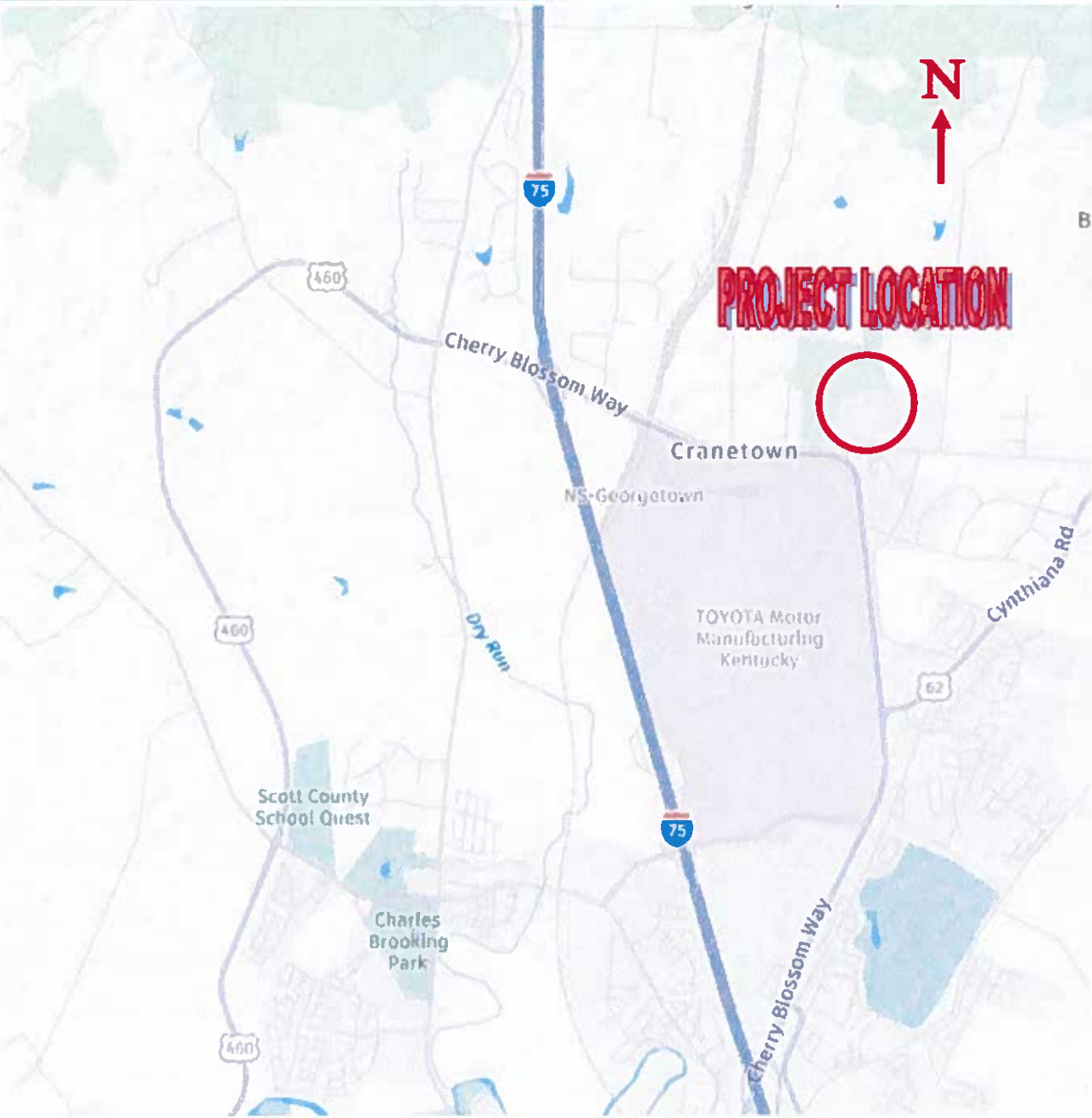
***Proposed Site Lot***

The proposed development is a mixed Industrial Land use. The site of the proposed development is currently zoned I-1 (Industrial district) (Map 2). This traffic impact study included 7 intersections being the signalized intersections of Cherry Blossom Way and Sims Pike/Outer Ring Road, Industry Road/Gate 4, and Enterprise way/Gate 3, the unsignalized intersections of Cherry Blossom Way and Delaplain Road, Proposed Entrance on Industry Road, Proposed Entrance on Delaplain Road, and Delaplain Road at Supply Court. Cherry Blossom Way currently consists of commercial, industrial, and agricultural land uses such as restaurants, retail, warehouses, farmland etc. and provides access to residential areas.

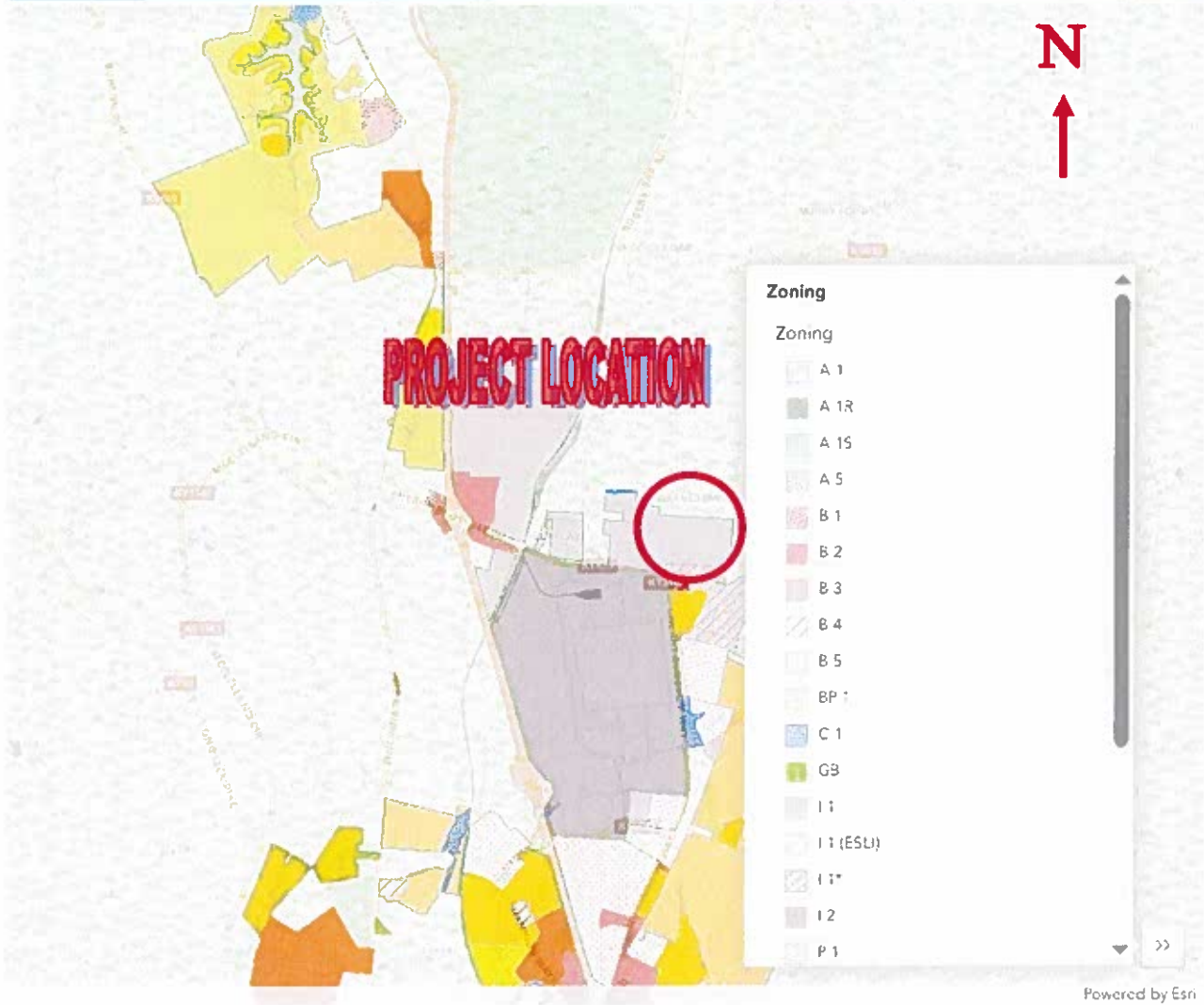


***Cherry Blossom Way at Delaplain Road***





Map 1. Vicinity Map



Map 2. Zoning Map

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## EXISTING CONDITIONS

### Regional and Local Access

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

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

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

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

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

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

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

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

## LEVEL OF SERVICE AND DELAY

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

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

**Table 1-Unsignalized Intersections**

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

**Table 2-Signalized Intersections**

### Base Traffic Volumes (existing condition)

Manual traffic counts were taken from 6:30 AM to 6:30 PM on May 1<sup>st</sup>, 2025 at the studied intersections. The traffic count information can be found in the Appendix of this report.

### Background Traffic Volumes

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

---

## METHODOLOGY

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

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

## TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

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

## SITE TRIP GENERATION

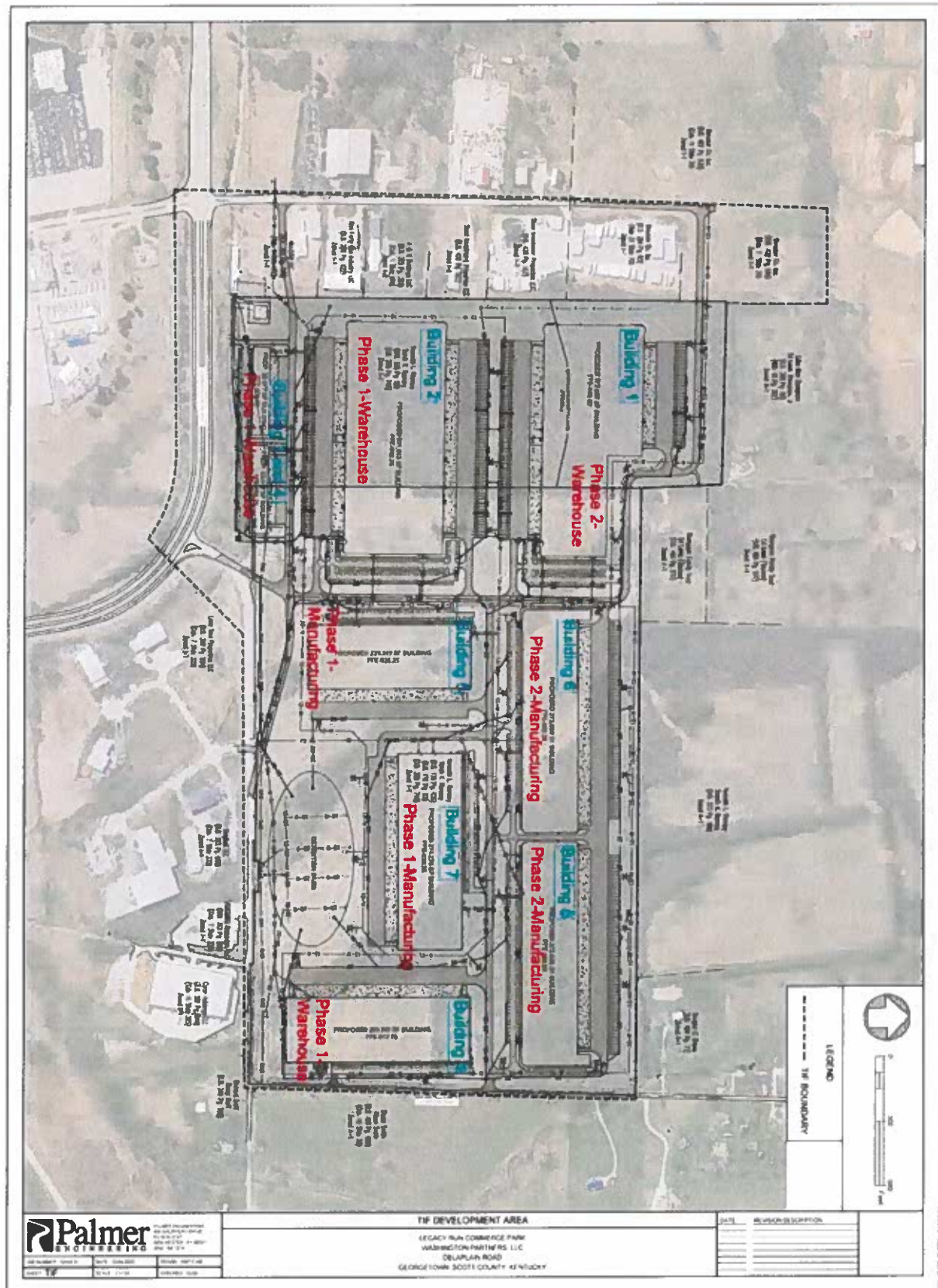
The proposed site will consist of a manufacturing and warehousing development (ITE code 140 & 150). For this study the development will be completed in phases, phase 1 to be completed by the end of 2026, and phase 2 to be completed before the end of 2036. The development as a whole will be roughly 50% manufacturing and 50% warehousing by the end of phase 2. For phase 1 40% manufacturing and 60% warehousing. For this study The ITE rates generate 483 (AM Peak), and 522 vehicles (PM peak) in phase 1. The ITE rates generate 919 (AM Peak), and 994 vehicles (PM peak) in phase 2.

Proposed Development Trip Generation Tables Phase 1								
ITE Code	Land Use	Sq. Ft./Units	Average Rate	AM Peak	In	%	Out	%
140	Manufacturing	503,597	0.68	342	260	76%	82	24%
150	Warehousing	827,058	0.17	141	109	77%	32	23%
ITE Code	Land Use	Sq. Ft./Units	Average Rate	PM Peak	In	%	Out	%
140	Manufacturing	503,597	0.74	373	116	31%	257	69%
150	Warehousing	827,058	0.18	149	42	28%	107	72%
Proposed Development Trip Generation Tables Phase 2								
ITE Code	Land Use	Sq. Ft./Units	Average Rate	AM Peak	In	%	Out	%
140	Manufacturing	1,050,813	0.68	715	543	76%	172	24%
150	Warehousing	1,200,140	0.17	204	157	77%	47	23%
ITE Code	Land Use	Sq. Ft./Units	Average Rate	PM Peak	In	%	Out	%
140	Manufacturing	1,050,813	0.74	778	241	31%	537	69%
150	Warehousing	1,200,140	0.18	216	60	28%	156	72%

**Table 3 - Trip Generation Table**

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



**Map 3. Site Map**



## TRIP DISTRIBUTION

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

## LEVEL OF SERVICE AND DELAY ANALYSIS

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

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

## INTERSECTION ANALYSIS

### 2026 No Build Analysis

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

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

- AM westbound left turn at Enterprise Way
- PM eastbound through movement at Enterprise Way

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

- AM eastbound through movement at Enterprise Way

The longest queue in the corridor occurs in the westbound through movements at Industry Road. These movements reach a queue length of 9 vehicles during the PM peak hour.

**2026 Build Analysis**

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

Movements that degrade from acceptable to unacceptable conditions:

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

The longest queue in the corridor occurs in the southbound left turn at Delaplain Road. These movements reach a queue length of 14 vehicles during the PM peak hour.

**2026 Build Proposed Analysis**

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

The longest queue in the corridor occurs in the westbound through movements at Industry Road. These movements reach a queue length of 11 vehicles during the PM peak hour. An Increase of 2 vehicles.

**2036 No Build Analysis**

The SYNCHRO analysis reveals that the corridor continues to operate similar to the 2025 no build conditions with some no movements degrading from acceptable conditions to unacceptable conditions.

The longest queue in the corridor occurs in the eastbound through movements at Enterprise Way. These movements reach a queue length of 10 vehicles during the PM peak hour.

**2036 Build Analysis**

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

Movements that degrade from acceptable conditions to unacceptable conditions:

- AM southbound left turn at Delaplain Road degrades from an LOS "B" to "E"
- PM westbound left turn at Sims Pike degrades from an LOS "D" to "F"
- PM southbound left turn at Delaplain Road degrades from an LOS "D" to "F"
- PM southbound right turn at Delaplain Road degrades from an LOS "B" to "E"

The longest queue in the corridor occurs in the southbound left turn at Delaplain Road. These movements reach a queue length of 40 vehicles during the PM peak hour.

**2036 Build Proposed Analysis**

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

Movements that degrade from acceptable conditions to unacceptable conditions:

- PM eastbound left turn at Delaplain Road degrades from LOS "B" to "F"

The longest queue in the corridor occurs in the eastbound left turn at Delaplain Road. These movements reach a queue length of 17 vehicles during the PM peak hour.

