

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION**

**AGENDA  
JUNE 10, 2021  
6:00 p.m.**

**I. COMMISSION BUSINESS**

- A. Approval of May invoices
- B. Approval of May 13, 2021 minutes
- C. Approval of June agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

**II. OLD BUSINESS**

- A. PSP-2021-10 Cherry Blossom Village, Phase 9 - Preliminary Subdivision Plat to subdivide 18 lots located in Cherry Blossom Village.
- B. ZMA-2021-12 Singer Property - Zoning Map Amendment to change the zoning district from A-1 to R-2 PUD located at 822 Cincinnati Road. PUBLIC HEARING
- C. PSP-2021-17 Wylbedun Farm Mixed Use Subdivision - POSTPONED

**III. NEW BUSINESS**

- A. FSP-2021-18 Tuttle Property - Final Subdivision Plat to subdivide one (1) 5.19-acre tract from a parent tract of 46 acres located at 3482 Ironworks Road.
- B. PSP-2021-19 Popp Property - Preliminary Subdivision Plat to consolidate three (3) existing lots and subdivide the property into six (6) lots located at 1758 Switzer Road.
- C. PSP-2021-20 Village at Lanes Run - Phase 3, Section 2 - Amended Preliminary Subdivision Plat to reduce the minimum lot width from 65 ft to 60 ft, amend open space layout and remove proposed alley system within Phase 3, Section 2 of a previously approved plat located at Village at Lanes Run, east of Lanes Run Creek.
- D. FSP-2021-21 Green Property - Final Subdivision Plat to subdivide one (1) 5.00-acre tract leaving a remainder of 33.55 acres located at 1112 Porter Road.

**III. OTHER BUSINESS**

- A. Update of Previously Approved Projects and Agenda Items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION  
SPECIAL MEETING  
MINUTES  
May 13, 2021**

The special meeting was held at John L. Hill Chapel on May 13, 2021. The meeting was called to order by Chairman Mark Sulski at 6:00 p.m. Present were Commissioners Steve Smith, James Stone, Charlie Mifflin, David Vest, Duwan Garrett, Mary Singer and Dann Smith, Director Joe Kane, Planner Matt Summers, Engineer Ben Krebs, and Attorney Charlie Perkins.

Motion by S. Smith, second by Singer, to approve the April invoices. Motion carried.

Motion by Vest, second by Stone, to approve the April 8, 2021 minutes. Motion carried.

Motion by Garrett, second by Stone, to approve the May agenda. Motion carried.

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

Postponements/Withdrawals

Vice-Chairman Smith stated that the applications for Cherry Blossom Village, Phase 9 (PSP-2021-10), Singer Property (ZMA-2021-12), and Wylbedun Farm Mixed Use Subdivision (PSP-2021-17) has been postponed until the next regularly scheduled meeting.

Consent Agenda

A representative of the RSGG Properties, LLC (FSP-2021-13) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by S. Smith, second by Mifflin, to approve the application. Motion carried.

A representative of the Morris Farms (FSP-2021-14) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Mifflin, second by Vest, to approve the application. Motion carried.

A representative of the Hinkle Property (FSP-2021-15) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by S. Smith, second by Singer, to approve the application. Motion carried.

ZMA-2021-16 105 Hiawatha Trail - Zoning Map Amendment to change the zoning district from R-1B to R-2 located at 105 Hiawatha Trail.

Chairman Sulski opened the public hearing.

Mr. Summers stated the surrounding properties are zoned R-1B, R-3, and B-2. He stated this lot was separated from the lot at 661 South Broadway. He stated the site is part of the South Broadway Neighborhood District on the National Register of Historic Places. He stated the lot would have access from Hiawatha Trail.

He stated the applicant has made changes and improved the landscape buffer between the proposed development and the neighbors.

He stated in order for the application to be rezoned it must agree with the comprehensive plan, be found to be zoned incorrectly or that there have been economic, physical, or social changes to the area that were not anticipated by the Comprehensive Plan.

He stated the site is adjacent to the South Broadway Neighborhood District and could alter the character of the neighborhood.

He stated that the Wellhead Protection Committee would have to approve any future development plan application due to the proximity to the aquifer recharge area.

He stated he did not support the rezoning until the recent changes had been made to the concept plan of moving the development to the west away from the single-family homes and improving the buffer between. Staff found the application was in agreement with the Comprehensive Plan and recommended approval, but acknowledged there were parts of the plan that do not support the application.

Chairman Sulski questioned if the neighboring properties could subdivide their property like how this lot had been created. Mr. Summers stated theoretically the lots could be divided but there would be a problem of how to get access to the lot.

Mark Smith, applicant, stated that when Ms. Roberts, the previous owner of the lot, divided the lot she removed the lot from the South Broadway Neighborhood District since the lot does not have access to South Broadway. He stated she offered to sell the lot to the neighbors before him, and they declined.

He stated the area already has R-3 nearby and he thought R-2 would be a good transition to the R-1B of the single-family homes.

He stated that infill sites are encouraged in the Comprehensive Plan.

Commissioner Singer questioned how Ms. Roberts separated the lot from the South Broadway Neighborhood District. Mr. Smith stated she had a plat prepared and approved by the Planning Commission. Mr. Summers stated the lot is still on the National Register of Historic Places even though it had been subdivided.

Brent Combs, Thoroughbred Engineering, stated that the TRC comments did not include the comment of not rezoning the whole site to R-2. He stated if that were on the comments, he would have made changes sooner.

John Sosbe, attorney for the neighbors, stated that the requirements for a zone change are not met in this circumstance.

He stated the multi-family zoning that surrounds the area predates the Comprehensive Plan.

He stated other surrounding lots could possibly subdivide their lot and would also affect the historical neighborhood.

He stated the lot was not attempted by the previous owner to be sold to the public. He stated Ms. Roberts just offered to sell the lot to a select few people including the current owner a developer. He stated the lot did not sit for a period before selling that would justify changing the zoning of the lot.

He stated the development would create more water running downhill and would increase the runoff problem for the Royal Spring area.

He stated the lot does not have sewer access and would affect the neighbors to be able to get sewer access for the lot.

He stated the neighbors that have lived in the area for years expected a single-family home might eventually be built in the location but not multi-family units.

Michael Krueger, 661 S Broadway, stated he was offered to buy the lot when he bought his house but that was more than he could afford. He stated he was led to believe it would stay a single-family home lot.

He stated he has concerns about lighting and runoff.

Commissioner Mifflin questioned if the lot had already been divided when Mr. Krueger bought his home. Mr. Krueger stated he had thought it had been subdivided in July when he made the offer on the home but in September his closing was delayed a week because the lot had not been finished.

Joey Smith, neighboring property owner, questioned if there was sewer, water and electric availability. Mr. Combs stated there is a manhole on property and water and electric on Hiawatha Trail.

Mark Smith stated that he will have to wait for sewer availability before he could develop the property but at the TRC meeting utilities said service was available.

Commissioner Singer questioned about runoff and litigation issues. Mr. Summers stated since the property is in the Wellhead area that the Wellhead Protection Committee will have to approve the development. He also stated that the application will have to conform to stormwater regulations.

Suetta Dickinson, 627 S Broadway, stated that a zone change would change the character of the area. She requested the Planning Commission to deny the zone change application.

Robert Culbertson, 655 S Broadway, stated he has lived in his home since 1988. He presented pictures of the area to the Commissioners and stated how he would lose his privacy if the zone change were approved. He stated he had concern about water runoff and the area that might possibly be a sinkhole.

Chairman Sulski questioned if heavy rains effects Mr. Culbertson's lot. He stated during heavy rains he might get water in the basement.

Commissioner Singer questioned Mr. Smith about the height of the current landscaping between the lot and neighbors. He stated there a lot of vines in the trees and plans to remove most of the vines but leave as many trees as possible. Mr. Culbertson stated there is dense vegetation in between the lots.

Commissioner Singer stated she understands the potential problems that could develop from water runoff off the lot but stated she understands that is more of an issue for final development plan approval.

Mr. Smith stated runoff would be addressed at the final development stage. Mr. Krebs stated that the development would have to follow the stormwater regulations if approved.

Commissioner Singer and Mifflin questioned if approved and there are stormwater problems, could the development be stopped. Mr. Krebs stated this is a meeting about the zoning. He stated stormwater issues would be addressed in the future.

Mr. Smith stated he always follows the regulations on his developments.

Mr. Combs stated that if the stormwater could not be controlled the project would be stopped. He explained there are several options to manage stormwater.

Commissioner Mifflin questioned where the sewer is located on the property. Mr. Summers stated it goes through the property.

Cathy Culbertson, 655 S Broadway, explained the family connection among the neighbors living in the area.

Maureen Prather, 647 S Broadway, stated the neighborhood is living in the city but like having the country in their backyards. She stated that if the neighbors knew the lot was going to be sold, they could have bought the lot.

Ann Bevins, 126 Christal Drive, explained the history of S Broadway and the National Register of Historic Places.

Julie Stone, 657 S Broadway, stated she was not aware Ms. Roberts was going to sell the lot to a developer. She stated they did not buy it since they did not want more property to care for but if they had known what would happen, they would have bought it.

Deborah Krueger, 661 S Broadway, stated she thought a single-family home would be built on the lot. She stated she was surprised when the lot was sold to a developer.

Tom Prather, 647 S Broadway, stated he understood it was a hard decision to make deciding whether to recommend approval or denial of the application, but asked the Planning Commission to take care of the neighborhood.

Brett Smith, 651 S Broadway, stated they bought their house for the greenspace. He stated they would not have bought their house if they knew what was coming.

Mr. Sosbe stated that the Planning Commission must find within the Comprehensive Plan to approve the application. He stated it is the Planning Commission's choice of preserving the neighborhood.

John Talbott, representing the applicant, stated the main issue for this zone change, is determining the correct density for the area. He stated if the zoning is left R-1B then there is no control over stormwater issues.

Mr. Culbertson questioned Mr. Perkins about the application having parking for R-2 on a R-1B lot. Mr. Perkins stated being a single lot he thought it was doable but would like to research more before giving a definite answer.

Commissioner Singer asked for a better description of the landscape barrier. Mr. Smith stated the lot is very dense currently and he will do above what is required by the landscaping ordinance. He stated he will build a six-foot fence along with having trees.

Commissioner S. Smith stated it sounds like the neighborhood would like to keep this as a neighborhood park. He questioned Mr. Smith if he would be willing to discuss with the neighbors. Mr. Smith stated he would but reminded that Ms. Roberts did approach several people about buying the lot.

Commissioner Mifflin questioned if any trees could be left on the property. Mr. Smith stated he will preserve as many trees as possible.

Commissioner S. Smith stated he suggests to Mr. Smith to talk to the neighborhood and see if they can reach an agreement.

Ms. Dickinson stated she assumed since she lives down the street that is how she missed out on the knowledge of the selling the lot. She stated she thinks the neighborhood should not have to be responsible for keeping the lot the same.

Chairman Sulski closed the public hearing.

Commissioner S. Smith stated that the neighborhood has enjoyed the lot for many years.

Commissioner Garrett stated that as a child he remembers the area well and would like to see preservation of the neighborhood.

Mr. Perkins explained that the zone change application is when the Planning Commission has discretion, once a zone change is approved by City Council and comes back to Planning Commission with a development plan, then if the applicant meets all the criteria most likely it would be approved.

Commissioner Mifflin stated he is torn trying to decide.

Commissioner Vest stated he is sure Ms. Roberts never intended for this to happen. He stated he feels the lot is going to be built on whether it is townhomes or a single-family home.

Commissioner Singer questioned if she is understanding correctly that once a zone change is approved it would be hard to stop development. Mr. Perkins stated that is correct.

Mr. Perkins stated the Planning Commission is supposed to follow infill from the Comprehensive Plan but at the same time preserving Historic areas is also supposed to be considered.

Commissioner Mifflin stated the availability of utilities concerns him if they must come through neighbors back yards. Mr. Summers stated typically utilities do not get involved on zone changes.

Commissioner S. Smith stated that he feels that the neighborhood does not want it and it helps him to decide.

Chairman Sulski stated how many applications have been heard and the neighborhood always says not in my backyard.

Mr. Perkins stated decisions must be made on are we protecting the resource and is it an appropriate transition between zones.

After further discussion, **Motion by Singer, second by Garrett, to recommend denial of the zone change request due to not being consistent with the Comprehensive Plan as it does not place priority on preserving existing residential structure of historic value and retaining neighborhood characteristics as is touches into a historic neighborhood. By roll call vote, motion carried 7-1, with Vest in dissent.**

Chairman Sulski adjourned the meeting.

Attest:

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

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



**CHERRY BLOSSOM, PHASE 9**  
**Staff Report to the Georgetown-Scott County Planning Commission**

**June 10, 2021**

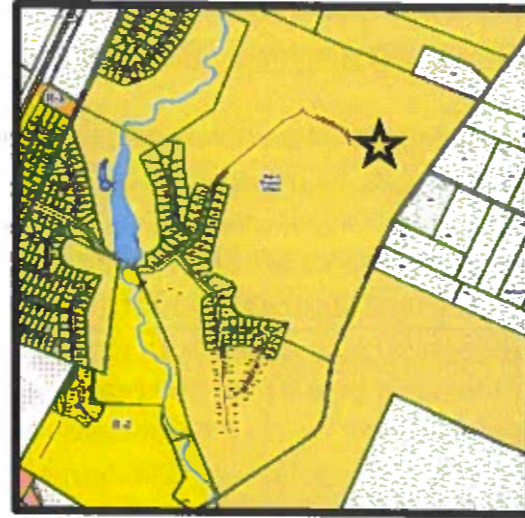
**FILE NUMBER:** PSP-2021-10

**PROPOSAL:** Preliminary Subdivision  
Plat to subdivide 18 lots

**LOCATION:** Cherry Blossom Village

**APPLICANT:** Cherry Blossom  
Development Company

**DESIGNER:** Brent Combs



**STATISTICS:**

Zone	R-1C PUD, Single Family Residential
Surrounding Zones	R-1C PUD, & A-1
Site Acreage	4.82 acres
No. of Lots:	18
New Street Required	Yes
Length of Street	680 L.F.
Water/Sewer Availability	Yes/Yes
Access	Sunningdale Drive
Variances/Waivers	None

**BACKGROUND:**

The subject property is a 4.82-acre remnant of the Cherry Blossom property between holes 7 and 8 of the Cherry Blossom golf course, west of Old Oxford Road, with 328 feet of frontage on Old Oxford Road. The property is zoned R-1C PUD, Single Family Residential. Access is proposed from Sunningdale Drive, a local continuous street, 29' wide in a 60' right-of-way.

The Project Site was zoned in 1999 as part of overall Cherry Blossom Village rezoning. The residential lots were approved as part of Preliminary Master Plan (PDP-2000-19). The Preliminary Master Plan shows a road connection to Old Oxford in this location. An "Amended" Master Plan dated from 2005 shows the connection to Old Oxford on the north side of hole #8. There is no record of this Amended Master Plan being approved by the Planning Commission Board, but it is in the file, so it is possible it received staff approval at the time. In any case a connection to Old Oxford was shown in this general area.

Any subdivision of this property must comply with the conditions of approval from the rezoning of this area and any subsequent Master Development Plan. A condition of approval of the Master Plan (PDP-2000-19) and the rezoning of the property, was that two road connections to Old Oxford Road be installed and road improvements be made to Old Oxford Road, the length of the subdivision frontage, to bring the road up to current standards, with acceleration and deceleration lanes at the proposed entrances.

#### Vehicular Access & Pedestrian Circulation:

The Cherry Blossom Golf Course is routed around the Lane Run basin in this area. The subdivision was developed in phases, following the routing of the golf course, with the first two phases having access directly from Oxford Road. From phase 3 on lots were platted with only one point of access, beyond a bridge constructed over Lanes Run Creek. The subdivision lots beyond the bridge were intended to have eventual road connection to Old Oxford Road. These connections are important for emergency access, in event of flooding or problems with the bridge, and also to improve general connectivity in the area. The conditions of approval from the rezoning mention the requirement for two access points beyond the 150-lot threshold. The GSCPC Subdivision and Development Regulations require two points of access for single-family subdivisions with 200 or more lots. There are approximately 180 lots currently served by the access point that crosses the Lanes Run Creek bridge.

Old Oxford is an important major roadway in this area of town. Currently it has had only localized improvements in front of the Abbey at Old Oxford subdivision, north of this property, and its overall condition is that of a rural county roadway with substandard sight distance, geometry and width. The Cherry Blossom developers committed to making improvements to Old Oxford Road when they proposed and were approved for this development.

