

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

**AGENDA
JUNE 9, 2022
6:00 p.m.**

I. COMMISSION BUSINESS

- A. Approval of May invoices
- B. Approval of May 12, 2022 minutes
- C. Approval of June 9, 2022 agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

III. NEW BUSINESS

- A. FSP-2022-30 Ray Property - Final Subdivision Plat to subdivide a 5.00 acre parcel from a 12.65 acre parent tract, leaving a 7.648 acre remainder located at 124 West Honaker Road.
- B. PDP-2022-31 Triple J Farm Addition - Preliminary Development Plan to construct a 5,250 SF building for the storage, processing, and sales of farm related items located at 1524 McClelland Circle.
- C. PDP-2022-32 Hamilton Office Building - Preliminary Development Plan for a 3,680 SF office building with 2nd floor apartment located on Morales Way in downtown Georgetown.
- D. ZMA-2022-33 Phil St. John Property - POSTPONED
- E. PDP-2022-34 Parkview Medical Offices, Phase 2 - Preliminary Development Plan for four (4) commercial buildings totaling 27,642 SF located at 1191 & 1221 Lexington Road.
- F. PDP-2022-23 Worldwide Equipment - POSTPONED

IV. OTHER BUSINESS

- A. Update of Previously Approved Projects and Agenda Items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
May 12, 2022**

The regular meeting was held in the Scott County Courthouse on May 12, 2022. The meeting was called to order by Chairman Mark Sulski at 6:00 p.m. Present also were Commissioners Duwan Garrett, David Vest, Rhett Shirley, Mary Singer, Charlie Mifflin, James Stone, Dann Smith, Brad Green, Director Joe Kane, Planners Matt Summers and Elise Ketz, Engineer Ben Krebs, and Attorney Charlie Perkins. No Commissioners were absent.

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

Motion by Stone, second by Smith, to approve the April 14, 2022 minutes. Motion carried.

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

Consent Agenda

A representative of the Graves Property (FSP-2022-26) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Stone, second by Smith, to approve the application. Motion carried.

A representative of the Best Pets Animal Clinic (PDP-2022-28) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Vest, second by Garrett, to approve the application. Motion carried.

A representative of the Chick-Fil-A (PDP-2022-29) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Smith, second by Mifflin, to approve the application. Motion carried.

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

FDP-2019-45 Bluegrass Campground - Final Development Plan for 88 RV camping sites located east of Connector Road.

Mr. Summers stated the application received preliminary approval in 2020 and Board of Adjustment approval in 2019. He stated typically final development plans do not return to the Planning Commission but the plan had changes to the traffic flow that would impact the area.

He stated the application is for 88 RV camping sites behind the RV dealership. He stated the current zoning is B-2 with surrounding zones being R-2, B-2, and B-4. He stated the project site is close to 22 acres with the first phase being approximately 15 acres.

He stated the preliminary development plan had the entrance being on Connector Road. He stated the final development plan wants to use the RV dealership as the entrance and Connector Road as the exit. He stated Phase 1 will be the campsites and Phase 2 will have the access and guard building.

He stated staff had requested the applicant to update their traffic study. He stated RV campgrounds are usually low traffic volume. He stated staff requested the applicant to contact the state for comments. He stated the state agreed to US 460 being the entrance and Connector Road being the exit.

He stated the application showed adequate parking.

He stated the preliminary development plan received a variance to the landscaping buffer along the eastern property boundary because of the plan to use Connector Road as the entrance and exit. He stated with the change to the entrance that staff thinks the driveway should be moved over and landscaping installed.

He stated the state had voiced concern over the length of the left turn into the property from US 460. He stated he did check the length since workshop and the turn lane is about 140 feet.

He stated the applicant's engineer feels the traffic change makes the site flow better. He stated the drive isles would be one way traffic.

Brad Boaz, CMW Engineering, stated they felt having all vehicles move one way through the development was safer. He stated the state is actively studying Connector Road and hopefully some improvements will be made to the road.

Chairman Sulski questioned if any of the features shown on the preliminary development plan are still going to be included. Mr. Boaz said the developer is doing the pads first for the camping sites and if that is successful then other features might be built.

Commissioner Mifflin questioned if both of the left side parcels will be campsites and the location of the dump stations. Mr. Boaz stated both parcels will be camping, and each lot will have its own dump station, water, electric, and fire pit.

Barry DeRossett, Weisenberger Mill Road, stated there are new apartments that will be opening on the other side of US 460 in the next year. He questioned if a traffic light will be considered for US 460 and Scotland Drive? Mr. Summers stated it is a state-controlled road, but he thinks it is probably too close to the other light for another signal to be installed.

Mr. Kane stated the apartments were approved over 20 years ago before the sunset clause was added.

Commissioner Mifflin stated he still has concern with left turns onto Connector Road. Mr. Boaz stated that you will be able to exit onto US 460.

After further discussion, **Motion by Mifflin, second by Singer to recommend approval of the Final Development Plan (FDP-2019-45) subject to ten (10) conditions of approval and Revocation of one (1) waiver. Motion carried unanimously.**

FSP 2022-17 Courtney Property - Final Subdivision Plat to subdivide a 52.75-acre parent tract into five (5) parcels located at 2603-2780 Weisenberger Mill Road.

Ms. Ketz stated the application divides the property into five lots with access from Weisenberger Mill Road. She stated parcel 3 has a proposed entrance, and parcel 1 and parcel 2 will share a proposed entrance and there is an existing entrance at parcel 5.

Rita Jones, realtor, stated parcel 1 and 2 will be sold to brothers. She stated the brothers decided how to split the lots and decided on the access road for parcel 1 and parcel 2.

John Courtney, 2786 Weisenberger Mill Road, stated he is one of the sons of Wilma Courtney. He stated his other brother and the realtor have done this without his knowledge. He stated the property was never offered to him. He stated he has concern that one of the brothers who purchased the property wants to have a glider. Attorney Perkins stated the Planning Commission cannot enforce anything regarding the glider.

Peggy Columbia, 2782 Weisenberger Mill Road, stated she has concern regarding the access to parcel 1 being beside her property.

Commissioner Mifflin questioned if Ms. Columbia had talked to Ms. Jones or the purchasers about her concerns. She stated she had before the meeting, and they did not seem interested in moving the access.

Maggie Zagula, 111 Bueno Crossing and future property owner, stated her husband is out of town on business and she cannot make the decision herself but there is a possibility of moving the access. She stated the utilities will be underground.

Commissioner Shirley questioned if Ms. Zagula already had their house location picked out. She stated they do, and the garage will face the access.

Ms. Zagula stated her husband does have a paraglider, but he is not building an airport.

Susan Burrows, 2933 E Leestown Road, stated the glider has been right over her property and not at the proper height regulation.

Colin Hattrick, 2931 Leestown Road, stated his home faces parcel 1 and is concerned about the planned layout of parcel 1.

Ms. Zagula stated her brother plans to leave the tree line and the house will be in the middle of parcel she believes facing their house. She stated he lives in Colorado presently and it might be a year or two before he moves here.

Commissioner Mifflin questioned if it would be better to continue the application until the parties could work out the location of the driveway for parcel 1 and parcel 2. Attorney Perkins stated those are issues the Planning Commission has no jurisdiction over.

Chairman Sulski questioned Ms. Columbia if her horse arena is by the property line. She stated the arena is by the property line. Attorney Perkins stated the driveway is a private matter. Mr. Kane stated the Planning Commission can regulate the number of lots served by a driveway or if it goes through a flood plain or creek.

Ms. Columbia asked what her recourse is if the driveway is not moved on parcel 2. Attorney Perkins stated there is nothing the Planning Commission can dictate.

Mr. Hattrick asked if a driveway is considered an easement. Attorney Perkins stated a private driveway can serve three lots, but the location is not controlled by the Planning Commission.

Mr. Hattrick questioned if utilities can be made to be underground. Attorney Perkins stated that also is a private issue.

After further discussion, **Motion by Singer, second by Green to recommend approval of the Final Subdivision Plat (FSP-2022-17) subject to six (6) conditions of approval. Motion carried 8-1 with Vest opposed.**

PDP-2022-21 Finley Property – Preliminary Development Plan approval for a 142-unit apartment home development located at 1202 Old Oxford Road.

Mr. Kane stated this property was part of a rezoning done in 2021 that included split zoning of the property to B-4 and R-2. He stated this application is for the residential portion of the property.

He stated the builder has changed but the concept is still the same. He stated a traffic study was submitted with the zone change. He stated the traffic study proposed a left turn lane, widening Old Oxford Road, and improvements to the entrance. He stated the road improvements should be completed during the first phase of development.

He stated the residential portion adjoins about 8 lots in Rocky Creek, the storage units and the stormwater portion of Rocky Creek adjoins the rest of the residential area.

He stated there will be two entrances to the residential area.

He stated there will be 142 units in 19 single story buildings. He stated the density will be under the allowed amount.

He stated there is 462 proposed parking spaces when only 355 parking spaces is required.

He stated staff has some concern with location of dumpsters near Rocky Creek property. He stated he has requested the dumpsters be moved at least 250 feet away from the property line and dumpsters should have screening.

He stated the applicant is proposing sidewalks along one side of the street. He stated staff will support the variance if the sidewalks provide access to all homes, overflow parking and public street access to the development.

He stated the tree lines should be protected if possible. He stated most internal trees will not be saved due to the density of the development. He stated the applicant is proposing new tree planting to meet the canopy requirements. He stated staff has also requested a fence along Rocky Creek subdivision.

Chairman Sulski questioned if there is room for a fence along the property line with Rocky Creek. Mr. Kane stated there is presently a chain link fence and should be enough room to fit the fence behind the trees.

Mr. Kane presented pictures of the proposed units. He stated the facade will be either stone or brick. He stated no on street parking will be allowed.

Chairman Sulski questioned if green space is only required for a PUD. Mr. Kane stated it is, but staff can recommend green space for the development.

Commissioner Mifflin questioned why a privacy fence needs to be between residential use. Mr. Kane stated because the residential use is multi-family.

Doug Charles, developer, stated the original company backed out due to rising interest rates and lack of employees, but he has since entered into an agreement with another company.

He stated of the approximate 18.5 acres development about 6.7 acres will be green space.

He stated they plan to keep every tree in the fence line that they can and that every unit will have a back patio.

Chairman Sulski questioned if a fence would fit along the property line with Rocky Creek subdivision. Mr. Charles stated they are willing to do whatever they need to provide a buffer.

Mr. Charles stated he is aware of the traffic problems and is willing to contribute to improvements but stated the state is also designing improvements to the area.

Brent Combs, Thoroughbred Engineering, pointed out there is two areas that are very flat that could be used for gazebos, benches and other outdoor space for residents.

Commissioner Mifflin questioned why the bottom road on the concept plan did not go through the development. Mr. Charles stated there is future planned connectivity.

Commissioner Shirley asked if condition number 16 should be deleted. Mr. Charles stated he agrees with providing open space.

After no further discussion, **Motion by Mifflin, second by Stone to recommend approval of the Preliminary Development Plan (PSP 2022-21) subject to seventeen (17) staff conditions of approval and one (1) variance. Motion carried unanimously.**

FSP 2022-27 Varellas Property – Final Subdivision Plat to subdivide a 69.9-acre tract into six (6) lots located at 256 Carrick Pike.

Mr. Summers stated this property is to the east of the Varellas property discussed last month and is zoned A-1. He stated all the lots meet the requirements.

He stated the access for the lots would be from Carrick Pike with parcel 1 using the existing entrance for the house. He stated a new access easement on the adjoining property will serve tracts 2 and 3 and tracts, 4, 5, and 6 will share an access easement off Carrick Pike.

Sandra Varellas, 2076 Bridgeport Drive, stated they could not get this plat done in time to present it along with last month's plat.

Commissioner Mifflin questioned the access location for tracts 4, 5, and 6.

After further discussion, **Motion by Stone, second by Vest to recommend approval of the Final Subdivision Plat (FSP-2022-27) subject to six (6) conditions of approval. Motion carried unanimously.**

FDP-2002-62 Barbara Boulevard – Minnifield Townhomes – Amended Final Development Plan to construct eight (8) townhome units located at 117-123 Barbara Boulevard and 125-131 Barbara Boulevard.

Ms. Ketz stated this application is for 4 units on two lots. She stated the zoning is R-3. She stated the site is 0.54 acres and access will be from Barbara Boulevard. She stated 22 total parking spots are proposed.

She stated the applicant is requesting two variances. She stated the first variance is for 4 driveways and the second variance is for building height to be 3 stories.

She stated the area had been platted in 1997 but just never developed.

She stated each unit has a private one car garage and individual driveway. She stated if the applicant wishes to sell the units in the future, they must be built to fire code and unit separation standards.

She stated some neighbors have had concerns about parking. She stated the applicant meets the parking requirements.