2026 NO BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	22/C	1/A	15/B	23/C	0/A	19/B	19/B	0/A		19/B	1/A	19/B
CHERRY BLOSSOM @ INDUSTRY RD.	9/A	12/B	1/A	9/A	15/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	8/A									12/B		9/A	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		81/F	2/A	57/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	7/A
DELAPLAIN @ SUPPLY CT.				8/A	0/A		11/B		0/A				
INDUSTRY @ PROP SOUTHERN													
DELAPLAIN RD @ ANDERSON RD.													
2026 BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	24/C	1/A	15/B	24/C	0/A	19/B	19/B	0/A		21/C	1/A	20/C
CHERRY BLOSSOM @ INDUSTRY RD.	10/B	13/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	8/A									18/C		10/B	
DELAPLAIN @ PROP ENT	8/A									15/C		9/A	
CHERRY BLOSSOM @ ENTERPRISE WAY		81/F	2/A	57/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				8/A			13/B		0/A				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								10/B			
2026 BUILD PROPOSED (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	24/C	1/A	15/B	24/C	0/A	19/B	19/B	0/A		21/C	1/A	20/C
CHERRY BLOSSOM @ INDUSTRY RD.	10/B	13/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	15/B	11/B			11/B	2/A				29/C		6/A	11/B
DELAPLAIN @ PROP ENT	8/A									15/C		12/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		81/F	2/A	57/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				8/A			13/B		0/A				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								10/B			

Table 4. 2026 AM Level of Service Summary

2026 NO BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	4	0	1	3	0	0	0	0		0	0
CHERRY BLOSSOM @ INDUSTRY RD.	0	3	0	0	3	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	0									0		0
DELAPLAIN @ PROP ENT												
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	1	0	0	1	0
DELAPLAIN @ SUPPLY CT.				0			0					
INDUSTRY @ PROP SOUTH ENT												
DELAPLAIN RD @ ANDERSON RD.												
2026 BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	0	1	4	0	0	0	0		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	5	0	0	4	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									1		0
DELAPLAIN @ PROP ENT	0									0		0
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	2	0	0	2	0
DELAPLAIN @ SUPPLY CT.				0			0					
INDUSTRY @ PROP SOUTH ENT				0						0		
DELAPLAIN RD @ ANDERSON RD.	0									0		
2026 BUILD PROPOSED (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	0	1	4	0	0	0	0		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	5	0	0	4	0		0	0		1	0
CHERRY BLOSSOM @ DELAPLAIN RD.	5	2			2	1				3		1
DELAPLAIN @ PROP ENT	0									0		0
CHERRY BLOSSOM @ ENTERPRISE WAY		1	0	1	0		0	2	0	0	2	0
DELAPLAIN @ SUPPLY CT.				0			0					
INDUSTRY @ PROP SOUTH ENT				0						0		
DELAPLAIN RD @ ANDERSON RD.	0									0		

Table 5. 2026 AM Queue Summary

2026 NO BUILD (Delay in sec/LOS)													
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	16/B	28/C	4/A	30/C	26/C	0/A	20/C	20/C	5/A		19/B	2/A	22/C
CHERRY BLOSSOM @ INDUSTRY RD.	10/B	14/B	0/A	9/A	20/C	0/A		27/C	0/A		28/C	0/A	17/B
CHERRY BLOSSOM @ DELAPLAIN RD.	10/B									23/C		12/B	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		74/E	8/A	41/D	16/B		9/A	14/B	0/A	9/A	16/B	3/A	22/C
DELAPLAIN @ SUPPLY CT.				0/A			12/B		10/B				
INDUSTRY @ PROP SOUTHERN													
DELAPLAIN RD @ ANDERSON RD.													
2026 BUILD (Delay in sec/LOS)													
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	17/B	29/C	4/A	40/D	30/C	4/A	20/C	20/C	5/A		20/C	2/A	25/C
CHERRY BLOSSOM @ INDUSTRY RD.	16/B	15/B	0/A	10/B	25/C	0/A		27/C	0/A		28/C	7/A	20/B
CHERRY BLOSSOM @ DELAPLAIN RD.	11/B									197/F		18/C	
DELAPLAIN @ PROP ENT	8/A									15/B		12/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		74/E	8/A	41/D	16/B		9/A	14/B	0/A	9/A	16/B	3/A	22/C
DELAPLAIN @ SUPPLY CT.				0/A			18/C		11/B				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								11/B			
2026 BUILD PROPOSED (Delay in sec/LOS)													
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	17/B	29/C	4/A	40/D	30/C	4/A	20/C	20/C	5/A		20/C	2/A	25/C
CHERRY BLOSSOM @ INDUSTRY RD.	16/B	15/B	0/A	10/B	25/C	0/A		27/C	0/A		28/C	7/A	20/B
CHERRY BLOSSOM @ DELAPLAIN RD.	31/C	11/B			13/B	2/A				33/C		15/B	17/B
DELAPLAIN @ PROP ENT	8/A									15/B		12/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		74/E	8/A	41/D	16/B		9/A	14/B	0/A	9/A	16/B	3/A	22/C
DELAPLAIN @ SUPPLY CT.				0/A			18/C		11/B				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								11/B			

Table 6. 2026 PM Level of Service Summary

2026 NO BUILD (95th Percentile Queue in Veh/Lane)												
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	6	2	5	5	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	0	6	0	0	9	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									1		1
DELAPLAIN @ PROP ENT												
CHERRY BLOSSOM @ ENTERPRISE WAY		9	0	1	1		2	5	0	1	5	1
DELAPLAIN @ SUPPLY CT.				0			0		0			
INDUSTRY @ PROP SOUTH ENT												
DELAPLAIN RD @ ANDERSON RD.												
2026 BUILD (95th Percentile Queue in Veh/Lane)												
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	2	5	8	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	7	0	0	11	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									14		4
DELAPLAIN @ PROP ENT	0									0		1
CHERRY BLOSSOM @ ENTERPRISE WAY		9	0	1	1		2	6	0	1	7	1
DELAPLAIN @ SUPPLY CT.				0			1		0			
INDUSTRY @ PROP SOUTH ENT				0						0		
DELAPLAIN RD @ ANDERSON RD.	0									1		
2026 BUILD PROPOSED (95th Percentile Queue in Veh/Lane)												
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	7	2	5	8	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	7	0	0	11	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	8	3			6	1				6		4
DELAPLAIN @ PROP ENT	0									0		1
CHERRY BLOSSOM @ ENTERPRISE WAY		9	0	1	1		2	6	0	1	7	1
DELAPLAIN @ SUPPLY CT.				0			1		0			
INDUSTRY @ PROP SOUTH ENT				0						0		
DELAPLAIN RD @ ANDERSON RD.	0									1		

Table 7. 2026 PM Queue Summary



2036 NO BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	23/C	1/A	15/B	23/C	0/A	19/B	19/B	0/A		19/B	2/A	19/B
CHERRY BLOSSOM @ INDUSTRY RD.	9/A	14/B	1/A	9/A	16/B	0/A		28/C	0/A		29/C	0/A	14/B
CHERRY BLOSSOM @ DELAPLAIN RD.	8/A									12/B		9/A	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		83/F	2/A	56/E	0/A		2/A	4/A	0/A	2/A	4/A	0/A	7/A
DELAPLAIN @ SUPPLY CT.				8/A	0/A		11/B		0/A				
INDUSTRY @ PROP SOUTHERN													
DELAPLAIN RD @ ANDERSON RD.													
2036 BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	26/C	1/A	16/B	25/C	3/A	19/B	19/B	0/A		22/C	2/A	22/C
CHERRY BLOSSOM @ INDUSTRY RD.	12/B	15/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	2/A	15/B
CHERRY BLOSSOM @ DELAPLAIN RD.	9/A									36/E		10/B	
DELAPLAIN @ PROP ENT	9/A									31/D		10/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		83/F	2/A	56/E	0/A		2/A	4/A	0/A	2/A	5/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				9/A			18/C		0/A				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	9/A									12/B			
2036 BUILD PROPOSED (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	15/B	26/C	1/A	16/B	25/C	3/A	19/B	19/B	0/A		22/C	2/A	22/C
CHERRY BLOSSOM @ INDUSTRY RD.	12/B	15/B	1/A	9/A	18/B	0/A		28/C	0/A		29/C	2/A	15/B
CHERRY BLOSSOM @ DELAPLAIN RD.	20/C	11/B			11/B	2/A				30/C		6/A	13/B
DELAPLAIN @ PROP ENT	9/A									29/D		10/B	
CHERRY BLOSSOM @ ENTERPRISE WAY		83/F	2/A	56/E	0/A		2/A	4/A	0/A	2/A	5/A	0/A	6/A
DELAPLAIN @ SUPPLY CT.				9/A			18/C		0/A				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	9/A									12/B			

Table 8. 2036 AM Level of Service Summary

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

Table 9. 2036 AM Queue Summary

2036 NO BUILD (Delay in sec/LOS)													
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	16/B	29/C	4/A	41/D	26/C	0/A	20/C	20/C	4/A		20/C	3/A	23/C
CHERRY BLOSSOM @ INDUSTRY RD.	11/B	15/B	0/A	9/A	21/C	0/A		27/C	0/A		28/C	0/A	18/B
CHERRY BLOSSOM @ DELAPLAIN RD.	11/B									27/D		13/B	
DELAPLAIN @ PROP ENT													
CHERRY BLOSSOM @ ENTERPRISE WAY		75/E	7/A	41/D	15/B		10/B	15/B	0/A	9/A	17/B	3/A	23/C
DELAPLAIN @ SUPPLY CT.				0/A			13/B		10/B				
INDUSTRY @ PROP SOUTHERN													
DELAPLAIN RD @ ANDERSON RD.													
2036 BUILD (Delay in sec/LOS)													
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	21/C	33/C	4/A	101/F	38/D	9/A	20/C	20/C	4/A		20/C	3/A	34/C
CHERRY BLOSSOM @ INDUSTRY RD.	50/D	16/B	0/A	10/B	36/D	0/A		27/C	0/A		28/C	8/A	28/C
CHERRY BLOSSOM @ DELAPLAIN RD.	12/B									943/F		44/E	
DELAPLAIN @ PROP ENT	9/A									27/D		17/C	
CHERRY BLOSSOM @ ENTERPRISE WAY		75/E	7/A	41/D	15/B		11/B	16/B	0/A	10/B	19/B	3/A	23/C
DELAPLAIN @ SUPPLY CT.				0/A			30/D		12/B				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	8/A	0/A								14/B			
2036 BUILD PROPOSED (Delay in sec/LOS)													
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
CHERRY BLOSSOM @ SIMS PIKE	17/B	33/C	5/A	29/C	29/C	8/A	25/C	25/C	2/A		25/C	3/A	25/C
CHERRY BLOSSOM @ INDUSTRY RD.	50/D	16/B	0/A	10/B	36/D	0/A		27/C	0/A		28/C	8/A	28/C
CHERRY BLOSSOM @ DELAPLAIN RD.	208/F	17/B			19/B	3/A				30/C		30/C	48/D
DELAPLAIN @ PROP ENT	9/A									27/D		17/C	
CHERRY BLOSSOM @ ENTERPRISE WAY		75/E	7/A	41/D	15/B		11/B	16/B	0/A	10/B	19/B	3/A	23/C
DELAPLAIN @ SUPPLY CT.				0/A			30/D		12/B				
INDUSTRY @ PROP SOUTHERN				9/A						0/A			
DELAPLAIN RD @ ANDERSON RD.	8/A									14/B			

Table 10. 2036 PM Level of Service Summary

2036 NO BUILD (95th Percentile Queue in Veh/Lane)												
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	2	7	2	5	6	0	2	1	1		1	0
CHERRY BLOSSOM @ INDUSTRY RD.	0	6	0	0	9	0		0	0		0	0
CHERRY BLOSSOM @ DELAPLAIN RD.	1									1		1
DELAPLAIN @ PROP ENT												
CHERRY BLOSSOM @ ENTERPRISE WAY		10	0	1	1		2	6	0	1	6	1
DELAPLAIN @ SUPPLY CT.				0			1		0			
INDUSTRY @ PROP SOUTHERN												
DELAPLAIN RD @ ANDERSON RD.												
2036 BUILD (95th Percentile Queue in Veh/Lane)												
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	2	9	2	8	11	0	2	1	1		2	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	8	0	0	15	0		0	0		0	1
CHERRY BLOSSOM @ DELAPLAIN RD.	2									40		12
DELAPLAIN @ PROP ENT	0									1		3
CHERRY BLOSSOM @ ENTERPRISE WAY		10	0	1	1		2	8	0	1	10	1
DELAPLAIN @ SUPPLY CT.				0			2		0			
INDUSTRY @ PROP SOUTHERN				0						0		
DELAPLAIN RD @ ANDERSON RD.	0									3		
2036 BUILD PROPOSED (95th Percentile Queue in Veh/Lane)												
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
CHERRY BLOSSOM @ SIMS PIKE	1	10	2	5	11	0	3	1	1		2	0
CHERRY BLOSSOM @ INDUSTRY RD.	1	8	0	0	15	0		0	0		0	1
CHERRY BLOSSOM @ DELAPLAIN RD.	17	5			8	1				9		11
DELAPLAIN @ PROP ENT	0									1		3
CHERRY BLOSSOM @ ENTERPRISE WAY		10	0	1	1		2	8	0	1	10	1
DELAPLAIN @ SUPPLY CT.				0			2		0			
INDUSTRY @ PROP SOUTHERN				0						0		
DELAPLAIN RD @ ANDERSON RD.	0									3		

Table 11. 2036 PM Queue Summary

## ADDITIONAL STUDY ITEMS

### Turn Lane Analysis

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

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

**Table 12. Turn lane Warrant Summary**

### Sight Distance Analysis

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

### Traffic Signal Warrant

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

In order to determine if this intersection is expected to be eligible for a traffic signal ITE's *Trip Generation, 11<sup>th</sup> Edition* was used in conjunction with their *Vehicle Trip Time of Day Distribution – TGM 11<sup>th</sup> Ed* document to determine how many trips the development will produce in a day and how those entering and exiting trips will be distributed throughout the day. Based on the information in Table 13, the site is expected to meet the MUTCD's Signal Warrant 1 for eight-hour vehicular volumes once phase 2 has completed.

The table provides the existing hourly flows, the expected hourly flows into and out of the intersection, and the total trips that will be on Cherry Blossom Way and the

southbound approach of Delaplain Road under initial build year conditions. Based on these expected volumes, warrant 1 is met for a traffic signal.

TURN LANE WARRANT VOLUMES PHASE 1								
Manufacturing	Major Roadway (two or more lanes per direction)				Minor Roadway (one lane per direction)			
140	Land Uses				Land Uses			
Start Time	Existing	140	150	Total	Existing	140	150	Total
7:00:00 AM	244	164	61	469	95	39	32	166
8:00:00 AM	378	74	54	506	112	32	35	179
9:00:00 AM	411	46	62	519	133	35	40	208
10:00:00 AM	373	40	43	456	49	36	42	127
11:00:00 AM	424	75	51	550	61	58	52	171
12:00:00 PM	498	107	68	673	81	75	55	211
1:00:00 PM	564	81	48	693	90	80	40	210
2:00:00 PM	530	61	56	647	92	85	44	221
3:00:00 PM	693	112	45	850	97	247	81	425
4:00:00 PM	793	41	35	869	104	138	69	311
5:00:00 PM	1,038	31	33	1,102	173	115	62	350
6:00:00 PM	477	15	13	505	74	32	40	146
*Based on MUTCD Signal Warrant 1, Eight-Hour Vehicular Volume (Condition A) required volume along Major Roadway is 600 veh/hr and the required volume along Minor Roadway is 150 veh/hr								
TURN LANE WARRANT VOLUMES PHASE 2								
Manufacturing	Major Roadway (two or more lanes per direction)				Minor Roadway (one lane per direction)			
140	Land Uses				Land Uses			
Start Time	Existing	140	150	Total	Existing	140	150	Total
7:00:00 AM	244	343	88	675	95	81	47	223
8:00:00 AM	378	155	78	611	112	67	50	229
9:00:00 AM	411	97	90	598	133	74	58	265
10:00:00 AM	373	84	62	519	49	76	61	186
11:00:00 AM	424	157	74	655	61	121	76	258
12:00:00 PM	498	223	99	820	81	157	80	318
1:00:00 PM	564	168	69	801	90	167	58	315
2:00:00 PM	530	128	81	739	92	177	64	333
3:00:00 PM	693	234	66	993	97	515	117	729
4:00:00 PM	793	85	51	929	104	288	100	492
5:00:00 PM	1,038	65	48	1,151	173	239	91	503
6:00:00 PM	477	31	19	527	74	67	58	199
*Based on MUTCD Signal Warrant 1, Eight-Hour Vehicular Volume (Condition A) required volume along Major Roadway is 600 veh/hr and the required volume along Minor Roadway is 150 veh/hr								
Key								
Land Use Code	Land Use							
140	Manufacturing							
150	Warehousing							

**Table 13. Signal Warrant Summary**

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## CONCLUSIONS AND RECOMMENDATIONS

The SYNCHRO analysis reveals that the construction of the development without any off-site roadway improvements allows most of the roadway network to operate under conditions similar to the no build scenarios. The only movements that degrade to unacceptable levels of service are in the southbound approach to the intersection of Cherry Blossom Way and Delaplain Road. The increase in volumes from the development cause these movements to degrade during the PM peak hour. It is expected that this poor level of service will only affect the peak hours of traffic when shifts are starting or ending at the proposed site. During non-peak hours, it is expected that sufficient gaps will be created along the corridor. The effects of these gaps were not captured in the SYNCHRO analysis.

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

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

The traffic signal warrant analysis at the intersection of Cherry Blossom Way and Delaplain Road determined that signal warrant 1 is satisfied under 2036 build conditions with Phase 2 of the development. The analysis determined that six of the eight hours are satisfied under 2025 Phase 1 build conditions with an additional three hours near the requirements for traffic along the major roadway and minimum thresholds met along the minor approach.

The following improvements are recommended to improve most of the deficiencies created by the increase in traffic volumes:

**Phase 1 recommendations:**

- Convert the intersection of Cherry Blossom Way at Delaplain Road from a two way stop control to signalized. Although the signal is not warranted until Phase 2, the conversion provides significant operational improvements for the southbound approach with increased volumes and is near the volumes for warranting the signal.

**Phase 2 recommendations:**

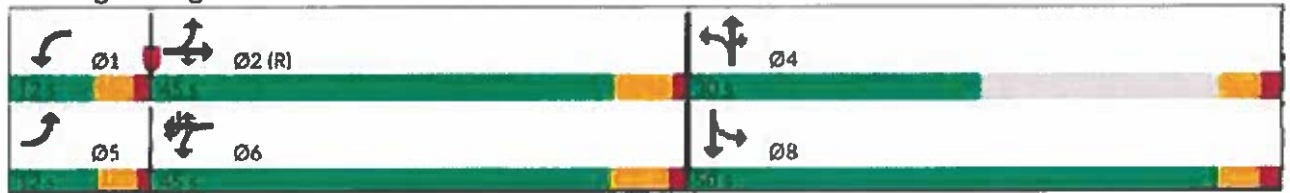
- Widen Anderson Road for heavier vehicular volumes.
- Signal adjustments at Sims Pike during the PM.

The proposed signal timing changes are provided below.

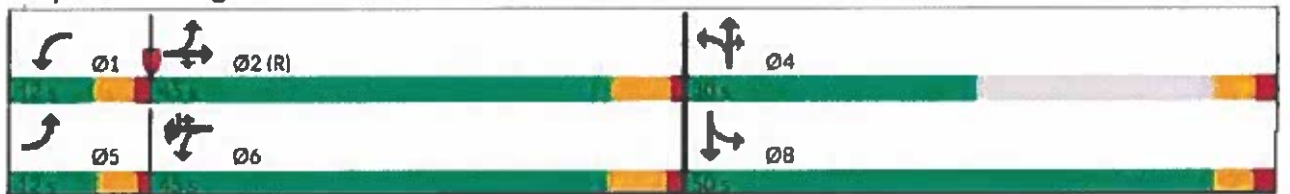


## Cherry Blossom Way at Sims Pike:

Existing Timing AM:



Proposed Timing AM:



Existing Timing PM:



Proposed Timing PM:

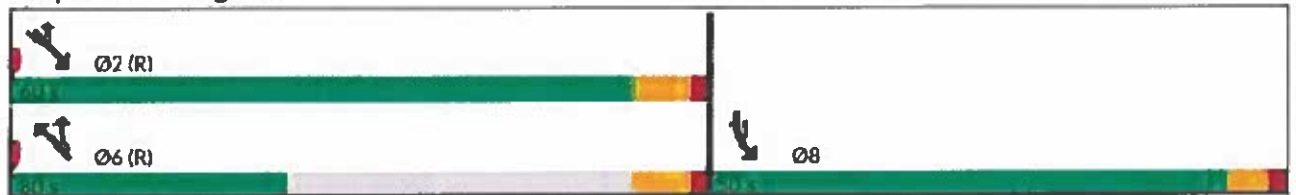


The proposed signal timing for the intersection of Cherry Blossom Way at Delaplain Road is provided below. This signal is assumed to be coordinated with the intersection of Cherry Blossom Way at Industry Road.