The best location of the proposed connection to Old Oxford Road is in the area of this phase of lots. A road connection in this location could align with the Abbey Road, a local subdivision street on the opposite side of Old Oxford Road.

#### Plat Review

The layout, width, size of the proposed lots conforms with the underlying zoning and is consistent with previous approvals. A condition of approval of the previous phase (phase 8) also stated that "Any further approvals will require a connection to Old Oxford Road unless the applicant coordinates with the City and other property owners to provide these improvements collectively."

The applicant is proposing to make the connection to Old Oxford Road, but to install a gated controlled access. They have asked to waive the construction of turn lanes on Old Oxford due to their proposal to install a gate limiting use of the access to emergency vehicles, thru a manual or electronic pad locked gate of some sort.

The applicant has further proposed to provide a letter of credit for the widening of Old Oxford to the required 11' width from centerline, for the portions that front the developable areas (not golf course) between the bridge over Lanes Run Creek to the northeast corner of the development.

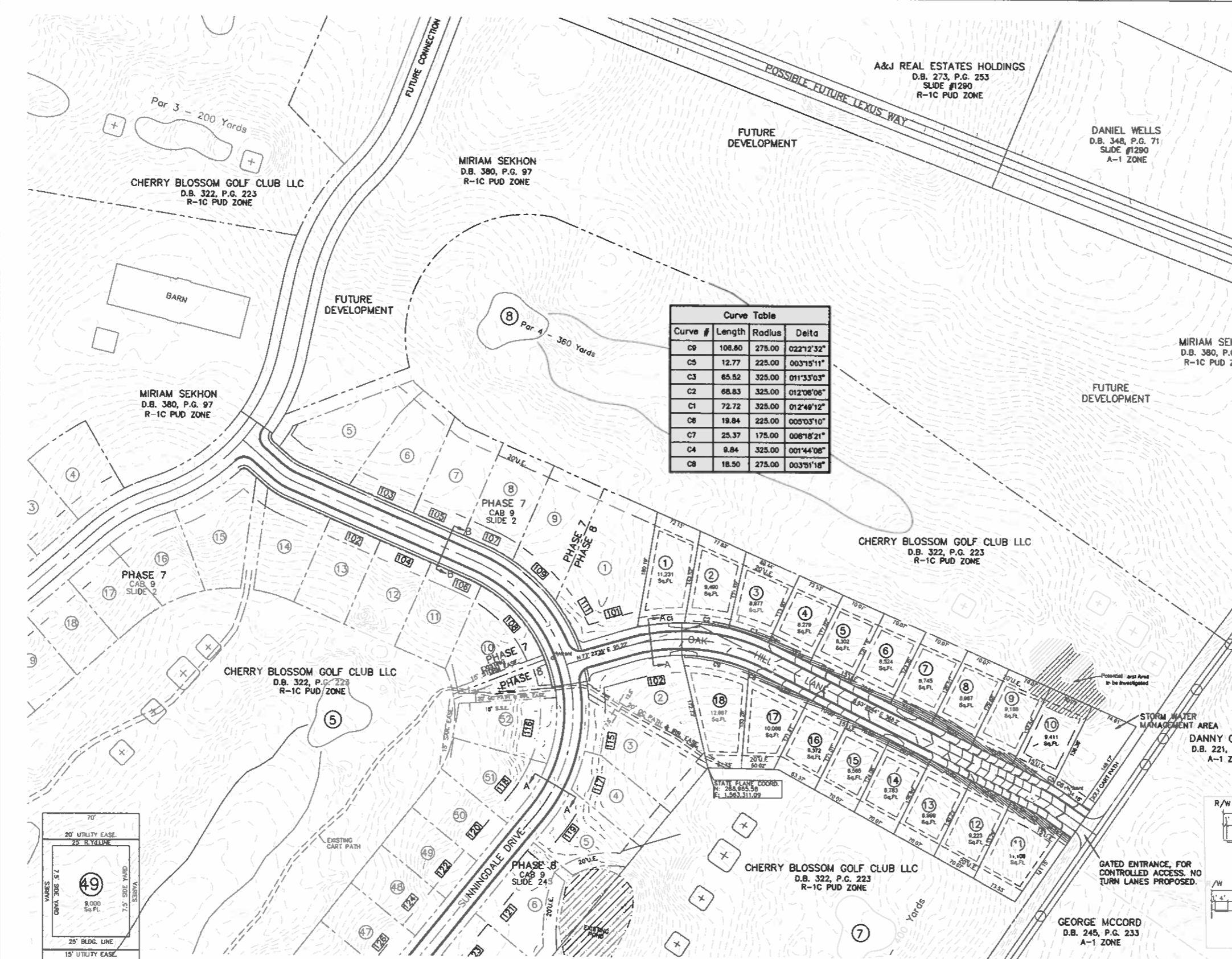
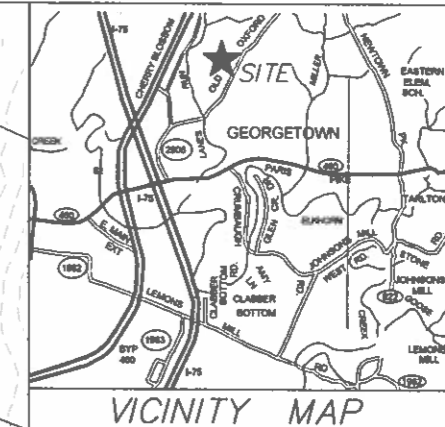
Staff is open to the option of a gate, but since this is proposed as a public street, the gate would need approval from the Planning Commission and the City at the time of dedication. Staff, however, would prefer an open access connection to improve traffic flow in the area.

Staff would also recommend the applicant provide a letter of credit for widening the entire length of Old Oxford along their frontage. The turn lanes are optional based on whether the access were to be controlled. A turnaround area would likely be needed inside the gate for utility trucks and other large non-emergency vehicles if the gate were to be fixed.

#### **RECOMMENDATION:**

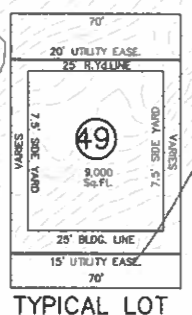
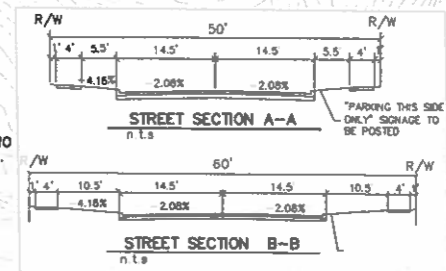
Staff recommends **Approval** of the Preliminary Subdivision Plat for 18 lots in phase 9 with the following conditions:

1. Any proposed changes to the Approved Preliminary Plat shall be reviewed and approved by the Georgetown-Scott County Planning staff (minor) or by the Planning Commission (major).
2. Applicant shall provide a gate accessible by emergency services at the entrance from Old Oxford Road. Planning Commission Engineer shall review the need for a turnaround at the gate depending on final location. Gate shall be approved by the City prior to dedication of street or this section of new street shall remain private. If the gate is not constructed, the developer shall submit a traffic analysis to determine the need for turn lanes at this entrance. The developer shall pay for any turn lanes determined to be required at the entrance on Old Oxford.
3. Applicant shall post letter of credit or cash surety for widening of Old Oxford to 11' from centerline along length of frontage.
4. Prior to any construction or grading, the applicant shall meet with the Planning Commission Engineer to review construction policies and establish inspection schedules.
5. There shall be no grading or construction on the site until all required plans (i.e., drainage plans) including Construction Plans have been reviewed and approved by the Planning Commission Engineer.
6. All requirements of the Stormwater Ordinance
7. All applicable requirements of the Zoning Ordinance and Subdivision regulations.
8. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
9. This Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 of the Subdivision and Development Regulations.



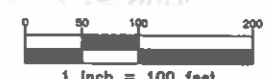
Curve #	Length	Radius	Delta
C9	108.80	275.00	022°12'32"
C5	12.77	225.00	003°15'11"
C3	85.82	325.00	011°33'03"
C2	68.83	325.00	012°08'08"
C1	72.72	325.00	012°49'12"
C8	19.84	225.00	005°03'10"
C7	25.37	175.00	008°18'21"
C4	9.84	325.00	001°44'08"
C6	18.50	275.00	003°51'18"

**SITE STATISTICS**  
 INTENDED USE - SINGLE FAMILY  
 ZONE- R-1C (P.U.D.)  
 TOTAL AREA = 4.82 AC.  
 PROPOSED # OF LOTS = 18  
 AREA IN R/W = 0.78 AC.  
 SMALLEST LOT = 12,867 SQ.FT.  
 LARGEST LOT = 9,395 SQ.FT.  
 AVERAGE LOT SIZE = 9,395 SQ.FT.  
 LENGTH OF PUBLIC STREET = 680 L.F.



**Old Oxford improvements Note:**  
 With this Phase 9 approval, Cherry Blossom Development Company is proposing to supply a letter of credit for widening of Old Oxford Road to an 11' half width, for the portions that front the developable areas (not golf course) between the bridge over Lanes Run Creek to the northeast corner of the development.

- Notes:**
1. This project is not within a special floodplain hazard zone.
  2. This project shall meet all the requirements of the current stormwater regulations.



PRELIMINARY SUBDIVISION PLAT  
**CHERRY BLOSSOM VILLAGE-PHASE 9**  
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

SCALE: 1" = 100'  
 DATE: 7-30-2018  
 REVISED: 8-20-2021  
 DRAWN BY: ABC  
 FILE NAME: Phase9-pp.dwg

THIS PLAT REPRESENTS A BOUNDARY SURVEY AND COMPLES WITH 201 KAR 18:150

1 Inch = 100 feet

P.O. BOX 481 LEXINGTON, KY 40588  
 (859) 785-0383

**THOROUGHbred**  
 DESIGN | ENGINEER | CONSTRUCT

CIVIL DESIGN, LAND SURVEYING,  
 GEOTECHNICAL ENGINEERING, DRILLING SERVICES,  
 IBC SPECIAL INSPECTIONS, MATERIAL TESTING,  
 CM-CD CONSTRUCTION SERVICES

# SINGER PROPERTY ZONING MAP AMENDMENT

## Staff Report to the Georgetown-Scott County Planning Commission JUNE 10, 2021

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

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

**LOCATION:** 822 Cincinnati Road

**APPLICANT:** Anderson Communities

**CONSULTANT:** Tony Barrett  
Barrett Partners



**STATISTICS:**

Current Zone	A-1 (Agricultural)
Proposed Zone	R-2 PUD (Medium Density Residential)
Surrounding Zone(s)	A-1, R-3, & P-1B
Site Acreage	Total: 57.63 acres
Concept Development	591 Mixed Density Residential Units (74 Single Family Lots; 151 Townhomes; 276 Apartments; 90 Senior Apartments)
Access	Cincinnati Pike (US 25)
PUD Waivers	See Concept Plan Review section of the Staff Report

### BACKGROUND:

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

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

### Concept Plan Review:

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

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

The main ingress/egress for the Project Site is shown to be a new road coming off Cincinnati Pike (US 25). There are a series of proposed public roads providing access to the single-family lots and multi-family areas. Much of the access to the multi-family units is proposed by private streets/parking areas.

One major issue with the Concept Plan is that it lays out a 591 residential unit development with only a single connection proposed to an existing public street. The *Subdivision & Development Regulations* require single-family developments of 200 or more units and multi-family developments of 100 or more units to have at least two entrance intersections [Article X (P)(7)]. In mixed density developments the Planning Commission has previously required a second entrance intersection at 150 units or more, and staff recommends this same standard be applied to this development as well.

### Traffic Study

The Applicant had a Traffic Impact Study performed by Integrated Engineering. 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 table below (Table 1) shows the anticipated AM, PM, and mid-day peak hour trips generated by the development when built out.<sup>1</sup>

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

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

Appendix E of the Traffic Impact Study provides tables of data showing the changes in Level of Service (LOS) and delays at nearby intersections between various build and no-build scenarios for the Project Site. This data shows that traffic flow through several of the intersections along US 25 in the area around the development will have LOS of D or worse in both build and no-build studies of 2031 and 2041. As the Commission knows, there are delays and congestion in the transportation network around the Project Site at certain times of the day, particularly during the school year. The data shows that the proposed development would have a relatively small impact on the existing network. This is reflected in the study's conclusion. An issue that is of great concern to the Planning Commission is whether the existing transportation network, which is already burdened, is sufficient to handle the proposed

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

development. Staff does not have a definitive answer to this, so the burden is on the Applicant to convince the Commission that the US 25 corridor can handle the additional traffic.

The table below (Table 2) highlights several intersection movements where the proposed development is projected to cause an increase in the per vehicle delays by more than 10 seconds<sup>2</sup>. Staff chose to highlight these projected delays because in LOS A, B, & C an increase in the per vehicle delay of 10 or more seconds typically results in the level of service dropping to the next level. It is important to note that there are a variety of contributing factors into vehicle delays and the numbers provided by the Traffic Impact Study are projections.

**Table 2: Projected Level of Service**

Intersection	Approach Description	Year	AM, Mid-Day, or PM Peak Hour	No-Build LOS	Build LOS	Delay Difference (seconds / vehicle)
<b>Cincinnati Pike &amp; Champion Way</b>	Northbound Left	2041	AM	F	F	51.9
	Northbound Thru	2041	AM	F	F	29.7
	Northbound Thru	2041	PM	F	F	16.1
<b>Cincinnati Pike &amp; Cardinal Drive</b>	Westbound Left	2041	PM	D	E	11.4
	Northbound	2041	PM	F	F	20.2
<b>Cincinnati Pike &amp; Colony Blvd</b>	Southbound	2041	PM	D	E	21.0
	Eastbound	2031	AM	F	F	45.7
	Eastbound	2041	AM	F	F	155.6
	Eastbound	2031	PM	F	F	131.5
<b>Broadway &amp; Main Street</b>	Eastbound	2041	PM	F	F	346.0
	Southbound Thru	2041	AM	D	F	30.9
	Northbound Thru	2041	Mid-Day	D	F	12.0
	Northbound Thru	2041	PM	F	F	41.4
	Southbound Thru	2041	PM	F	F	32.9

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

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

The Colony neighborhood is a nearby mixed-density neighborhood with primarily a single access on Cincinnati Pike. There were approximately 980 units approved on about 260 acres, and the long traffic delays and low Level of Service for vehicles exiting are a reminder of what happens when a neighborhood is approved without a sufficient number of exits. In this instance, the Project Site is not proposing as many units as the Colony, but it will end up having similar LOS issues for exiting traffic if additional connections to arterial roads are not made.

**Concept Plan Suggestions:**

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

The highest density portion of the development is shown to be on the southern part of the Project Site. While this provides distance from US 25, Cardome, and the historic house on the remainder, it creates a situation where the largest buildings proposed are all grouped along the southern boundary, potentially creating a visual burden to a single adjoining neighbor. While there is an existing tree line and old railroad bed to the south, it is not owned or controlled by the Applicant, so there are no guarantees that the screening will be a long-term feature. All the apartment buildings proposed by this development will be 3-stories or 38 feet tall. It would be appropriate for the Commission to request the size and scale of these large buildings be brought down as they approach the agriculturally zoned property to the south.