Mary Domigan, Geisler Domigan Engineers, stated the original plan had the two buildings adjoined with a parking lot. She stated the applicant has decided this plan would work better.

Chairman Mifflin questioned if the applicant was not requesting variances would the application have had to return to the Planning Commission. Mr. Kane stated no to the question.

After further discussion, **Motion by Smith, second by Garrett to approve the Final Development Plan (FDP-2002-62) subject to ten (10) conditions of approval and two (2) variances. Motion carried unanimously.**

Rural/Urban Buffer discussion

Mr. Kane stated he is presenting this because the Scott County Conservation District had come to him with ideas for the Comprehensive Plan. He stated he thought some of the ideas could be addressed now instead of waiting for the Comprehensive Plan to be finished. He stated he wanted the Planning Commission's feedback and to address any questions.

He stated one of the requests is that any land developed in the A-1 zone adjoining the urban service boundary should install a diamond mesh wire fence. He stated in the past the Planning Commission has allowed applicants to fix existing fence.

He stated the Scott County Conservation District is requesting a 50' setback minimum on urban lots adjoining A-1 parcels. He stated then they are asking for a double row of fence that includes a secondary fence 50' inside the boundary fence that the landowner must maintain. He stated if the adjacent farmland develops then the secondary fence can be removed.

Commissioner Singer raised concern over raising lot size from 5 acres to 40 acres. The Commissioners discussed affordable housing, stopping growth, and limiting existing property owners with options for their land.

Mr. Kane stated items 3, 4, and 5 could be decided by changing the ordinances.

Mr. Kane stated he wanted the Commissioners opinion on changing the setback to 50' on urban lots that adjoin ag property. He stated he felt most of the changes address properties on the edge of the urban service boundary.

Chairman Sulski stated he feels these issues should be addressed at the public Comprehensive Plan meetings coming up.

Attorney Perkins stated he thinks more facts are needed before making decisions on the proposed changes.

Isaac Hughes, Zion Hill Lane, questioned the difference of the value between 5 and 40 acres.

Chairman Sulski adjourned the meeting.

Attest:

Mark Sulski, Chairman

Charlie Perkins, Secretary

**RAY PROPERTY
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission
June 9, 2022**

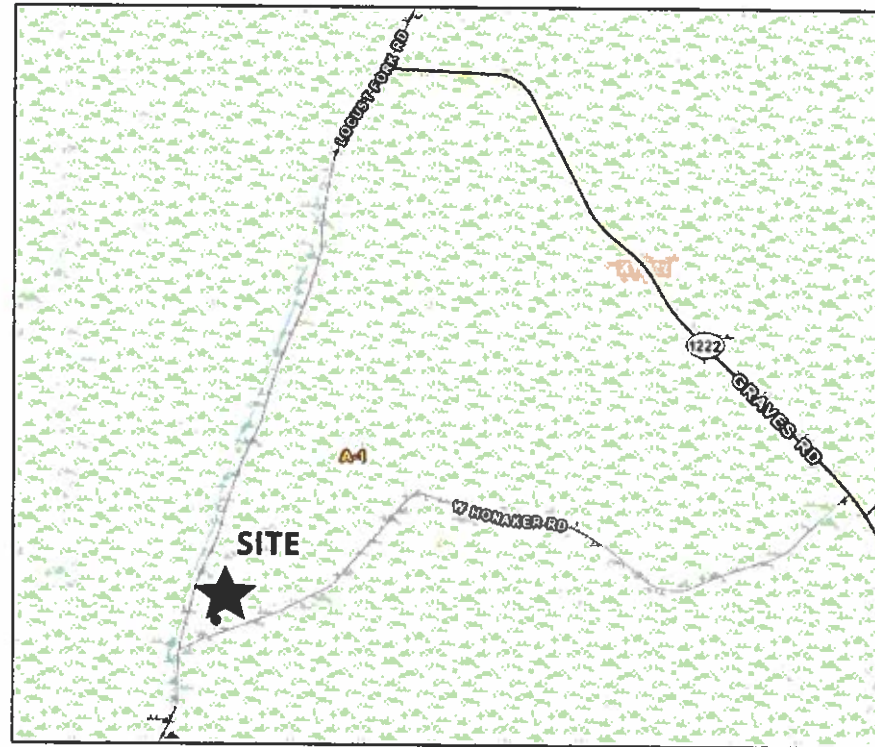
FILE NUMBER: FSP-2022-30

PROPOSAL: Final Subdivision Plat to subdivide a 5.00 acre parcel from a 12.65 acre parent tract, leaving a 7.648 acre remainder

LOCATION: 124 West Honaker Road

OWNER: Griff Ray

CONSULTANT: Pat Darnell, PLS
Darnell Engineering



STATISTICS:

| | |
|---------------------|---|
| Zone | A-1 (Agricultural) |
| Surrounding Zone(s) | A-1 |
| Site Acreage | 12.65 Acres (Total) Parcel 1: 5.00 Ac, Parcel 2 (Remainder): 7.648 Ac |
| Access | West Honaker Road (Parcel 1) and Locust Fork Road (Parcel 2) |
| Variances/Waivers | None |

BACKGROUND:

The application before the Planning Commission is a Final Subdivision Plat to subdivide a 5.00 acre parcel from a 12.65 acre parent tract, leaving a 7.648 acre remainder. The Project Site was previously subdivided in 2012, and any later subdivisions are required 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:

Parcel 1 will continue to use the existing access off of West Honaker Road. Parcel 2 will use a proposed access off of Locust Fork Road. Locust Fork Road is county maintained and any proposed entrances require Scott County Roads Superintendent approval prior to Final Plat approval.

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. Project Site is subject to 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. All entrances will need approval from the Scott County Roads Superintendent and submitted to the Planning Commission staff prior to Final Plat approval.

CERTIFICATION OF THE APPROVAL OF PRIVATE SEWERAGE SYSTEMS

I hereby certify that the private sewage disposal system installed, or proposed to be installed in the development entitled: Orvil G. Ray & Kristan D. Ray fully meets the requirements of the Kentucky State Health Department and has been approved as shown hereon.

Date _____ Scott County Health Department Official _____

NOTES:

- Parcel 1 and Parcel 2 platted hereon are the same as Tract 1 shown on Plat Cabinet 11, Sheet 23 and further described in Deed Book 432, Page 782.
- Property platted hereon is subject to a water line easement in favor of The Great Crossing Water District, Inc. as recorded in Deed Book 113, Page 81. Said easement was subsequently conveyed to the City of Georgetown by Deed Book 133, Page 585. Said being twelve (12) feet in width following centerline of said water line.
- Property platted hereon is subject to any and all easements or right-of-way or record and in existence of the date of the field survey shown hereon.
- Property platted hereon is subject to those restrictions set forth by the Georgetown-Scott County Planning Commission for its respective zoning.
- Subject property is currently zoned agricultural (A-1), as well as those adjacent properties shown hereon.
- Any further subdivision of this property shall require approval of the Georgetown-Scott County Planning Commission.
- Flood plain indicated hereon is copied from FEMA FIRM Community Panel 21209C 0100C dated January 8, 2014 and does not represent an actual field survey by Bernal Engineering, Inc. Any dwelling located on this property which is suspected to be in the flood plain should have the finished floor elevation calculated in order to correctly determine if it lies below the 100 year flood elevation.
- Any/all proposed entrances shall require Scott County Road Department approval.
- All building setbacks are hereby reserved for utility easements, and acknowledged by the Owner's Certification hereon.

LINETYPE LEGEND:

- Survey Boundary
- Parent Tract Line
- Road Centerline
- Building Line
- Adjacent Property Line
- Entrance Driveway Centerline
- Easement Line
- Existing Overhead Utility Lines

PURPOSE:

The purpose of this plat is to divide the parent tract shown as Tract 1 on Plat Cabinet 11, Sheet 23 into two separate and legal tracts or parcels of land shown hereon as Parcel 1 and Parcel 2.

LEGEND:

- Iron Pin Found
- Iron Pin Found with I.D. Cap bearing "T. Justice 3861"
- #4 Rebar, 18" long, with I.D. Cap bearing "Darnell 3553"
- Set in Previous Survey
- #4 Rebar, 18" long, with I.D. Cap bearing "Witness 3553"
- Set this Survey
- #4 Rebar, 18" long, with I.D. Cap bearing "Darnell 3553"
- Set this Survey
- Mag/Nail Set in Road
- Paint in Road
- Mag/PPK Nail Found in Road
- Railroad Spike Found
- Address

OWNERS:

Orvil G. Ray
Kristan D. Ray
1124 West Honaker Road
Stamping Ground, KY 40379

ADDRESS:

1124 West Honaker Road
Stamping Ground, KY 40379
(Scott County)

ZONE:

A1 (Agricultural)

BENJAMIN ALLEN JONES
ANDREA CAUILL JONES
D.B. 430, Pg. 655
P.C. 8, Sh. 331

AUSTIN MCKENZIE
ANDREA R. MCKENZIE
D.B. 382, Pg. 591
P.C. 8, Sh. 381

ROBERT P. ELLIOTT, JR.
D.B. 247, Pg. 428
Slide 1738

APPROXIMATE EXTENTS OF 100 YEAR FLOOD BOUNDARY
(As scaled from FIRM Community Panel No. 21209C 0100C)
(See Note #7)

CERTIFICATION OF GIS DEPARTMENT APPROVAL

I hereby certify that the development plan or subdivision plat shown has been reviewed and found to comply with the digital submittal requirements set forth in the Subdivision and Development Regulations.

Date _____ GIS Analyst/Technician, Georgetown-Scott County Planning Commission _____

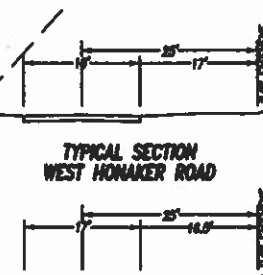
CERTIFICATION OF PROVISION OF WATER ONLY

I hereby certify that Georgetown Municipal Water & Sewer Service (GMWSS), by and through the City of Georgetown, KY, has the facilities within the water distribution system to supply domestic service (drinking water) to the property located at #124 West Honaker Road & Locust Fork Road. Fire flow protection is not guaranteed. 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 within reimbursement by GMWSS and contracted according to GMWSS and the 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, GMWSS _____

WATER LINE NOTES:

- If applicable, a testable backflow preventer (BFP) will be required on the customer side of the water meter. BFP's shall be owned and maintained by the property owner and tested yearly. Properties ten (10) acres or greater are required to install a BFP.
- Owner shall not cause the grade to be less than thirty (30) inches or more than sixty (60) inches. Any grade changes greater than add depths shall have prior written approval from GMWSS.
- When a Water Main relocation is required, it shall be at the cost of the owner.
- Any construction over the existing water main shall maintain proper cover per the GMWSS Standard Specifications.
- Each parcel will be limited to a 3/4" residential water meter.



STATISTICS:

Parent Tract = Parcel 1 + Parcel 2 = 12.648 Acres
Less Parcel 1 (Proposed Division) = 5.000 Acres
Remainder = Parcel 2 = 7.648 Acres

| LINE | BEARING | DISTANCE |
|------|---------------|----------|
| L1 | N 05°55'28" E | 58.30' |
| L2 | N 77°08'00" E | 63.80' |
| L3 | S 72°18'45" W | 54.63' |
| L4 | S 69°58'40" W | 72.80' |
| L5 | S 67°46'28" W | 73.63' |

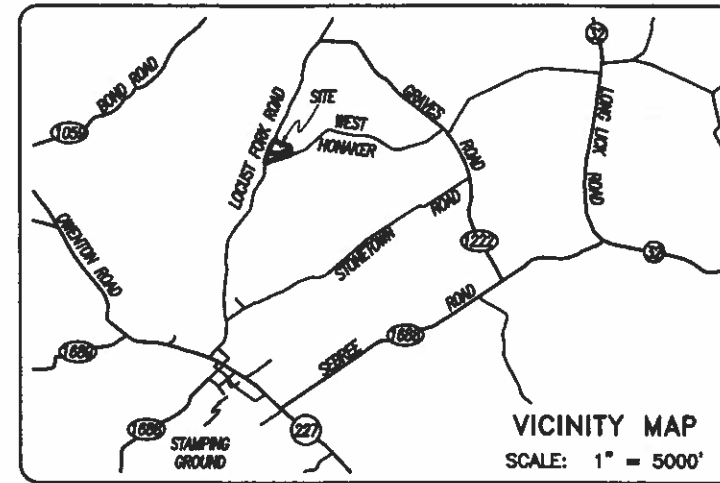
LAND SURVEYOR'S CERTIFICATION

I do hereby certify that the survey shown hereon was performed by me, or under my direction, by the use of record documents and field survey measurements, and all monuments indicated hereon actually exist and their size, location, and material are correctly shown. A portion of the boundary survey was performed by GPS equipment using RTK and static observations. Spectra SP 80 Base and Spectra SP 80 Rover were used for this survey, serial numbers of each are on file in the office of the surveyor. This survey meets or exceeds the accuracy requirements of a "Rural" survey as specified in 201 KAR 18:150 established by the Commonwealth of Kentucky; and bearings are rotated to Kentucky North Zone State Plane.