Proposed Timing AM:



Proposed Timing PM:



# BLUEGRASS METAL RECYCLERS ZONING MAP AMENDMENT

## Staff Report to the Georgetown-Scott County Planning Commission August 14, 2025 (postponed 06/12/2025 & 07/10/2025)

**FILE NUMBER:** ZMA-2025-23

**PROPOSAL:** Zoning Map  
Amendment for  
53.5 acres from A-1  
(Agricultural) to I-2  
(Heavy Industrial)

**LOCATION:** 300 Sims Pike  
(185-30-003.000)

**OWNER  
& APPLICANT:** Bluegrass Metal  
Recyclers LLC

**CONSULTANT:** Jon Woodall,  
McBrayer PLLC



### STATISTICS:

Total Site Acreage:	53.5 ac
Zone (Current, at Time of Application):	A-1
Zone (Proposed):	I-2
Surrounding Zone:	I-1 & A-1
Proposed Development:	Transfer Facility, Recycling Facility, and Auto Parts Facility with Salvage Yard
Access:	Sims Pike to Cherry Blossom Way [KY-620]

### BACKGROUND:

The Project Site is a 53.5-acre A-1 zoned tract located off Sims Pike approximately 0.5 miles north of Cherry Blossom Way and within the Georgetown Urban Service Boundary. The property adjoins Georgetown City Limits along the south boundary. Access is from Sims Road, a county-maintained roadway with approximate 18-foot pavement width.

Properties along Sims Pike are primarily agricultural, rural-residential on tracts greater than 5 acres, or lawfully non-conforming industrial uses. Kentucky American Water services this area and Georgetown

Municipal Water & Sewer Service (GMWSS) is within 2 miles of the property, however the property is not in a current service area for the utility. There is an underground high-voltage electric line along Sims Pike running from the methane-fueled generator at the Central Kentucky Landfill on Double Culvert Road to the Toyota plant.

## **CONCEPT PLAN REVIEW:**

### **Use Review:**

The Applicant is requesting a rezoning from A-1 (Agricultural) to I-2 (Heavy Industrial). The concept plan shows three buildings, a transfer facility, recycling facility, and auto parts facility with auto salvage lot. Per the *Zoning Ordinance*, heavy industry is defined as:

- *"Those industries whose processing operations result in the outdoor storage or processing of materials or products, the emissions of any atmospheric pollution, visible light flashes or glare, odors, or noise or vibration which may be heard or felt off the premises or those industries which constitute a fire, explosion, or other hazard detrimental to the health and welfare of the community or adjacent property owners."*

Uses in the Heavy Industrial zone are those requiring extraction, storing and processing of minerals or raw materials and all those permitted in the Light Industrial (I-1) zone. Conditional uses in the zone include junkyards, sanitary landfills, and outdoor storage.

After review of the proposed uses, Staff concludes that the Heavy Industrial zone is the most appropriate for the Project Site given the proposed uses involving the extraction, storing and processing of materials. If the Project Site were to be rezoned, the Applicant would be required to comply with the Solid Waste Transfer Facility Ordinance (Scott County Ordinance 19-04). Ordinance 19-04 regulates the site, procedure, and findings required for such a facility to be located within Scott County.

Auto salvage yards involve the processing, storing, and keeping of vehicles which may be inoperable, which meets the definition of "junkyard" in the *Zoning Ordinance*. Junkyards are conditional uses in the industrial zones, so a conditional use permit is required for the use of an auto salvage lot. Furthermore, the auto salvage lot and recycle material heaps shown on the concept plan would also require a conditional use permit for outdoor storage.

At the Technical Review Committee meeting, the Commission Engineer and Georgetown-Scott County Emergency Management Agency (GSCEMA) stated that the property has a stream with floodplain along the west boundary and identified blue-line stream with significant drainage area bisecting the property. Per the requirements, both streams should be protected through the rezoning to the Conservation (C-1) zone.

### **Layout Review:**

The concept plan shows three buildings located off Sims Pike, a 30,000 SF transfer facility, 45,000 SF recycling facility, and 10,000 SF auto parts facility. The materials, heights, and setbacks are not available, but if the zoning map amendment application were to be approved, a Preliminary and Final Development Plan would be required to be approved for the site prior to construction.

## **Access & Circulation**

The concept plan shows two driveway connections to Sims Pike. If approved, the final driveway locations would be determined as part of the development plan review process.

Sims Pike is a county-maintained road measuring 18-foot-wide. Both Planning Commission Staff and Georgetown-Scott County Emergency Management Agency (GSCEMA) have expressed concerns regarding the width of Sims Pike. GSCEMA recommends a 27-foot curb-to-curb road width which would allow for semi-trucks to make the necessary 90 degree turn movements from a driveway onto the public road. The agency also states that Sims Pike may need additional road widening from the Project Site to Cherry Blossom Way beyond just the road frontage of the Project Site. Improvements to Sims Pike would be required if the zone change were approved by the Planning Commission and a Preliminary and Final Development Plan were filed for this use or another industrial use on this property. It is recommended that a plan for widening Sims Pike and a plan for extension of public sewer into this area be in place prior to large scale industrial rezoning of property in the area.

## **Traffic Review**

A traffic review was performed by Vision Engineering which has been attached for reference. A traffic review was required by Staff at TRC to understand the impact of the rezoning on the existing road network. A full version of the review is available for examination in the Planning Commission office.

The review used the 11<sup>th</sup> Edition ITE Trip Generation Manual metrics, specifically "General Light Industrial" (LUC 110). The traffic review found that, for the 85,000 SF of building proposed on the concept plan, the Project Site would generate 78 AM peak hour trips and 83 PM peak hour trips.

## **Landscape & Land Use Buffers**

Property perimeter landscape areas are required as part of this development, specifically for industrial and agricultural zones. The Agricultural Buffer Ordinance (2023) passed by the City and County would apply to this property. That Ordinance requires a six-foot high wire no-climb fence where the property adjoins an agricultural zone. The landscape buffer required by this Agricultural Buffer Ordinance is 50-foot-wide with the plantings every 40 linear feet of boundary and to be those non-harmful to livestock to be planted far enough off the property line so as to not overhang the boundary. If approved for rezoning, the Applicant would be required to show and install the buffer as part of the development plan process.

## **LEGAL CONSIDERATIONS:**

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

### ***Section 100.213 Findings necessary for proposed map amendment – Reconsideration.***

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

#### ***Part 1:***

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

#### **Future Land Use Map Review:**

The FLU Map for the currently adopted Comprehensive Plan shows the Project Site inside the Georgetown Urban Service Boundary and planned Industrial and Creek Corridor.

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

- This land use category includes the processing of products or raw materials. The associated zoning districts are intended to provide concentrated areas of high-quality employment facilities within the Urban Service Boundaries for uses including light and heavy manufacturing, warehousing and distribution, trucking, indoor, screened, and outdoor storage, and a wide range of other service operations. Areas planned for industrial uses should be designed in a campus or park-type setting with an emphasis on internal connection and access.

The 2024 Comprehensive Plan includes the following description for FLU Creek Corridor:

- “This land use category includes the 1% annual flood chance areas within the Urban Service Boundaries. Over time, it is expected that as property develops, the land in the Creek Corridor should be officially designated for conservation. To support long-term community goals for the protection of our waterways and riparian areas, these areas should not be developed except for public uses such as trails, greenways, or ribbon parks.”

The proposed rezoning to the Heavy Industrial zone aligns with the 2024 Comprehensive Plan’s FLU Map. The proposal does satisfy the requirement for areas identified as “FLU Creek Corridor” or large streams being rezoned to Conservation C-1.

### ***Goals & Objectives Review:***

Staff reviewed the Goals and Objectives of the 2024 Comprehensive Plan. A sample of the goals and objectives are below.

- Goal EG 1 encourages the diversification of the Scott County Economy and Goal EG 4 encourages the promotion of Scott County's image as a superior location for industrial development.
  - By having employers across a variety of industries in a community, the community benefits from skilled workers, additional financial opportunities, and training opportunities. Having options allows for residents interested in a specific industry the opportunity to stay local. Through Toyota and its industrial affiliates and suppliers, Scott County serves as a prime location for skilled industrial workers. Having areas where an industrial user could go furthers these goals.
  - The Comprehensive Plan states that, to retain the current ratio of 45.2 acres of industrially zoned land per 1,000 residents of Georgetown, 367 acres of land would need to be zoned and developed for industrial uses and the projected growth of Georgetown between 2024 and 2030. The 2024 Comprehensive Plan does identify that 363 acres of land is already zoned for industrial use but remains undeveloped, however much of that land is in smaller parcels scattered throughout Georgetown which may not be suitable.
- Objective EN 1.1 encourages the protection of creek conservation corridors through zoning and riparian buffers and Goal EN 3 encourages the protection of environmentally sensitive areas.
  - Through the rezoning of those areas to the C-1 Conservation district, large-scale development is kept out of floodplains and conservation areas, thus protecting our local waterways.
- Goal EN 2 and the objectives therein encourage the minimization of the impact of waste produced in Scott County through the reduction of landfill directed waste (EN 2.1) and the encouragement of recycling and reduction of barriers to those activities (EN2.2). The proposed use of the property could reduce the volume of waste directed towards landfills to a more appropriate location.
  - It is essential to understand that if the Project Site is approved for rezoning to Heavy Industrial, the Applicant may not be the end user on the property. While the Applicant may be aligned with this goal and objectives, that does not mean every heavy industrial user is.
- Objective PF 1.3 encourages the consideration of the proximity, access, and levels of service for public service providers such as fire and police.
  - The property is located 5 miles from the nearest Georgetown Fire Department station (Station #2), or 2.5 miles from the nearest Scott County Fire Department station (Station #1). This distance is far greater than to other I-2 zoned properties in the county, wherein GFD Station #2 is 1.6 miles to the quarry and concrete property on East Main Street Extended and 3.3 miles to Toyota, the latter of which having an internal fire response squad.
- Goal TR 1 encourages efficient transportation systems that are coordinated with existing needs and plans for future growth.
  - The property is located off a road measuring 18 feet wide. It is unclear if the road is scheduled for improvements, expansion, or reconstruction. It is inappropriate to put a



heavy industry user on a road that is insufficient for the existing residents and the proposed business operating on the site.

- Objective EN 2.3 encourages requiring the proper use, location, and disposal of hazardous materials to protect human health, water and air quality, and environmentally sensitive resources. Furthermore, Goal EN 3 and Objective EN 3.1 encourage the protection of environmentally sensitive areas and the discouragement of the development of areas with a concentration of sensitive resources or areas prone to health and safety hazards.
  - The Project Site has floodplain and large streams which contribute to the health of the county's usable water resources. While there are regulations and standards for water and environmentally sensitive resources protection, the uses permitted in the Heavy Industrial zone may pose a greater threat to these resources that may not be able to be mitigated.

### ***Staff Analysis & Findings***

Staff review and analysis of the 2024 Comprehensive Plan found several sentiments regarding the rezoning application for the Project Site. While the plan identifies that the City of Georgetown needs to plan for the future of the industrial economy through the strategic rezoning and development of properties for said use, the plan also identifies that the City of Georgetown places a high value on the protection of local waterways and environmental health.

Based upon the analysis above, staff finds that this application is agreement with the 2024 Comprehensive Plan and Future Land Use Map, but the area lacks the infrastructure to support large scale industrial uses. Specifically, the existing road that provides access to the site does not meet the minimum width and design specifications for an industrial road. The *Subdivision and Development Regulations* require that industrial roads be a minimum of 24 feet wide with 2-foot shoulders on either side or 28 feet wide with curb and gutter. Furthermore, the site is an area that is planned for future industrial growth but lacks the sewer infrastructure to support urban uses such as heavy industry. It is recommended that a plan for widening Sims Pike and a plan for extension all other public utilities prior to large scale industrial rezoning of property in the area.

### ***Findings***

1. Staff finds that the proposed rezoning for an industrial user fits the Industrial FLU designation for the property. Several Goals and Objectives also align with the proposed rezoning. Per the Comprehensive Plan, all rezoning applications including floodplain and other protected lands shall be rezoned to C-1 Conservation within the extent of these protected areas.
2. Staff finds that the concept plan as presented is appropriate for the I-2 zone. Additional ordinances have been passed by the Scott County Fiscal Court which would need to be followed for the specific use shown on the concept plan.
3. After analysis, staff finds that the zoning map amendment satisfies the requirements of KRS 100.213(1).
4. Sims Pike is an 18-foot-wide road which does not meet the width standards for industrial development and may not be able to serve this project in its current condition. If approved, the applicant shall be responsible for all offsite road and public water and sewer improvements required to serve the proposed development. <sup>1</sup>

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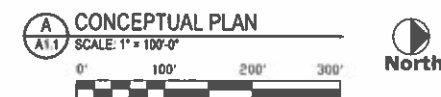
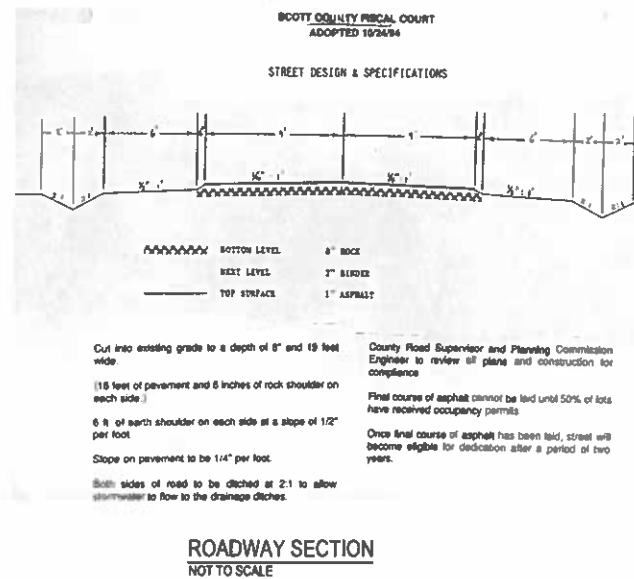
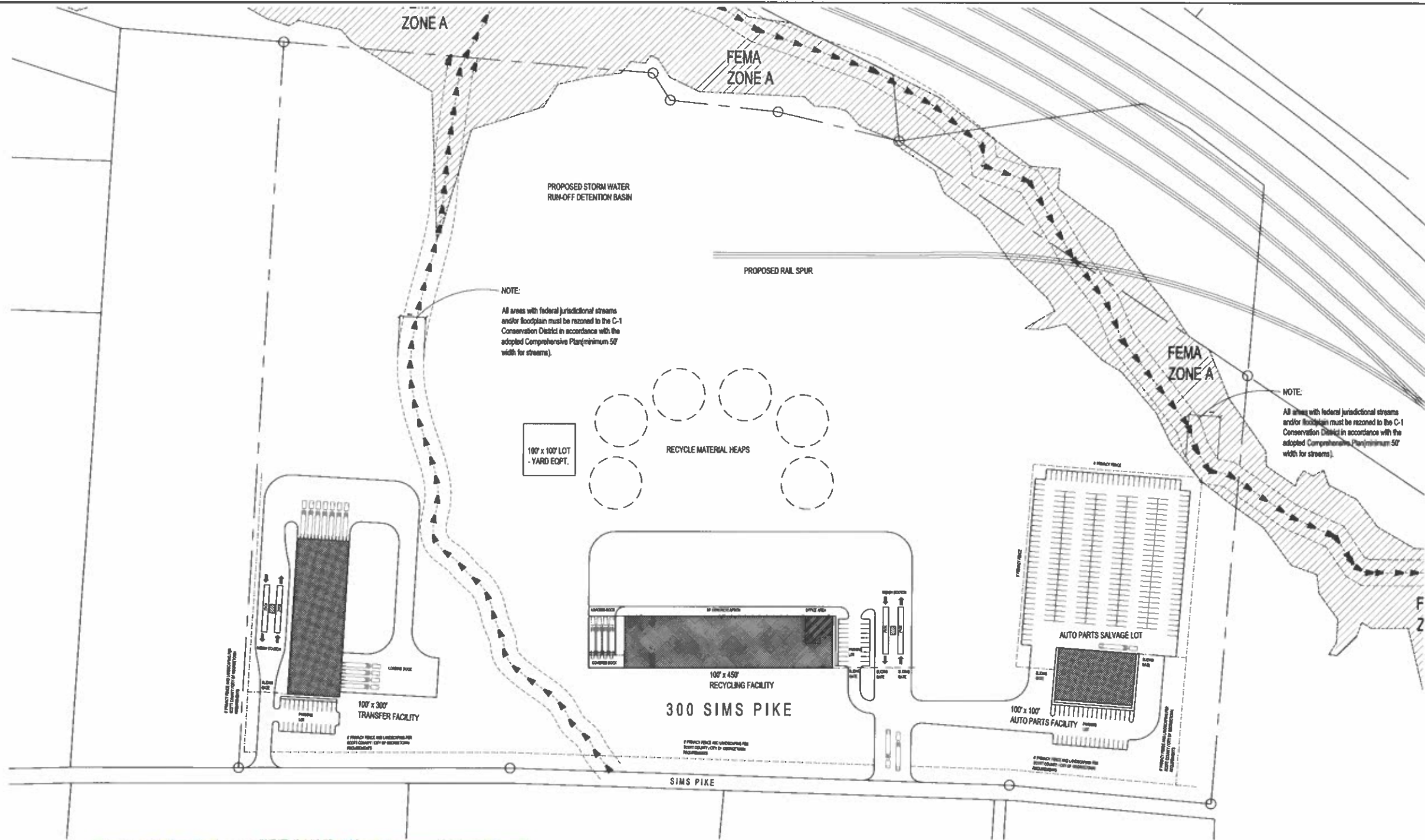
<sup>1</sup> The Fiscal Court is in the best position to know what infrastructure improvements to the are feasible.

## **RECOMMENDATION:**

Based on the findings that the requested zone change is consistent with the adopted 2024 Comprehensive Plan and has been designated as such in previous plans, but with questions of infrastructure sufficiency, staff makes **No Recommendation** to the Fiscal Court regarding approval or denial of the zone change. If the Commission recommends approval of this application, staff recommends the following conditions be attached:

### **Conditions of Approval:**

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations*.
2. All areas within the floodplain shall be rezoned to C-1 conservation.
3. If the applicant does not progress to Preliminary or Final Development Plat/Plan approval within 3 years of Zoning Map Amendment approval, the approved Concept Plan shall expire and the Planning Commission may initiate a rezoning of the property back to A-1 (Agricultural) or some other appropriate zone.



**BLUEGRASS METAL RECYCLERS, LLC**  
NEW DEVELOPMENT  
300 SIMS PIKE, GEORGETOWN, KENTUCKY

johnson • early • architects  
546 e. main street, suite 101 • lexington, kentucky 40508  
phone: 858-258-1515 • email: earlyj@jeaarchitects.net

**CONCEPTUAL PLAN & MISC. DATA**

DATE: APRIL 22, 2025  
DRAWN BY: JAC  
CHECKED BY: JAC  
REVISION: MAY 28, 2025

April 30, 2025

RECEIVED

**VIA HAND DELIVERY**

Georgetown-Scott County Planning Commission  
230 E. Main Street  
Georgetown, Kentucky 40324

APR 30 2025

PLANNING COMMISSION

**LETTER OF JUSTIFICATION**

<b>Applicant:</b>	<b>Bluegrass Metal Recyclers, LLC</b>
<b>Property:</b>	<b>300 Sims Pike, Georgetown, KY</b>
<b>Parcel:</b>	<b>185-30-003.000</b>
<b>RE:</b>	<b><i>Zone Change Application</i></b>

Dear Commission Members:

Please be advised I am writing on behalf of the applicant, Bluegrass Metal Recyclers, LLC (hereinafter the "Applicant"), who is applying for a zone change for that certain real property located at 300 Sims Pike, Georgetown, Kentucky and identified as parcel number 185-30-003.000 (the "Property"). Currently, the Property is zoned A-1 (Agricultural). We respectfully request that the Property be rezoned to I-1 (Light Industrial District). The Property is currently owned by Mr. Edward W. Moore, Jr., who has given his written consent to the filing of the subject application. Please allow the contents of this letter, as well as the Applicant's conceptual plan (the "Concept Plan") (attached hereto), to serve as justification in support of the Applicant's zone change request. As more particularly explained below, the Applicant's request is in full compliance with the 2024 Comprehensive Plan and its associated Future Land Use Map (attached hereto).