**PUD Waivers Review:**

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

1. Exceed maximum building height up to 38 ft. and 3 stories for apartments and senior apartments. *Staff does not recommend approval of this variance until the Preliminary Development Plan is submitted. Staff would prefer that the Planning Commission wait to review this waiver to see if the size and scale of some of the apartments could be reduced along some of the less intensively used neighboring properties.*
2. Reduce maximum lot area for single-family lots to 5,000 square feet. *Staff supports this variance. The Applicant is proposing to set aside more than 14 acres of open space for public use as part of the development, so it would be appropriate to allow for reduced lot sizes.*



3. Exceed the maximum units per building to 7 for townhomes, 42 for apartments, and 90 for senior apartments. *Staff supports granting a waiver to allow for 7 unit townhome buildings and a 90 unit senior apartment. At TRC, staff indicated that there were not any concerns with a 42-unit apartment building, but after further review of the concept plan staff wonders if it may be better to wait to decide on the number units allowed in these until the Preliminary Development Plan. As was described earlier, if there is a way to reduce the size and scale of some of the proposed buildings a 42-unit building may not be necessary.*
4. Decrease the minimum lot width for single-family from 60 ft. to 45 ft. *The Applicant is proposing a 45-ft. minimum lot width for the smaller rear-access single-family lots. Staff has concerns about this waiver, and thinks it would be prudent to wait to potentially approve this until a Preliminary Subdivision Plat is submitted for review. Staff would like the Fire Department to weigh in on this issue because such narrow lots may also need smaller side-yard setbacks than allowed by ordinance.*
5. Decrease the minimum lot width for townhomes to 72 ft. for 3 units plus 20 ft. for each additional unit. *Staff supports this waiver, but reminds the Applicant that there are still side-yard setbacks that must be considered for multi-family development.*
6. Decrease the minimum front yard from 30 feet to 10 or 20 feet depending on location. *Staff supports this variance. Allowing for an alteration to the front yard setback for a PUD neighborhood allows the Applicant the ability to customize the aesthetic of the community, while the provided open space accommodates the neighborhood's need for recreation & gathering space.*
7. Decrease the rear yard setback to 20 feet. *Staff supports this variance as well. Just as with the previous request, the large amount of open space proposed offsets the need for traditionally sized front and rear yard spaces.*
8. Reduce the minimum parking required to the greater of 0.9 spaces per bedroom or 1.5 spaces per unit for the apartments. Reduce the minimum parking required to 1 space per unit for the senior apartments. *Staff supports the reduction in the parking for the senior apartments to 1 space per unit. Not all of the residence may own or operate a vehicle, so this request is reasonable. Staff does not support a 0.9 parking spaces per bedroom minimum. There are 156 proposed single-bedroom units proposed and each unit is likely to have at least a single vehicle associate with it. Staff is more open to a standard of 1.5 spaces per unit, but only if the Applicant can demonstrate that their experience developing other apartment developments shows that this parking standard will meet the parking demands their project would create.*

**LEGAL CONSIDERATIONS:**

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

**Section 100.213 Findings necessary for proposed map amendment - Reconsideration.**

1. *Before any map amendment is granted, the planning commission . . . must find that the map amendment is in agreement with the adopted comprehensive plan, or, in the absence of such a finding, that one (1) or more of the following apply and such finding shall be recorded in the minutes and records of the planning commission or the legislative body or fiscal court:*

- a. *That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate;*

- b. *That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.*

**Part 1:** The Comprehensive Plan provides guidance for consideration of zone change requests. With this plan, more than many others the Planning Commission has reviewed in recent years, there are elements of the Comprehensive Plan that both seem to support and oppose the zone change and concept plan. The Comprehensive Plan's Future Land Use (FLU) Map shows the subject property having an Urban Residential future land use. This FLU designation supports, among other things "residential uses." This designation states, "...the merits of any specific zone change application will be reviewed to determine the appropriate infill and density for the precise locations and purposes."<sup>3</sup> Outside of designating areas for High-Density Residential, the Comprehensive Plan does not make a specific density recommendation in the Future Land Use Map for Urban Residentially designated properties. This designation indicates the property is appropriate for a residential density of more than 1 dwelling per 5 acres.

As the quote in the previous paragraph suggests, the appropriate density should be determined by examining the Project Site and the context in which it exists. The Project Site is greenfield site located between downtown and Scott County High School. To the north and south are large agriculturally zoned properties. To the south and east are the historic homesite on the Project Site and the Cardome Property. To the west is The Colony, a mixed-density neighborhood. Any discussion of appropriate residential density should start by looking at these surrounding properties to get an idea of the area in which the Project Site is located.

Goal CF 1 encourages the community and developers to design and use the network of streets and land uses that make up our community more efficiently. Generally, mixed-density and mixed-use developments provide for an efficient use of the land, because they provide a variety of development on a single-project site rather than isolated developments scattered through the community.

Objective CF 1.2 encourages higher intensity uses to be in areas with multiple transportation options. At nearly 600 units, the proposed development may be proposing too intensive a use for a site/concept plan with only a single entrance controlled by the Applicant.

Objective CF 1.6 encourages public amenities, workplaces, and residential areas to be accessible by multiple transportation types. The proposed development does show the proposed residences and public amenities to be accessible by roads, sidewalks, and paved paths.

Objective CF 2 encourages flexibility in land use and design patterns. The Applicant has requested several waivers/variances. While staff has not recommended approval of all of them, at least not at this time, this objective supports Planned Unit Developments and the flexibility the Planning Commission can grant based on a development's provision of public benefit.

Objective IF 1.2 encourages the development of parks. While it is unclear if the proposed open spaces will be open to the public, the development proposes open spaces and recreational opportunities to serve the proposed neighborhood.

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<sup>3</sup> Georgetown – Scott County Comprehensive Plan, Pg. 49

Objective IF 2.10 encourages the community to maintain or improve the transportation network for collectors and arterials at a Level of Service of "C" or better. As was previously discussed, many of the intersections on Cincinnati Pike are anticipated to fall below this standard whether or not this application is approved. The following intersections are projected to not meet this standard in 2031 and/or 2041 even if the Project Site is undeveloped<sup>4</sup>:

- Cincinnati Pike & Champion Way AM & PM Peak Hour
- Cincinnati Pike & Cardinal Drive PM Peak Hour
- Cincinnati Pike & Colony Boulevard AM & PM Peak Hour
- N. Broadway & Washington Street AM, Mid-Day, & PM Peak Hour
- Broadway & Main Street AM, Mid-Day, & PM Peak Hour

Goal H0 1 encourages the community to provide a full spectrum of quality housing options for all residents. This project seeks to construct a variety of residential types, which is supported by this goal. Mixed-density residential developments allow for a compact development that reduces some development costs and demands on local utilities and services.

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

Objective HO 1.4 encourages flexibility in land use regulations to adapt to shifting housing demands. The Applicant has requested the Planning Commission to grant several waivers/variances. This objective supports granting those waivers where it makes sense to benefit both the Applicant and the community.

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

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

Many elements of the proposed zone change and concept plan are supported by the Future Land Use Map and several of the goals and objectives in the Comprehensive Plan. However, there is discussion in the Comprehensive Plan regarding the relationship between land use and transportation. The R-2 zoning district allows for a maximum of 12 units per net acre. A 50+ acre residential development at this density level would need to be supported by several connections to arterial roads and adjoining properties to function in a manner that provides for public health, safety, and welfare. Staff is very concerned that if the Applicant is unable to make a connection that provides a second access to an arterial road, a development like this would lead to residents who are frustrated about traffic delays and safety issues where a blocked road could prevent emergency services from providing protection.

The Project Site is anticipated to generate traffic, as staff has previously discussed. In looking at the data provided in the Traffic Impact Study, it appears that several of the intersection movements that are

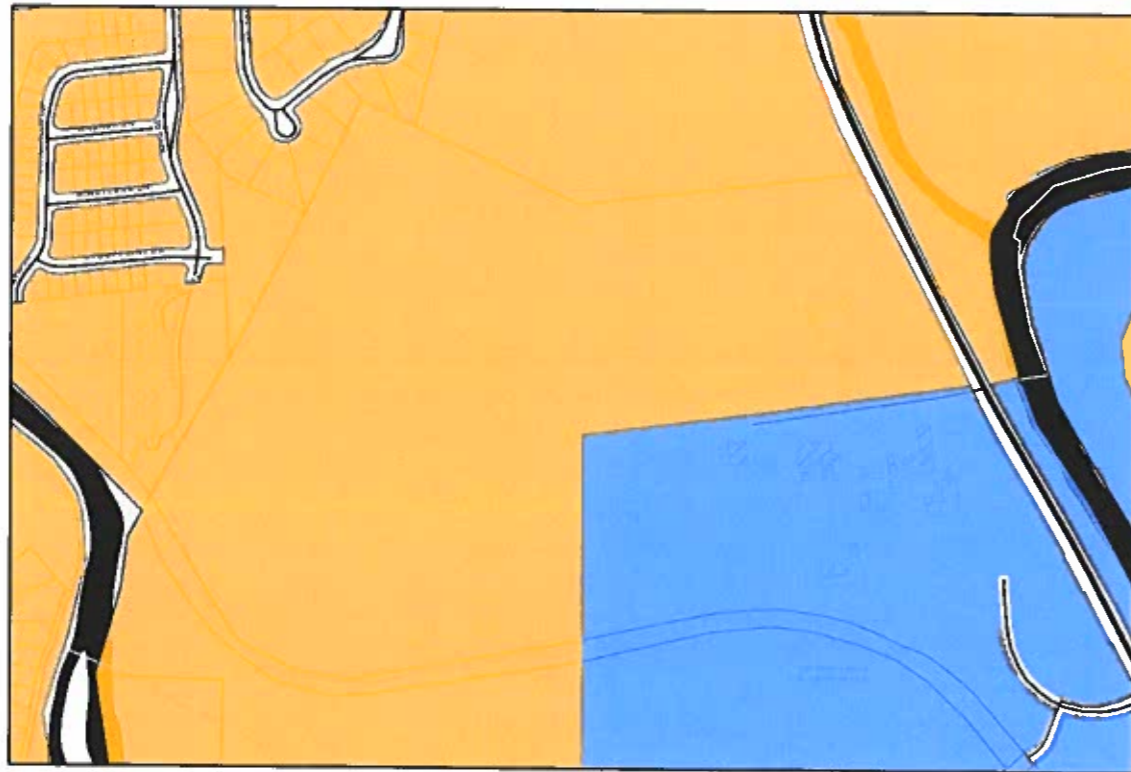
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<sup>4</sup> This Level of Service data was taken from the Traffic Impact Study performed by Integrated Engineering.

expected to be most impacted are already projected to have sub-par levels of service. It may be that the relocation of Scott County High School will provide some relief to these issues at the PM Peak Hour, but there is no way to know for certain at this time. The Applicant needs to demonstrate that the existing road network will support the traffic generated by an additional 591 units. While it is encouraging that the Traffic Impact Study says, "The overall impacts to the corridor are minimal..." the Planning Commission should make careful consideration before approving a large development in an area where many of the intersections are projected to be sub-standard even without the proposed development. In saying this, staff is not necessarily concerned that the Project Site will cause unsafe traffic conditions, staff's concern is that the unsafe traffic conditions are already projected to occur. Can a road network that is already projected to have unacceptable delays, support the proposed development?

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

**Figure 1: Future Land Use Map**



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

1. Reducing the minimum single family lots size to 5,000 square feet.
2. Increasing the maximum number of townhome units per building to 7, and the maximum number of units per building for the senior apartments to 90.
3. Decreasing the minimum lot width for townhomes to 72 ft. for 3 units plus 20 ft. for each additional unit.
4. Decreasing the minimum front yard setback to 10 or 20 feet depending on location.
5. Decreasing the rear yard setback to 20 feet.
6. Decreasing the minimum parking required for senior apartments to 1 space per unit.
7. Decreasing the minimum parking required for apartments to 1.5 spaces per unit if the Applicant can provide evidence that this standard will provide enough parking for the proposed units.

### **RECOMMENDATION:**

Based on the analysis in this report, Staff proposes two options for the Planning Commission to consider:

1. If the Planning Commission determines the road network, both proposed and existing, can support the proposed development; Recommend approval of the zone change to City Council with the conditions listed below.
2. If the Planning Commission determines the road network, proposed and/or existing, cannot support the proposed development; Recommend denial of the zone change to City Council.

### Conditions of Approval:

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



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# TRAFFIC IMPACT STUDY

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



**May 26, 2021**

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## INTRODUCTION

The following traffic study has been completed to analyze the impact of the proposed development of 822 Cincinnati Road (Singer Property) on the adjacent transportation network. More specifically, this study focuses on the existing intersections of Cincinnati Road (US 25) and Champion Way/Long Lick Road (KY 32) (A), Cincinnati Road (US 25) and Cardinal Drive (B), Cincinnati Road (US 25) and Colony Boulevard (C), Cincinnati Road (US 25) and Washington Street (D), and Cincinnati Road (US 25) and Main Street (US 460) (E). Access to the Singer Property from Cincinnati Road (US 25) is proposed at approximately mile point 5.1. The project location map below illustrates the location of the proposed development and studied intersections. This study has been prepared in compliance with the guidelines set forth in the Georgetown-Scott County Planning Commission (GSCPC) Traffic Access and Impact Study Requirements and Procedures Manual and the Kentucky Transportation Cabinet (KYTC) Traffic Impact Study Requirements Manual.



**Figure 1: Project Location Map**



## STUDY PURPOSE AND OBJECTIVES

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

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

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

## STUDY AREA

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

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

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

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

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

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

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

**Cincinnati Road (US 25) and Washington Street (D)**

- Cincinnati Road (US 25) North Leg – 1 designated left, 1 through-right
- East Washington Street East Leg – 1 left-through-right
- Cincinnati Road (US 25) South Leg – 1 designated left, 1 designated through, 1 designated right
- West Washington Street West Leg – 1 left-through-right

**Cincinnati Road (US 25) and Main Street (US 460) (E)**

- Cincinnati Road (US 25) North Leg – 1 designated left, 1 designated through, 1 designated right
- East Main Street (US 460) East Leg – 1 designated left, 1 through-right
- Cincinnati Road (US 25) South Leg – 1 designated left, 1 designated through, 1 designated right
- West Main Street (US 460) West Leg – 1 designated left, 1 through-right

**LEVEL OF SERVICE AND DELAY**

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

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

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

**Table 2: Signalized Intersection LOS Scale**

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

## METHODOLOGY

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

The existing traffic count data was increased by a 2.50% growth factor to represent the projected 2031 and 2041 compounded non-site growth in traffic volume at the study intersection. This growth factor was provided by KYTC District 7 staff. The 2031 projected traffic volumes represent the traffic at the anticipated year of site opening, while the 2041 projected traffic volumes represent the traffic 10 years beyond the opening year.

Both the 2031 and 2041 projections have been analyzed for the no-build and build conditions, with the former omitting traffic directly generated by the proposed site.

In the build condition scenarios, the trips generated by the site have been added to the no-build traffic volumes. The traffic volume generated by the development and the resulting HCS analysis was compared to the no-build condition for both the 2031 and 2041 projection years to assess the site's overall impact on traffic operations over a 10-year horizon. A Traffic Count Movement Summary, located in **Appendix B**, provides calculations for the opening year (2031) projected traffic volumes and 10-year (2041) projected volumes.

**TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES**

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

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

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

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

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

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

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

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

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

## Trip Distribution

### Primary Trips

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

### Pass-by Trips

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

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

## TRAFFIC ANALYSIS

Tables summarizing the no-build versus build level of service and delay for the 2031 opening year and 2041 design year during the AM, Mid-day, and PM Peak traffic hours can be found in **Appendix E**.

## CONCLUSIONS

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

The AM Peak analysis for the proposed development exiting movements resulted in a LOS D and a delay of 26.2 seconds for 2031 and a LOS E and a delay of 49.5 seconds for 2041, while the entering movement resulted in a LOS A and a delay of 0.8 seconds for 2031 and a LOS B and a delay of 0.8 seconds for 2041.

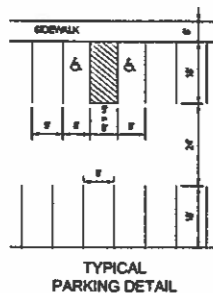
The Mid-day Peak analysis for the proposed development exiting movements resulted in a LOS B and a delay of 13.0 seconds for 2031 and a LOS C and a delay of 15.2 seconds for 2041, while the entering movement resulted in a LOS A and a delay of 0.6 seconds for 2031 and a LOS A and a delay of 0.5 seconds for 2041.

The PM Peak analysis for the proposed development exiting movements resulted in a LOS D and delay of 28.0 seconds for 2031 and a LOS F and delay of 55.9 seconds for 2041, while the entering movement resulted in a LOS B and delay of 1.4 seconds for 2031 and a LOS B and a delay of 1.3 seconds for 2041.