Nov 18, 2022

Date _____

P.O. Box 175
Cynthiana, Kentucky 41031



OWNER'S CERTIFICATION

I (we) do hereby certify that I am (we are) the owner(s) of record of the property platted hereon, said property being (a portion of) the same property conveyed to me (us) by _____, by deed dated _____, and recorded in Deed Book _____, page _____ in the Scott County Clerk's office, and do hereby adopt this as my (our) record plat for this property.

Witness _____ Owner _____
 _____ Owner _____
 Address _____
 Date _____ Address _____

CERTIFICATION OF FIRE DEPARTMENT APPROVAL

I hereby certify that the development plan shown hereon has been reviewed and found to comply with the Scott County Fire Department regulations, including any conditions of approval or exceptions, noted hereon.

Date _____ Scott County Fire Department _____

CERTIFICATION OF FINAL SUBDIVISION PLAT APPROVAL

I hereby certify that the development plan shown hereon has been found to comply with the Subdivision and Development Regulations for Georgetown and Scott County, Kentucky, with the exceptions of such variances, if any, as are noted in the minutes of the Planning Commission and that it has been approved for construction and obtaining building permits.

Date _____ Chairman, Georgetown-Scott County Planning Commission _____

CERTIFICATION OF AVAILABILITY OF UTILITY SERVICES

I hereby certify that Kentucky Utilities shall supply the Ray Property with electric services and that the proposed utility easements of said development meet the requirements of this agency and all other applicable requirements.

Date _____ Kentucky Utilities Representative _____



PLOTTED: 05/19/22 @ 5:00 BY APD

FINAL SUBDIVISION PLAT
ORVIL G. RAY
KRISTAN D. RAY
 #124 WEST HONAKER ROAD & LOCUST FORK ROAD

| | | | |
|-------------------------------------|------------------------|----------------------|--|
| STATE OF KENTUCKY | SCALE 1" = 100' | DATE 04/29/22 | DARNELL ENGINEERING, INC. P.O. Box 175 Cynthiana, Kentucky 41031 (859) 234-6957 <small>THIS PLAT OF SURVEY REPRESENTS A BOUNDARY SURVEY AND COMPLIES WITH 201 KAR 18:150.</small> |
| ALLEN PATRICK DARNELL 3553 | FILE NO. 22-5029 | FLSHME GRIFFRAY | |
| LICENSED PROFESSIONAL LAND SURVEYOR | FIELD CREW JF/MC/WR | 2ND FILE GRIFFRAY | |
| | DRAWN BY APD | CHECKED BY APD | |
| | | | |

TRIPLE J FARM ADDITION PRELIMINARY DEVELOPMENT PLAN

**Staff Report to the Georgetown-Scott County Planning Commission
June 9, 2022**

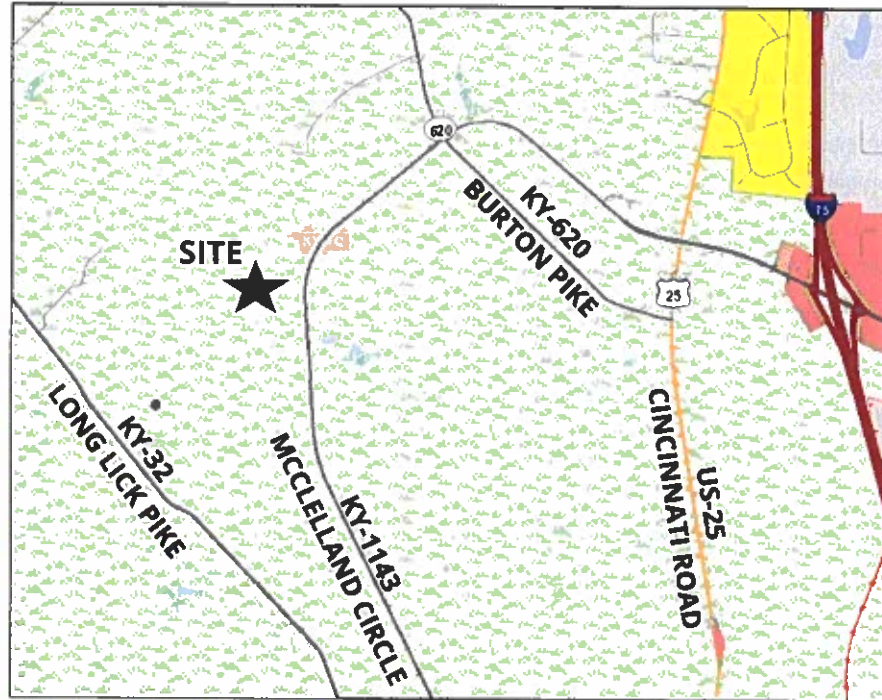
FILE NUMBER: PDP-2022-31

PROPOSAL: Preliminary Development Plan to construct a 5,250 SF building for the storage, processing, and sales of farm-related items

LOCATION: 1524 McClelland Circle

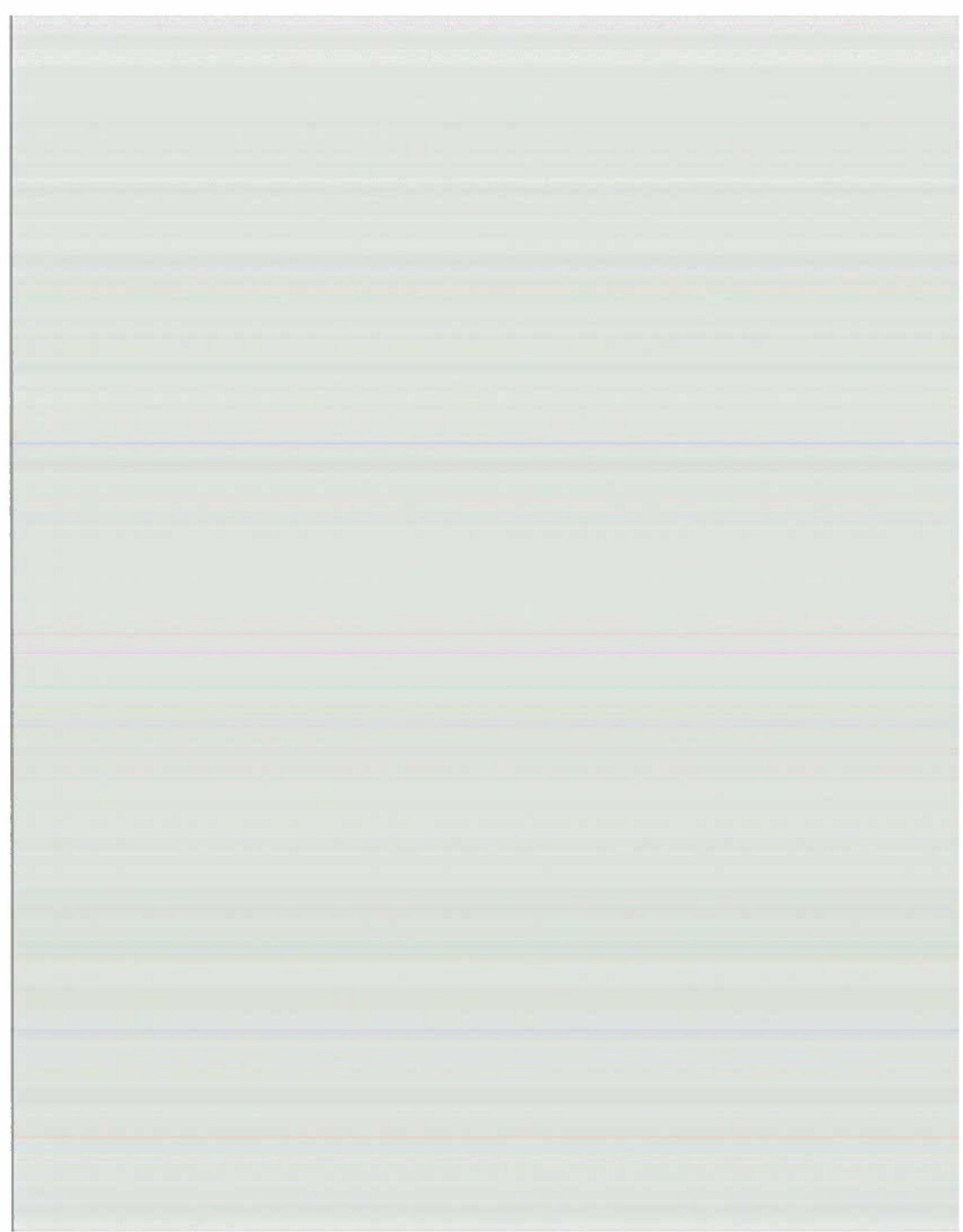
Owner: Triple J Farm, Jessica McQuade

Consultant: Brian Hayes
Brian Hayes Engineering



STATISTICS:

| | |
|-------------------------|--|
| Zone | A-1 (Agricultural) |
| Surrounding Zones | A-1 (Agricultural) |
| Proposed Use | Building for the storage, processing, and commercial sales of farm-related items |
| Site Acreage | 118.50 acres (Total Farm Site), 0.50 acres (Impacted area) |
| Building Area | 5,250 SF (Total); ~1,300 SF (Retail) and ~3,950 SF (Storage and Processing) |
| Max. Building coverage | 20% |
| Building Coverage | <1% |
| Proposed Parking Access | 9 Spaces (One ADA) McClelland Circle (Existing access) |
| Variiances/Waivers | (1) Waiver to allow the use of gravel for customer parking |



BACKGROUND:

The application before the Planning Commission is a Preliminary Development Plan to construct and operate a commercial sales building for farm-related items. Project Site, and all neighboring properties are zoned A-1 (Agricultural). The proposed commercial operation went before the Board of Adjustment for an amended Conditional Use Permit and were approved in May 2022. The Preliminary Development Plan is showing one 5,250 SF building with related parking lot, landscaping, and concrete pads.

PLAN REVIEW

The Project Site is on a parcel off of McClelland Circle. The proposed location is along the outside curve of McClelland Circle, 600 to 625 feet from the northern property line. The Applicant is proposing 5,250 SF of building area, for a total building ground coverage of less than 1%, which is under the 20% maximum building ground coverage allowed. 1,300 SF of the structure is for retail use and the remaining 3,950 SF is for storage and processing of items for sale. The proposed location of the structure meets the required building setbacks and the building height requirements in the *Zoning Ordinance*.

Access:

There is an existing 22-foot-wide paved farm road off McClelland Circle. No new entrances are proposed at this time. Concrete walkways are shown on the plat surrounding the building. No sidewalks have been proposed or are required at this time.

Parking:

The *Subdivision & Development Regulations* and *Zoning Ordinance* establish parking minimums for development in Georgetown and Scott County. There is no existing parking standard for farm-related commercial operations, and previous applications have used the one parking space per 150 SF of retail floor space. The Preliminary Development Plan shows the required 9 parking spaces, one of which is noted for handicap use. Since there is a designated handicap space, staff recommends the inclusion of a condition that requires handicap sign and a non-gravel apron be installed at the handicap space location.

The Applicant has requested a waiver to the materials of the parking lot. They request that the materials be gravel as opposed to a concrete paved surface or blacktop. Staff agrees with the request and recommends approval of the waiver, citing that a paved lot would change the agricultural nature of the lot and business. The Planning Commission Engineer requests that the plat be updated to state that the materials for the parking lot are gravel and not a porous pavement.

Stormwater:

A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer meeting all requirements of the Georgetown Stormwater Manual prior to approval of the Final Development Plan.

Utilities:

The Preliminary Development Plan proposes tying into existing lines water and electric lines which exist along McClelland Circle and the property. The Applicant will need to arrange water service with Georgetown Municipal Water and Sewer Service (GMWSS), electric with Kentucky Utilities or Owen Electric Cooperative (dependent on service area), and septic with WEDCO/Health Department.

Land Use Buffers and Landscaping:

Property Perimeter Landscaping and Interior Vehicular Use Area (VUA) landscaping requirements are not applicable for the Project Site.

6.13: Vehicular Use Area Perimeter (VUA) Requirements

VUA perimeter screening is required for any VUA adjoining ROW. Per the *Landscape and Land Use Buffers Ordinance*, one (1) large or medium tree space every 40 feet and a continuous 3-foot-wide shrub/fence/wall/earth mound or 3-foot decrease in elevation from the ROW. There is sufficient decrease in elevation from the ROW to the parking lot satisfy these requirements. The proposed development meets the requirements for VUA perimeter landscaping.