**I. The Property**

The Property consists of 53.50 +/- acres located on Sims Pike, due north of Cherry Blossom Way. The Property is currently vacant agriculturally designated land. The requested zone map amendment is consistent with the 2024 Future Land Use Map for the City of Georgetown in that the Property is contemplated for industrial use. *See* 2024 Georgetown-Scott County Comprehensive Plan, at pg. 74 (the "Comprehensive Plan"). The Property is currently located within the urban service boundary and, thus, contemplated for development. *See* Comprehensive Plan, at pg. 82. Therefore, the requested I-1 zone map amendment fully complies with the said Comprehensive Plan.

## **II. Bluegrass Metal Recyclers, LLC**

Bluegrass Metal Recyclers, LLC, was founded in 2009. Since that time, it has been dedicated to providing sustainable solutions in metal recycling. What began as a small Veteran-owned operation has now grown into a trusted industry leader committed to environmental sustainability and innovation. Over the years, the Bluegrass Metal team has worked tirelessly to help reduce waste, conserve natural resources, and support the circular economy through its comprehensive recycling services.

In the early days, the company focused on offering reliable, cost-effective metal collection and recycling services for local businesses and community members. As demand for recycling services grew, so did Bluegrass Metals' expertise and capacity. Over time, it expanded operations, refining its processes, investing in cutting-edge technology, and forging strong partnerships with a wide range of industries. Today, Bluegrass Metals is a key player in the metal recycling sector, helping its customers turn waste into cash while minimizing adverse impacts on the environment.

As part of its ongoing commitment to growth and sustainability, Bluegrass Metals intends to utilize the subject Property to increase its processing capacity and improve efficiency. This expansion will not only allow it to serve more customers but also introduce new technologies and shipping options that will make its recycling processes even more environmentally friendly. With this new facility, Bluegrass Metals is reinforcing its mission to create a more sustainable future for all.

The new facility will be equipped with state-of-the-art machinery that will streamline its sorting, processing, and recycling efforts. The subject Property is expected to allow Bluegrass Metals to add rail transport as an outbound shipping option. Bluegrass is also excited to offer enhanced customer services, including a trash sorting and transfer station, car part salvage yard and a regional metal recycling center. This expansion marks a major milestone for the company, reflecting its ongoing dedication to staying at the forefront of industry innovations.

## **III. Comprehensive Plan**

As stated in the Comprehensive Plan, "[t]he Comprehensive Plan Steering Committee and members of the public identified a desire for a strong and distinctive local economy having regional economic impact. In order to do this, the community should diversify our economic base." Comprehensive Plan, at pg. 284. Likewise, EG 1.2 has a stated goal of "improving access to employment opportunities for all Scott County residents." This development will promote this goal by creating new employment opportunities through new business ventures entering the community. Differing and multiple employment in business opportunities will promote the quality of life for Georgetown residents by providing diverse employment options for a multitude of skills and levels.



Georgetown-Scott County Planning Commission  
April 30, 2025  
Page 3

Economic Growth Goal 2 encourages the creation of more local business and job opportunities. Comprehensive Plan, at p. 285. This project will achieve that goal by “[e]ncourag[ing] long-term incremental local business development to benefit the community.” See EG 2.1, at p. 285. The project will also “encourage small-scale commercial...businesses to increase entrepreneurship and provide access to a wider range of local goods, services, and capital.” See EG 2.2, at p. 285. Bluegrass Metals envisions that it will hire approximately sixty (60) new employees over the next ten (10) years to man the facility. It also projects a total capital investment of approximately \$23.7 million.

As such, this zone change request not only complies with the mandates of the Comprehensive Plan but also meets several of its goals and objectives. Therefore, the Applicant’s request is approvable pursuant to KRS 100.213(1).

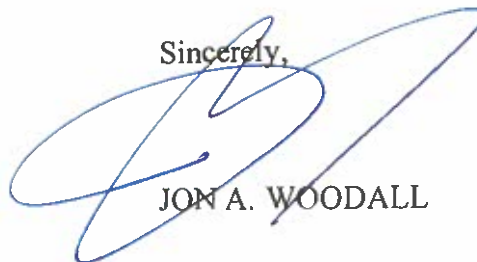
#### **IV. Development**

The Applicant submitted a Concept Plan along with its application in order to provide the Commission with a preview of what the overall project will look like. As previously stated, the Applicant intends to operate a metal recycling facility upon the Property. Prior to development or breaking ground, the Applicant will be required to appear before this Commission and/or the Board of Adjustment and seek 1) a Final Development Plan and 2) a specific Conditional Use Permit(s) in order to conduct its operations lawfully. As such, at this time, the Commission is only being asked to rezone this Property in accordance with the guidance of the Comprehensive Plan. Consequently, the Commission will have additional oversight concerning the development and its associated development plans when those filings are made at a later date.

#### **IV. Conclusion.**

In conclusion, the Applicant appreciates this Commission’s consideration and respectfully requests that the Commission approve the zone change application filed herein.

Sincerely,



JON A. WOODALL

JAW/SAS  
Enclosures



CONCEPTUAL PLAN  
SCALE 1" = 100'

	<b>BLUEGRASS METAL RECYCLERS, LLC</b> <small>NEW DEVELOPMENT</small> <small>100 SIMS PIKE, GORDON TOWNSHIP</small>	
	<b>Johnson + Early + architects</b> <small>546 E. Main Street, Suite 101 - Lexington, Kentucky 40508</small> <small>phone: 259-259-1515 • email: <a href="mailto:earlyj@earthlink.net">earlyj@earthlink.net</a></small>	
	<b>CONCEPTUAL PLAN</b>	
	<small>DATE: 5.11.11</small>	<small>SCALE: 1" = 100'</small>

**jea**  
A1.1



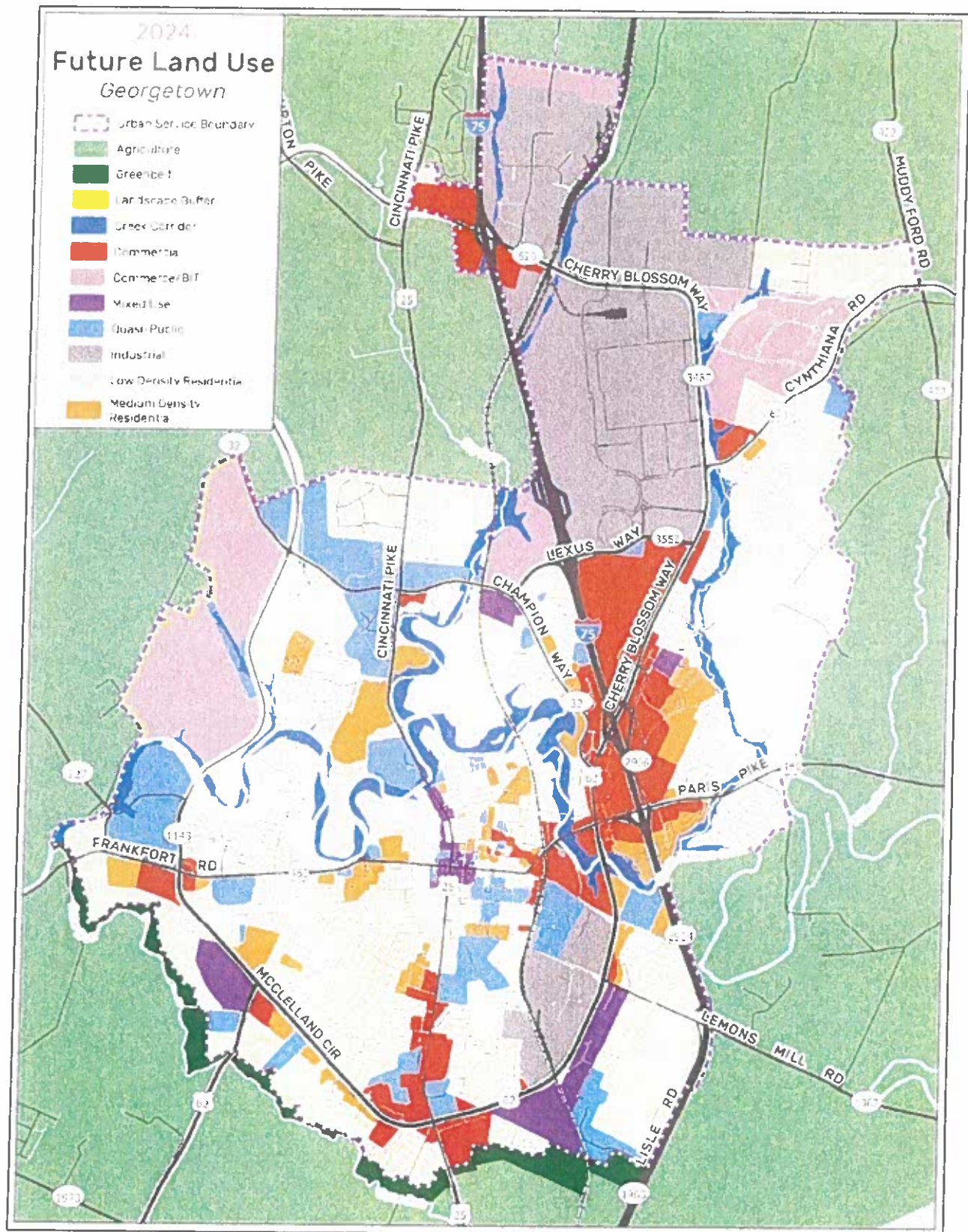


Figure 17: 2024 Comprehensive Plan Future Land Use Map for the City of Georgetown (Map)



128 E Reynolds Rd, Suite 150  
Lexington, KY 40517  
Ph: 859-233-3150

June 6, 2025  
Updated July 30, 2025

Georgetown-Scott County  
Planning Commission  
230 East Main Street  
Georgetown, KY 40324

This letter reviews a planned 300 Sims Pike zoning application and approximate 53.5 acre property for an industrial zoning use and business. A minor subdivision Plat Cabinet 13 / Slide 371 was recorded August 5, 2024 for 228 and 300 Sims Pike

A planned metal recycling business at 300 Sims Pike was reviewed using the ITE Trip Generation Manual light industrial land use code 110 based on building square footage and a site plan submittal to GSC Division of Planning. Trips estimated are a bit higher than the comparable acreage amount of existing nearby industrial uses Online Transport and Checkered Flag Autobody on Old Delaplain Road during the weekday peak hours.

Georgetown and Scott County had a yearly population growth at 1.4% from 2020 to 2025. Annual growth rate has been applied to Cherry Blossom Way (KY 620) east and westbound traffic at the Sims Pike – Outer Ring Road intersection for a future 2035 year.

Moore Property -- 300 Sims Pike, Georgetown-Scott County 40324				
Planned Industrial Zone and 85,000 Square Feet of Buildings on 53.5 acres, Bluegrass Metal Recyclers LLC				
ITE Land Use Code	Land Use Description	ITE Trip Gen Units	Weekday AM Peak Hour Enter / Exit	Weekday PM Peak Hour Enter / Exit
110	General Light Industrial	85,000 Sq Ft Building space	69 enter / 9 exit	10 enter / 73 exit

Estimated ITE generated trips doesn't total 100 trips in either weekday peak hour and doesn't require a traffic access and impact study as outlined in the Georgetown-Scott County (GSC) Traffic Access and Impact Study Guidelines and Procedures. ITE national trip rates are based on 29 study sites, an average building size per acre is 4,700 square feet. Subject property has approximately 1,590 square feet of planned light industrial building space.

Sims Pike is a Scott County Road (CR 1002) between Cherry Blossom Way (KY 620) north to Rogers Gaps Road (approx. 2.5 mile length) with a 35 mph posted speed.



Collector Road stopping sight distance at two (2) planned recycling business entrances should provide a minimum 250-foot distance as outlined in the Georgetown-Scott County Subdivision and Development Regulations Appendix VII(A) and KYTC Highway Design Manual (Exhibits 700-01, 700-02 and 700-04) for a 35 mph posted speed limit. The KYTC sight distance requirement is true for a Kentucky rural local road, rural connector road and an urban road (35 mph posted speed).

Sims Pike Google street view photographs are attached to this report to show sight distance greater than 250 feet is available at both planned industrial entrances. The northernmost Sims Pike entrance now need to be adjusted to move further south from a crest to provide improved sight distance.

KYTC Sims Pike left and right turn lane warrants are not met in the either of the weekday future development year AM or PM peak hours. (KYTC Highway Design spreadsheet, graph calculations are attached.)

During the last five (5) years (May 2020 to May 2025), there were eleven (11) property-damage only accidents and five (5) injury type accidents on Sims Pike between Cherry Blossom Way (KY 620) signalized intersection and to the north to Rogers Gap Road.

Injury accidents occurring were mainly single vehicle accidents leaving the road and colliding with a tree, fence, embankment or a fixed object. A few human factors included driving over the speed limit, inattention, not in proper control and one (1) accident involved alcohol leaving an entrance / making a turn movement on a Saturday afternoon. (Google aerial mapping with accident locations from the Kentucky State Police accident database is attached.)

The Sims Pike crash rate is lower by 20% than the Kentucky urban two-lane roadway statewide average based on the Kentucky Transportation Center, Analysis of Traffic Crash Data in Kentucky (2019-2023). (Crash Rate calculation is attached in this report).

We trust this information provides good background on a 300 Sims Pike industrial zoning application and traffic impact.

Mark McIntosh PE, PTOE  
Vision Engineering



#### Attachments

Cc: Jon Woodall, McBrayer PLLC  
Scott Schuette, McBrayer PLLC

## Estimated Intersection Level of Service / Average Vehicle Delay

Intersection Level of Service, Average Movement Delay (seconds / vehicle)	Existing 2025 AM Peak Hour	Dev Year 2035 AM Peak	Existing 2025 PM Peak Hour	Dev Year 2035 PM Peak
<b>Sims Pike / Old Delaplain Road</b>	A, 3	A, 2	A, 3	A, 2
Old Delaplain Road Eastbound	A, 9	A, 9	A, 9	A, 9
Sims Pike (CR 1002) Southbound	A, 0	A, 0	A, 0	A, 0
Old Delaplain Road Westbound	A, 9	A, 9	A, 9	A, 9
Sims Pike Northbound	A, 2	A, 1	A, 2	A, 1
<b>Sims Pike / Bluegrass Recycling first entrance</b>		A, 1		A, 1
300 Sims Pike – Industrial Zone Eastbound		A, 9		A, 9
Sims Pike Southbound Thru / Right		A, 0		A, 0
Sims Pike Northbound Thru / Left		A, 1		A, 0
<b>Sims Pike / Bluegrass Recycling second entrance</b>		A, 4		A, 4
300 Sims Pike – Industrial Zone Eastbound		A, 9		A, 9
Sims Pike Southbound Thru / Right		A, 0		A, 0
Sims Pike Northbound Thru / Left		A, 6		A, 1
<b>KY 620 Cherry Blossom / Sims Pike – Outer Ring</b>	C, 23	C, 26	C, 24	C, 26
Cherry Blossom Way (KY 620) Eastbound	C, 25	C, 27	C, 21	C, 23
Sims Pike Southbound	C, 22	C, 22	C, 27	C, 26
Cherry Blossom Way (KY 620) Westbound	B, 19	C, 23	C, 24	C, 26
Outer Ring Road Northbound	C, 29	C, 29	C, 33	C, 33

300 Sims Pike Google Street View – Sight Distance at planned southernmost entrance



300 Sims Pike site northbound view, from the left from planned southernmost entrance



300 Sims Pike site southbound view / right view from planned southernmost entrance



300 Sims Pike Google Street View – Sight Distance at planned northernmost entrance



300 Sims Pike site northbound view / from the left from planned northernmost entrance



300 Sims Pike site southbound view / right view from planned northernmost entrance

## KYTC Highway Design Manual – Sims Pike north entrance Turn Lane Warrant calculations, graphs

### Sims Pike at Bluegrass Recycling North Entrance -- Left Turn Lane Warrant

Input Fields			
Left Turn Volume (vph)	55	Speed Limit (mph)	35
Advancing Volume (vph)	73	No. of through lanes	1
Opposing Volume (vph)	49	Percent Heavy Vehicles (decimal percent)	0.05

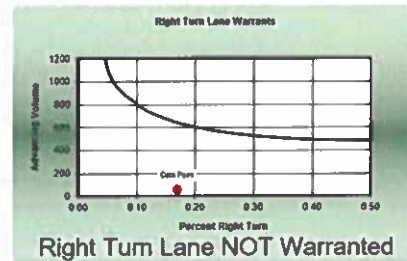


Dev Year 2035 Morning (A.M) Peak Hour

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

### Sims Pike at Bluegrass Recycling North Entrance -- Right Turn Lane Warrant

Input Fields	
Possible Right Turn Volume (vph)	10
Advancing Volume (vph)	59
Speed Limit (mph)	35



Dev Year 2035 Morning (A.M) Peak Hour

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

### Sims Pike at Bluegrass Recycling North Entrance -- Left Turn Lane Warrant

Input Fields			
Left Turn Volume (vph)	8	Speed Limit (mph)	35
Advancing Volume (vph)	45	No. of through lanes	1
Opposing Volume (vph)	30	Percent Heavy Vehicles (decimal percent)	0.05

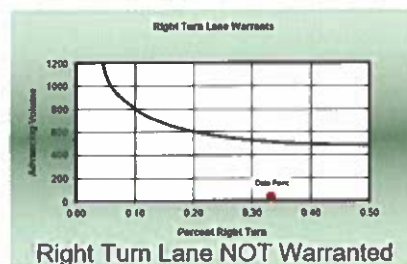


Dev Year 2035 Afternoon (PM) Peak Hour

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

### Sims Pike at Bluegrass Recycling North Entrance -- Right Turn Lane Warrant

Input Fields	
Possible Right Turn Volume (vph)	10
Advancing Volume (vph)	30
Speed Limit (mph)	35



Dev Year 2035 Afternoon (PM) Peak Hour

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.