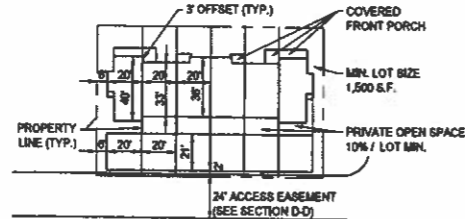
Turn lane analysis was completed, found in *Appendix G*, to determine if turn lanes into the proposed development are required. The analysis determined that a southbound right turn lane and a northbound left turn lane are warranted. The minimum required turn lane lengths are 345-feet per the KYTC Highway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



VICINITY MAP, NTS



TYPICAL PARKING DETAIL

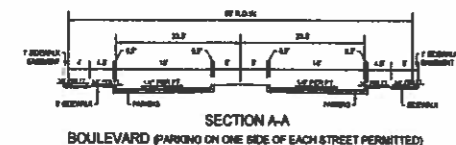


TYPICAL TOWNHOUSE BUILDING

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

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

- GENERAL NOTES**
- INTERIOR CONNECTIVITY, SANITARY SEWERS, STORMWATER MANAGEMENT, ENTRANCE DESIGN AND EXISTING TREES SHALL BE EVALUATED WITH THE PRELIMINARY DEVELOPMENT PLAN AND CONSTRUCTION DOCUMENTS.
  - STORM SEWERS, STORM WATER RETENTION BASINS, AND SANITARY SEWERS SHALL MEET THE SPECIFICATIONS AND APPROVAL OF THE PLANNING COMMISSION ENGINEER.
  - ALL AREAS THAT HAVE BEEN DISTURBED BY GRADING SHALL HAVE TEMPORARY VEGETATIVE COVER PROVIDED. SUCH COVER WILL CONSIST OF ANNUAL GRASSES OR SMALL GRAINS. SLOPES EXCEEDING 4:1 SHALL HAVE ADDITIONAL PROTECTION OF ADEQUATE MULCHING OR 800 IN ORDER TO PREVENT EROSION.
  - THIS CONCEPTUAL PLAN SHALL NOT BE USED AS BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED ON A RECORDED SUBDIVISION PLAN.
  - GRADING, BUILDING FINISH FLOOR ELEVATIONS & HANDICAP PARKING SPACE LOCATIONS ARE SUBJECT TO CHANGE BASED ON FINAL CONSTRUCTION PLANS.
  - THE FOLLOWING VARIANCES HAVE BEEN REQUESTED AND ARE PERMISSIBLE UNDER THE P.U.D. ZONING OVERLAY.
    - TO EXCEED BUILDING HEIGHT, UP TO 38' AND 3 STORIES FOR APARTMENTS AND SENIOR APARTMENTS.
    - TO REDUCE MINIMUM LOT AREA FOR SINGLE FAMILY FROM 7,500 S.F. TO 6,000 S.F.
    - TO EXCEED MAXIMUM UNITS IN BUILDING TO 7 FOR TOWNHOUSES, 42 FOR APARTMENTS, AND 90 FOR SENIOR APARTMENTS.
    - TO DECREASE MINIMUM LOT WIDTH FOR SINGLE FAMILY FROM 60' TO 45'.
    - TO DECREASE MINIMUM LOT WIDTH FOR TOWNHOUSES FROM 110' FOR 3 DWELLINGS, PLUS 10' FOR EACH ADDITIONAL UNIT TO 72' FOR 3 DWELLINGS PLUS 20' FOR EACH ADDITIONAL UNIT.
    - TO DECREASE MINIMUM FRONT YARD FROM 30' TO VARIES BY LOCATION ON PLAN, EITHER 10' OR 20'.
    - TO DECREASE THE REAR YARD SETBACK FROM 25' TO 20'.
    - TO REDUCE THE MINIMUM REQUIRED PARKING FROM 1.5 SPACES PER 1 BEDROOM UNIT AND 2.5 SPACES PER 2 BEDROOM UNIT TO 0.8 SPACES PER BEDROOM OR 1.5 SPACES PER UNIT, THE GREATER OF, FOR THE APARTMENTS AND TO 1 SPACE PER UNIT FOR THE SENIOR APARTMENTS.
  - CONFLICTS WITH EXISTING WATER LINES & SANITARY SEWERS TO BE ADDRESSED ON FINAL DEVELOPMENT PLAN.



SECTION A-A

BOULEVARD (PARKING ON ONE SIDE OF EACH STREET PERMITTED)



SECTION B-B

COLLECTOR (PARKING ON ONE SIDE PERMITTED)



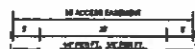
SECTION C-C

LOCAL (PARKING ON ONE SIDE PERMITTED)



SECTION D-D

ACCESS EASEMENT



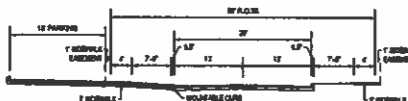
SECTION E-E

ACCESS EASEMENT (NO PARKING PERMITTED)



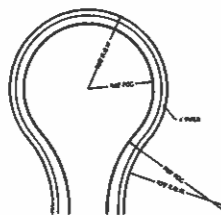
SECTION F-F

U.S. 25 / CINCINNATI PIKE

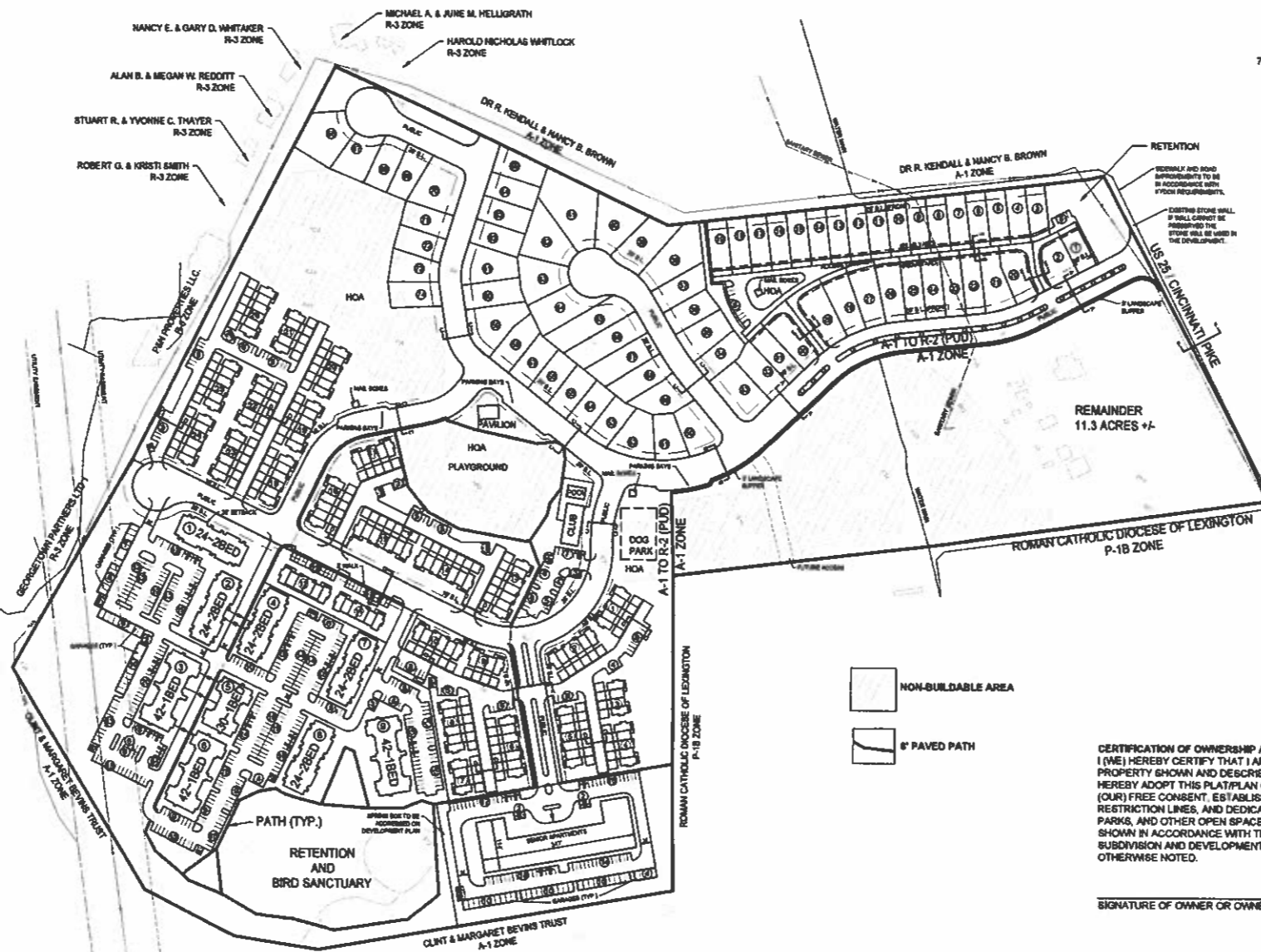


SECTION G-G

LOCAL (PARKING ON ONE SIDE PERMITTED)



TYPICAL CUL-DE-SAC



SITE STATISTICS	
EXISTING ZONE	A-1
PROPOSED ZONE	R-2(PUD)
GROSS AREA	57.83 AC
R.O.W AREA	5.9 AC
NET AREA	50.73 AC
TOTAL UNITS	501
NET DENSITY	11.64 UNITS PER AC
OPEN SPACE	14.16 AC (24.8%)
CLUBHOUSE BUILDING AREA	3,800 SF
PARKING	32 SPACES
SINGLE FAMILY LOTS	74
TYPICAL LOT SIZE	65' X 116' 45' X 126'
TOWNHOUSES UNITS / LOTS	151
PARKING	378 (2.5 SPACES/2 BR UNIT) 407 (3.02 GARAGE, 105 OPEN)
APARTMENTS BUILDING HEIGHT	38' 3 STORIES
UNITS	276
BEDROOMS	396
PARKING	356 (0.9 SPACES/BEDROOM OR 414 (1.5 SPACES/UNIT) (THE GREATER OF) 446 (3.2 GARAGE, 414 OPEN)
PROPOSED	
SENIOR APARTMENTS BUILDING HEIGHT	38' 3 STORIES
UNITS	90
PARKING	90 (1 SPACES/UNIT) 102 (3.4 GARAGE, 98 OPEN)
REQUIRED	
PROPOSED	

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

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

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



TYPICAL APARTMENT BUILDING TYPE A

TYPICAL APARTMENT BUILDING TYPE B

TYPICAL APARTMENT BUILDING TYPE C

OWNER:  
 WILLIAM D.J. SINGER  
 607 SOUTH BROADWAY  
 GEORGETOWN, KY 40324

APPLICANT:  
 ANDERSON COMMUNITIES, INC.  
 1255 PROVIDENCE PLACE PARKWAY  
 SUITE 250  
 LEXINGTON, KENTUCKY 40511

SCALE: 1" = 100'-0"



CONCEPTUAL PLAN FOR ZONE CHANGE

Date: March 1, 2021

**Barnett Partners, Inc.**  
 PLANNING AND LANDSCAPE ARCHITECTURE  
 208 EAST HIGH STREET - SUITE 201 - LEXINGTON, KY 40507  
 859.381.9697  
 www.barnettpartnersinc.com

**SINGER PROPERTY**

822 CINCINNATI PIKE (A PORTION OF)  
 GEORGETOWN, KENTUCKY

Revised: 03/2021 WJR, INC.

**CP**



**TUTTLE PROPERTY  
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission  
JUNE 10, 2021**

**FILE NUMBER:** FSP-2021-18

**PROPOSAL:** Final Subdivision Plat to subdivide one (1) 5.19-acre tract from a parent tract of 46 acres.

**LOCATION:** 3482 Ironworks Rd

**OWNER:** Alvin Tuttle

**CONSULTANT:** Keith Winstead  
Thoroughbred



**STATISTICS:**

Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1, A-5, & R-1A
Site Acreage	Total: 46 acres (Tract 2: 5.19 acres; Residual: 40.67 acres)
Access	Ironworks Road (KY-1973)
VariANCES/Waivers	None

**BACKGROUND:**

The application before the Planning Commission is a Final Subdivision Plat to subdivide one (1) 5.19-acre lot from a parent tract of 46 acres. The Project Site was previously subdivided, requiring any future subdivisions to receive approval from the Planning Commission.

**Plat Review:**

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

**Access:**

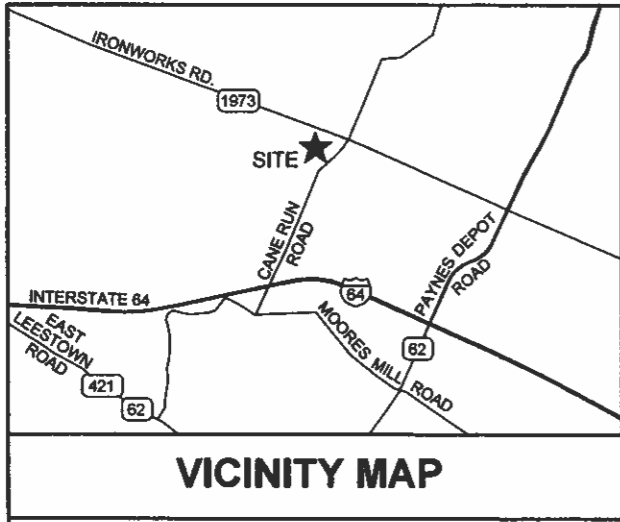
Access to Tract 2 is proposed from Ironworks Road (KY-1973), and the residual tract has an existing driveway from Ironworks Road. The plat also proposes adjusting the entrances for two 5-acre lots the Applicant had previously created with the plat recorded at Cabinet 7, Slide 43. Both previously created lots are still owned by the Applicant. The new entrance proposed by this plat, and the adjusted entrances on the adjoining 5-acre lots will all require review and approval by KYTC.

**RECOMMENDATION:**

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

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Preliminary Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
4. This Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
5. The Applicant shall provide staff with copies of the permits issued by KYTC for the entrances created/adjusted by this plat.
6. The purpose statement for the plat shall be adjusted to include mention of the adjusted entrances for the adjoining lots.



**PROPERTY OWNER**  
ALVIN TUTTLE  
812 CANE RUN ROAD  
GEORGETOWN, KENTUCKY 40324

**PROPERTY LOCATION**  
3482 IRONWORKS ROAD  
GEORGETOWN, KENTUCKY 40324  
WB 9, PG 1996  
PC 7, SL 43

**Site Statistics**  
PVA #: 088-20-002.000  
Zoning: Agricultural (A-1)  
Property Size: 46 Acres  
Setbacks:  
Front: 50 ft.  
Side: 50 ft.  
Rear: 50 ft.

**LEGEND**

- = PROPERTY CORNER NOT FOUND
- = SET 1/2" IRON BAR W/ CAP "LS 3870"
- ▲ = FOUND MAG NAIL
- = PROPERTY BOUNDARY LINE
- - - = ADJOINERS APPR. BOUNDARY
- - - = BUILDING SETBACK LINE

**PURPOSE OF PLAT**

THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE TRACT 2 FROM MAIN TRACT AS SHOWN

**CERTIFICATE OF OWNERSHIP & DEDICATION**

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) HEREBY ADOPT THIS PLAT/PLAN OF THE DEVELOPMENT WITH MY (OUR) FREE CONSENT. ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS SHOWN, IN ACCORDANCE WITH THE GEORGETOWN-SCOTT COUNTY SUBDIVISION AND DEVELOPMENT REGULATIONS, UNLESS OTHERWISE NOTED.

\_\_\_\_\_, (DATE), 20\_\_

(OWNER OR OWNERS)

**ADDITIONAL NOTE**

1. PROPERTY OWNERSHIP INFORMATION PROVIDED HEREIN IS BASED ON INFORMATION OBTAINED FROM READILY AVAILABLE SOURCES (I.E., SCOTT COUNTY CLERK (MILL BOOK 9, PAGE 21), SCOTT COUNTY PVA, ETC.). THEREFORE, NO WARRANTY IS PROVIDED REGARDING THE ACCURACY OF OWNERSHIP INFORMATION OR THE APPROXIMATE GRAPHICAL REPRESENTATIONS OF SUCH (ADJOINING PROPERTY LINES INCLUDING EASEMENTS ETC.).

**CERTIFICATE OF THE AVAILABILITY OF UTILITY SERVICES**

I HEREBY CERTIFY THAT: \_\_\_\_\_ SHALL SUPPLY THE \_\_\_\_\_ WITH ELECTRIC/GAS/TELEPHONE SERVICES AND THE PROPOSED UTILITY EASEMENTS OF SAID DEVELOPMENT MEETS WITH THE REQUIREMENTS OF THIS AGENCY AND ALL OTHER APPLICABLE REQUIREMENTS.

DATE \_\_\_\_\_ ELECTRIC Co. OFFICER

GLENCREST FARM, LLC  
DB 312, PG 497  
PVA #088-10-013.000  
26.515 ac

RANCHO MORERA, LLC  
DB 418, PG 821  
PC 3, SL 1203  
PVA #088-20-003.001  
28.949 ac

RANCHO MORERA, LLC  
DB 418, PG 821  
PC 3, SL 1203  
TRACT 1  
PVA #088-20-003.000  
15.0 ac

JOHN T. McBRIDE  
LAURIE L. McBRIDE  
DB 333, PG 773  
PC 3, SL 1174  
PVA #088-20-001.000  
7.776 ac

JAMES KELLY  
DB 202, PG 600  
PVA #087-40-012.000  
TRACT 2  
5.00 ac

TUTTLE PROPERTY DIVIDED  
BEFORE DIVISION - 46.0 ACRES  
AFTER DIVISION  
TRACT 2 - 5.19 ACRES  
RESERVED RW - 0.14 ACRES  
RESIDUAL - 40.67 ACRES

**HEALTH DEPARTMENT CERTIFICATION**

I HEREBY CERTIFY THAT THE PRIVATE SEWAGE DISPOSAL SYSTEM INSTALLED, OR PROPOSED TO BE INSTALLED FULLY MEETS THE REQUIREMENTS OF THE KENTUCKY STATE HEALTH DEPARTMENT AND HEREBY IS APPROVED AS SHOWN.