Staff feels it important to note that if an alternative grading plan is presented later that does not satisfy the 3-foot decrease in elevation, a 3-foot wide low buffer (shrub/fence/wall/earth mound) described by the *Landscape and Land Use Buffers Ordinance* would be required.

Additional Comments:

If any lighting is proposed, a photometric plan will need to be submitted and reviewed as part of the Final Development Plan review. Staff recommends that all exterior lighting should be designed to minimize off-site impacts. All signs will need to comply with the Sign Ordinance.

RECOMMENDATION:

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

Waiver

1. Waiver to allow the use of gravel for customer parking

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
4. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
5. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff. The Applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
6. The Final Development Plan shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.

7. The Final Development Plan shall have a specie specific Landscaping Plan in compliance with the *Landscaping & Land Use Buffers Ordinance*.
8. All applicable requirements of the Scott County Fire Department.
9. All applicable requirements of GMWSS and Kentucky Utilities Company regarding utilities provisions.
10. The Final Development Plan shall have a photometric plan submitted.
11. The Final Development Plan shall have a designated handicap space sign in the parking lot and a non-gravel apron be constructed.

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 PLAN/PLAT OF THE DEVELOPMENT WITH MY (OUR) OWN 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.

20.....

OWNER'S SIGNATURE

CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL

I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION AND DEVELOPMENT REGULATIONS FOR GEORGETOWN AND SCOTT COUNTY, KENTUCKY, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR CONSTRUCTION AND OBTAINING BUILDING PERMITS.

20.....

CHAIRMAN, SCOTT COUNTY PLANNING COMMISSION

STANDARD REQUIREMENTS

1. SITE SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THIS PLAN. ANY DEVIATION FROM THE PLAN, INCLUDING LANDSCAPING, SHALL FIRST BE APPROVED BY THE PLANNING DIRECTOR AND THE COMMISSION ENGINEER. MAJOR MODIFICATIONS OF THE PLAN SHALL FIRST BE APPROVED BY THE PLANNING COMMISSION.
2. STORM DRAINAGE FACILITIES, INCLUDING RETENTION BASINS, SHALL BE MAINTAINED FOR PROPER FUNCTIONING FREE OF ANY DEBRIS, SILT, OR TRASH.
3. A CERTIFICATE OF OCCUPANCY SHALL NOT BE ISSUED AND THE BUILDING SHALL NOT BE OCCUPIED UNTIL ALL SITE IMPROVEMENTS SHOWN ON THE FINAL DEVELOPMENT PLAN LISTED IN THESE CONDITIONS ARE EITHER INSTALLED, OR A BOND OR IRREVOCABLE LETTERS OF CREDIT IS ISSUED TO THE PLANNING DIRECTOR FOR 125% OF THE COST OF THE WORK REMAINING TO BE DONE, AS SUBSTANTIATED BY COST ESTIMATES APPROVED BY THE PLANNING DIRECTOR. LANDSCAPING MUST BE CERTIFIED AS COMPLETE BY THE LANDSCAPE INSPECTOR OR BONDED AS DESCRIBED ABOVE.
4. THERE SHALL BE NO GRADING OR CONSTRUCTION UNTIL THE FINAL DEVELOPMENT PLAN HAS BEEN APPROVED AND SIGNED BY THE PLANNING COMMISSION, EXCEPT AS CONSTRUCTION DRAWINGS ARE APPROVED BY THE PLANNING DIRECTOR FOR SITE DEVELOPMENT. THE BUILDING PERMIT SHALL NOT BE ISSUED UNTIL THE FINAL DEVELOPMENT PLAN IS APPROVED AND SIGNED.

DATE

OWNER'S SIGNATURE

INFORMATION
 CURRENT ZONE CLASSIFICATION: A-1
 AGRICULTURAL
 0 PARCEL TO BE SUBDIVIDED
 ACREAGE TO BE DEVELOPED: 0.5
 ACREAGE OF A-1 ZONE REMAINING: 119.5

A-1 ZONE SETBACKS AND SIZING:
 BUILDING SETBACKS: FRONT 50 FT., SIDE 50 FT., REAR 50 FT.
 MAX HEIGHT: TWO STORIES OR 30 FT.
 MIN LOT AREA IF SERVED BY SANITARY SEWER: 5 ACRES
 MAX BUILDING COVERAGE: 20% OF LOT
 MIN LOT WIDTH AT BUILDING LINE: 250 FT.
 PROPOSED BUILDING IS 5250 SF (< 10% OF SITE)

PROPOSED BUILDING TO BE BUILT OUTSIDE OF ALL SETBACKS AND EASEMENTS.
 HEIGHT OF BUILDING TO BE APPROX. 15-FEET

VEHICULAR USE AREA: 4,620 SF
 PARKING CALCULATED: 8
 PARKING PROVIDED: 9
 (INCLUDES 1 HANDICAP SPACE)
 SHIPPING AND LOADING AREAS: 0

INTERIOR LANDSCAPING VEHICULAR USE AREA
 REQUIRED: 000 SF
 PROVIDED: 000 SF

PERIMETER LANDSCAPING REQUIREMENT
 PER GSCPC, LANDSCAPE BUFFER IS NOT APPLICABLE

TREE CANDY
 PER GSCPC, TREE CANDY IS NOT APPLICABLE.



LAND OWNER(S) AND DEVELOPER:
 STEWART & DONZETTA HUGHES
 TRIPLE J FARMS
 GEORGETOWN, KY 40324
 (502) 316-4474
 REP: JESSICA MCQUADE

ENGINEER(S) OF RECORD:
 BRIAN K. HAYES, P.E.
 KY #23196

PURPOSE OF DEVELOPMENT PLAN
 THE PURPOSE OF THIS DEVELOPMENT PLAN IS TO ESTABLISH AN OUTBUILDING OF 5,250 SF. MINIMAL MINIMAL OUTDOOR STORAGE IS PLANNED AND IN LINE WITH TYPICAL AGRICULTURAL SETTINGS. DEVELOPMENT, OPERATION, AND LAND OWNERSHIP TO REMAIN UNCHANGED.

VARIANCE REQUEST:
 1. PLANS ARE TO MAINTAIN RURAL CHARACTER BY PROVIDING FOR A PAVED DRIVEWAY AND DRIVEWAY (CRUSHED AGGREGATE GRAVEL).

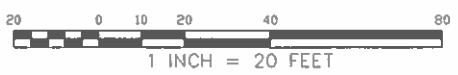
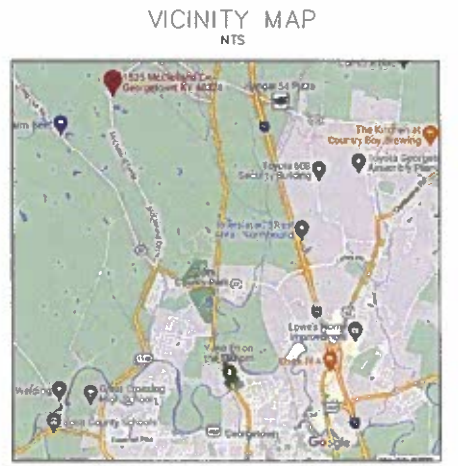
LEGAL DESCRIPTION
 PROPERTY BOUNDARIES REMAIN UNCHANGED. LAND SURVEY LEGAL DESCRIPTION BASED ON CURRENT BOUNDARIES AND STATE HIGHWAY RIGHT-OF-WAY AS RECORDED.

ACCESS ENTRANCE PERMIT: THE KYTC HAS APPROVED AND ESTABLISHED AN ACCESS EASEMENT AS SHOWN ON THE PLAN.

STORMWATER QUALITY AND QUANTITY MEASURES:
 THE INTENT OF DEVELOPMENT IS TO PROVIDE A DESIGN AND INFRASTRUCTURE SO AS TO CONTROL ALL GENERATED STORMWATER PER GSCPC REQUIREMENTS FOR RURAL AGRICULTURAL PROPERTY.

PROPERTY IS NOT WITHIN THE RDIAL SPRINGS AQUIFER WELLHEAD PROTECTION AREA.

SANITARY MEASURES:
 THE INTENT OF DEVELOPMENT IS TO PROVIDE SANITARY INFRASTRUCTURE IN ACCORDANCE TO GSCPC AND SCOTT COUNTY HEALTH DEPARTMENT REQUIREMENTS.



BRIAN K. HAYES P.E.
 862 Porter Road Sadieville, KY 40370 (859) 509-5271

| REV. | DESCRIPTION | BY | DATE |
|--|---------------|-------------------------|--------------------|
| 1 | TRC REVISIONS | BKH | MAY 25, 2022 |
| | | | |
| | | | |
| | | | |
| | | | |
| JOB NAME: TRIPLE J FARM | | DRAWN BY: BKH | CHECKED BY: |
| LOCATION: 1525 McCLELLAND CIRCLE GEORGETOWN, KY 40324 SCOTT COUNTY, KY | | SCALE: 1 INCH = 20 FEET | DATE: MAY 01, 2022 |
| DESCRIPTION: PRELIMINARY MINOR DEVELOPMENT PLAN | | JOB NUMBER: 220501 | SHEET: 1 OF 1 |

HAMILTON OFFICE BUILDING PRELIMINARY DEVELOPMENT PLAN

Staff Report to the Georgetown-Scott County Planning Commission JUNE 09, 2022

FILE NUMBER: PDP-2022-32

PROPOSAL: Preliminary Development Plan for a 3,680 SF office building with 2nd floor Apartment.

LOCATION: Morales Way in downtown Georgetown

OWNER: Leslie Williams and Kim Marshall

CONSULTANT: Brent Combs
Thoroughbred Eng.



STATISTICS:

| | |
|------------------------|--------------------------------|
| Zone | B-3 (Downtown Commercial) |
| Surrounding Zone(s) | B-3 |
| Site Acreage (Net) | 0.23 Acres |
| Building Height | two stories |
| Proposed Building Size | 3,680 Square Feet |
| Access | Morales Way via North Hamilton |
| Variances/Waivers | None |

BACKGROUND:

The Applicant is seeking approval of a Development Plan to construct a 3,680 SF office building with a second-floor apartment off a side street that runs parallel to and one block north of east Main Street. The structure is adjacent to but not within the H-1 local historic district. Adding a new building in a commercial district requires Development Plan approval from the Planning Commission Board.

PLAN REVIEW:

The Project Site is currently a gravel lot between the Wesley United Methodist Church and the Sheriff office annex. It is being used for parking of commercial vehicles and as access to the rear parking lot for a number of main street office buildings. The Development Plan shows 3,680 square foot office building with a footprint of 45' x 80' on a 10,035 square foot lot. The building will have a bay door to a front facing garage on the right side of the first floor. A contractor's office will be located on the left side

of the 1st floor with an apartment on the 2nd floor above the office. There are 4 parking spaces proposed in front of the building off Morales Way and two spaces in the rear.

The parking spaces in front are proposed to be paved. The applicant is proposing to leave the rear of the lot gravel as well as leaving the driveway access gravel on the side of the building. There are no off-street parking requirements in the downtown zoning district, so no off-street parking is required. The gravel drive will continue to provide access to an existing partially gravel parking area behind the main street buildings.

The west side of the building is proposed to be built on the lot line with the building wall acting as a retaining wall. The adjoining lot to the west contains a one-story office building with a drive thru abutting the zero-lot line proposed retaining wall.

Landscaping:

Because the proposed plan does not propose a parking lot greater than six spaces in one location, there are no improvements to the VUA landscaped perimeter or interior that are required by this plan.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plan. 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 Development Plan 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 Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.

PLOT DATE: 5/22/2022 5:02 PM
D:\DROPOX (RTCC300)\THOROUGH-BRED ENGINEERING\PROJECTS\224 MORALES WAY-DENI HAMILTON\CVL\CAD\224 MORALES PDF.DWG

SITE DATA

OWNER
LESLIE WILLIAMS & KIMBERLY MARSHALL
D.B. 320, PG 558
CAB 13, SLIDE 94
WILLIAM & DENISE HAMILTON

APPLICANT
LESLIE WILLIAMS & KIMBERLY MARSHALL

LOT AREA
0.23 ACRES / 10,035 sq.ft.

ZONE
B-3

PROPOSED USE:
CONTRACTOR OFFICE SPACE / STORAGE

FRONT YARD SETBACK:
NA

SIDE & REAR YARD SETBACK:
0'

BUILDING AREA
3,680 sq.ft.

BUILDING HEIGHT
24 R.