KY State Police Accident History (May 2020 to May 2025) – Sims Pike Georgetown  
Approximately 2.5 miles -- Cherry Blossom Way (KY 620) north to Rogers Gap Road



Georgetown KY Sims Pike

Sims Pike north of Cherry Blossom Way

5-year accident history

May 2020 to May 2025

1 view

Last edit was 8 days ago

Add layer

Share

Preview

✓

KSP Accidents\_Georgetown KY Si

▼

Styled by MannerOfCollision

SINGLE VEHICLE (8)

ANGLE (2)

REAR END (2)

BACKING (1)

SIDESW/PE-OPPOSITE DIRE (1)

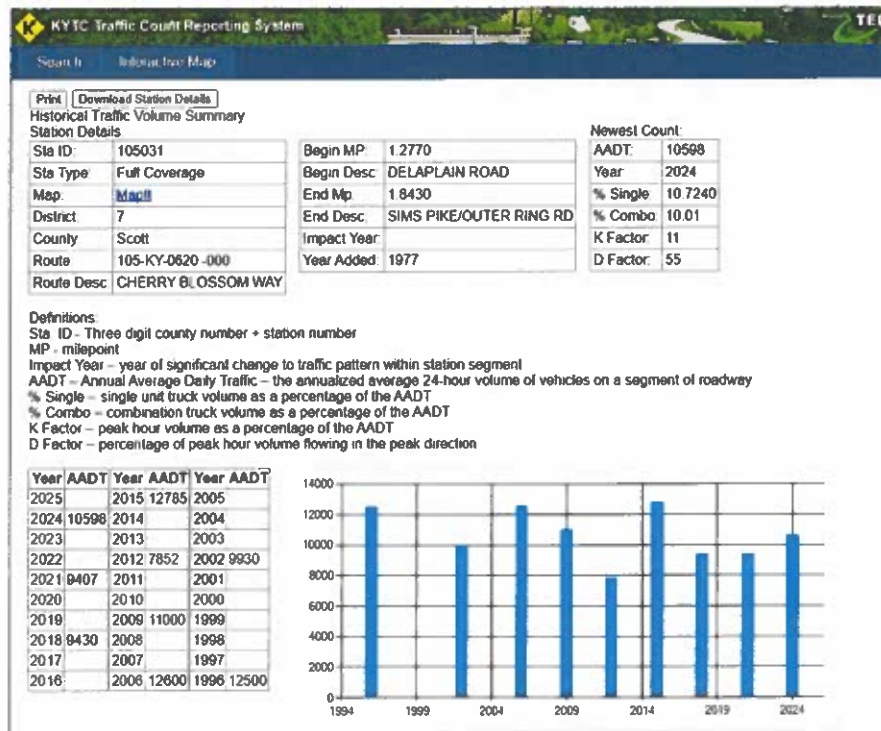
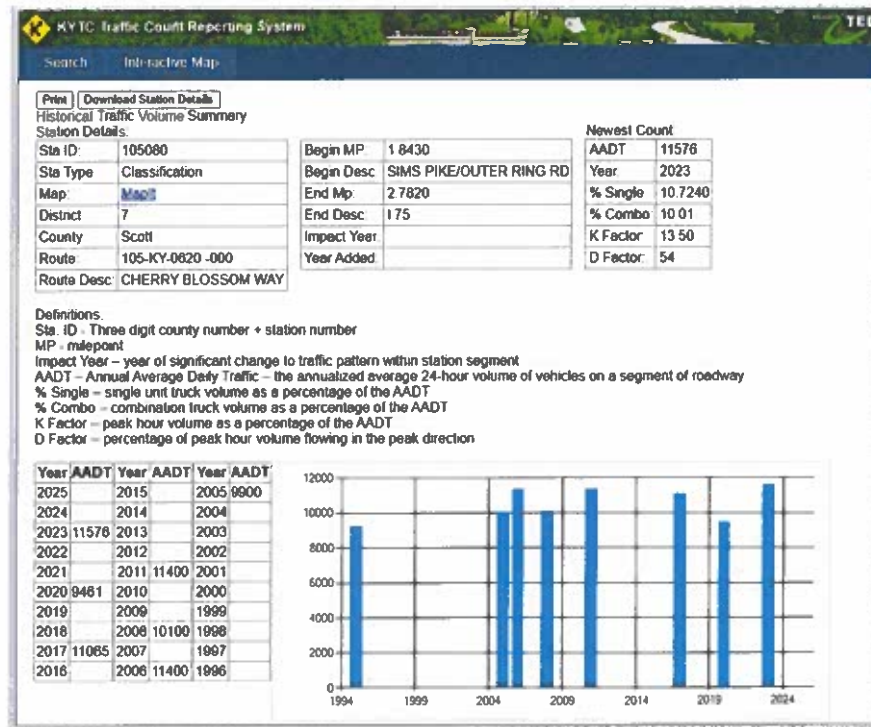
SIDESW/PE-SAME DIRECTION (1)

Base map

AVERAGE DAILY TRAFFIC			
SEGMENT LENGTH IN MILES ( L )		2.5	
AVERAGE DAILY TRAFFIC VOLUME ( V )		1 000	
TOTAL # OF CRASHES	16	# OF YEARS	5
		AVERAGE # OF CRASHES PER YEAR ( A )	3.20
CRASH RATE CALCULATION	350.68	RATE	<div><div>(A * 100 000 000)</div><div>(L * V * 365)</div></div>
Comments	Crash Rate Calculation -- KY Urban 2-Lane Roadway, Collector Road		
Project Title	Sims Pike Georgetown (Scott County) (CR 1002) milepoint 0.0 to 2.5		
KY Avg Urban 2-lane road	424	% Difference	21%
May 2020 to May 2025			
Reference: KY Transportation Center Analysis of Traffic Crash Data in KY (2019-2023)			

Vision Engineering, LLC  
Water Resources, Environmental, Civil and GIS Consultant

## KYTC Cherry Blossom Way (KY 620) traffic count stations east of Interstate 75, history graphs





Georgetown – Scott County, Kentucky – Sims Pike (CR 1002)

### **TRAFFIC EXHIBITS**

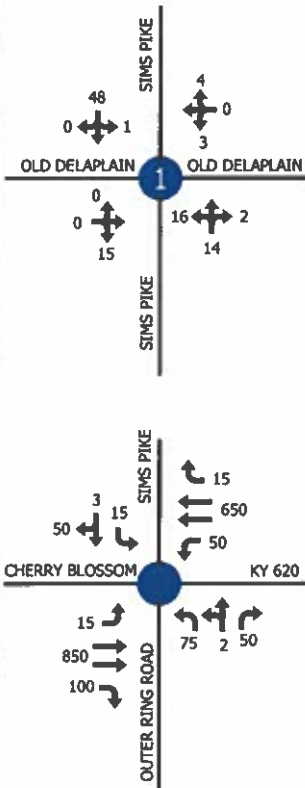
- V-1 Existing Weekday Morning AM Peak Hour
- V-2 2035 Development Year New Trip Distribution AM Peak Hour
- V-3 2035 Development Year AM Peak Hour
- V-4 Existing Weekday Afternoon PM Peak Hour
- V-5 2035 Development Year New Trip Distribution PM Peak Hour
- V-6 2035 Development Year PM Peak Hour Traffic

Preliminary Site Plan – Moore property



# LEGEND

--- PROPERTY BOUNDARY



SIMS PIKE (CR 1002)  
NORTH OF KY 620  
CHERRY BLOSSOM WAY  
GEORGETOWN-SCOTT COUNTY KY

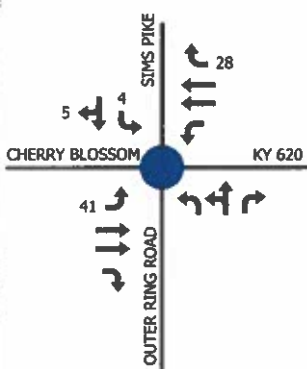
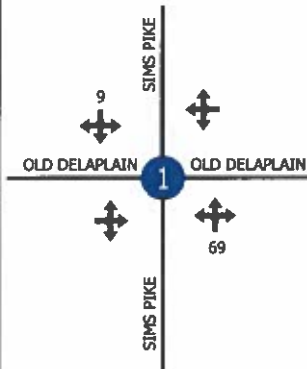
2025 EXISTING AM PEAK HOUR

EXHIBIT V-1



# LEGEND

--- PROPERTY BOUNDARY



2035 AM PEAK  
ESTIMATED  
NEW TRIPS  
69 ENTERING /  
9 EXIT

SIMS PIKE (CR 1002)  
NORTH OF KY 620  
CHERRY BLOSSOM WAY  
GEORGETOWN-SCOTT COUNTY KY

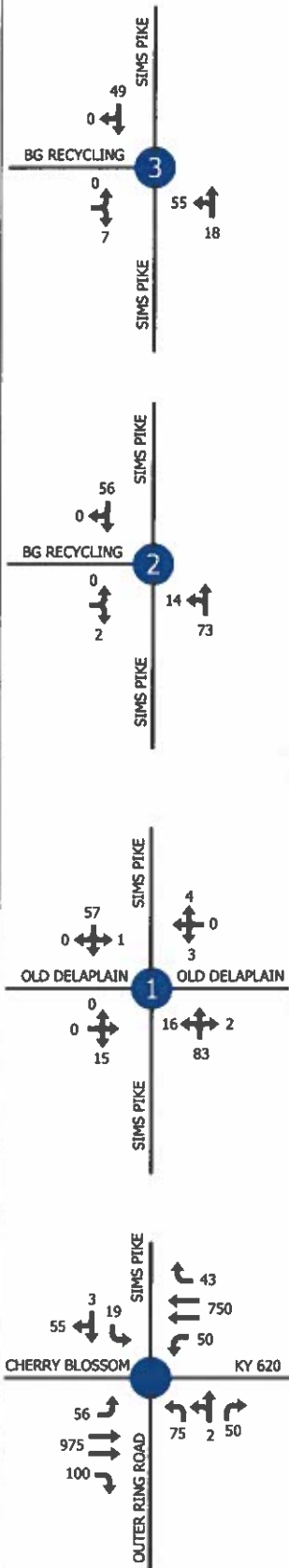
2035 ESTIMATED AM PEAK NEW TRIPS

EXHIBIT V-2



# LEGEND

--- PROPERTY BOUNDARY



2035 AM PEAK  
ESTIMATED  
NEW TRIPS  
69 ENTERING /  
9 EXIT

SIMS PIKE (CR 1002)  
NORTH OF KY 620  
CHERRY BLOSSOM WAY  
GEORGETOWN-SCOTT COUNTY KY

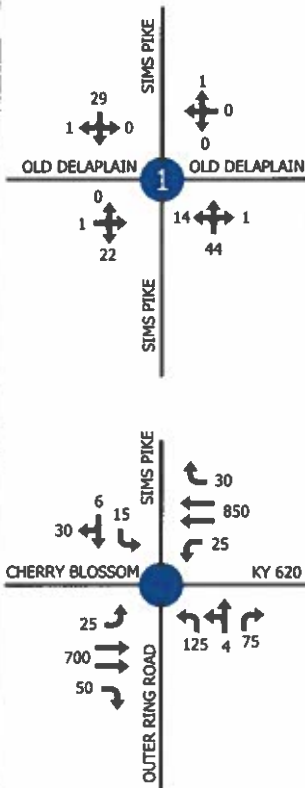
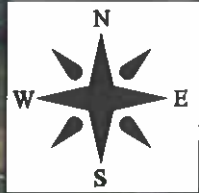
FUTURE 2035 AM PEAK HOUR

EXHIBIT V-3



# LEGEND

--- PROPERTY BOUNDARY



SIMS PIKE (CR 1002)  
NORTH OF KY 620  
CHERRY BLOSSOM WAY  
GEORGETOWN-SCOTT COUNTY KY

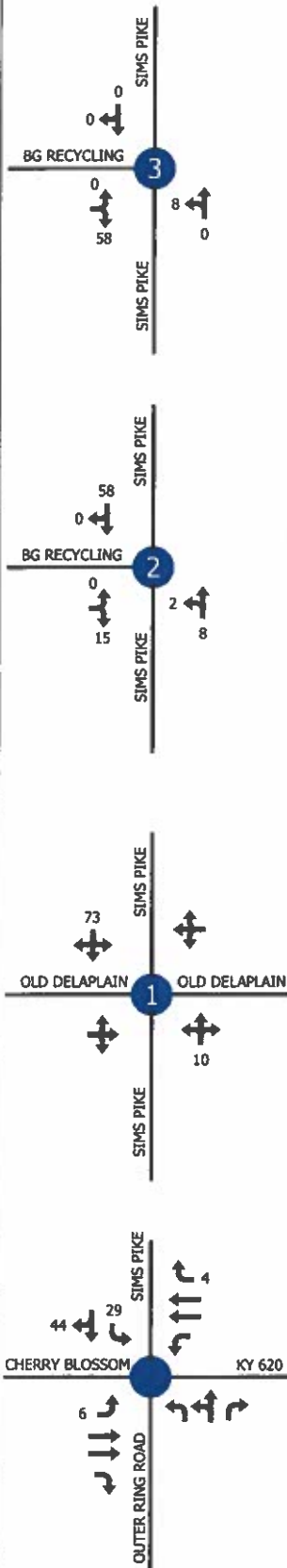
2025 EXISTING PM PEAK HOUR

EXHIBIT V-4



# LEGEND

--- PROPERTY BOUNDARY



2035 DY PM PEAK  
ESTIMATED  
NEW TRIPS  
10 ENTERING /  
73 EXIT

SIMS PIKE (CR 1002)  
NORTH OF KY 620  
CHERRY BLOSSOM WAY  
GEORGETOWN-SCOTT COUNTY KY

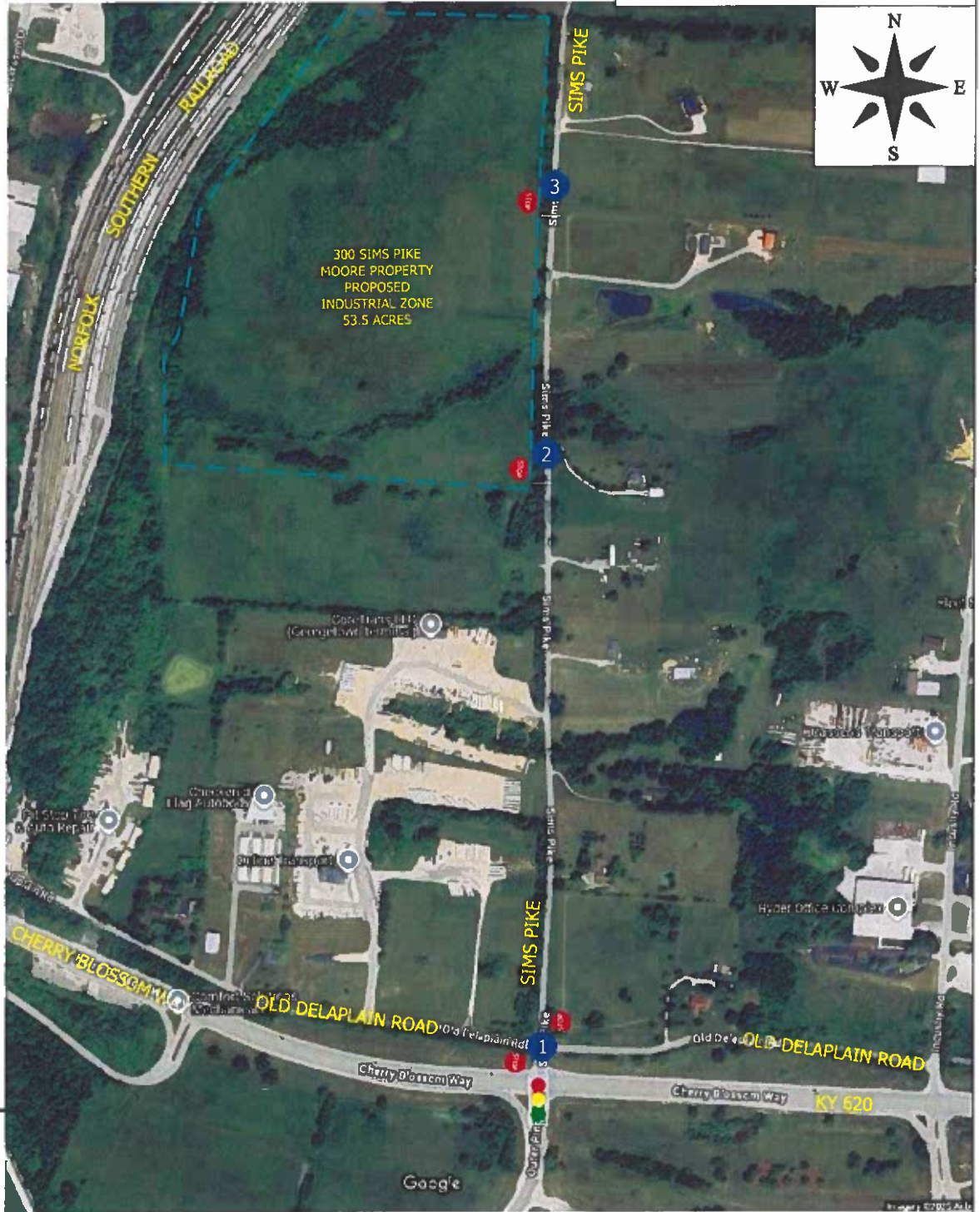
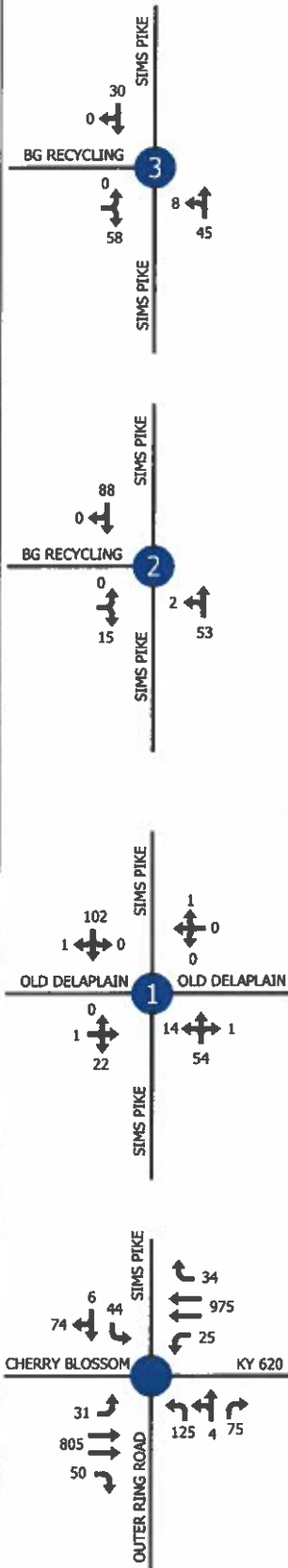
2035 ESTIMATED PM PEAK NEW TRIPS