\_\_\_\_\_, (DATE), 20\_\_

(COUNTY HEALTH DEPARTMENT OFFICIAL)

**CERTIFICATION OF THE PROVISION OF WATER ONLY**

I hereby certify that Georgetown Municipal Water & Sewer Service (GMWSS) has the capacity within the water distribution system to supply \_\_\_\_\_ with water services. Provision of service will be contingent upon the review and approval of all on-site and off-site plans and specifications for the proposed system. Construction of the water distribution system to be by/at the cost of the developer without reimbursement, but to GMWSS approved specifications and approval by GMWSS of the as-built improvements and hereby dedicated to GMWSS.

\_\_\_\_\_, Date \_\_\_\_\_  
General Manager

**SURVEY NOTES**

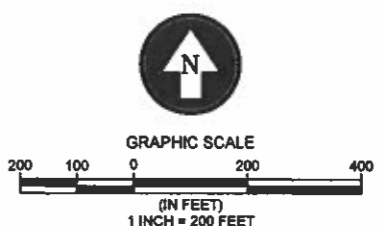
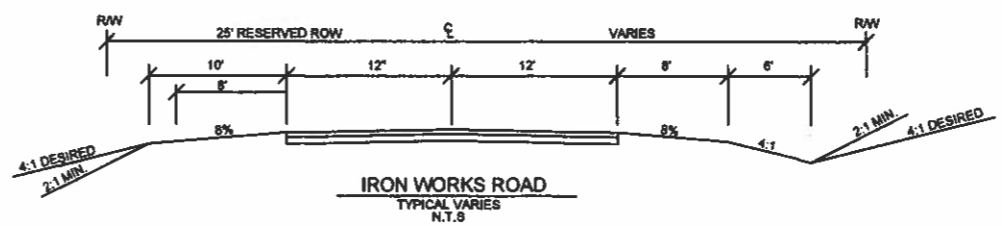
**SURVEY PERFORMED:**  
BY THOROUGHbred ENGINEERING

**EQUIPMENT USED:**  
TRIMBLE R10 GNSS RECEIVER

**COORDINATE SYSTEM:**  
KY NORTH BASE NAD 83  
VERTICAL BASED ON NAVD88

**SURVEYOR NOTES**

- 1) ANY FURTHER DIVISION OF THE PROPERTIES SHOWN HEREON WILL REQUIRE REVIEW AND APPROVAL OF "GSCPC" THE GEORGETOWN SCOTT COUNTY PLANNING COMMISSION.
- 2) PROPERTY IS SUBJECT TO ANY EASEMENTS OF RECORD NOT SHOWN HEREON.
- 3) FLOOD MAP# 21206C01760 EFFECTIVE 12/21/2017. SITE IS LOCATED IN FLOOD ZONE X. AREA AT MINIMAL FLOOD HAZARD RISK.



NOTE:  
PROPOSED ENTRANCES ARE TO BE POSITIONED 300 FT. APART. ENTRANCES ON TRACTS 1 AND 2 FROM PLAT CABINET 7, SLIDE 43 HAVE BEEN ADJUSTED TO MAINTAIN 300 FT. SEPARATION.

**NOTES:**

- A. OWNER SHALL NOT CAUSE THE GRADE TO BE LESS THAN 30 INCHES FROM THE WATER MAIN OR MORE THAN 60 INCHES WHERE FILL MAY BE REQUIRED OVER THE WATER MAIN. ANY GRADE CHANGES GREATER THAN SAID DEPTHS SHALL HAVE PRIOR WRITTEN CONSENT FROM GMWSS OR A WATER LINE RELOCATION WILL BE REQUIRED AND PAID FOR BY THE OWNER OF THE PROPERTY.
- B. IF APPLICABLE, A TESTABLE BACKFLOW PREVENTOR (BFP) ON THE CUSTOMER SIDE OF THE WATER METER WILL BE REQUIRED. BFP SHALL BE MAINTAINED BY THE PROPERTY OWNER.

**CERTIFICATE OF ACCURACY**

I DO HEREBY CERTIFY THAT THE PLAT SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE SCOTT COUNTY/GEORGETOWN PLANNING AND ZONING COMMISSION AND A URBAN CLASS SURVEY THE MONUMENTS ARE AS SHOWN. METHOD OF SURVEY WAS CONDUCTED BY GPS "RTK" (REAL TIME KINEMATIC) POSITIONAL ACCURACY IS LESS THAN ±0.10+200 PPM. THE HORIZONTAL DATUM IS NAD 1983. THE BEARINGS SHOWN HEREON ARE BASED ON THE KENTUCKY NORTH ZONE STATE PLANE COORDINATE SYSTEM DERIVED FROM A GPS SURVEY. THE DIRECTIONS AND DISTANCES SHOWN ON THE PLAT ARE NOT BASED ON AN ADJUSTED SURVEY. ALL PROPERTY CORNERS INDICATED HAVE BEEN MONUMENTED WITH AN IRON PIN (18" LENGTH, 1/2" DIAMETER) AND CAP STAMPED #3870 UNLESS OTHERWISE NOTED HEREON.

SURVEYOR:

DATE: 2020-05-\_\_

KEITH G. WINSTEAD, PLS 3870  
THOROUGHbred ENGINEERING  
PO BOX 461  
LEXINGTON, KENTUCKY 40588  
PHONE: (859) 785-0383

DATE OF SURVEY: 2021-04-28

PLAT SHOWN HEREON REPRESENTS A BOUNDARY SURVEY AND COMPLES WITH 201 KAR 18:150

P.O. BOX 461 LEXINGTON, KY 40588  
(859) 785-0383  
CIVIL DESIGN, LAND SURVEYING,  
GEOTECHNICAL ENGINEERING, DRILLING SERVICES,  
IBC SPECIAL INSPECTIONS, MATERIAL TESTING,  
CM-PCI CONSTRUCTION SERVICES



**MINOR SUBDIVISION PLAT**  
ALVIN TUTTLE

3482 IRONWORKS ROAD, GEORGETOWN, SCOTT COUNTY, KENTUCKY

PROJECT NO.	OWNER BY
DATE	CLG
DATE	KGW
ISSUED FOR REVIEW	
REVISION	DATE

SHT#

**POPP PROPERTY  
PRELIMINARY SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission  
JUNE 10, 2021**

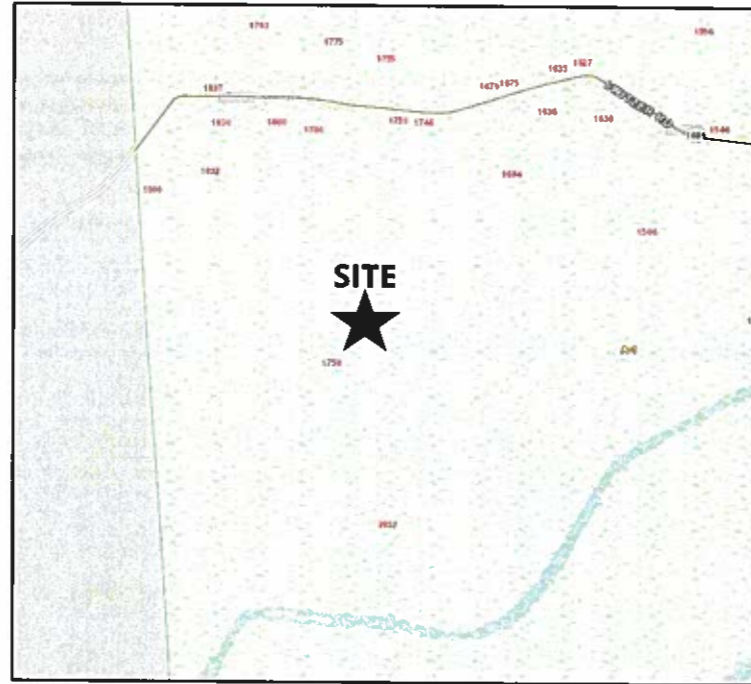
**FILE NUMBER:** PSP-2021-19

**PROPOSAL:** Preliminary Subdivision Plat to consolidate three (3) existing lots and subdivide the property into six (6) lots.

**LOCATION:** 1758 Switzer Rd

**OWNER:** Alvin Tuttle

**CONSULTANT:** Keith Winstead  
Thoroughbred



**STATISTICS:**

Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1
Site Acreage	Total: 68.808 acres (Tract 1: 15.18 acres; Tract 2: 30.08 acres; Tract 3: 26.38 acres; Tract 4: 22.88 acres; Tract 5: 17.01 acres; Tract 6: 5.00)
Access	Switzer Road (KY-1689)
VariANCES/Waivers	None

**BACKGROUND:**

The application before the Planning Commission is a Preliminary Subdivision Plat to consolidate three (3) existing lots and subdivide the property into six (6) lots.

**Plat Review:**

Tract 1 shows an area near Switzer Road to have a 50' B.L. The northern part of Tract 1 is not wide enough to have buildable area.

Staff will need the Final Subdivision Plat(s) to verify that the proposed subdivision lines do not cause existing structures to violate the setback requirements.

**Access:**

Tracts 5 & 6 will each have their own access from Switzer Road utilizing existing entrances.

Tracts 1-4 will also use an existing entrance. This access point involves the construction of a roadway and turnaround that will meet county road standards. An access easement will come from the turnaround to provide access to Tracts 3 & 4. A separate access easement will come off the turnaround to provide access to Tracts 1 & 2. For clarification, staff will ask that these access easements be given labels (such as 'Access Easement A') on the Final Subdivision Plat(s) so that it can be clear for future owners which easements are usable by which tracts and how maintenance will be handled. This roadway & turnaround will need to be constructed prior to the platting of Tracts 1, 2, 3, or 4.

There is a label for an access easement on Tract 2, that does not seem to lead to any other tracts. This may be an error.

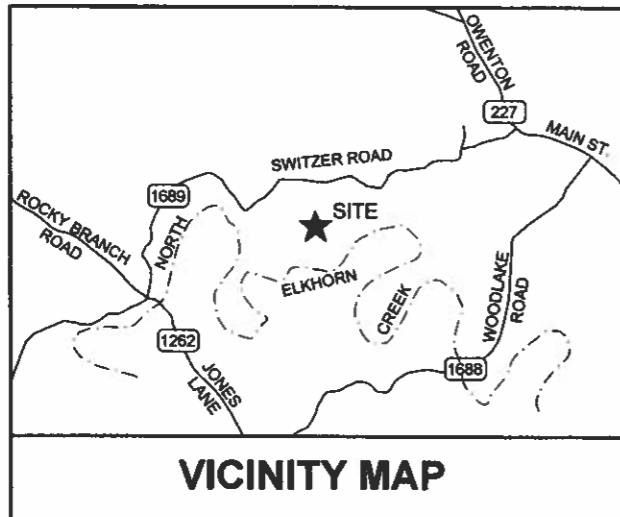
The plat also is proposed to create 'creek access' easements. Staff will also require these easements to be defined on the Final Subdivision Plat(s) as far as which lots are being served by each easement, how they will be maintained, and any other pertinent information.

### **RECOMMENDATION:**

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

#### Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance and Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Preliminary Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
4. Prior to any construction or grading, 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. This Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
6. The Applicant shall provide staff with copies of the permits issued by KYTC for the entrances created/adjusted by this plat.
7. The purpose statement for the plat shall be adjusted to describe the changes made to the existing property by this plat including consolidation, subdivision, and the creation of access easements.
8. The roadway and turnaround proposed by this plat will need to be constructed prior to the platting of Tracts 1, 2, 3, or 4.
9. The Final Subdivision Plat(s) shall uniquely identify all access and creek access easements, define which Tracts can use them, and how they will be maintained.



**PROPERTY OWNER**  
 CHARLES STEVEN POPP  
 CINDY S. POPP  
 1758 SWITZER ROAD  
 STAMPING GROUND, KY 40379  
 DB 247, PG 521  
 PC 7, SL 32

**Site Statistics**  
 PVA #: 007-00-014.000  
 Zoning: Agricultural  
 Property Size: 68,808 Acres  
 Setbacks:  
 Front: 50 ft.  
 Side: 50 ft.  
 Rear: 50 ft.

**PURPOSE**  
 TO DIVIDE PROPERTY INTO 8 TRACTS.

**CERTIFICATE OF OWNERSHIP & DEDICATION**  
 I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) HEREBY ADOPT THIS PLATPLAN OF THE DEVELOPMENT WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS SHOWN, IN ACCORDANCE WITH THE GEORGETOWN-SCOTT COUNTY SUBDIVISION AND DEVELOPMENT REGULATIONS, UNLESS OTHERWISE NOTED.

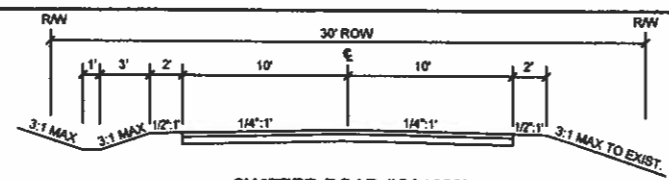
\_\_\_\_\_, (DATE), 20\_\_\_\_  
 (OWNER OR OWNERS)

**ACCESS EASEMENT & MAINTENANCE AGREEMENT NOTE**  
 THE OWNER/OWNERS OF THIS PROPERTY AND ANY SUCCESSORS IN TITLE AGREE TO ASSUME FULL LIABILITY AND RESPONSIBILITY FOR CONSTRUCTION, MAINTENANCE, RECONSTRUCTION, SNOW REMOVAL, CLEANING OR ANY OTHER NEEDS RELATED TO THE ACCESS EASEMENT SHOWN ON THIS DEVELOPMENT PLAN/PLAT. THIS AGREEMENT RELIEVES THE CITY OF GEORGETOWN/CITY OF STAMPING GROUND/CITY OF SADDLEVILLE/SCOTT COUNTY GOVERNMENT FROM ANY SUCH RESPONSIBILITIES. IF THE OWNER/OWNERS REQUEST THAT THE ACCESS EASEMENT BE DEDICATED AS PUBLIC STREETS, THE OWNER/OWNERS BEAR THE FULL EXPENSE OF ANY RECONSTRUCTION REQUIRED TO COMPLY WITH CITY/COUNTY STANDARDS PRIOR TO DEDICATION AND ACCEPTANCE AND ALL CONDITIONS OUTLINED IN SECTION 4, D, HAVE BEEN MET.

\_\_\_\_\_  
 OWNER OR OWNERS

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

\_\_\_\_\_, DATE  
 GENERAL MANAGER



**LEGEND**

- = PROPERTY CORNER NOT FOUND
- = SET 1/2" IRON BAR W/ CAP "LS 3870"
- ▲ = SET MAG NAIL
- = PROPERTY BOUNDARY LINE
- - - = ADJOINERS APPR. BOUNDARY
- - - = BUILDING SETBACK LINE

**CURVE TABLE**

Curve #	Length	Radius	Delta	Chd Length	Chd Bearing
C1	127.20'	486.86'	015°37'02"	126.81'	S 82°43'01" W

**ACCESS EASEMENT NOTE:**  
 PROPOSED ENTRANCE & TURN AROUND BUILT TO COUNTY SPECIFICATIONS.



⑦ KENNETH CORSENTINO  
 EMILY CORSENTINO  
 DB 405, PG 659  
 PC 8, SL 113  
 10.405 ac  
 PVA #007-00-011.000

**LINE TABLE**

Line #	Length	Direction
L1	150.80'	N 84°48'34" W
L2	47.89'	N 84°26'17" W
L3	46.15'	S 84°26'17" E
L4	207.88'	S 84°26'17" E
L5	46.36'	S 85°30'25" E
L6	143.10'	N 85°38'15" W
L7	73.94'	N 88°39'46" W
L8	53.25'	S 74°54'29" W
L9	248.46'	S 53°00'39" W
L10	281.67'	S 36°25'14" W
L11	190.15'	N 28°44'17" E
L12	37.00'	S 29°23'11" E
L13	58.00'	S 29°48'58" E
L14	161.02'	N 87°06'53" E
L15	51.88'	S 32°54'46" E
L16	33.88'	S 59°51'07" E
L17	99.28'	N 78°11'42" E
L18	201.36'	N 73°52'35" E
L19	148.11'	N 73°52'35" E
L20	195.09'	N 58°25'49" E

**CERTIFICATE OF ACCURACY**  
 I DO HEREBY CERTIFY THAT THE PLAT SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE SCOTT COUNTY/GEORGETOWN PLANNING AND ZONING COMMISSION AND A RURAL CLASS SURVEY THE MONUMENTS ARE AS SHOWN. METHOD OF SURVEY WAS CONDUCTED BY GPS "RTK" (REAL TIME KINEMATIC) POSITIONAL ACCURACY IS LESS THAN ±0.10"±200 PPM. THE HORIZONTAL DATUM IS NAD 1983. THE BEARINGS SHOWN HEREON ARE BASED ON THE KENTUCKY NORTH ZONE STATE PLANE COORDINATE SYSTEM DERIVED FROM A GPS SURVEY. THE DIRECTIONS AND DISTANCES SHOWN ON THE PLAT ARE NOT BASED ON AN ADJUSTED SURVEY. ALL PROPERTY CORNERS INDICATED HAVE BEEN MONUMENTED WITH AN IRON PIN (1" LENGTH, 1/2" DIAMETER) AND CAP STAMPED #3870 UNLESS OTHERWISE NOTED HEREON.