MAXIMUM BUILDING COVERAGE
90%

PROPOSED BUILDING COVERAGE
37%

REQUIRED PARKING:
NA

PROPOSED PARKING:
6

VUA AREA:
NONE TO BE ADDED

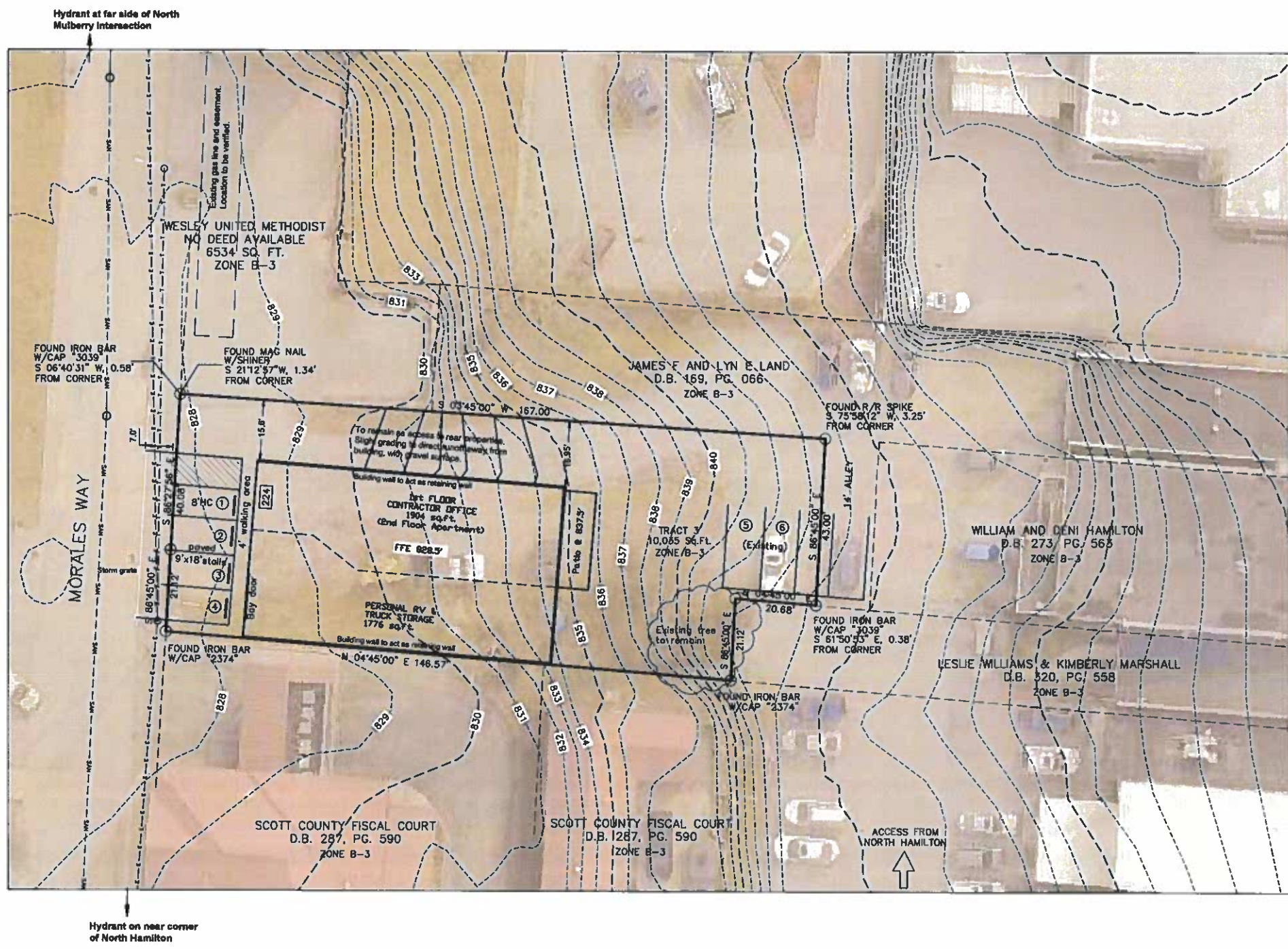
EXISTING IMPERVIOUS AREA
(AGED ASPHALT AND GRAVEL)
6084 SQ.FT.

PROPOSED IMPERVIOUS AREA
(ASPHALT, GRAVEL AND BUILDING)
7751 SQ.FT.

EXISTING TREE CANOPY
6% (607 SQ.FT.)



VICINITY MAP
nts



CERTIFICATION OF OWNERSHIP AND DEDICATION

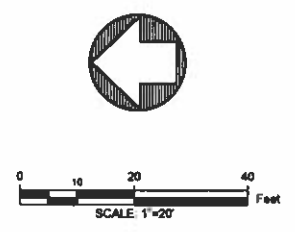
I (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt this plat/plan of the development with my (our) free consent, establish the minimum building restriction lines, and dedicate all streets, alleys, walks, paths, and other open 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

CERTIFICATION OF PRELIMINARY PLAN APPROVAL

I hereby certify that the preliminary development plan shown hereon has been found to comply with the Subdivision and Development Regulations for Georgetown and Scott County, Kentucky, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission. This approval does not constitute approval to begin construction or obtain a building permit.

_____, (date), 20____
Chairman, Georgetown-Scott County Planning Comm.



P.O. BOX 481 | LEXINGTON, KY 40588
(859) 785-0383
CIVIL DESIGN, LAND SURVEYING,
GEOTECHNICAL ENGINEERING, DRILLING SERVICES,
IBC SPECIAL INSPECTIONS, MATERIAL TESTING,
CM-CI-CONSTRUCTION SERVICES



PRELIMINARY DEVELOPMENT PLAN
Hamilton Office Building
224 Morales Way, GEORGETOWN, SCOTT COUNTY, KENTUCKY

| | |
|-------------|--------------|
| PROJECT NO. | DRAWN BY: |
| DATE | REVIEWED BY: |
| 04-22-22 | ABC |
| REVISION | DATE |
| | 05-23-22 |
| | |
| | |

**PARKVIEW MEDICAL PLAZA
PRELIMINARY DEVELOPMENT PLANS**

**Staff Report to the Georgetown-Scott County Planning Commission
JUNE 9, 2022**

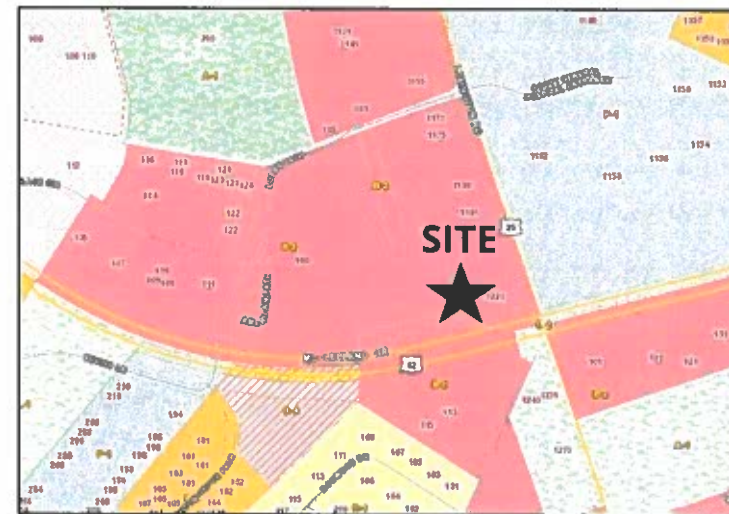
FILE NUMBER: PDP-2022-34

PROPOSAL: Preliminary Development Plan for four (4) commercial buildings totaling 27,642 SF.

LOCATION: 1191 & 1221 Lexington Road

APPLICANT: US2-62 Partners LLC

CONSULTANT: Worth Ellis, PE
Palmer Engineering



STATISTICS:

| | |
|----------------------|--|
| Current Zone | B-2 (Highway Commercial) |
| Surrounding Zone(s) | B-2 & P-1 |
| Site Acreage | 6.87 Acres |
| Proposed Development | 4 Commercial Buildings (20,422 SF; 2,400 SF; 2,400 SF; 2,400 SF) |
| Access | Lexington Road (US 25) & Lusby Path |
| Waivers/Variances | None |

BACKGROUND:

The Project Site is a 6.87-acre area on the northwest corner of the intersection of Lexington Road and McClelland Circle. The site is zoned B-2 (Highway Commercial) which is an appropriate zoning district for the commercial buildings proposed on the development plan.

Phase 1 of the proposed development received preliminary approval from the Planning Commission in December 2019. This Preliminary Development Plan includes a sheet showing the layout of both phases and the proposed connections between them.

Site Layout:

Phase 2 of the proposed development shows four (4) commercial buildings with access from a proposed private street. These commercial buildings will meet the building height, size, and

setback requirements. The development plan shows an adequate amount of parking to serve the proposed development.

Access & Traffic Impact Study

The overall site (Phases 1 & 2) proposes three main vehicular access points. There will be access to the site from Lusby Path, access from Lexington Road (US 25), and access from American Path. The Preliminary Development Plan shows pedestrian access will be provided along the internal private streets.

The plan proposes a direct access to the site from US 25 for a new shared private road (Prather Path). The private road would connect from US 25 through the site to American Path on the western side. The plan also proposes a new private road (Haugh Path) connecting the proposed Prather Path to Lusby Path.

The Applicant updated the Traffic Impact Study (TIS) submitted with Phase 1 to reflect the additional uses proposed with Phase 2. The study shows that at build out, the overall site (both phases) is expected to generate 587 AM peak hour trips and 719 PM peak hour trips. On a typical weekday, the site would generate about 6,270 trips. The Traffic Impact Study assigns those trips to the transportation network and analyzes what improvements might be needed to mitigate impacts the development has on the transportation network.

US 25 & Lusby Path

When Phase 1 was approved, the TIS identified a signal was needed at the intersection of US 25 (Lexington Road) and Lusby Path. The updated TIS affirms the need for a traffic signal at this intersection, and the Applicant has received approval from KYTC for a signal at this location that is contingent upon the final approval of their encroachment permit. The TIS indicates a right turn lane is needed for eastbound traffic at the intersection of Lusby Path and US 25. Staff supports both the signalization of this intersection and the additional right turn lane.

US 25 & Prather Path

The proposed Prather Path intersection with US 25 is recommended to allow right and left turning vehicles to enter, but only allow right turning vehicles to exit. Staff supports the proposed allowable turning movements at this access point.

American Path & Prather Path

Staff has concerns about the western access to the site. This access relies upon the existing intersection of American Path and Lusby Path. This is an unsafe intersection with several issues. Firstly, the intersection is located too close to the intersection of Lusby Path and McClelland Circle. This creates issues for vehicles turning from American Path onto Lusby Path. They cannot make left turns at certain times of the day due to queues at the intersection with the bypass, and they do not have adequate site distance to identify traffic turning onto Lusby Path from the bypass. Secondly, the sight distance when looking to the north is blocked by both the curve in the road and the existing retaining wall on the self-storage development's property. Staff recommends, for both traffic safety and traffic flow improvements, the Applicant realign the intersection of American Path and Lusby Path about 70 feet north of where the two roads currently intersect. Part of the realignment should also shift back the landscaping retaining wall to allow for better sight distance. With a realigned intersection and

adjustments to the retaining wall, the intersection should be safer as an access to the proposed development.

Overall, with the infrastructure improvements proposed in the TIS and staff's recommendations for realignment of American Path, the transportation network should be able to adequately handle the additional trips generated by the Project Site.

Landscaping & Land Use Buffers:

Section 6.12: Property Perimeter Requirements

At this time, Section 6.12 of the ordinance would not apply to the proposed development. If the Applicant were to subdivide buildings E, F, & G onto separate lots later, Row 5 of the table at 6.12 would apply to those lots as double frontage. The Applicant may request a waiver to this requirement at such time as those lots are created.

Section 6.13: Vehicular Use Area Perimeter Requirements

Vehicular Use Areas (VUAs) must be screened from adjoining rights-of-way by:

- A buffer at least 5 feet wide
- That buffer shall contain 1 tree per 40 feet of boundary of the VUA. These trees can be medium or large species. The buffer must also have a 3-foot average height continuous planting, hedge, fence, wall, or earth mound.

The Preliminary Development Plan appears to meet this requirement except along Lexington Road (US 25) and no waivers/variances have been requested. There are several issues to navigate along the eastern boundary, so it may be necessary, on the Final Development Plan, to adjust the site layout to accommodate the required buffering.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape and Land Use Buffers Ordinance* requires an interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area. The Preliminary Development Plan meets this requirement and no waivers/variances have been requested.

Section 6.2215: Minimum Canopy Requirements

The Applicant is not proposing to preserve any existing trees on the site, so 24% canopy coverage will be required. The Preliminary Development Plan shows a proposed 20% canopy coverage. A request to reduce the amount of required coverage was not submitted to staff, so staff would expect the Final Development Plan to meet the canopy requirements. It is acceptable to staff for additional trees to be proposed in the stormwater detention area.

Staff does not recommend approval of any waivers/variances to the Landscaping & Land Use Buffers requirements at this time.

RECOMMENDATION:

Staff recommends the Planning Commission recommend **approval** of the Preliminary Development Plan. Should the Planning Commission recommend approval, staff suggests adding the following conditions of approval.