EXHIBIT V-5



# LEGEND

--- PROPERTY BOUNDARY



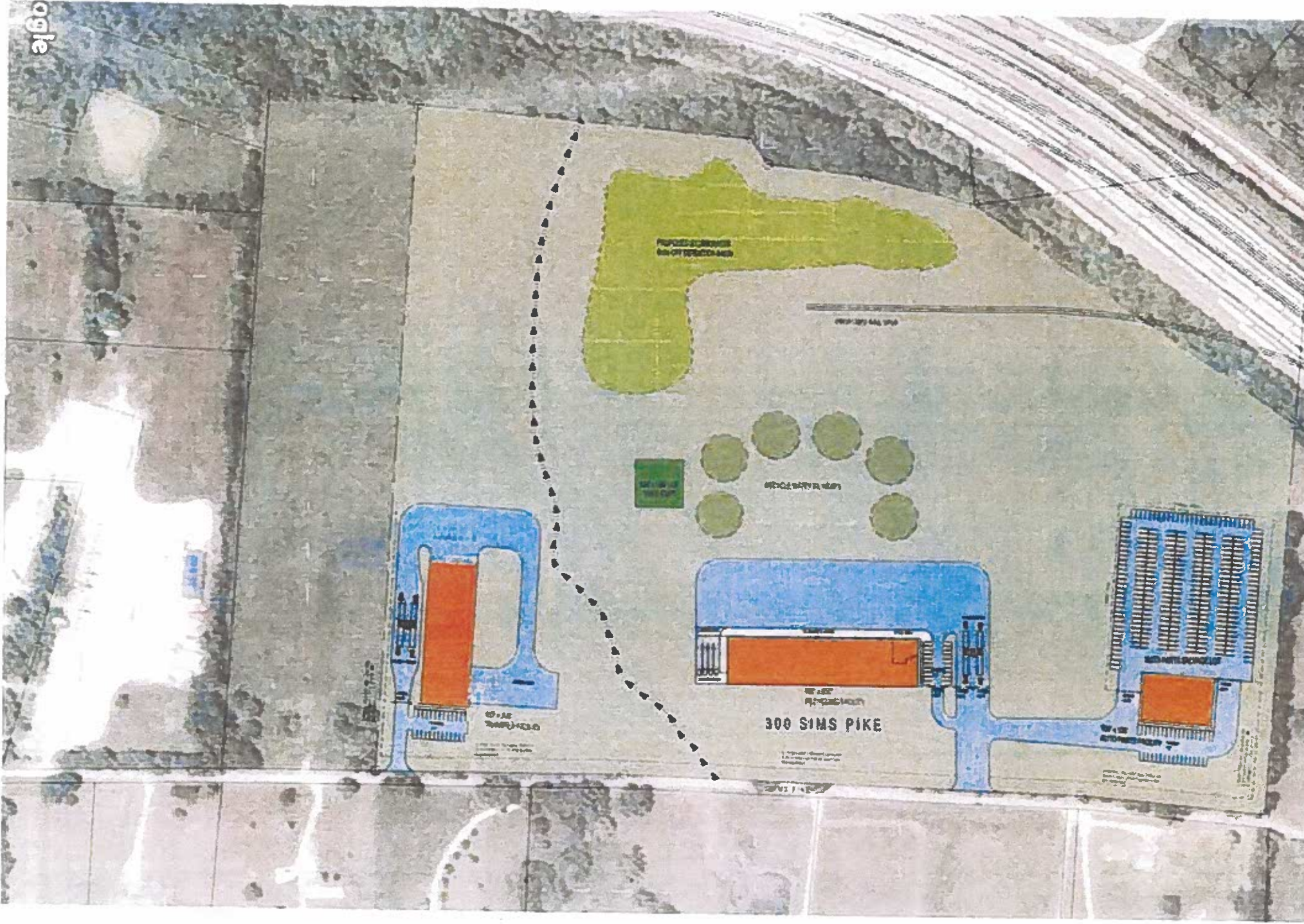
2035 DY PM PEAK  
ESTIMATED  
NEW TRIPS  
10 ENTERING /  
73 EXIT

SIMS PIKE (CR 1002)  
NORTH OF KY 620  
CHERRY BLOSSOM WAY  
GEORGETOWN-SCOTT COUNTY KY

2035 FUTURE PM PEAK HOUR

EXHIBIT V-6





PROPOSED BRIDGE  
ON OFF-ROAD HIGHWAY

PROPOSED BRIDGE

PROPOSED BRIDGE

300 SIMS PIKE

PROPOSED BRIDGE

PROPOSED BRIDGE



# MULBERRY STREET ZONING MAP AMENDMENT

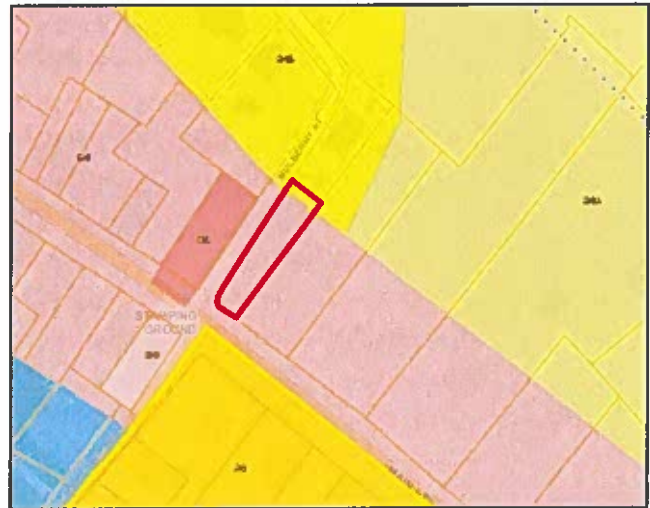
## Staff Report to the Georgetown-Scott County Planning Commission August 14, 2025

**FILE NUMBER:** ZMA-2025-32

**PROPOSAL:** Zoning map amendment from B-1 (Neighborhood Commercial) to B-3 (Central Business District)

**LOCATION:** Parcel 038-00-121.000; Mulberry Street and Main Street intersection, Stamping Ground, KY

**OWNER:** Rob Jones/Empire Investments



### STATISTICS:

Total Site Acreage: 0.14  
Existing Zone: B-1 (Neighborhood Commercial)  
Proposed Zone: B-3 (Central Business District)  
Surrounding Zone(s): B-2, B-3, R-1A, R-1B, R-2  
Proposed Use: Residential  
Access: Main Street/KY 227  
Future Land Use: Mixed Use

### BACKGROUND

The subject property is a 0.14-acre located on the northeast corner of the Mulberry Street and Main Street (KY 227) intersection in Stamping Ground. The Applicant is seeking to rezone the property from B-1 (Neighborhood Commercial) to B-3 (Central Business District) for greater flexibility of use, including residential.

### SITE REVIEW

This corner property is positioned along a major corridor at the heart of the City of Stamping Ground's commercial zone, many of the properties of which are zoned B-1. The property to the west of the applicant property and directly across Mulberry Street is zoned B-2 (Highway Commercial), and the property to the south of the applicant property and across Main Street is zoned B-3.

The area of the parcel is approximately 6,098 square feet, and the maximum length, extending along Mulberry Street north of Main Street, is approximately 166 feet. The maximum width is approximately 40 feet along its northern boundary, and its width along southern boundary with Main Street is approximately 34.5 feet. The subject property is currently vacant, although the Applicant has indicated that a home previously occupied the space. The Applicant has proposed constructing a single-family dwelling on the site.

The lot does not meet the minimum area requirements of any of the residential zoning districts, nor is residential zoning appropriate for the location in a centralized commercial district. The current zoning of the property, B-1 (Neighborhood Commercial), does not permit residential use.

The purpose of the proposed zoning, B-3 (Central Business District), is to provide commercial activities in a concentrated area with an emphasis on large scale and specialty establishments, thus enabling the public to participate in many types of commercial activities at one time without depending upon motor transportation for mobility. Permitted uses include all specialty stores, department stores, places of amusement and entertainment but does not include those businesses which may be detrimental to the purpose of the Central Business District.

The B-3 district does allow for planned, high density residential use. This does not include single-family residential use as the use does not fit the expressed purpose of the zone. Duplexes and multi-family structures in the B-3 zoning district may be permitted but are to comply with the dimensional requirements of the R-2 zoning district.

The R-2 zoning district sets forth the following dimensional regulations:

- The minimum lot area with sanitary sewer is 7,500 square feet for single-family and 8,500 square feet for duplex.
- Maximum density is 12 units per acre.
- Maximum building coverage is 40% of lot.
- Setbacks for principal structures are ...
  - Front: 30 feet
  - Side: 7.5 feet (Single and Duplex)
  - Rear: 25 feet

The B-3 zoning district sets forth the following dimensional regulations:

- The minimum lot area without sanitary sewer is 5 acres.
- Maximum building coverage is 90% of lot.
- Setbacks for principal and accessory structure are ...
  - Front: 0 feet
  - Side: 0 feet
  - Rear: 0 feet

Considering the limited area of the lot and its primary location in the city center along a major corridor, a combined commercial/residential, mixed use may be the most appropriate development for this site.

## **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*

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.*

## **COMPREHENSIVE PLAN**

The Comprehensive Plan provides guidance for consideration of zone change requests. For the proposed zoning map amendment, Staff has reviewed the Future Land Use Map (FLU Map), Neighborhood Centers, and the adopted Goals & Objectives of the plan for guidance.

### ***Future Land Use Map Review***

The FLU Map for the currently adopted Comprehensive Plan shows the Project Site inside the planned Mixed Use area.

The 2024 Comprehensive Plan includes the following description for FLU Mixed Use:

This category allows for a mixture of residential and commercial uses designed in a manner allowing the two uses to be mutually supportive. Commercial uses should be designed at a pedestrian scale allowing for minimal automobile reliance to access the district. The types of commercial uses should primarily reflect those retail stores and services which meet the daily needs of the nearby residential areas. Typically, this includes groceries, restaurants, childcare, banks, coffee shops, etc.

This category allows high density residential uses when designed in a manner that is walkable and bikeable. High density residential uses include townhome and apartment developments. This level of residential density is only allowed in this area when sites are developed with well-planned horizontal or vertical mixtures of commercial and residential development. A well-planned development would be designed sensitive to the context of the site, promote

walking and biking for residents to meet many of their daily needs, and be in close proximity to existing or planned community facilities.



The proposed rezoning to B-3 (Central Business District) aligns with the 2024 Comprehensive Plan's FLU Map.

### ***Neighborhood Centers Review***

This property is located within a Neighborhood Center as identified in the 2024 Comprehensive Plan. The Plan establishes that a neighborhood should contain all the necessary elements to meet the daily needs of its residents within walking distance. The Comprehensive Plan has provided a means to encourage development that includes a balanced mix of uses, such as residential, retail, work, and civic facilities within close proximity to each other throughout strategic locations of the community. In this plan, the term "Neighborhood Center" identifies such a location that is either already existing or prime for this type of development.

The Neighborhood Centers concept seeks to achieve the following outcomes:

- Efficiently use the land available for development by combining higher density residential, retail, restaurant, grocery, and public services (parks, schools & libraries) into a compact area.
- Reduce motor vehicle miles driven to meet the daily needs of residents and traffic congestion through integrated uses and excellent bicycle/pedestrian infrastructure.
- Enhance the character of the built environment of the area through use of quality building materials and innovative architectural design.



- Provide open space for public park uses that are centrally located, mostly avoids environmentally sensitive areas, has excellent bicycle/pedestrian access, and provides public amenities (trails, playgrounds, graded fields, etc.). This open space increases opportunities for socialization & exercise and improves the quality of life for our community.

In regard to form, Neighborhood Centers must have a mixture of commercial and residential uses in those areas with a future land use designation of Mixed Use. For already developed (non-greenfield) sites it would be appropriate for the type of integration of these uses (horizontal or vertical) to be dictated by the surrounding area. New development has more flexibility to change the character of the surrounding area if it can demonstrate it will meet three (3) or more of the expected outcomes of the Neighborhood Centers concept. New development should strive to meet the expected outcomes stated above.

All development in a Neighborhood Center should strive to use quality building materials and innovative architectural design to enhance the form of the center, but to also create a sense of place distinctive from typical suburban style development found in non-Neighborhood Centers.



### ***Goals & Objectives Review***

Scott County strives to balance the impact and compatibility of our urban and rural scaled development. It is essential that the community works to ensure efficient use of land and resources that build a cleaner, stronger, and more beautiful community. Appearances matter – streets and buildings should be in good condition, made with quality materials, and kept clean, especially in those places that are highly visible or used by the public. Development patterns that strengthen the distinction and separation between Scott County's urban and rural areas should be encouraged, as well as development patterns that promote higher density near major corridors and away from environmentally sensitive areas. A sample of the goals and objectives for Community Form are below.

- Goal CF 1 encourages design for efficient networks of streets and land uses. This goal focuses on principles of land use management, density, and accessibility. Mixed use development provides for efficient use of land as well as residential access to public amenities.
- Goal CF 2 advocates for the maintenance and enhancement of our built environment's form and character, which may include infill projects, adaptive reuse of existing buildings, and incremental sustainable growth. This allows for flexibility in land use and design pattern, encourages a more walkable and bikeable area, and enhances city centers to attract users

and increase ownership rates to help to improve the form and function of Neighborhood Centers.

- Goal CF 4 focuses revitalization efforts in existing centers of activity. This includes investing in downtown Georgetown, Sadieville, and Stamping Ground as the heart of each city; promotes multi-use and flex spaces, including the installation of parking structures and garages, especially in downtown areas and public spaces; preserves and strengthens the fabric of existing neighborhoods by investing in maintenance and improvements to infrastructure; and requires infill and redevelopment projects to be designed for pedestrian use and compatible with the existing character and long-term goals for the surrounding area. This goal focuses on renewal of our community and preservation of those places that make it unique.

### **STAFF ANALYSIS & FINDINGS**

Staff review and analysis of the 2024 Comprehensive Plan finds that the proposed rezoning from B-1 (Neighborhood Commercial) to B-3 (Central Business District) is appropriate for the applicant site.

1. The applicant site is positioned in a primary location along a major corridor in the Neighborhood Center of Stamping Ground.
2. Neighborhood Centers are to contain all the necessary elements to meet the daily needs of its residents within walking distance, including having a mixture of commercial and residential uses in those areas with a future land use designation of Mixed Use.
3. The Future Land Use map for Stamping Ground has identified the applicant site as a Mixed Use designation.
4. Staff finds that a B-3 (Central Business District) zoning designation is compatible with a Mixed Use designation.
5. Staff finds that a B-3 Zoning Designation for this site addresses the goals of the 2024 Comprehensive Plan on Community Form, those being design for efficient networks of streets and land uses, maintenance and enhancement of our built environment's form and character, and revitalization efforts in existing centers of activity.
6. After reviewing the 2024 Comprehensive Plan and the Goals and Objectives therein, Staff finds that the requested zone change satisfies the requirements of KRS 100.213(1).

### **RECOMMENDATION:**

Based on the findings that the requested zone change does satisfy the requirements of KRS 100.213, staff recommends **Approval** of the zone change request from B-1 to B-3 for the 0.14-acre lot located on the northeast corner of the Mulberry Street and Main Street (KY 227) intersection in Stamping Ground. If the Commission recommends approval of this application, staff recommends the following conditions be attached:

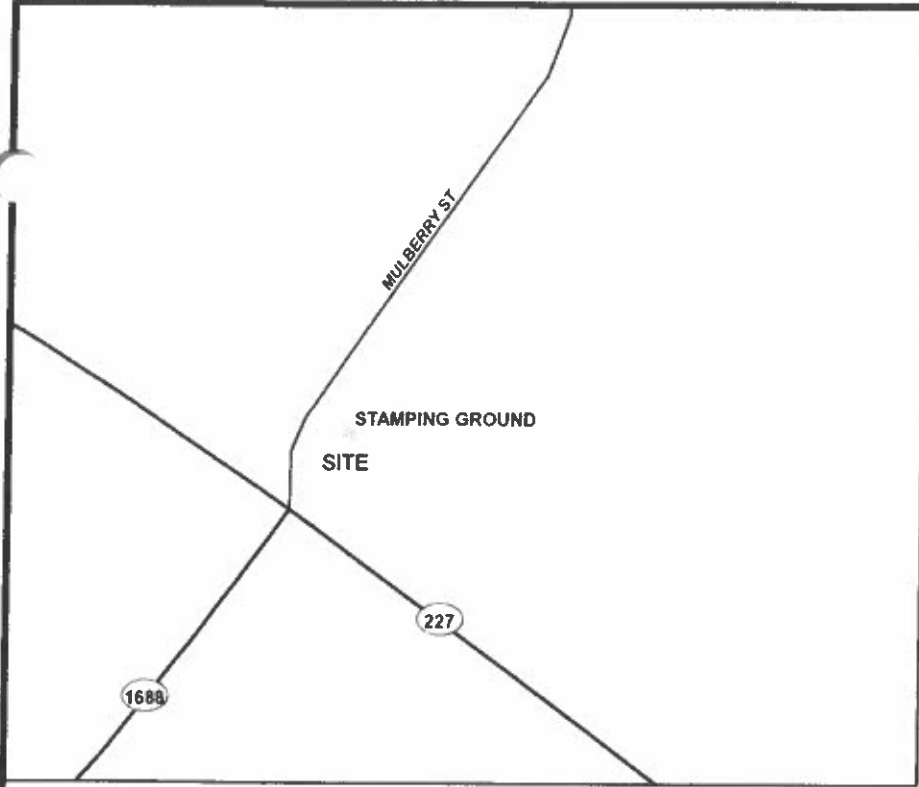
1. All applicable requirements of the *Zoning Ordinance and Subdivision and Development Regulations*.
2. The Applicant shall return to the Planning Commission for Preliminary Development Plan approval for any change in existing structures or use are proposed.

LEGEND

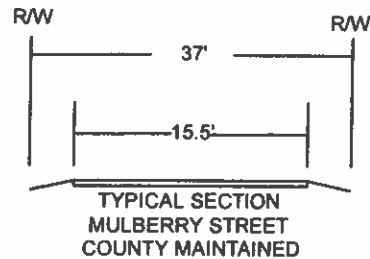
These standard symbols will be found in the drawing.