**SURVEYOR:**  
 \_\_\_\_\_  
 DATE 2021-05-\_\_\_\_

KEITH G. WHISTED, PLS 3870  
 THOROUGHbred ENGINEERING  
 PO BOX 481  
 LEXINGTON, KY 40588  
 PHONE: (609) 785-0383

PLAT SHOWN HEREON REPRESENTS A BOUNDARY SURVEY AND COMPLES WITH 201 KAR 18.150

DATE OF SURVEY - 2021-05-03

**SURVEY NOTES**  
 SURVEY PERFORMED BY THOROUGHbred ENGINEERING EQUIPMENT USED: TRIMBLE R10 GNSS RECEIVER COORDINATE SYSTEM: KY NORTH BASE NAD 83 VERTICAL BASED ON NAVD88

**SURVEYOR NOTES**

- ANY FURTHER DIVISION OF THE PROPERTIES SHOWN HEREON WILL REQUIRE REVIEW AND APPROVAL OF "SCPC" THE GEORGETOWN SCOTT COUNTY PLANNING COMMISSION.
- PROPERTY IS SUBJECT TO ANY EASEMENTS OF RECORD NOT SHOWN HEREON.
- FLOOD MAP# 21209C0100C EFFECTIVE 1/8/2014. SITE IS LOCATED IN FLOOD ZONE X, AREA AT MINIMAL FLOOD HAZARD RISK AND A SMALL PORTION OF THE PROPERTY IS LOCATED IN FLOOD ZONE A, AREA SUBJECT TO INUNDATION BY THE 1-PERCENT-ANNUAL-CHANCE FLOOD EVENT

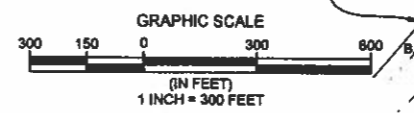
**LINE TABLE**

Line #	Length	Direction
L21	196.85'	N 56°09'33" E
L22	111.05'	S 58°54'00" W
L23	133.27'	S 57°44'37" W
L24	51.94'	S 43°39'44" W
L25	274.63'	S 43°39'44" W
L26	175.89'	S 19°55'43" W
L27	78.55'	N 04°41'18" W
L28	897.01'	S 04°41'17" E
L29	772.43'	N 04°56'46" W
L30	722.65'	S 05°07'16" E
L31	1758.03'	N 41°02'51" W
L32	448.28'	S 13°41'53" W
L33	224.23'	S 16°34'52" E

**CERTIFICATE OF THE AVAILABILITY OF UTILITY SERVICES**  
 I HEREBY CERTIFY THAT:  
 \_\_\_\_\_  
 SHALL SUPPLY THE \_\_\_\_\_  
 WITH ELECTRIC/GAS/TELEPHONE SERVICES AND THE PROPOSED UTILITY EASEMENTS OF SAID DEVELOPMENT MEETS WITH THE REQUIREMENTS OF THIS AGENCY AND ALL OTHER APPLICABLE REQUIREMENTS.

\_\_\_\_\_, DATE  
 ELECTRIC Co. OFFICER

JAMES NATHAN KENT  
 ANDREW KENT  
 DB 398, PG 69  
 99.495 ac  
 PVA #008-00-002.000



**HEALTH DEPARTMENT CERTIFICATION**  
 I HEREBY CERTIFY THAT THE PRIVATE SEWAGE DISPOSAL SYSTEM INSTALLED, OR PROPOSED TO BE INSTALLED FULLY MEETS THE REQUIREMENTS OF THE KENTUCKY STATE HEALTH DEPARTMENT AND HEREBY IS APPROVED AS SHOWN.

\_\_\_\_\_, (DATE), 20\_\_\_\_  
 (COUNTY HEALTH DEPARTMENT OFFICIAL)

**NOTES:**  
 A. OWNER SHALL NOT CAUSE THE GRADE TO BE LESS THAN 30 INCHES FROM THE WATER MAIN OR MORE THAN 60 INCHES WHERE FILL MAY BE REQUIRED OVER THE WATER MAIN. ANY GRADE CHANGES GREATER THAN SAID DEPTHS SHALL HAVE PRIOR WRITTEN CONSENT FROM GMWSS OR A WATER LINE RELOCATION WILL BE REQUIRED AND PAID FOR BY THE OWNER OF THE PROPERTY.  
 IF APPLICABLE, A TESTABLE BACKFLOW PREVENTOR (BFP) ON THE CUSTOMER SIDE OF THE WATER METER WILL BE REQUIRED. BFP SHALL BE MAINTAINED BY THE PROPERTY

**ADDITIONAL NOTE**  
 PROPERTY OWNERSHIP INFORMATION PROVIDED HEREIN IS BASED ON INFORMATION OBTAINED FROM READILY AVAILABLE SOURCES (I.E.: SCOTT COUNTY CLERK (Deed Book 247, Page 621 and Plat Cabinet 7, Slide 32), SCOTT COUNTY PVA, ETC.). THEREFORE, NO WARRANTY IS PROVIDED REGARDING THE ACCURACY OF OWNERSHIP INFORMATION OR THE APPROXIMATE GRAPHICAL REPRESENTATIONS OF SUCH (ADJOINING PROPERTY LINES INCLUDING EASEMENTS ETC.).

P.O. BOX 481 LEXINGTON, KY 40588  
 (609) 785-0383  
 CIVIL DESIGN, LAND SURVEYING,  
 GEOTECHNICAL ENGINEERING, DRILLING SERVICES,  
 IBC SPECIAL INSPECTIONS, MATERIAL TESTING,  
 CM-CD CONSTRUCTION SERVICES

**THOROUGHbred**  
 DESIGN | ENGINEER | CONSTRUCT

**PRELIMINARY SUBDIVISION PLAT**  
**CHARLES STEVEN POPP & CINDY S. POPP**  
 1758 SWITZER ROAD, STAMPING GROUND, SCOTT COUNTY, KENTUCKY

PROJECT NO. \_\_\_\_\_ DRAWN BY CLG  
 DATE \_\_\_\_\_ REVISION BY KGW  
 ISSUED FOR REVIEW  
 REVISION DATE

SHT# \_\_\_\_\_

**VILLAGE AT LANES RUN, PHASE 3, SECTION 2  
AMENDED MASTER PLAN AND PRELIMINARY SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission  
June 10, 2021**

**FILE NUMBER: PSP-2021-20**

**PROPOSAL:** Amended Preliminary Subdivision Plat to reduce the minimum lot width from 65 ft to 60 ft, amend open space layout and remove proposed alley system within Phase 3, Section 2 of a previously approved plat

**LOCATION:** Village at Lanes Run; east of Lanes Run Creek

**APPLICANT:** MND Holdings, LLC

**ENGINEER:** Banks Engineering



<b>STATISTICS:</b>	
Zone	R-1C (PUD)
Surrounding Zones	R-1C (PUD)
Acreage	37.23 acres (gross), 27.85 (net)
# of lots proposed	142
Dwelling units per acre	3.9 units/acre
Min. lot size proposed	5,758 sq.ft.
Ave. lot size proposed:	0.15 acres
Min. lot width	60 ft.
New street required	Yes
Lineal feet of new street	6,540 l.f.
Water/sewer available	Yes/Yes
Access	Via Old Oxford Road
Variiances	Waiver to minimum lot width

## BACKGROUND:

The overall Preliminary Subdivision Plat for Lanes Run Farm was approved in 2004 (PSP 2004-26) after a 2000 zoning to R-1C (PUD) and it included multiple residential sections with varying densities. The overall Preliminary Plat approval was for 496 dwelling units on 147.87 net developable acres for an overall density of 3.5 units per acre. This included 149 units approved on 39.28 acres on the west side of Lanes Run Creek at a proposed density of 3.8 units per acre, 237 units approved on 60.05 acres on the east side of Lanes Run Creek at a proposed density of 3.8 units per acre and 100 units on 42.53 acres on the east side of Lanes Run Creek, adjacent to the Urban Service Boundary, at a density of 2.35 units/acre. The remaining 10 lots were proposed on 50 acres of the farm outside the urban service boundary at the 5-acre lot density. (149+237+100+10=496)

The first lots around the Village Boulevard entrance (west of Lanes Run Creek) were platted as The Village at Lanes Run, Phase 1 and followed the Traditional Neighborhood Development (TND) pattern. Subdivision activity slowed in the 2008 recession and in 2010 Ball Homes purchased the languishing lots in phase 1 and sought and were granted approval to abandon the alley-accessed lots and the TND development pattern in the first phases of the development. As part of this approval and subsequent approvals of the area west of Lanes Run Creek without alley accessed lots, the number of lots approved west of Lanes Run Creek increased from 149 to 161. This reduces by twelve lots the number of lots available in future areas of the neighborhood east of Lanes Run Creek, now being considered.

The Village at Lanes Run Master Plan and Preliminary Plat was granted Preliminary Plat approval at the Planning Commission meeting of June 10, 2004 (PSP 2004-26). Phase 1 of The Village at Lanes Run was platted and recorded in July of 2006. The remainder of phase 1 and phase 2, sections 1-3 have all been subsequently approved in the years since. Currently all lots west of Lanes Run Creek have been platted and the streets and infrastructure are constructed, connecting the Villages of Lanes Run subdivision with Rocky Creek subdivision on the west side of Lanes Run Creek.

The original zoning conditions of approval for the subdivision in 2000 to R-1C (PUD) set the maximum number of dwelling units based on the maximum density allowed in the R-1C zone. Since it was proposed as a Planned Unit Development (PUD) with a Traditional Neighborhood pattern, additional community open space was proposed in order to justify the flexibility in setbacks, lot sizes and variability in building density. The proposal included linear parks and open space along Lanes Run Creek and within the neighborhood and the protection of existing trees especially along Lanes Run Creek. The overall Preliminary Plat approval in 2004 included the provision of 20 acres of parks and open space leading up to and along Lanes Run Creek.

Lot density was the highest in the west part of the subdivision and stepped down nearer the Urban Service Boundary. Lot widths increased to 75' width adjacent to Oxford Manor subdivision and the leg of the farm that runs easterly to the USB included an average of 100' wide lots roughly 1/3 acre in size, with the largest lots, roughly 1/2 acre in size along the urban service boundary. No lots were shown outside the USB, but that area would retain the development rights for 10 lots for the 50-acres at 5-acre densities

Planning Commission staff has previously approved construction plans for a section of lots east of Lanes Run Creek which proposed following the road and general lot layout of the existing 2004 Master Plan. These lots have been designated Phase 3, Section 1. The construction plan approval for Phase 3, Section 1, was able to move forward without Planning Commission Board review, because it was maintaining the road pattern and



## **BACKGROUND:**

general lot pattern of the approved Preliminary Subdivision Plat on this property (PSP 2004-26). This existing approved overall Preliminary Subdivision plat (Master Plan) predates the adoption of the sunset clause and the previously approved Phase 3, Section 1 plan substantially adheres to the approved Master Plan. The developer of Phase 3, Section 1 is currently grading the property and has committed to doing the road improvements on Old Oxford Road serving this portion of the development.

## **KEY ISSUES/COMMENTS:**

This current application is a request to approve a lot layout for Phase 3, Section 2 which would substantially change the layout, open space arrangement and alley access as approved in Preliminary Subdivision Plat (PSP 2004-26). Therefore, it necessitates a return to the full Planning Commission Board for approval.

The current application is an amendment to the main body of the reminder of the Villages of Lanes Run subdivision. It is designated Preliminary Subdivision Plat for Phase 3, Section 2 of The Village at Lanes Run. This section is east of Lanes Run Creek. To reiterate, the reasons for the amendment are to: a) reduce the minimum lot width from 65 feet to 60 feet for a portion of the lots, b) add 9 more lots than originally shown in this area (142 instead of 133), c) remove the originally proposed alley system, and d) amend tree preservation/open space requirement to remove the internal linear park in this portion of the subdivision and replace it with poorly accessible open space in the rear of lots.

### A. Size of Lots:

The previously approved Preliminary Plat showed 65'-75' wide lots for the development east of Lanes Run Creek in this area. The lots originally increased in size as you moved west to east towards the USB boundary and Oxford manor subdivision. The minimum lot setbacks remain as follows: Front: 20 feet, Rear: 25 feet, and Side: 7.5 feet. These dimensions comply with previously approved plans and are similar to surrounding lots. Although the front setback was previously justified by the rear access alleys. Twenty-foot front setbacks are the minimum previously permitted for lots with front facing garages.

### B. Number of Lots

There are currently 104 lots approved east of Lanes Run Creek within the Village at Lanes Run Phase 3, Section 1. Approval of the lots as shown in Phase 3, Section 2 would bring the total to 246. This is nine lots above the maximum allowable dwelling units previously approved. The total number of lots would be twenty-one (21) above what was approved overall including all phases to date. The 496 lots approved by the original zoning in 2000 is maximum number of lots permitted overall based on the densities permitted in the R-1C District. Any additional lots approved in this area would need to be made up by reductions in future phases. It is staff's view that the density increase in this area of the subdivision is inappropriate as proposed.

Phase 3, Section 2 will fill in the remainder of the lots east of Lanes Run in the main body of the subdivision. Because of the connectivity between the Village at Lanes Run and Rocky Creek subdivision, Staff finds the proposed lots and vehicle access to be sufficient as long as the connections are made during the construction process. However, staff feels strongly that the lots should increase in size and width as they approach the USB.

C. Alley Removal:

As part of this Amended Preliminary Subdivision Plat, the Applicant intends to remove all proposed private alleys (shown and approved in PSP-2004-26) on all lots within Phase 3, Section 2. There was no previous condition that the applicant must follow the TND pattern of development. Although Staff would prefer to have seen all alleys remain as part of the TND which is integral to creating walkable, pedestrian friendly neighborhoods, because of the previous decision to remove the proposed alleys in Phase 2, Section 1 (PSP-2010-22), Phase 2, Section 2 (PSP-2013-20), and Phase 1, Section 2 (FSP-2013-28), the same proposal in this case makes sense contextually.

The applicant should continue to follow all other previous conditions of approval, including a minimum 20 ft front setback on all properties without rear garage/alley access.

D. Tree Preservation / Open Space:

The original Preliminary Subdivision Plat approval shows 20.25 acres of open space for the entire Village at Lanes Run subdivision. A condition of approval from PSP-2004-26 is "Preserving the existing tree lines, where possible, to minimize the visual impact of this or any portion of this development." Tree lines are for the most part being protected only along Lanes Run Creek and in the floodplain areas.

The amendment to the open space in Phase 3, Section 2, which proposes to remove the linear park, which allowed for usable internal park space and the proposal to move park areas to the rear of lots, on leftover land poorly accessible is a pattern we have seen in the past, that is self-serving to the developer and provides little or no benefit to future residents. Staff cannot support this proposed change to the open space.

The applicant is showing the required buffer along Old Oxford Road for the double frontage lots. There are numerous easements and utilities in the ground along Old Oxford Road, so the depth of some of the lots along Old Oxford may make it difficult to get these buffer plantings installed in an effective way. The applicant will be required to provide this buffer and staff will not support a variance based on lot depth. An additional planted buffer is shown along Old Oxford subdivision to the north.