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. The Applicant shall construct turn lanes on Lusby Path and work with KYTC on installation of a traffic signal, as described in the Traffic Impact Study, as part of the Final Development Plan for the Project Site.
3. As part of the Final Development Plan, the Applicant shall realign American Path to intersect with Lusby Path at a safer location to accommodate the trips generated by the Project Site.
4. The Applicant shall obtain encroachment permit approval from KYTC prior to approval of the Final Development Plan.
5. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
6. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
7. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
8. The Final Development Plan shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
9. Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
10. The Final Development Plan shall have a specie specific Landscaping Plan in compliance with the *Landscaping & Land Use Buffers Ordinance*. This shall include buffering along Lexington Road and the canopy requirements.

Table of Contents

| | |
|--|-----------|
| Introduction | 1 |
| Project Vicinity Map (Map 1) | 2 |
| Zoning Map (Map 2) | 3 |
| Existing Conditions | 4 |
| Regional and Local Access | 4 |
| Base Traffic Volumes (existing condition) | 5 |
| Background Traffic Volumes | 5 |
| Methodology | 5 |
| Trip Generation and Projected Traffic Volumes | 6 |
| Site Trip Generation | 6 |
| Site Layout (Figure 1) | 7 |
| Trip Distribution | 8 |
| Intersection Analysis | 8 |
| Additional Study Items | 15 |
| Conclusions & Recommendations | 16 |
| Appendix | |
| Table 1. Unsignalized LOS | 4 |
| Table 2. Signalized LOS | 5 |
| Table 3. Trip Generation Tables | 6 |
| Table 4. 2022 Level of Service Summary | 11 |
| Table 5. 2032 Level of Service Summary | 12 |
| Table 6. 2022 Queue Summary | 13 |
| Table 7. 2032 Queue Summary | 14 |
| Table 8. Signal Warrant Criteria | 15 |
| Table 9. Signal Warrant Volumes | 16 |

INTRODUCTION

This traffic study was undertaken to assess the traffic impact of a proposed development in Scott County, Kentucky, in the City of Georgetown. The development will be located northeast of the US 25 and US 62 Bypass intersection. US 25 (Lexington Road) and Lusby Path will have access points to the proposed development. The vicinity map (Map 1) displays the location of the proposed development and study area.



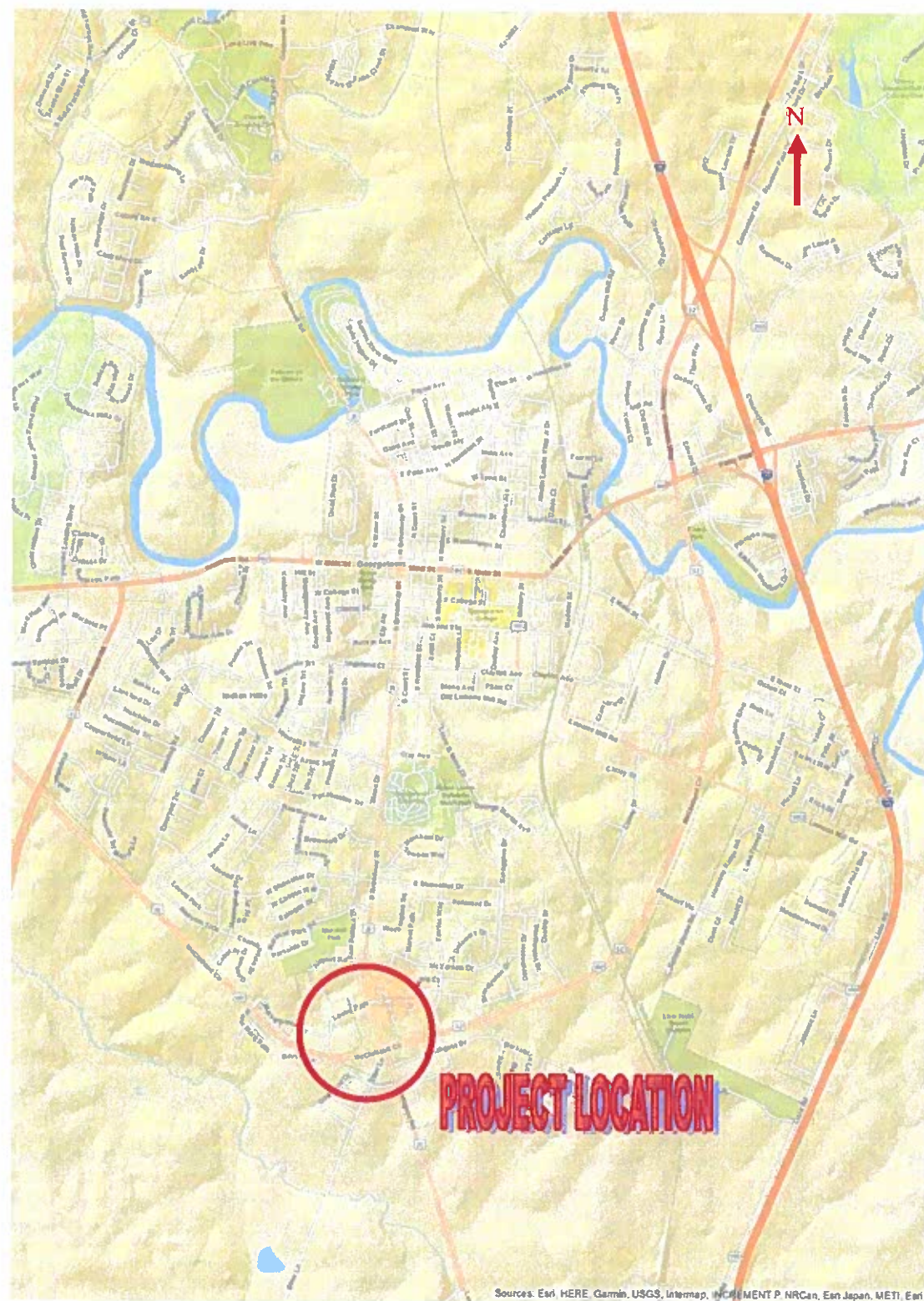
Proposed Site Location

The proposed development consists of three restaurants, grocery store, pharmacy, and a three story office building with the intended purpose to be medical offices. The parcel is located on the west side of US 25 (Lexington Road) and on the south side of Lusby Path. The site of the proposed development is currently zoned (Map 2) B-2 (Highway Commercial).

This traffic impact study included 4 intersections: the signalized intersection of US 25 at US 62 Bypass, the unsignalized intersections of US 25 at Lusby Path and US 62 Bypass at Lusby Path, and the signalized intersection of US 25 and Hospital Drive. In the vicinity of the project the corridors consist of retail businesses, churches, gas stations, the Georgetown Community Hospital and nearby residences.



Intersection of US 25 and US 62 Bypass



Map 1. Vicinity Map

EXISTING CONDITIONS

Regional and Local Access

US 25 and US 62 Bypass will provide regional access to the proposed development while Lusby Path and US 25 will have direct access and provide local access to the project site. A brief description of the surrounding roadways follows:

US 25 (Lexington Road) – US 25 provides regional and local access to the project site and generally runs in a north-south direction in the study area. Lane widths measure approximately 12 feet. In the vicinity of the project site, this road consists of two thru lanes in each direction with a two way left turn lane. The roadway has curb and gutter and sidewalks alongside the road. In the vicinity of the project the existing speed limit is 45 mph.

US 62 Bypass (McClelland Circle) – US 62 Bypass provides regional access to the proposed development and generally runs in an east-west direction. Lane widths measure approximately 12 with a depressed grass median. The roadway has a 4 foot paved inside shoulder and a 10 foot paved outside shoulder. In the vicinity of the project site, this road consists of two thru lanes in each direction with intermittent left turn lanes. The current speed limit along US 62 Bypass is 55 mph.

Lusby Path – Lusby Path provides direct access to the proposed development and connects US 25 and US 62 Bypass. Lane widths measure approximately 12 feet with curb and gutter. In the vicinity of the project site, this road consists of a single thru lane in each direction. The current speed limit along this roadway is 25 mph.

LEVEL OF SERVICE AND DELAY

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

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

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

Base Traffic Volumes (existing condition)

Manual traffic counts were taken from 6:00 AM to 9:00 AM and 2:00 PM to 6:00 PM on November 6, 2019 at the intersections of US 25 at US 62 Bypass and US 62 at Lusby Path. A twelve hour count from 6:00 AM to 6:00 PM was taken on November 6, 2019 at the intersection of US 25 and Lusby Path. An additional count was performed at the intersection of US 25 and Hospital Drive on November 14, 2019 from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. All traffic volumes can be found in the Appendix.

Background Traffic Volumes

The estimated completion date for the proposed development is by the end of 2022. Based on Kentucky Transportation Cabinet (KYTC) count stations along US 62 Bypass and US 25 the traffic along US 62 has increased at a rate of approximately 3.00% over the last ten years. US 25 on the other hand has remained flat or declined over the last ten years. The estimated rates are based on count stations 105A56 and 105281 for US 25 and 105B11 and 105257 for US 62 Bypass. The existing and projected background traffic volumes can be found in the Appendix along with the data from the KYTC count stations.

METHODOLOGY

Level of Service, delay, and queue length were measures of effectiveness analyzed using the highway capacity software (HCS7).

Trips were generated for the proposed development and then distributed to the roadway system based on the existing traffic patterns and engineering judgment. For the analysis, the study uses traffic volumes from the current year, as well as a future build out year in which the traffic volumes were grown at a rate determined by historic traffic counts in the area. The assigned volumes from the proposed development and the background traffic volumes combined to produce the total proposed traffic volumes for existing and build out conditions. HCS7 was used to analyze the roadway network for existing and proposed conditions in both the current year and build out year (2032). The 2019 background, level-of-service, and vehicle delay can be found in the Appendix along with 2019 existing (Fig 1), 2022 proposed (Fig 6), 2032 no build (Fig 7), and 2032 build (Fig 8) traffic volumes.

TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

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

SITE TRIP GENERATION

The proposed site will consist of a medical office building, grocery store, pharmacy, and three restaurants. For this study a Medical-Dentist Office Building (Code 720), Supermarket (Code 850), High Turnover Sit Down Restaurant (Code 932), and Pharmacy/Drug Store with Drive Thru (Code 881) were used from the ITE Trip Generation. The ITE rates generate 587 (AM Peak), 719 (PM Peak), and 6,270 vehicles (Weekday).

| ITE Code | Land Use | Sq. Ft./Units | Average Rate | AM Peak | | | | |
|----------|--|---------------|--------------|---------|-----|------|----|------|
| | | | | In | % | Out | % | |
| 720 | Medical-Dental Office Building | 46.85 | 3.74 | 175 | 103 | 0.59 | 72 | 0.41 |
| 850 | Supermarket | 20.44 | 6.78 | 139 | 72 | 0.52 | 67 | 0.48 |
| 881 | Pharmacy/Drug Store w/Drive Thru | 9.50 | 9.08 | 86 | 43 | 0.5 | 43 | 0.5 |
| 932 | High Turnover Sit Down Restaurant | 2.40 | 13.68 | 33 | 19 | 0.57 | 14 | 0.43 |
| 932 | High Turnover Sit Down Restaurant | 2.40 | 13.68 | 33 | 19 | 0.57 | 14 | 0.43 |
| 934 | Fast Food Restaurant w/Drive Thru Window | 2.40 | 50.57 | 121 | 63 | 0.52 | 58 | 0.48 |

| ITE Code | Land Use | Sq. Ft./Units | Average Rate | PM Peak | | | | |
|----------|--|---------------|--------------|---------|----|------|-----|------|
| | | | | In | % | Out | % | |
| 720 | Medical-Dental Office Building | 46.85 | 4.79 | 224 | 90 | 0.4 | 134 | 0.6 |
| 850 | Supermarket | 20.44 | 9.19 | 188 | 96 | 0.51 | 92 | 0.49 |
| 881 | Pharmacy/Drug Store w/Drive Thru | 9.50 | 11.23 | 107 | 54 | 0.5 | 53 | 0.5 |
| 932 | High Turnover Sit Down Restaurant | 2.40 | 16.35 | 39 | 20 | 0.51 | 19 | 0.49 |
| 932 | High Turnover Sit Down Restaurant | 2.40 | 16.35 | 39 | 20 | 0.51 | 19 | 0.49 |
| 934 | Fast Food Restaurant w/Drive Thru Window | 2.40 | 50.94 | 122 | 62 | 0.51 | 60 | 0.49 |

| ITE Code | Land Use | Sq. Ft./Units | Average Rate | Weekday | | | | |
|----------|--|---------------|--------------|---------|-----|-----|-----|-----|
| | | | | In | % | Out | % | |
| 720 | Medical-Dental Office Building | 46.85 | 36 | 1686 | 843 | 0.5 | 843 | 0.5 |
| 850 | Supermarket | 20.44 | 93.84 | 1918 | 959 | 0.5 | 959 | 0.5 |
| 881 | Pharmacy/Drug Store w/Drive Thru | 9.50 | 108.4 | 1030 | 515 | 0.5 | 515 | 0.5 |
| 932 | High Turnover Sit Down Restaurant | 2.40 | 107.2 | 257 | 129 | 0.5 | 128 | 0.5 |
| 932 | High Turnover Sit Down Restaurant | 2.40 | 107.2 | 257 | 129 | 0.5 | 128 | 0.5 |
| 934 | Fast Food Restaurant w/Drive Thru Window | 2.40 | 467.48 | 1122 | 561 | 0.5 | 561 | 0.5 |