- APPROXIMATE ADJOINING PROPERTY LINE
- SUBJECT PROPERTY LINE
- 1/2" DIA. STEEL PIN FOUND
- 4X4 CONCRETE RIGHT OF WAY MONUMENT FOUND
- ◇ MAG NAIL WITH ILLEGIBLE WASHER FOUND
- ⊙ 1/2" DIA. STEEL PIN WITH CAP #2536 FOUND
- ⊕ 1/2" DIA. X 24" LNG. STEEL PIN WITH CAP #4648 SET

THE INTENT OF THIS PLAT IS TO REQUEST  
A ZONE CHANGE FROM B-1 TO B-3



VICINITY MAP NOT TO SCALE



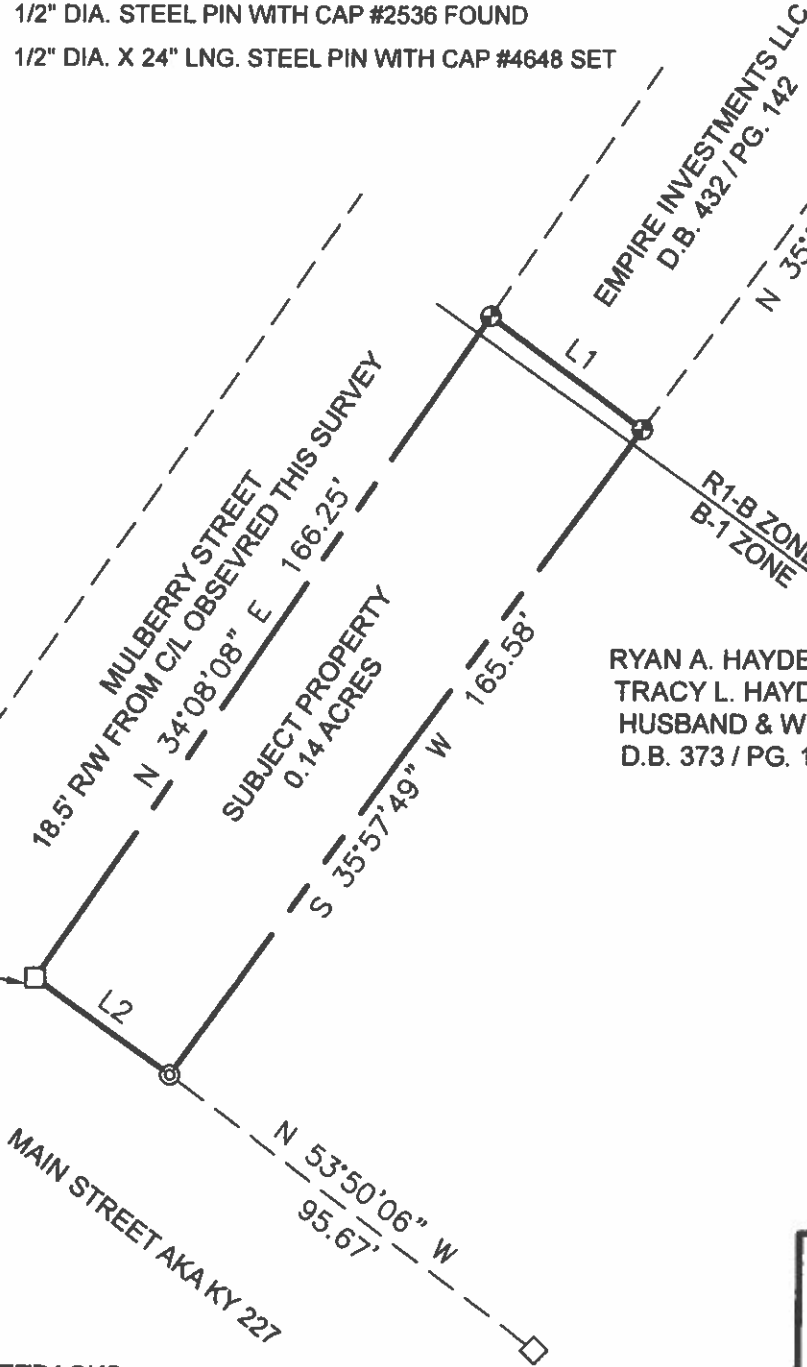
TYPICAL SECTION  
MULBERRY STREET  
COUNTY MAINTAINED

P.O.B.  
KY SPC 1Z  
N:3988363.88  
E:5226576.33

SURVEY NOTES:

- SOURCE OF TITLE: EMPIRE INVESTMENTS LLC  
DEED BOOK 444 PAGE 852
- A GRID NORTH READING WAS OBSERVED THE DAY OF THE SURVEY AND ALL DATA SHOWN COINCIDES WITH SAID READING.
- THE FIELD DATA WAS COLLECTED 06-10-2025.
- THE PROPERTY SHOWN HEREON IS CONSIDERED AN URBAN SURVEY.
- THIS PROPERTY IS ZONED B-1.
- THIS SURVEY WAS PERFORMED USING A TOPCON HIPER VR GPS SYSTEM WITH DUAL FREQUENCY RECEIVERS UTILIZING REAL TIME KINEMATICS (RTK). THE HORIZONTAL DATUM USED WAS: NAD83, THE VERTICAL DATUM USED WAS: NAVD88, & THE GEOID MODEL USED WAS: GEOID18.
- THIS SURVEY MEETS OR EXCEEDS THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY AS PER 201 KAR 18:150.
- THE BEARINGS AND DISTANCES SHOWN HAVE NOT BEEN ADJUSTED.
- THIS PROPERTY IS SUBJECT TO ANY PLANNING AND ZONING REGULATIONS, SUBDIVISION REGULATIONS OR APPROVALS.
- NO TITLE SEARCH WAS PROVIDED, AND THIS SURVEY IS SUBJECT TO THE FINDINGS OF SUCH.
- THIS PROPERTY IS CURRENTLY ZONED B-1.
- THIS PROPERTY DOES NOT LIE IN A FLOOD ZONE PER FIRM MAP #21209C0093C DATED 1/8/2014.
- THERE WERE NO CEMETERIES OBSERVED ON THE PROPERTY DURING THE FIELD WORK PER 201 KAR 18:150 (10)(5)(P).
- THE PROPERTY SHOWN HEREON IS SUBJECT TO ALL PREVIOUSLY CONVEYED EASEMENTS, RIGHTS OF WAY, COVENANTS, AND RESTRICTIONS OF RECORD AND NOT OF RECORD IF ANY, SPECIFICALLY PREVAILING RIGHTS OF WAY OF ANY PUBLIC ROADS.
- THIS PLAT REPRESENTS A BOUNDARY SURVEY THAT WAS PERFORMED IN ACCORDANCE WITH 201 KAR 18:150.

B-1 SETBACKS:  
FRONT = 25'  
SIDE = 0'  
REAR = 5'



LINE	BEARING	DISTANCE
L1	S 53°50'06" E	39.82'
L2	N 54°45'29" W	34.51'



PROPERTY RETRACEMENT SURVEY PLAT FOR:  
CLIENT / PARCEL OWNER:  
EMPIRE INVESTMENTS LLC % ROB JONES  
PO BOX 163  
STAMPING GROUND, KY 40379  
PARCEL LOCATION:  
115 MAIN STREET  
STAMPING GROUND, KY 40379

HEATH LAND SURVEYING LLC  
ZACHARY W. HEATH, KY LS #4648  
P.O. BOX 905 GEORGETOWN, KY 40324  
CELL: (870) 331-7250  
EMAIL: ZACH@HEATHLANDSURVEYING.COM

DATE  
6-11-2025  
DRAWING #  
51  
PROJECT #  
JONES MAIN ST.

LAND SURVEYOR











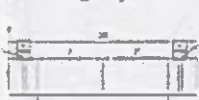




CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C2	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C3	207.00	105.81	105.81	N 0° 0' 0" E	90.00
C4	250.00	100.00	100.00	N 0° 0' 0" E	90.00
C5	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C6	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C7	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C8	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C9	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C10	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C11	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C12	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C13	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C14	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C15	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C16	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C17	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C18	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C19	150.00	157.08	157.08	N 90° 0' 0" E	90.00
C20	150.00	157.08	157.08	N 0° 0' 0" E	90.00
C21	150.00	157.08	157.08	N 90° 0' 0" E	90.00

**CERTIFICATE OF STREET LIGHT APPROVAL**  
 I HEREBY CERTIFY THAT THE STREET LIGHTS SHOWN ON THE ATTACHED MAP ARE IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND HAVE BEEN REVIEWED AND APPROVED BY THE CITY ENGINEER'S OFFICE TO INSURE PROPER PLACEMENT OF STREET LIGHTS FOR THE VILLAGES OF FALLS CREEK PHASE 1 UNIT 4.

*Asst. City Engineer*  
 City Engineer



TYPICAL SECTION D-D  
 ADJUSTED ELEVATION

THE VILLAGES OF FALLS CREEK  
 PHASE 1 UNIT 4

LINE	STATIONING	DISTANCE
1	N 0° 0' 0" E	0.00
2	N 0° 0' 0" E	45.50
3	N 0° 0' 0" E	45.50
4	N 0° 0' 0" E	45.50
5	N 0° 0' 0" E	45.50
6	N 0° 0' 0" E	45.50
7	N 0° 0' 0" E	45.50
8	N 0° 0' 0" E	45.50
9	N 0° 0' 0" E	45.50
10	N 0° 0' 0" E	45.50
11	N 0° 0' 0" E	45.50
12	N 0° 0' 0" E	45.50
13	N 0° 0' 0" E	45.50
14	N 0° 0' 0" E	45.50
15	N 0° 0' 0" E	45.50
16	N 0° 0' 0" E	45.50
17	N 0° 0' 0" E	45.50
18	N 0° 0' 0" E	45.50
19	N 0° 0' 0" E	45.50
20	N 0° 0' 0" E	45.50
21	N 0° 0' 0" E	45.50
22	N 0° 0' 0" E	45.50
23	N 0° 0' 0" E	45.50
24	N 0° 0' 0" E	45.50
25	N 0° 0' 0" E	45.50
26	N 0° 0' 0" E	45.50
27	N 0° 0' 0" E	45.50
28	N 0° 0' 0" E	45.50
29	N 0° 0' 0" E	45.50
30	N 0° 0' 0" E	45.50
31	N 0° 0' 0" E	45.50
32	N 0° 0' 0" E	45.50
33	N 0° 0' 0" E	45.50
34	N 0° 0' 0" E	45.50
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57	N 0° 0' 0" E	45.50
58	N 0° 0' 0" E	45.50
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60	N 0° 0' 0" E	45.50
61	N 0° 0' 0" E	45.50
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72	N 0° 0' 0" E	45.50
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89	N 0° 0' 0" E	45.50
90	N 0° 0' 0" E	45.50
91	N 0° 0' 0" E	45.50
92	N 0° 0' 0" E	45.50
93	N 0° 0' 0" E	45.50
94	N 0° 0' 0" E	45.50
95	N 0° 0' 0" E	45.50
96	N 0° 0' 0" E	45.50
97	N 0° 0' 0" E	45.50
98	N 0° 0' 0" E	45.50
99	N 0° 0' 0" E	45.50
100	N 0° 0' 0" E	45.50

**DEVELOPER**  
 Duke Development Group  
 134 East Main Street  
 Georgetown, KY 40324  
 Anne Dugg and Jerry Smith  
 Planner 2020 860-728

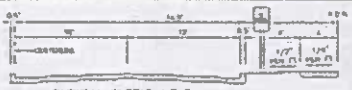
**CERTIFICATE OF FIRE DEPARTMENT APPROVAL**  
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE FIRE DEPARTMENT FOR FIRE DEPARTMENT REGULATIONS, INCLUDING ANY CONDITIONS OF APPROVAL OR EXEMPTIONS NOTED HEREON.

**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, KENTUCKY PLANNING COMMISSION AND THAT THE INFORMATION HAS BEEN PLACED AS SHOWN HEREON TO THE BEST OF MY KNOWLEDGE AND BELIEF IN ACCORDANCE WITH THE PROFESSIONAL STANDARDS OF A LICENSED PROFESSIONAL LAND SURVEYOR.

I DO HEREBY CERTIFY THAT THE PLAN IS PREPARED BY ME OR PERSONS UNDER MY DIRECT SUPERVISION. THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE PROFESSIONAL STANDARDS OF A LICENSED PROFESSIONAL LAND SURVEYOR. THIS SURVEY MEETS ALL SPECIFICATIONS FOR A CLASS "A" SURVEY AS DEFINED IN THE KENTUCKY SURVEYING ACT. FIELD SURVEY COMPLETED ON DECEMBER 16, 2006.

*Michael H. Hines*  
 Michael H. Hines  
 BY 1303366 DATE 12-16-06  
 GENERAL MANAGER



TYPICAL SECTION F-F  
 ADJUSTED ELEVATION

**CHAMPION WAY LANDSCAPE BUFFER TREE SCHEDULE**  
 1. TREE PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY LANDSCAPE BUFFER TREE SCHEDULE.  
 2. TOTAL NUMBER OF STREET TREES = 15  
 3. ONE TREE REQUIRED PER 30 FT ON CHAMPION WAY = 15  
 4. NO TREES IN RIGHT-OF-WAY 20 FEET OF AN INTERSECTION  
 5. TREES SHALL BE PLANTED IN THE 20' LANDSCAPE BUFFER TREES SHALL NOT INTERFERE WITH UNDERGROUND UTILITIES  
 6. DETAILED NUMBER OF TREES PER LOT

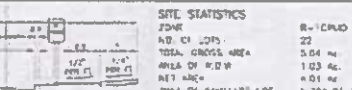
THE VILLAGES OF FALLS CREEK  
 PHASE 1 UNIT 4



TYPICAL SECTION C-C  
 ADJUSTED ELEVATION

**INTEGRATION BERM**  
 NOT TO BE DISTURBED  
 CORNER FALLS ON SURFACE

THE VILLAGES OF FALLS CREEK  
 PHASE 1 UNIT 4



SECTION H-H  
 LANDSCAPE SECTION

**APPROXIMATE PATH LOCATION**  
 SEE DETAIL

THE VILLAGES OF FALLS CREEK  
 PHASE 1 UNIT 4



VICINITY MAP  
 NOT TO SCALE

**APPROXIMATE PATH LOCATION**  
 SEE DETAIL

THE VILLAGES OF FALLS CREEK  
 PHASE 1 UNIT 4

**CERTIFICATION OF APPROVAL OF UTILITY EASEMENTS**  
 I HEREBY CERTIFY THAT THE UTILITY EASEMENTS ARE APPROVED AS SHOWN ON THE RESTRICTIONS LISTED HEREON.

**UTILITY EASEMENT RESTRICTIONS**

1. THE RIGHT TO CONSTRUCT, MAINTAIN, OPERATE, REPLACE OR REPAIR POLE LINES AND/OR UNDERGROUND CABLE SYSTEMS.  
 2. THE RIGHT TO ERECT OR TO ERECT OVER ALL UTILITIES AND HAVE THE SAME REPAIRED.  
 3. THE RIGHT TO ERECT OR TO ERECT ANY TREES NECESSARY TO MAINTAIN PROPER SERVICE.

4. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

5. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

6. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

7. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

8. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

9. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

10. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

11. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

12. THE RIGHT TO ASSESS AND ENFORCE THE USE OF ALL UTILITIES OR STRUCTURES THAT MAY BE A HAZARD TO THE POLE LINES OR CABLES. IT IS UNDERSTOOD THAT AS A PART OF THIS AGREEMENT, THE UNDERSIGNED SHALL AGREE TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**STREET TREE SCHEDULE**  
 1. STREET TREE PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, LANDSCAPE BUFFER TREE SCHEDULE.  
 2. TOTAL NUMBER OF STREET TREES = 15  
 3. ONE TREE REQUIRED PER 30 FT ON CHAMPION WAY = 15  
 4. NO TREES IN RIGHT-OF-WAY 20 FEET OF AN INTERSECTION  
 5. TREES SHALL BE PLANTED IN THE 20' LANDSCAPE BUFFER TREES SHALL NOT INTERFERE WITH UNDERGROUND UTILITIES  
 6. DETAILED NUMBER OF TREES PER LOT

**CERTIFICATE OF APPROVAL OF STREETS AND DRIVEWAYS**  
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**CERTIFICATION OF PROVISION OF WATER AND SEWER SERVICE**  
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**CERTIFICATION OF DRAINAGE INFRASTRUCTURE**  
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**CERTIFICATION OF OWNERSHIP AND DEDICATION**  
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**MAINTENANCE AGREEMENT FOR COMMON AREAS & ACCESS EASE**  
 THE UNDERSIGNED OF THIS PROPERTY SHALL MAINTAIN THE COMMON AREAS AND ACCESS EASEMENTS IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**CERTIFICATION OF OWNERSHIP AND DEDICATION**  
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**CERTIFICATION OF OWNERSHIP AND DEDICATION**  
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**CERTIFICATION OF OWNERSHIP AND DEDICATION**  
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**CERTIFICATION OF OWNERSHIP AND DEDICATION**  
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY, AND TO MAINTAIN THE UTILITIES AND STRUCTURES IN ACCORDANCE WITH THE CITY OF GEORGETOWN, KENTUCKY.

**CERTIFICATION OF OWNERSHIP AND DEDICATION**  
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**FINAL RECORD PLAT**  
**THE VILLAGES OF FALLS CREEK**  
**PHASE 1 UNIT 4**  
 GEORGETOWN, KENTUCKY  
 OCTOBER 2006  
 2017 860-728  
 LEVINSON, KENTUCKY  
 PHONE: (202) 221-2795





SECTION B-B



1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

[illegible]

**DEVELOPER**  
 Oracle Development Group  
 100 East Main Street  
 Burlington, VT 05404  
 Mr. Doug and Mary Smith  
 Home (802) 863-0713

SITE STATISTICS  
2041  
BIO. OF. 1075  
TOTAL GROSS AREA  
AREA OF R.O.A.  
NET AREA  
AREA OF BARRELS  
FRONT YARD SETBACK  
REAR YARD SETBACK  
SIDE YARD SETBACK  
LENGTH OF STREET  
TYPICAL LOT  
ACCESS EAST/WEST?  
OPEN SPACE AREA

R-10PUD  
 76  
 3.04 ACRES  
 2.11 ACRES  
 2.93 ACRES  
 9,230 S.F.  
 20' (19' F.W.)  
 18'  
 76'  
 2,340 S.F.  
 4,700 S.F.  
 0.08 ACRES  
 0.44 ACRES

**CERTIFICATE OF STREET LIGHT APPROVAL**  
 I HEREBY CERTIFY THAT A SEC. CITY BOND OR LETTER OF CREDIT  
 TO THE AMOUNT OF \$ 100.00 MAY BEEN POSTED WITH THE  
 CITY ENGINEERING DEPT. TO ASSURE COMPLETION OF STREET LIGHTS  
 FOR THE VILLAGES OF FALLS CHURCH AND 2 IN THE STATE OF VIRGINIA

**A. B. A. F.**  
OF ENGINEER

11/20/2000

**CERTIFICATION OF APPROVAL OF UTILITY EASEMENTS**  
 I, THE ENGINEER CERTIFY THAT THE UTILITY EASEMENTS ARE AS  
 SHOWN WITH THE RESTRICTIONS LISTED HEREON

**UTILITY EASEMENT RESTRICTIONS**  
THE GRANTOR HEREBY AGREES TO BE BOUND BY THE TERMS AND CONDITIONS OF THE UTILITY EASEMENTS IN ( )  
AND HEREBY AGREES TO BE BOUND BY THE USE OF ALL NEARBY DEPENDENCIES AND CABLES, INCLUDING  
CABLE TELEVISION, POWER, AND TELEPHONE LINES, AND TO BE BOUND BY THE USE OF ALL NEARBY  
DEPENDENCIES, WITHIN THE AREA:

- 1 THE HIGH FREQUENCY WAVELENGTHS OF THE SIGNALS ARE NOT SUITABLE FOR TRANSMISSION OVER CABLE SYSTEMS
- 2 THE RATIO OF SIGNAL TO NOISE OVER ALL FREQUENCIES IS NOT SATISFACTORY
- 3 THE RATIO OF SIGNAL TO NOISE AT FREQUENCIES WHERE TRANSMISSION IS POSSIBLE

[illegible][illegible]

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 08-19-2009 BY 60322 UCBAW/SJS

 Duane C. Duane	10-11-06 DATE
 William E. Duane	10-12-06 DATE
 Thomas E. Duane	10-12-06 DATE
 Benjamin	10-12-06 DATE
 William K. Duane	10-12-06 DATE

[illegible]

10-11-06

PLAT CERTIFICATE OF ONE DEPARTMENT APPROVAL

I hereby certify that the accompanying plan or plans have  
 been reviewed and found to comply with  
 applicable laws, codes and rules in the  
 jurisdiction of the Registrar.  
 \_\_\_\_\_ 12-8-06  
 [Signature] Date  
 Registrar-Scott County Planning Commission

FINAL RECORD PLAT  
THE VILLAGES OF  
FALLS CREEK  
PHASE 1 UNIT 5

GEORGETOWN, KENTUCKY  
INDUSTRIAL, INC. OCTOBER 2006  
500 DARTON AVE. LEXINGTON, KENTUCKY  
PHONE: (606) 223-3750

STATE OF KENTUCKY  
MITCHELL  
JAN 1875  
1345  
LICENSED  
PROF & STATIONARY  
LAND SURVEYOR

- 1 STREET TREE SCHEDULE
- 2 STREET TREE Planting Area (Center of the Village Green)
- 3 OVER 20' AND 100' DIA
- 4 100% MINIMUM OF STREET TREES = 10
- 5 MAX LENGTH PLANT SPACING PER 50 LF ON VILLAGE GREEN DRIVE
- 6 MAX LENGTH PLANT SPACING PER 50 LF ON HALLS GREEN DRIVE
- 7 2) ALL STREET TREES TO BE PLANT-OF-NO MORE THAN 10 FEET OF AN INTERSECTION
- 8 STREET TREES TO BE PLANTED IN THE STRIP STREET DESIGN
- 9 STREET TREES AND THE SCHEDULE STREET TREES
- 10 NOT CONFLICT WITH UTILITY APPROPRIATE AND UNDERGROUND UTILITIES
- 11 STREET TREES ARE TO BE PLANTED WITH SPACES
- 12 100% MINIMUM OF 100' PER 100' DISTANCE

**CERTIFICATE OF ACCURACY**  
I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS TRUE AND CORRECT SUBJECT TO THE ACCURACY OF THE DATA THEREON, AND THAT THE INFORMATION WAS OBTAINED FROM THE PLANNING COMMISSION AND THAT THE INFORMATION WAS OBTAINED FROM THE PLANNING COMMISSION OR OTHER AUTHORIZED SOURCE.