Road Improvements:

The applicant is proposing a new second entrance to Old Oxford Road east of Lanes Run Creek. The applicant will be responsible for completing all improvements at the new entrance including turn lanes and widening of Old Oxford Road to 11' from centerline along the frontage of the lots.

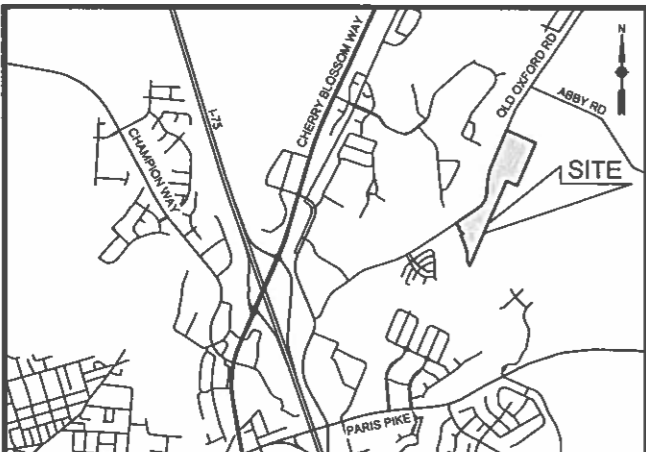
**RECOMMENDATION:**

Staff recommends **Denial** of the Amended Preliminary Subdivision Plat for Phase 3, Section 2. The proposed amendments particularly the change in the open space arrangement and the reduction in the minimum lot widths throughout the phase and the increase in the number of lots due to the above proposed changes are not supportable in terms of the original PUD approval.

If the Planning Commission Board were to consider a vote to **Approve** the Amended Preliminary Subdivision Plat for the Village at Lanes Run, Phase 3, Section 2, staff would recommend the following conditions:

1. All applicable requirements from the previous approval (PSP-2004-26).

2. Provide a minimum of 2-acres of open space/park area distributed throughout phase 3, section 2, with a minimum of 100-feet of road frontage each.
3. Minimum 60' wide lots should be limited to the southern portion of the phase, south of lots 12 and 68. All lots north of Lots 12 and 68 should be a minimum of 70' in width.
4. Approval of an Amended Subdivision Plat for Phase 3, Section 2 will affect the number of lots permitted and approved in future sections. The number of lots approved overall on the farm remains 496 based on the permitted R-1C maximum density.
5. The minimum front yard setback is 20 feet. The minimum rear yard setback is 25 feet. The minimum side yard setback is 7.5 feet.
6. Prior to any construction or grading, the applicant shall meet with the Planning Commission Engineer and the Development Inspector to review construction policies and establish inspection schedules.
7. There shall be no grading or construction on the site until Construction Plans have been reviewed and approved by the Planning Commission staff.
8. Any revisions or amendments to the approved Preliminary Plat must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
9. Provide the City Engineer and Planning Commission Engineer a copy of the updated Lanes Run Basin Drainage study.
10. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
11. Prior to (as part of) the Final Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.



**SITE STATISTICS:**

TOTAL AREA	57.23 ACRES
AREA IN ROW	8.30 ACRES
AREA IN LOTS	25.87 ACRES
AREA IN OPEN SPACE	1.28 ACRES
NO. OF LOTS	142
L.F. OF STREET	6540 L.F.
ZONING	R-1C PUD
TYP. LOT SIZE	4071.10 SQ. FT.
TYP. LOT FRONTAGE	80 L.F.
DENSITY	3.81 LOTS / ACRE

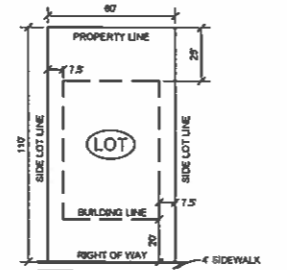
**ZONE R-1C (PUD) REQUIREMENTS**

MINIMUM LOT SIZE	5,500 S.F.
MINIMUM LOT WIDTH	60 FT.
MINIMUM FRONT YARD	20 FT.
MINIMUM EACH SIDE YARD	7.5 FT.
MINIMUM REAR YARD	25 FT.
MAXIMUM HEIGHT OF BUILDING	30 FT.

THE SMALLEST LOT IS # 52 AT 5750 S.F.

**PURPOSE OF PLAT AMENDMENT**  
THE PURPOSE OF THIS AMENDMENT IS TO DEPICT THE PROPOSED STREET AND LOT LAYOUT OF THE SUBJECT 57.23 ACRE PARCEL.

**TREE CANOPY**  
APPROXIMATE EXISTING TREE CANOPY = 0.87 AC  
PROPOSED NEW TREE CANOPY PRESERVED = 0.0 AC  
PROPOSED NEW TREE CANOPY = 5.38 AC (15% OF AREA)  
525 NEW TREES SHALL BE PLANTED IN THE PROPOSED LANDSCAPE BUFFERS AND THROUGHOUT PROPERTY.



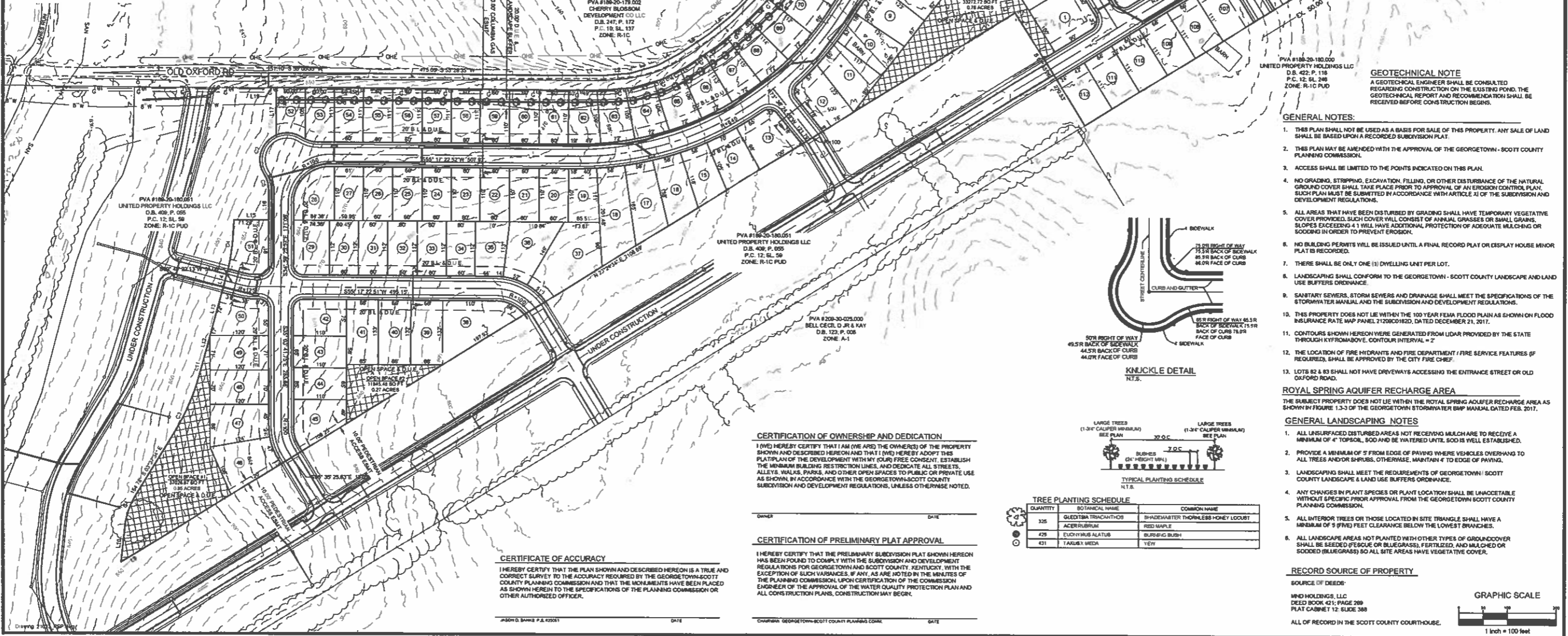
**LINE TABLE**

LINE #	DISTANCE	BEARING
L1	67.33	S24°17'34.61"W
L2	91.59	S09°09'34.61"W
L3	59.80	S30°29'34.61"W
L4	51.78	S20°29'34.61"W
L5	73.62	S21°34'34.61"W
L6	84.48	S15°59'34.61"W
L7	77.08	S0°47'34.61"W
L8	99.47	S4°49'34.61"W
L9	89.82	N03°24'34.61"E
L10	74.01	S30°51'08.09"E
L11	31.86	S19°22'53.04"E
L12	70.01	S19°59'19"E
L13	74.38	S19°19'40.33"E
L14	50.00	S10°59'46.88"E
L15	39.50	S34°59'25.97"E
L16	97.30	S34°59'25.97"E
L17	30.01	S34°59'25.97"E
L18	16.47	S04°59'45.44"E

**CURVE TABLE**

CURVE #	LENGTH	RADIUS	DELTA	CHORD
C1	67.30	192.00	029°23'32"	618°09'07"E 88.81
C2	83.88	58.00	087°48'04"	518°02'02"E 82.88
C3	124.49	448.00	015°59'19"	511°25'14"E 124.08
C4	101.37	448.00	012°57'53"	528°40'08"E 101.18
C5	38.24	65.00	031°56'38"	550°57'49"E 35.77

LOT #	AREA (SQ. FT.)	AREA (AC.)	LOT #	AREA (SQ. FT.)	AREA (AC.)	LOT #	AREA (SQ. FT.)	AREA (AC.)	LOT #	AREA (SQ. FT.)	AREA (AC.)
1	10862	0.25	31	8704	0.15	61	8608	0.15	91	18794	0.36
2	1150	0.16	32	8704	0.15	62	8601	0.15	92	8524	0.17
3	7150	0.16	33	8704	0.15	63	7888	0.16	93	8687	0.16
4	7240	0.17	34	8704	0.15	64	8814	0.18	94	6650	0.15
5	8992	0.20	35	7171	0.16	65	8688	0.16	95	6000	0.15
6	818	0.21	36	8687	0.23	66	7205	0.17	96	8772	0.18
7	6888	0.29	37	15719	0.34	67	7318	0.17	97	8160	0.21
8	1744	0.20	38	17864	0.30	68	7428	0.17	98	19229	0.35
9	1778	0.20	39	9818	0.23	69	7291	0.17	99	12020	0.28
10	843	0.19	40	8680	0.20	70	7148	0.16	100	7991	0.18
11	8372	0.22	41	8724	0.20	71	8500	0.15	101	8632	0.15
12	8488	0.19	42	8183	0.19	72	8800	0.15	102	8832	0.15
13	8683	0.20	43	7150	0.16	73	6500	0.15	103	8832	0.15
14	7553	0.17	44	1150	0.19	74	8832	0.15	104	8832	0.15
15	1024	0.16	45	8992	0.20	75	9598	0.18	105	7367	0.17
16	8148	0.19	46	12750	0.22	76	8814	0.16	106	8200	0.19
17	8650	0.22	47	8299	0.19	77	1444	0.18	107	8200	0.19
18	12700	0.28	48	8479	0.19	78	7318	0.17	108	7364	0.17
19	6848	0.16	49	8479	0.19	79	7335	0.17	109	7341	0.17
20	8560	0.15	50	8472	0.19	80	7421	0.17	110	7241	0.17
21	8560	0.15	51	8198	0.19	81	7383	0.18	111	7413	0.17
22	8560	0.15	52	5758	0.13	82	8489	0.19	112	7299	0.17
23	8560	0.15	53	8617	0.15	83	8621	0.20	113	8713	0.15
24	8560	0.15	54	8684	0.15	84	7000	0.16	114	7688	0.18
25	8560	0.15	55	8680	0.15	85	7231	0.16	115	7744	0.18
26	8560	0.15	56	8656	0.15	86	7770	0.18	116	7750	0.18
27	8614	0.15	57	8647	0.15	87	7917	0.18	117	8226	0.15
28	8044	0.18	58	8617	0.15	88	7895	0.18	118	7413	0.17
29	8223	0.19	59	8627	0.15	89	8470	0.22	119	7381	0.17
30	1724	0.15	60	6818	0.15	90	14047	0.32	120	7322	0.17



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

**CERTIFICATION OF PRELIMINARY PLAT APPROVAL**  
I HEREBY CERTIFY THAT THE PRELIMINARY SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION AND DEVELOPMENT REGULATIONS FOR GEORGETOWN AND SCOTT COUNTY, KENTUCKY, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION UPON CERTIFICATION OF THE COMMISSION ENGINEER OF THE APPROVAL OF THE WATER QUALITY PROTECTION PLAN AND ALL CONSTRUCTION PLANS, CONSTRUCTION MAY BEGIN.

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

**TREE PLANTING SCHEDULE**

QUANTITY	SCIENTIFIC NAME	COMMON NAME
325	QUERCUS TRINCANTHOS	SHADBLOW
425	ACER RUBRUM	RED MAPLE
431	EUCONYX ALATUS	BURRPIE BUSH
	TAXUS MEDIA	TEY

**GEOTECHNICAL NOTE**  
A GEOTECHNICAL ENGINEER SHALL BE CONSULTED REGARDING CONSTRUCTION ON THE EXISTING POND. THE GEOTECHNICAL REPORT AND RECOMMENDATION SHALL BE RECEIVED BEFORE CONSTRUCTION BEGINS.

- GENERAL NOTES:**
- THIS PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED UPON A RECORDED SUBDIVISION PLAT.
  - THIS PLAN MAY BE AMENDED WITH THE APPROVAL OF THE GEORGETOWN - SCOTT COUNTY PLANNING COMMISSION.
  - ACCESS SHALL BE LIMITED TO THE POINTS INDICATED ON THIS PLAN.
  - NO GRADING, STRIPPING, EXCAVATION, FILLING, OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE PRIOR TO APPROVAL OF AN EROSION CONTROL PLAN. SUCH PLAN MUST BE SUBMITTED IN ACCORDANCE WITH ARTICLE XI OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS.
  - ALL AREAS THAT HAVE BEEN DISTURBED BY GRADING SHALL HAVE TEMPORARY VEGETATIVE COVER PROVIDED. SUCH COVER SHALL CONSIST OF ANNUAL GRASSES OR SMALL GRAINS. SLOPES EXCEEDING 4:1 WILL HAVE ADDITIONAL PROTECTION OF ADEQUATE MULCHING OR SOEDING IN ORDER TO PREVENT EROSION.
  - NO BUILDING PERMITS WILL BE ISSUED UNTIL A FINAL RECORD PLAT OR DISPLAY HOUSE MINOR PLAT IS RECORDED.
  - THERE SHALL BE ONLY ONE (1) DWELLING UNIT PER LOT.
  - LANDSCAPING SHALL CONFORM TO THE GEORGETOWN - SCOTT COUNTY LANDSCAPE AND LAND USE BUFFERS ORDINANCE.
  - SANITARY SEWERS, STORM SEWERS AND DRAINAGE SHALL MEET THE SPECIFICATIONS OF THE STORMWATER MANUAL AND THE SUBDIVISION AND DEVELOPMENT REGULATIONS.
  - THIS PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD PLAIN AS SHOWN ON FLOOD INSURANCE RATE MAP PANEL 21208C0182D, DATED DECEMBER 21, 2017.
  - CONTOURS SHOWN HEREON WERE GENERATED FROM LIDAR PROVIDED BY THE STATE THROUGH KYTRIMAP.OVE. CONTOUR INTERVAL = 2'
  - THE LOCATION OF FIRE HYDRANTS AND FIRE DEPARTMENT / FIRE SERVICE FEATURES (IF REQUIRED), SHALL BE APPROVED BY THE CITY FIRE CHIEF.
  - LOTS #2 & #3 SHALL NOT HAVE DRIVEWAYS ACCESSING THE ENTRANCE STREET OR OLD OXFORD ROAD.

**ROYAL SPRING AQUIFER RECHARGE AREA**  
THE SUBJECT PROPERTY DOES NOT LIE WITHIN THE ROYAL SPRING AQUIFER RECHARGE AREA AS SHOWN IN FIGURE 1.3-3 OF THE GEORGETOWN STORMWATER BMP MANUAL DATED FEB. 2017.