Table 3 - Trip Generation Table

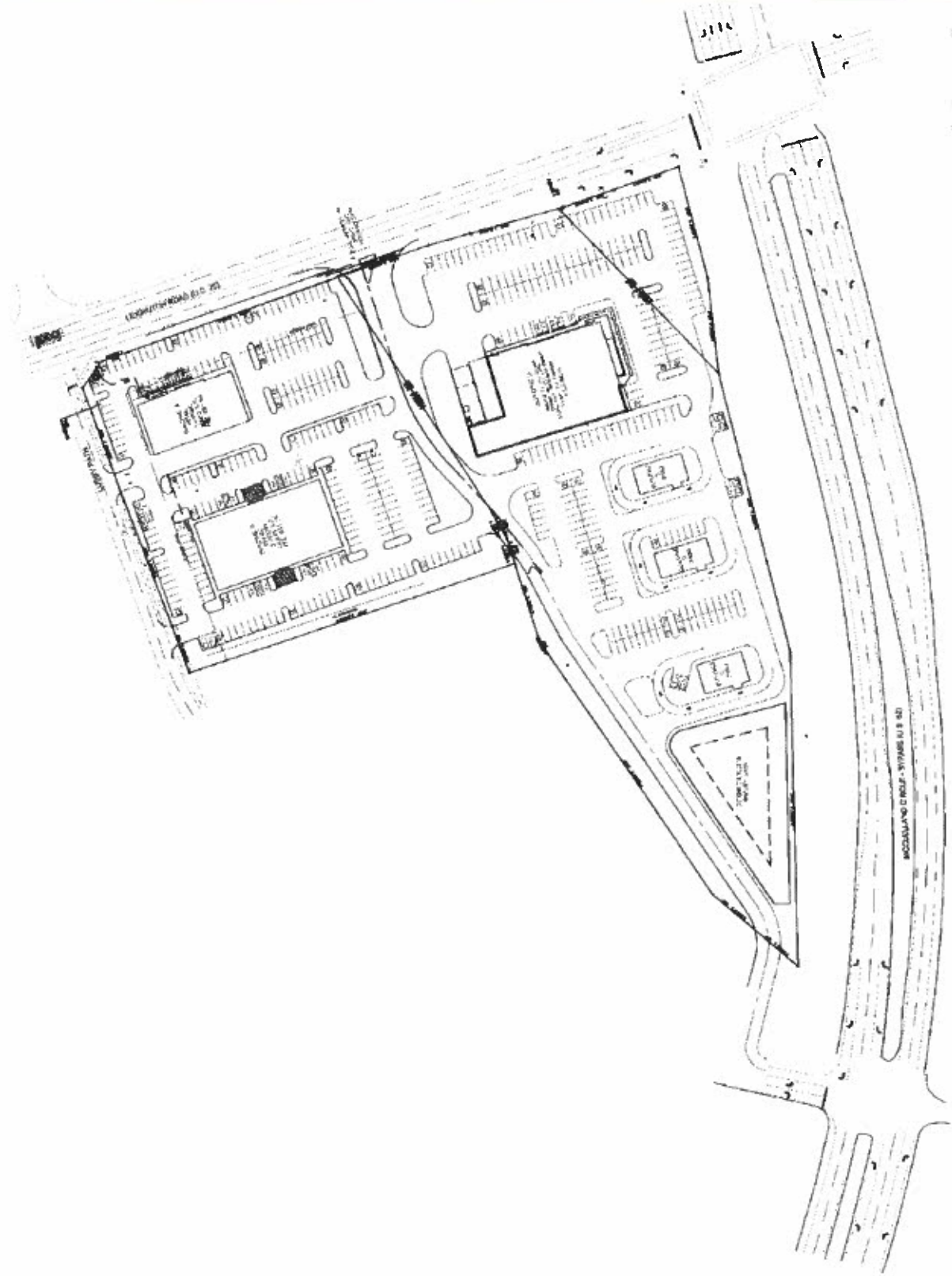


Figure 1. Site Map

TRIP DISTRIBUTION

| | <u>Distribution</u> | |
|--------------------------|---------------------|--------|
| From the North via US 25 | (28%) AM, | 25% PM |
| From the South via US 25 | (20%) AM, | 30% PM |
| From the West via US 62 | (28%) AM, | 20% PM |
| From the East via US 62 | (24%) AM, | 25% PM |

LEVEL OF SERVICE AND DELAY ANALYSIS

All intersection traffic volumes, vehicle delay, and level of service information can be found in the Appendix. The 2032 base traffic volume information will be the focus upon comparisons between the projected background traffic and the proposed traffic volumes (full build out). The 2032 No-Build volumes would exist on the roadway system in the absence of the proposed development and the 2032 Build Volumes, are the volumes with the proposed development included.

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

INTERSECTION ANALYSIS

2022 Existing Analysis

The HCS analysis reveals that all of the intersections operate at a level of service (LOS) D or better with the exception of the signalized intersection of US 25 and US 62 Bypass. All turning movements operate as a LOS "D" or better for these intersection during the AM and the only LOS "F" movement in the PM peak is the southbound left turn lane at the intersection of US 62 Bypass and Lusby Path. The US 25 and US 62 Bypass intersection operates as a LOS "D" in the AM, but it operates as a LOS "E" in the PM. Many of the turning movements at this intersection operates as a LOS "E" or "F" throughout both peaks. More details about each intersection are as follows:

The intersection of US 62 Bypass and US 25 operates as a LOS "D" and "E" during the AM and PM peak respectively as stated. The eastbound and westbound left turning movements operate as a LOS "F" during the AM peak hour and the northbound left turning movement, southbound right turning movement and southbound through movement all operate as a LOS "E" during the AM peak hour. During the PM peak hour all left turning movements operate as a LOS "F" while the northbound and southbound right and through movements operate as a LOS "E". The longest queue occurs during the PM peak in the northbound left tune lane. This queue reaches a length of 21 vehicles.

The signalized intersection of US 25 and Hospital Drive operates as a LOS "A" during both peak hours of the day. All individual turning movements operate as a LOS "D" or better. The longest queue at this intersection occurs in the southbound through and right directions. This queue length extends to 7 vehicles during the PM peak hour.

The two way stop controlled intersection of US 25 and Lusby Path maintains a LOS "D" or better for all turning movements. The eastbound lane operates as a LOS "D" with nearly a thirty second delay and a queue of only 1 vehicle.

The two way stop controlled intersection of US 62 Bypass and Lusby Path operates with all turning movements a LOS "C" or better throughout the peak hours except for the southbound left turn from Lusby which is a LOS "F". The southbound left turn from Lusby Path to the US 62 Bypass has the longest queue of 5 vehicles.

2022 Build Analysis

The HCS analysis reveals that the majority of approaches continue to operate at similar levels of service when comparing the proposed conditions to the existing conditions.

All movements have an increase in delay time and queue length due to the additional vehicles travelling through the roadway network.

The intersection of US 25 and US 62 Bypass degrades from a total intersection LOS "E" to a LOS "F" during the PM peak hour due to the increase in delay. The majority of the individual turning movement's LOS is the same as during the existing conditions. However, the northbound left turn lane degrades from a LOS "E" to a LOS "F" during the AM peak hour and the northbound through movement degrades from a LOS "D" to a LOS "E". During the PM peak hour all movements maintain the same LOS with increased delay times. The queue at this intersection reaches a length of 30 vehicles during the PM peak hour in the southbound left turn movement.

The intersection of US 25 and Hospital Drive sees little to no changes in most of its turning movements. All increased volumes occur in the mainline through movements leading to little effect on the delays and LOS of the intersection. The maximum queue length remains 8 vehicles in the PM located in the southbound right and through lanes.

The intersection of US 25 and Lusby Path maintains similar LOS for the turning movements. The eastbound left turn degrades to a LOS "F" even with the addition of a dedicated right turn lane. The longest queue increases to 6.5 vehicles.

The intersection of US 62 Bypass and Lusby Path maintains similar LOS for the turning movements with the exception of the southbound left turning movement which degrades from a LOS "E" to a LOS "F" due to the increase in volumes for this movement. The longest queue occurs in the southbound left turn lane, which is 5.5 vehicles.

The new intersection of US 25 and the proposed entrance to the facility operates as a LOS "B" or better during both peak hours. This proposed entrance restricts any left turns leaving the site. The access point will allow only right turn exiting vehicles for safety and delay reasons. The queue for these turning movements never exceeds a full vehicle.

2032 No Build Analysis

The future No Build analysis reveals that all movements throughout the roadway network continue to operate in a similar fashion to the existing conditions. The delays all increase with the addition of vehicles on the road with the growth of the traffic volumes for the ten years. With the increased delays some of the level of services degraded by a letter grade with the increased volumes.

The intersection of US 25 and US 62 Bypass operates as a LOS "E" in the AM and a LOS "F" in the PM when including the increased volumes through the intersection. During the AM the eastbound left and westbound left turning movements operate as a LOS "F". The southbound through and right movements operate as a LOS "E". The overall LOS for the intersection degraded from a LOS "D" during the existing conditions to a LOS "E" during the AM peak hour. During the PM peak hour all left turn movements operate as a LOS "F" while the northbound and southbound through and right movements operate as a LOS "E". These LOS are the same as existing conditions but have increased delays. The total intersection LOS degrades to a LOS "F" for the future no build.

The intersection of US 25 and Hospital Drive sees little to no changes in most of its turning movements. All increased volumes occur on the mainline through movements leading to little effect on the delays and LOS of the intersection movements. The maximum queue length is 6.5 vehicles in the PM located in the southbound right and through lanes.

The intersection of US 25 and Lusby Path operates at similar LOS to the existing conditions. All movements operate at a LOS "D" or better. The longest queue occurs in the eastbound movement which reaches 2 vehicles.

The intersection of US 62 Bypass and Lusby Path maintains a similar LOS for the turning movements when comparing the existing and no build conditions with the exception of the southbound left turning movement which degrades to a LOS "F" for both peak hours due to the increased volumes caused by the growth rate. The longest queue occurs in the southbound left turn lane, which reaches 10 vehicles.

2032 Build Analysis

The HCS analysis reveals that the majority of approaches continue to operate at similar levels of service when comparing the full build out conditions to the 2022 build conditions. All movements have an increase in delay time and queue length due to the additional vehicles travelling through the roadway network.

The intersection of US 25 and US 62 Bypass continues to operate as a LOS "E" in the AM and an "F" in the PM. No additional movements degraded to a LOS "E" or "F" beyond what had already degraded for the 2022 build. The delays and queues all increase for the movements due to the increased volumes. The maximum queue increases from 28 vehicles in the eastbound left no build to 34 vehicles. The overall intersection would benefit from providing dual left turn lanes since there are receiving lanes on each approach.

The intersection of US 25 and Hospital Drive sees little to no changes in most of its turning movements. All increased volumes occurred in the mainline through movements leading to little effect on the delays and LOS of the intersection movements. The maximum queue length increases to 7.5 vehicles.

The intersection of US 25 and Lusby Path suffered significant increases to delay caused by the higher volumes on the minor street. The eastbound movement in the AM degrades

to a LOS "F". The westbound movement also degrades to a LOS "E". The maximum queue increases to 7.5 vehicles in the eastbound movement. The installation of a signal will improve the overall intersection LOS to an "A" and "B" and the queue lengths would not impact adjacent intersections.

The intersection of US 62 Bypass and Lusby Path maintains similar LOS for the turning movements as the 2022 build conditions. The northbound movement degrades from a LOS "D" to a LOS "E" during the PM peak hour. The longest queue occurs in the southbound left turn lane, which is 11 vehicles.