ALL CORNERS ARE MARKED IN 4"x4" WOOD WITH TWO  
WUOLLY CAN SHOWN. THE 13 1/2" X 13 1/2" MARKS INDICATE  
CITYWIDE STREET CORNERING LIGHTS. FORMS (12" X 12")  
BY AND STREET INTERSECTIONS ARE MARKED BY "W" MARKS  
IN THE SURFACE CITYWIDE.

[illegible]

11/25/51 10-13-01  
NOTES: 11/25/51 10-13-01  
11/25/51 10-13-01

CERTIFICATION OF FIRE DEPARTMENT APPROVAL  
I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SUBMITTED HEREON HAS  
BEEN REVIEWED AND FOUND TO COMPLY WITH THE DEPARTMENT'S FIRE  
DEPARTMENT REGULATIONS, INCLUDING ANY COMMENTS OR AMENDMENTS  
OR EXCEPTIONS, NOTED HEREON.

W. J. B. Chief 10/11/9  
SIGNATURE AND TITLE OF FBI DEPT. REPRESENTATIVE DATE

### CERTIFICATION OF PROVISION OF WATER AND SEWER SERVICE

[illegible]

David K. H. H. 10/21/06

CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE

THE USMC REPRESENTATIVES HAVE BEEN RECEIVED AS AN ACCEPTABLE  
WHEREAS AND ACCORDING TO OFFICIALS' SUGGESTIONS, IN THE DEVELOPMENT  
ENTRUSTED THE VILLAGES OF PAGES (HERE), JAN 3 ON, (2) THAT A TRUCK  
BLAND IN THE AMOUNT OF \$1,500,000. THE USMC POSTED WITH THE  
LITERATURE BOOK OF GEORGETOWN-SOUTH COAST CENTRAL IN  
OCCUPATION OF ALL RELEVANT DOCUMENTS IN CASE OF EMERGENCY

James K. H. 11/10/07

[illegible]

SNR	#Nodes	avg. latency	maxRO (min)	maxRO (max)	maxRO (avg)	maxRO (std)
1	160.00	17.92	17.07	0.169-0.001	0	0.0017
2	160.00	44.81	23.57	0.173-0.001	0	0.0017
3	160.00	74.25	38.73	0.173-0.001	0	0.0017
4	160.00	107.65	53.77	0.173-0.001	0	0.0017
5	160.00	140.37	68.76	0.173-0.001	0	0.0017
6	160.00	188.37	83.76	0.173-0.001	0	0.0017
7	160.00	240.37	98.76	0.173-0.001	0	0.0017
8	160.00	292.37	113.77	0.173-0.001	0	0.0017
9	160.00	344.37	128.76	0.173-0.001	0	0.0017
10	160.00	396.37	143.77	0.173-0.001	0	0.0017
11	160.00	448.37	158.76	0.173-0.001	0	0.0017
12	160.00	500.37	173.77	0.173-0.001	0	0.0017
13	160.00	552.37	188.76	0.173-0.001	0	0.0017
14	160.00	604.37	203.77	0.173-0.001	0	0.0017
15	160.00	656.37	218.76	0.173-0.001	0	0.0017
16	160.00	708.37	233.77	0.173-0.001	0	0.0017
17	160.00	760.37	248.76	0.173-0.001	0	0.0017
18	160.00	812.37	263.77	0.173-0.001	0	0.0017
19	160.00	864.37	278.76	0.173-0.001	0	0.0017
20	160.00	916.37	293.77	0.173-0.001	0	0.0017
21	160.00	968.37	308.76	0.173-0.001	0	0.0017
22	160.00	1020.37	323.77	0.173-0.001	0	0.0017
23	160.00	1072.37	338.76	0.173-0.001	0	0.0017
24	160.00	1124.37	353.77	0.173-0.001	0	0.0017
25	160.00	1176.37	368.76	0.173-0.001	0	0.0017
26	160.00	1228.37	383.77	0.173-0.001	0	0.0017
27	160.00	1280.37	398.76	0.173-0.001	0	0.0017
28	160.00	1332.37	413.77	0.173-0.001	0	0.0017
29	160.00	1384.37	428.76	0.173-0.001	0	0.0017
30	160.00	1436.37	443.77	0.173-0.001	0	0.0017
31	160.00	1488.37	458.76	0.173-0.001	0	0.0017
32	160.00	1540.37	473.77	0.173-0.001	0	0.0017
33	160.00	1592.37	488.76	0.173-0.001	0	0.0017
34	160.00	1644.37	503.77	0.173-0.001	0	0.0017
35	160.00	1696.37	518.76	0.173-0.001	0	0.0017
36	160.00	1748.37	533.77	0.173-0.001	0	0.0017
37	160.00	1800.37	548.76	0.173-0.001	0	0.0017
38	160.00	1852.37	563.77	0.173-0.001	0	0.0017
39	160.00	1904.37	578.76	0.173-0.001	0	0.0017
40	160.00	1956.37	593.77	0.173-0.001	0	0.0017
41	160.00	2008.37	608.76	0.173-0.001	0	0.0017
42	160.00	2060.37	623.77	0.173-0.001	0	0.0017
43	160.00	2112.37	638.76	0.173-0.001	0	0.0017
44	160.00	2164.37	653.77	0.173-0.001	0	0.0017
45	160.00	2216.37	668.76	0.173-0.001	0	0.0017
46	160.00	2268.37	683.77	0.173-0.001	0	0.0017
47	160.00	2320.37	698.76	0.173-0.001	0	0.0017
48	160.00	2372.37	713.77	0.173-0.001	0	0.0017
49	160.00	2424.37	728.76	0.173-0.001	0	0.0017
50	160.00	2476.37	743.77	0.173-0.001	0	0.0017
51	160.00	2528.37	758.76	0.173-0.001	0	0.0017
52	160.00	2580.37	773.77	0.173-0.001	0	0.0017
53	160.00	2632.37	788.76	0.173-0.001	0	0.0017
54	160.00	2684.37	803.77	0.173-0.001	0	0.0017
55	160.00	2736.37	818.76	0.173-0.001	0	0.0017
56	160.00	2788.37	833.77	0.173-0.001	0	0.0017
57	160.00	2840.37	848.76	0.173-0.001	0	0.0017
58	160.00	2892.37	863.77	0.173-0.001	0	0.0017
59	160.00	2944.37	878.76	0.173-0.001	0	0.0017
60	160.00	2996.37	893.77	0.173-0.001	0	0.0017
61	160.00	3048.37	908.76	0.173-0.001	0	0.0017
62	160.00	3100.37	923.77	0.173-0.001	0	0.0017
63	160.00	3152.37	938.76	0.173-0.001	0	0.0017
64	160.00	3204.37	953.77	0.173-0.001	0	0.0017
65	160.00	3256.37	968.76	0.173-0.001	0	0.0017
66	160.00	3308.37	983.77	0.173-0.001	0	0.0017
67	160.00	3360.37	998.76	0.173-0.001	0	0.0017
68	160.00	3412.37	1013.77	0.173-0.001	0	0.0017
69	160.00	3464.37	1028.76	0.173-0.001	0	0.0017
70	160.00	3516.37	1043.77	0.173-0.001	0	0.0017
71	160.00	3568.37	1058.76	0.173-0.001	0	0.0017
72	160.00	3620.37	1073.77	0.173-0.001	0	0.0017
73	160.00	3672.37	1088.76	0.173-0.001	0	0.0017
74	160.00	3724.37	1103.77	0.173-0.001	0	0.0017
75	160.00	3776.37	1118.76	0.173-0.001	0	0.0017
76	160.00	3828.37	1133.77	0.173-0.001	0	0.0017
77	160.00	3880.37	1148.76	0.173-0.001	0	0.0017
78	160.00	3932.37	1163.77	0.173-0.001	0	0.0017
79	160.00	3984.37	1178.76	0.173-0.001	0	0.0017
80	160.00	4036.37	1193.77	0.173-0.001	0	0.0017
81	160.00	4088.37	1208.76	0.173-0.001	0	0.0017
82	160.00	4140.37	1223.77	0.173-0.001	0	0.0017
83	160.00	4192.37	1238.76	0.173-0.001	0	0.0017
84	160.00	4244.37	1253.77	0.173-0.001	0	0.0017
85	160.00	4296.37	1268.76	0.173-0.001	0	0.0017
86	160.00	4348.37	1283.77	0.173-0.001	0	0.0017
87	160.00	4400.37	1298.76	0.173-0.001	0	0.0017
88	160.00	4452.37	1313.77	0.173-0.001	0	0.0017
89	160.00	4504.37	1328.76	0.173-0.001	0	0.0017
90	160.00	4556.37	1343.77	0.173-0.001	0	0.0017
91	160.00	4608.37	1358.76	0.173-0.001	0	0.0017
92	160.00	4660.37	1373.77	0.173-0.001	0	0.0017
93	160.00	4712.37	1388.76	0.173-0.001	0	0.0017
94	160.00	4764.37	1403.77	0.173-0.001	0	0.0017
95	160.00	4816.37	1418.76	0.173-0.001	0	0.0017
96	160.00	4868.37	1433.77	0.173-0.001	0	0.0017
97	160.00	4920.37	1448.76	0.173-0.001	0	0.0017
98	160.00	4972.37	1463.77	0.173-0.001	0	0.0017
99	160.00	5024.37	1478.76	0.173-0.001	0	0.0017
100	160.00	5076.37	1493.77	0.173-0.001	0	0.0017

**CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE**

## 2.5.12 RV Ordinance (DRAFT)

### Purpose

Scott County recognizes the value of recreational opportunities, tourism, and diversified rural economies in unincorporated areas. The purpose of this ordinance is to define and create standards specifically related to the development of Recreational Vehicle Parks and or Recreational Vehicle Campgrounds hereto known as RV Parks. Within this framework, the following goals are highlighted:

1. Protect the rural and neighborhood character in areas where RV Parks are allowed.
2. Establish design standards that are context sensitive.
3. Promote the diversification of the local economy.
4. Allow for such facilities while protecting the public health and safety of the community.

### Applicability

RV Parks are a defined land use in the Georgetown – Scott County Zoning Ordinance. These standards apply to all developments that meet such a definition. Only those lands with less than 50% collective prime farmlands and farmland of statewide importance, **as defined in the zoning ordinance**, may be considered for this use.

### General Requirements

1. The minimum lot for each RV Park Space is 3,000 square feet.
2. Setbacks for RV Campground structures and campsites shall be 50 feet from all property lines; except along U.S. Routes and state routes (numbered) where the setback shall be 100 feet from the right-of-way.
3. The layout and lot arrangement shall provide maximum privacy for campsites from adjoining properties and roads. This may be achieved through landscaping, natural features, radial or alternative lot arrangements, etc.

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a. Perimeter boundary buffers must be constructed to the standards described in the *Georgetown and Scott County Landscape and Land Use Buffers Ordinance: Section 6.14 – Agricultural Buffering*

b. Landscaping:

i. Establish a 50-ft. preservation easement by plat along the boundaries of non-A-IR zoned property and rights-of-way. The easement shall contain the following tree lines:

1. A double row of evergreen/deciduous trees spaced 40' on center. The ratio of ever-greens and deciduous shall not exceed 2:1.

2. Where the campground abuts a public road, the trees shall be 30' on center.

3. The tree plantings may be waived where existing tree lines provide adequate screening.

4. All new landscaping shall exclude any species that may be deemed harmful to livestock.

4. RV Campground developments shall reserve 10% of the gross acreage useable open space.

a. Useable open space excludes riparian buffers, sinkholes, and other environmentally sensitive areas.

b. Open space(s) shall be located centrally, and each campsite shall be located within 1,320 feet (1/4 mile) of an open space.

c. Campsites shall have pedestrian facilities non-motorized multi-use trails allowing off-road access to open spaces.

d. Open spaces shall contain diverse recreation amenities to serve the patrons of the development.

5. RV Campgrounds must be able to be served by a public water system.

6. RV Campground developments shall have a maximum density of 10 RV sites per gross acre when served by public sanitary sewer, and 5 RV sites per gross acre when served by private sewer systems.

a. RV Campgrounds operating on a private sanitary sewer system shall not utilize package treatment plants, which are defined as:

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i. (1) pre-manufactured treatment facilities used to treat wastewater in small communities or individual properties; and

ii. (2) which include extended aeration plants, sequencing batch reactors, oxidation ditches, contact stabilization plants, rotating biological contractors, or treatment lagoons.

b. RV Campgrounds operating on a private sanitary sewer system shall only utilize a treatment system\*:

i. which is approved, permitted, installed, and maintained pursuant to the requirements of the WEDCO District Health Department and all applicable state regulatory bodies, and;

ii. the applicant shall provide proof of the proposed private sanitary sewer system for the development having been used elsewhere for similar size use within the last 2 years.

*Note: No part of this ordinance shall be interpreted to exempt applicants from any other state requirements pertaining to RVs or RV Park Development including, but not limited to, those found in 902 KAR 15:020*

c. Failure of the Owner to maintain the private sanitary sewer system in good operation and free of violations from the local Health Department, State Cabinet for Health and Family Services, and DOW shall be grounds for closure of the campground until the private sanitary sewer system is certified to be operating in compliance with all federal, state and local regulations. Operator must notify the local Health Department immediately upon discovery of a failure in the private sanitary sewer system.

d. Prior to operation of an approved RV campground, the applicant shall provide to the GSCPC proof of an active insurance policy against damages or failure of any of the approved private sewer plant. Such policy shall be reviewed every 2 years, or in instances prior to transfer/sale of property, or when reapplication for development plan/activity on property.

7. For RV Campgrounds designed in conjunction with cabins, primitive camping, lodges, or other temporary accommodations, each of these units will count toward the maximum density allowed under items (k) and (l) above.

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8. RV Campgrounds with more than one hundred (100) RV sites shall have two (2) public road connections/accesses.

a. RV Campgrounds with more than six hundred (600) sites shall have a third public road connection.

b. RV Campgrounds with greater than fifty (50) sites shall be required to supply a traffic study as part of the development plan review process.

9. For the purposes of this section, cabins, primitive camping sites, lodges, or other temporary accommodation units count toward the maximum number of sites served by a single public road connection.

10. Internal driveways must be constructed to the minimum requirements of a public road in the applicable jurisdiction and connect the development to an existing public road of adequate width.

11. Campgrounds entrances must connect to a collector or arterial roads with a pavement width of at least 20 feet with a 3-foot shoulder.

a. Secondary accesses may be constructed for emergency use only. RV Campgrounds with more than two hundred (200) RV sites shall have a secondary emergency access entrance which may be gated, and which may be used as a full-time public entrance for RV Campgrounds with more than four hundred (400) RV sites.

b. Public roadways serving RV campgrounds must adhere to the standards in the below table:

	10-foot-wide lanes	11-foot-wide lanes	12-foot-wide lanes
Low Density	1.5 unit per 5 ac 5 ac min parcel		
Medium Density	X	1 unit per 1 ac 10 ac min parcel	
High Density	X	X	5 units per 1 ac* 20 ac min parcel

\*10 units per acre when served by public sewer.

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12. All vehicular use areas shall be improved as approved by the Planning Commission or Planning Commission Director.

13. Recreational Vehicles may be placed in an RV park for a period of time not to exceed **29 consecutive days** within any consecutive 12-month period, and may be used for sleeping and living purposes during the time that it is so placed in the park provided it is self-contained, and further provided it is connected to, and receiving electric and water and sanitary sewer services.

14. Internal driveways must be constructed to the minimum requirements of a public road and connect the development to an existing public road of adequate width.

a. No cul-de-sacs or “dead end” internal roadways shall be permitted.

15. Campground entrances must connect to a collector or arterial road.

a. The collector or arterial road must have a pavement width of at least 20 feet with a 3-foot shoulder. Secondary accesses can be constructed for emergency use only. Entrance / exit aprons for the development shall be sized to allow for adequate sight distances and space for queuing.

16. Access to recreational vehicle parking areas in RV Campgrounds shall be designed to minimize congestion and hazards at each entrance or exit and allow free movement of traffic on adjacent streets. All traffic into or out of the parking areas shall be through these entrances and exits.

## Application Criteria

1. The applicant shall provide proof of the proposed private sanitary sewer system for the development having been used elsewhere for similar size use within the last 2 years.

2. A Concept Plan for the overall development shall be required at the time of application to the Georgetown – Scott County Planning Commission.

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## Additional Standards

1. Accessory commercial uses are permitted, but no closer than 100 feet from the nearest campsite.
  - a. Addition of accessory uses shall require additional Conditional Use Permits.
2. When and where applicable, Established Tree lines must be preserved.
3. All proposed developments shall be reviewed and must conform with the approved Subdivision Regulations of Georgetown – Scott County.

## Conflict With Other Instruments

In case of conflict between the *Zoning Ordinance* or any part thereof, and the whole or part of this article, the standards and requirements described herein as they pertain to the specific use of RV Parks, as defined, shall apply.

## Severability

If any section, subsection, or other portion of this article is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such section, sub-section, or portion thereof shall be deemed a separate provision of this article, and such holding shall not affect the validity of the remaining portions of this chapter.

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