- GENERAL LANDSCAPING NOTES**
- ALL UNLANSATED DISTURBED AREAS NOT RECEIVING MULCH ARE TO RECEIVE A MINIMUM OF 4" TOPSOIL, SOO AND BE WATERED UNTIL SOO IS WELL ESTABLISHED.
  - PROVIDE A MINIMUM OF 5' FROM EDGE OF PAVING WHERE VEHICLES OVERHANG TO ALL TREES AND/OR SHRUBS, OTHERWISE, MAINTAIN 4' TO EDGE OF PAVING.
  - LANDSCAPING SHALL MEET THE REQUIREMENTS OF GEORGETOWN / SCOTT COUNTY LANDSCAPE & LAND USE BUFFERS ORDINANCE.
  - ANY CHANGES IN PLANT SPECIES OR PLANT LOCATION SHALL BE UNACCEPTABLE WITHOUT SPECIFIC PRIOR APPROVAL FROM THE GEORGETOWN SCOTT COUNTY PLANNING COMMISSION.
  - ALL INTERIOR TREES OR THOSE LOCATED IN SITE TRIANGLE SHALL HAVE A MINIMUM OF 5 (FIVE) FEET CLEARANCE BELOW THE LOWEST BRANCHES.
  - ALL LANDSCAPE AREAS NOT PLANTED WITH OTHER TYPES OF GRASS/COVER SHALL BE SEEDED (FESCUE OR BLUEGRASS), FERTILIZED, AND MULCHED OR SOOED (BLUEGRASS) SO ALL SITE AREAS HAVE VEGETATIVE COVER.

**RECORD SOURCE OF PROPERTY**  
SOURCE OF DEEDS:  
MIND HOLDINGS, LLC  
DEED BOOK 421; PAGE 289  
PLAT CABINET 12; SLIDE 388  
ALL OF RECORD IN THE SCOTT COUNTY COURTHOUSE.

**GRAPHIC SCALE**  
1 inch = 100 feet

**OWNER**  
MIND HOLDINGS, LLC  
523 WELINGTON WAY  
LEAVENWORTH, KY 40303

**DEVELOPER**  
BRIGGS COMMERCIAL  
CONSTRUCTION, LLC  
1021 MAJESTIC DRIVE, STE 310  
LEAVENWORTH, KY 40303

**VILLAGE AT LANES RUN  
PHASE 3 SECTION 2  
OLD OXFORD RD. GEORGETOWN, SCOTT COUNTY, KY**

**AMENDED PRELIMINARY SUBDIVISION PLAT**

**BANKS**  
1111 JESSAMINE STATION, INDIANAPOLIS, IN 46201 | BANKSENGINEERING.NET

DATE: MAY 26, 2021  
REVISIONS:  
1  
2  
3  
4  
5

SHEET: PSP 21033  
DRAWN: ADS/KJH  
CHECKED: JDB

**GREEN PROPERTY  
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission  
JUNE 10, 2021**

**FILE NUMBER:** FSP-2021-21

**PROPOSAL:** Final Subdivision Plat to subdivide one (1) 5.00-acre tract leaving a remainder of 33.55 acres.

**LOCATION:** 1112 Porter Road

**OWNER:** James & Patricia Green

**CONSULTANT:** Justin Drury  
Aim3D



**STATISTICS:**

Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1 & B-2
Site Acreage	Total: 38.55 acres (Parcel 1: 5.00 acres; Parcel 2: 33.55 acres)
Access	Salem Road
Variances/Waivers	None

**BACKGROUND:**

The application before the Planning Commission is a Final Subdivision Plat to subdivide one (1) 5.00-acre lot from a parent tract of 38.55 acres. The Project Site was previously subdivided, requiring any future subdivisions to receive approval from the Planning Commission.

**Plat Review:**

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

**Access:**

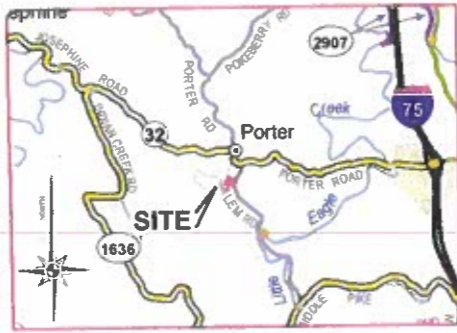
The Planning Commission Engineer visited the Project Site and has some concerns about the safety of the shown entrance to the proposed 5-acre lot. It may be necessary for tree removal or other improvements to make this a safe access to the property. The Applicant should work with the County Road Supervisor and Planning Commission Engineer to determine what improvements may be necessary.

**RECOMMENDATION:**

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

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Preliminary Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
4. This Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
5. The Applicant shall work with the County Road Supervisor and Planning Commission Engineer to verify adequate sight distance for the entrance to the new lot prior to the plat being recorded.



VICINITY MAP N.T.S.

**PURPOSE OF PLAT**

THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE PARCEL 1 FROM THE PARENT PROPERTY (PARCEL 2 REMAINING) FOR THE GREEN PROPERTY, AS SHOWN

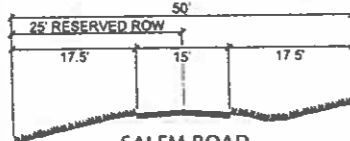
**SITE STATISTICS**

SUBJECT PROPERTY ZONE = A-1  
 TOTAL AREA = 38.55 AC  
 PARCELS BEFORE PLAT = 1  
 PARCELS AFTER PLAT = 2  
 STREET CONSTRUCTION = NONE  
 STREET FRONTAGE PORTER RD = 338.57'  
 SALEM RD = 1191.16'  
 TOTAL = 1529.73'

**SURVEY NOTES**

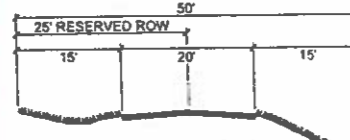
1. THIS SURVEY WAS CONDUCTED VIA RTK GPS USING A LEICA GS18i DUAL FREQUENCY RECEIVER, UTILIZING KENTUCKY DEPARTMENT OF TRANSPORTATION C.O.R.S. SYSTEM IN A VIRTUAL REFERENCE STATION CONFIGURATION, ALONG WITH RADIAL TOTAL STATION SIDE SHOTS FROM GPS ESTABLISHED CONTROL. ALL REDUNDANT OBSERVATIONS AND CORRESPONDING NETWORK CONNECTIONS, PASSED A LEAST SQUARES ADJUSTMENT TOLERANCE OF  $\pm 0.02 \pm 200$ PPM BEFORE FAILURE. SPECIFICATION OF A RURAL CLASS SURVEY ARE  $\pm 0.10 \pm 200$ PPM. THE GEOID USED FOR THIS SURVEY WAS GEOID 18. HORIZONTAL DATUM USED WAS NAD83 2011 ITERATION. VERTICAL DATUM USED WAS NAVD88.
2. THE SURVEY SHOWN HEREON IN A RURAL CLASS SURVEY AND MEETS THE SPECIFICATION OF SAID CLASS
3. THE BASIS OF BEARINGS FOR THIS SURVEY WAS KENTUCKY STATE PLAN NORTH ZONE (KY1801)
4. ALL SET PROPERTY CORNERS, WERE SET BY METHOD OF RTK GPS AND TRADITIONAL METHODS FROM GPS CONTROL. AS NOTED. ALL SET CORNERS HAVE BEEN MARKED WITH 5/8" IRON PINS WITH PLASTIC IDENTIFICATION CAPS STAMPED "AIM 3D" OR MAG NAILS SET WITH ALUMINUM DISCS STAMPED "AIM3D" AS NOTED.
5. THIS PLAT OF SURVEY REPRESENTS A BOUNDARY SURVEY AND COMPLIES WITH 201 KAR 16.150.
6. THIS SURVEY DID NOT INCLUDE AND SHOULD NOT BE CONSTRUED TO BE AN OPINION ON TITLE FOR THE SUBJECT PROPERTY. EASEMENTS, AND OTHER ITEMS OF SIMILAR NATURE SHOWN HEREON, ARE CONTAINED IN THE DOCUMENTS COLLECTED DURING THE RESEARCH TO DETERMINE LINES OF OWNERSHIP ONLY. THE PROFESSIONAL SURVEYOR HAS MADE NO INDEPENDENT INVESTIGATION FOR EASEMENTS OF RECORD, UNDERGROUND FACILITIES, ENCUMBRANCES, RESTRICTIVE COVENANTS, TITLE EVIDENCE, OR ANY OTHER FACTS THAT A CURRENT AND ACCURATE TITLE SEARCH MIGHT DISCLOSE.
7. ANY FURTHER SUBDIVISION REQUIRES REVIEW AND APPROVAL FROM THE PLANNING COMMISSION.

**TYPICAL SECTIONS N.T.S.**



SALEM ROAD

**TYPICAL SECTIONS N.T.S.**



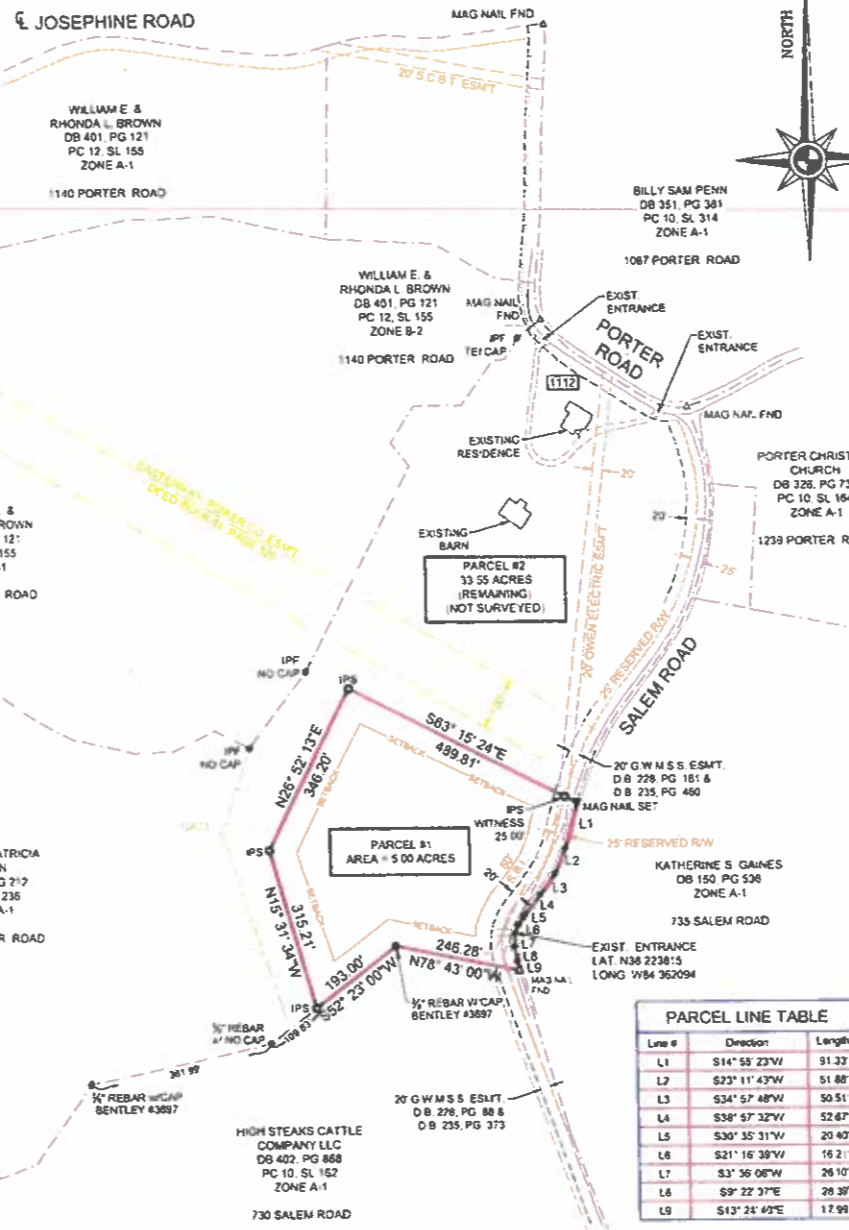
PORTER ROAD

**CERTIFICATION OF THE APPROVAL OF PRIVATE SEWERAGE SYSTEMS**

I hereby certify that the private sewerage disposal system installed, or proposed to be installed, fully meets the requirements of the Kentucky State Health Department and hereby is approved as shown.

2021

(County Health Department Official)



**PARCEL LINE TABLE**

Line #	Direction	Length
L1	S14° 58' 23" W	91.32'
L2	S23° 11' 43" W	51.88'
L3	S34° 57' 48" W	50.51'
L4	S38° 57' 32" W	52.67'
L5	S30° 35' 31" W	20.40'
L6	S21° 16' 39" W	16.21'
L7	S3° 56' 06" W	26.10'
L8	S9° 22' 37" E	28.39'
L9	S13° 24' 43" E	17.98'

**GMWSS NOTE**

1. Owner shall not cause the grade of the existing water line to be less than 30 inches or more than 60 inches. Any grade changes greater than said depths shall have prior written consent from GMWSS. If a water line relocation is required, it shall be paid for by the property owner.

**ZONING SETBACKS**

Minimum Front Yard: 50 feet  
 Minimum Side Yard: 50 feet  
 Minimum Rear Yard: 50 feet

**LEGEND**

- ADJOINING PROPERTY LINE
- EASEMENT LINE
- PROPERTY LINE
- OVER HEAD UTILITY
- BOARD FENCE
- SETBACK LINE
- IPF (M) IRON PIN FOUND
- MGF (M) MAG NAIL FOUND
- IPS (M) IRON PIN SET
- MGS (M) MAG NAIL W/ TAG SET

**RECORDER'S CERTIFICATION**

Blank area for Recorder's Certification.

**OWNER'S CERTIFICATION**

I (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt the platplan of the development with my (our) free consent, establish the minimum building restriction lines, and dedicate all streets, alleys, walks, parks, and other open spaces to public or private use as shown, in accordance with the Georgetown-Scott County Subdivision and Development Regulations, unless otherwise noted.

Owner Signature \_\_\_\_\_ Date \_\_\_\_\_

Owner Signature \_\_\_\_\_ Date \_\_\_\_\_

Owner: ISAAC GREEN  
 1112 Porter Road  
 Sadleville, Kentucky, 40370

**CERTIFICATE OF ACCURACY**

I hereby certify that the plan shown and described hereon is a true and correct survey to the accuracy required by the Georgetown-Scott County Planning Commission and that the monuments have been placed as shown herein to the specifications of the Planning Commission or other authorized officer.

Justin D. Drury PLS 3843 \_\_\_\_\_ Date \_\_\_\_\_

**CERTIFICATION OF THE PROVISION OF WATER ONLY**

I hereby certify that Georgetown Municipal Water & Sewer Service (GMWSS), by and through the City of Georgetown, KY, has facilities within the water distribution system to supply the property located at SALEM ROAD with water service. Provision of development, construction, and service is contingent upon the developer obtaining a current approved Availability of Capacity Request from the GMWSS Board of Commissioners, and GMWSS review and approval of all plans and specifications for required on-site and off-site improvements including but not limited to water lines, elevated storage tanks, booster pump stations, and related appurtenances for the proposed system. Construction of the proposed water distribution system shall be at the cost of the developer without reimbursement by GMWSS and constructed according to GMWSS and Kentucky Division of Water approved plans and specifications. Easements required for the proposed water distribution system shall be acquired by the developer and dedicated to GMWSS.

\_\_\_\_\_ Date \_\_\_\_\_

General Manager

**CERTIFICATION OF AVAILABILITY OF UTILITY SERVICES**

I hereby certify that BLUEGRASS ENERGY shall supply the GREEN PROPERTY with electric services and that the proposed utility easements of said development meet the requirements of this agency and all other applicable requirements.

\_\_\_\_\_ 2021

Company representative (title)

**CERTIFICATION OF AVAILABILITY OF UTILITY SERVICES**

I hereby certify that COLUMBIA GAS shall supply the GREEN PROPERTY with gas services and that the proposed utility easements of said development meet the requirements of this agency and all other applicable requirements.

\_\_\_\_\_ 2021

Company representative (title)

**CERTIFICATION OF AVAILABILITY OF UTILITY SERVICES**

I hereby certify that \_\_\_\_\_ (name of agency or company) shall supply the GREEN PROPERTY with electric/gas/telephone services and that the proposed utility easements of said development meet the requirements of this agency and all other applicable requirements.

\_\_\_\_\_ 2021

Company representative (title)

**FINAL RECORD SUBDIVISION PLAT**

**GREEN PROPERTY**

PLAT CABINET 07 SLIDE 263  
 1112 PORTER ROAD  
 SCOTT COUNTY, SADLEVILLE, KENTUCKY



SCALE	DATE
1" = 200'	4/23/2021
ADJUSTMENTS	DWG NAME
ADJ	112 PORTER
REVISION #	CRD FILE
DRAWN BY	CHECKED BY
J.T.K.	J.D.