The new intersection of US 25 and the proposed entrance to the facility operates as a LOS "B" or better during both peak hours. The queue for these turning movements never exceeds a full vehicle.

| 2022 EXISTING (Delay in sec/LOS) | | | | | | | | | | | | | |
|----------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------|
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 94/F | 27/C | 34/C | 96/F | 26/C | 28/C | 73/E | 54/D | 54/D | 48/D | 64/E | 57/E | 50/D |
| US 25 & Lusby Path | 23/C | | | 18/C | | | 9/A | | | 9/A | | | |
| US 62 & Lusby Path | 9/A | | | 10/B | | | 21/C | | 12/B | 29/C | | 10/B | |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | | |
| US 25 & Hospital Dr | 44/D | 44/D | | 45/D | 44/D | | 3/A | 4/A | 4/A | 3/A | 4/A | 4/A | 5/A |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 111/F | 30/C | 30/C | 118/F | 31/C | 30/C | 199/F | 62/E | 64/E | 166/F | 60/E | 64/E | 74/E |
| US 25 & Lusby Path | 34/D | | | 25/C | | | 11/B | | | 10/A | | | |
| US 62 & Lusby Path | 12/B | | | 10/A | | | 22/c | | 12/b | 72/F | | 13/B | |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | | |
| US 25 & Hospital Dr | 36/D | 35/D | | 39/D | 34/C | | 5/A | 6/A | 6/A | 5/A | 8/A | 8/A | 10/A |
| 2022 BUILD (Delay in sec/LOS) | | | | | | | | | | | | | |
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 100/F | 28/C | 35/D | 96/F | 28/C | 31/C | 96/F | 56/E | 55/D | 48/D | 64/E | 56/E | 54/D |
| US 25 & Lusby Path | 43/D | | 12/B | 22/C | | | 10/A | | | 9/A | | | |
| US 62 & Lusby Path | 10/A | | | 11/B | | | 27/D | | 12/B | 38/E | | 11/B | |
| US 25 & Prop Entrance | | | 12/B | | | | 10/A | | | | | | |
| US 25 & Hospital Dr | 44/D | 44/D | | 45/D | 44/D | | 3/A | 4/A | 4/A | 3/A | 4/A | 4/A | 5/A |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 176/F | 31/C | 30/C | 162/F | 31/C | 31/C | 249/F | 62/E | 60/E | 305/F | 61/E | 63/E | 95/F |
| US 25 & Lusby Path | 123/F | | 15/C | 36/E | | | 12/B | | | 10/A | | | |
| US 62 & Lusby Path | 13/B | | | 10/A | | | 28/D | | 12/B | 88/F | | 14/B | |
| US 25 & Prop Entrance | | | 15/B | | | | 12/B | | | | | | |
| US 25 & Hospital Dr | 36/D | 35/D | | 39/D | 34/C | | 5/A | 6/A | 6/A | 5/A | 9/A | 9/A | 10/A |

Table 4. 2022 Level of Service Summary

| 2032 NO BUILD (Delay in sec/LOS) | | | | | | | | | | | | | |
|--|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------|
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 122/F | 30/C | 46/D | 143/F | 30/C | 32/C | 73/E | 54/D | 54/D | 47/D | 64/E | 56/E | 57/E |
| US 25 & Lusby Path | | 25/D | | | 21/C | | 9/A | | | 10/A | | | |
| US 62 & Lusby Path | 10/B | | | 15/B | | | 35/D | | 13/B | 83/F | | 11/B | |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | | |
| US 25 & Hospital Dr | 44/D | 44/D | | 44/D | 44/D | | 3/A | 5/A | 5/A | 3/A | 4/A | 4/A | 5/A |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 220/F | 34/C | 32/C | 233 | 34/C | 32/C | 199/F | 62/E | 64/E | 166/F | 60/E | 64/E | 85/F |
| US 25 & Lusby Path | | 37/D | | | 31/D | | 11/B | | | 11/B | | | |
| US 62 & Lusby Path | 16/C | | | 11/B | | | 35/D | | 14/B | 313/F | | 15/C | |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | | |
| US 25 & Hospital Dr | 36/D | 35/D | | 39/D | 34/C | | 5/A | 7/A | 7/A | 5/A | 8/A | 8/A | 10/A |
| 2032 BUILD (Delay in sec/LOS) | | | | | | | | | | | | | |
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 174/F | 30/C | 46/D | 179/F | 30/C | 34/C | 96/F | 56/E | 55/D | 48/D | 64/E | 56/E | 64/E |
| US 25 & Lusby Path | 50/F | | 12/B | | 25/D | | 10/A | | | 10/A | | | |
| US 62 & Lusby Path | 11/B | | | 15/B | | | 48/E | | 14/B | 135/F | | 11/B | |
| US 25 & Prop Entrance | | | 12/B | | | | 10/A | | | | | | |
| US 25 & Hospital Dr | 44/D | 44/D | | 44/D | 44/D | | 3/A | 5/A | 5/A | 3/A | 4/A | 4/A | 6/A |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 325/F | 34/C | 32/C | 312/F | 34/C | 34/C | 249/F | 62/E | 61/E | 305/F | 61/E | 63/E | 109/F |
| US 25 & Lusby Path | 146/F | | 15/C | | 43/E | | 12/B | | | 11/B | | | |
| US 62 & Lusby Path | 18/C | | | 11/B | | | 92/F | | 14/B | 390/F | | 17/C | |
| US 25 & Prop Entrance | | | 14/B | | | | 12/B | | | | | | |
| US 25 & Hospital Dr | 36/D | 35/D | | 39/D | 34/C | | 5/A | 7/A | 7/A | 5/A | 8/A | 8/A | 10/A |
| 2032 BUILD w/Signal Timing Improvements (Delay in sec/LOS) | | | | | | | | | | | | | |
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 98/F | 37/D | 68/E | 100/F | 38/D | 43/D | 48/D | 52/D | 51/D | 44/D | 60/E | 55/D | 56/E |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | Intersection |
| US 25 & US 62 Bypass | 120/F | 55/E | 51/D | 115/F | 58/E | 56/E | 59/E | 67/E | 64/E | 64/E | 62/E | 64/E | 66/E |

Table 5. 2032 Level of Service Summary

| 2022 EXISTING (95th Percentile Queue in Veh/Lane) | | | | | | | | | | | | |
|---|-----------|-----|-----|-----------|------|------|------------|------|-----|------------|----|-----|
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 13 | 8 | 16 | 14 | 8 | 8.5 | 12.5 | 9 | 7.5 | 7 | 14 | 7.5 |
| US 25 & Lusby Path | | 1 | | | 0.3 | | 0 | | | 0.2 | | |
| US 62 & Lusby Path | 0.1 | | | 0.7 | | | 0.1 | | 0.2 | 1 | | 0.1 |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | |
| US 25 & Hospital Dr | 0.2 | 0.6 | | 0.7 | 0.5 | | 0.1 | 2.5 | 2.5 | 0.2 | 3 | 3 |
| | | | | | | | | | | | | |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 16 | 11 | 8.5 | 17 | 12.5 | 8 | 21 | 13.5 | 12 | 16 | 12 | 12 |
| US 25 & Lusby Path | | 1.6 | | | 1 | | 0.2 | | | 0.1 | | |
| US 62 & Lusby Path | 0.2 | | | 0.2 | | | 0.3 | | 0.6 | 5 | | 0.2 |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | |
| US 25 & Hospital Dr | 1.5 | 1.9 | | 2.6 | 1.2 | | 0.5 | 4.5 | 4.5 | 0.1 | 7 | 7 |
| | | | | | | | | | | | | |
| 2022 BUILD (95th Percentile Queue in Veh/Lane) | | | | | | | | | | | | |
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 14 | 8 | 16 | 13.5 | 8 | 10.5 | 8 | 10 | 7 | 9 | 15 | 8.5 |
| US 25 & Lusby Path | | 3 | | | 0.5 | | 0.3 | | | 0.2 | | |
| US 62 & Lusby Path | 0.3 | | | 0.7 | | | 0.1 | | 0.2 | 2 | | 0.3 |
| US 25 & Prop Entrance | | | 0.3 | | | | 0.3 | | | | | |
| US 25 & Hospital Dr | 0.2 | 0.6 | | 0.7 | 0.5 | | 0.1 | 3 | 3 | 0.2 | 4 | 4 |
| | | | | | | | | | | | | |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 20.5 | 12 | 8.5 | 19 | 13 | 10 | 25 | 15 | 12 | 30 | 15 | 13 |
| US 25 & Lusby Path | 6.5 | | 1 | | 2 | | 0.5 | | | 0.1 | | |
| US 62 & Lusby Path | 0.4 | | | 0.2 | | | 0.4 | | 0.6 | 5.6 | | 0.6 |
| US 25 & Prop Entrance | | | 1 | | | | 0.5 | | | | | |
| US 25 & Hospital Dr | 1.5 | 2 | | 2.5 | 1.2 | | 0.5 | 5 | 5 | 0.1 | 8 | 8 |

Table 6. 2022 Queue Summary

| 2032 NO BUILD (95th Percentile Queue in Veh/Lane) | | | | | | | | | | | | |
|---|-----------|------|------|-----------|------|------|------------|------|------|------------|------|-----|
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 18 | 10 | 24 | 20 | 10.5 | 12 | 12.5 | 9 | 7 | 7 | 14 | 7.5 |
| US 25 & Lusby Path | | 1 | | | 0.3 | | 0 | | | 0.2 | | |
| US 62 & Lusby Path | 0.1 | | | 1.5 | | | 0.1 | | 0.2 | 3 | | 0.1 |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | |
| US 25 & Hospital Dr | 0.2 | 0.6 | | 0.5 | 0.7 | | 0.1 | 3.5 | 3.5 | 0.2 | 3 | 3 |
| | | | | | | | | | | | | |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 28 | 16.5 | 11.5 | 28.5 | 17 | 11 | 21 | 13.5 | 12 | 16 | 12.5 | 12 |
| US 25 & Lusby Path | | 2 | | | 1.5 | | 0.2 | | | 0.1 | | |
| US 62 & Lusby Path | 0.3 | | | 0.4 | | | 0.5 | | 0.7 | 10 | | 0.3 |
| US 25 & Prop Entrance | N/A | | | N/A | | | N/A | | | N/A | | |
| US 25 & Hospital Dr | 1.5 | 2 | | 2.5 | 1 | | 0.5 | 5.5 | 5.5 | 0.1 | 6.5 | 6.5 |
| | | | | | | | | | | | | |
| 2032 BUILD (95th Percentile Queue in Veh/Lane) | | | | | | | | | | | | |
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 22 | 10.5 | 24 | 22 | 11 | 14 | 8 | 10 | 7 | 9 | 15 | 8 |
| US 25 & Lusby Path | 3.5 | | 0.5 | | 0.5 | | 0.2 | | | 0.2 | | |
| US 62 & Lusby Path | 0.4 | | | 1.5 | | | 0.2 | | 0.2 | 4 | | 0.3 |
| US 25 & Prop Entrance | | | 0.3 | | | | 0.3 | | | | | |
| US 25 & Hospital Dr | 0.2 | 0.6 | | 0.5 | 0.7 | | 0.1 | 4 | 4 | 0.2 | 4 | 4 |
| | | | | | | | | | | | | |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 34 | 16.5 | 11.5 | 31 | 17.5 | 13.5 | 25 | 15.5 | 11.5 | 30 | 15 | 13 |
| US 25 & Lusby Path | 7.5 | | 1 | | 2 | | 0.5 | | | 0.1 | | |
| US 62 & Lusby Path | 1 | | | 0.4 | | | 1.5 | | 0.7 | 11 | | 0.8 |
| US 25 & Prop Entrance | | | 0.7 | | | | 0.5 | | | | | |
| US 25 & Hospital Dr | 1.5 | 2 | | 2.5 | 1 | | 0.5 | 6 | 6 | 0.1 | 7.5 | 7.5 |
| | | | | | | | | | | | | |
| 2032 BUILD w/Signal Timing Improvements (95th Percentile Queue in Veh/Lane) | | | | | | | | | | | | |
| AM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 17 | 12 | 29 | 17 | 12 | 16 | 11 | 10 | 7 | 9 | 15 | 8 |
| | | | | | | | | | | | | |
| PM PEAK | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| INTERSECTION | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| US 25 & US 62 Bypass | 23 | 21 | 14 | 21 | 22 | 17 | 17 | 16 | 12 | 19 | 15 | 13 |
| | | | | | | | | | | | | |

Table 7. 2032 Queue Summary

ADDITIONAL STUDY ITEMS

Turn Lane Analysis

Along US 25 there is an existing two way left turn lane that provides left turn access to Lusby Path and would provide left turn access to a new entrance to the proposed development from US 25. Along US 62 Bypass there is an existing left turn lane onto Lusby Path to provide left turn access to the proposed site. The turn lane analysis indicates that a right turn lane is warranted on the US 25 southbound direction to turn onto Lusby Path. The concern with this right turn lane is available right of way. In order to construct a right turn lane there would be an impact to the existing Bojangles restaurant. The right turn lane is warranted with existing traffic volumes but is further justified with proposed build and future build volumes. An existing right turn lane already exists along US 62 Bypass onto Lusby Path.

Traffic Control Signal Analysis

A signal analysis was performed at the intersection of US 25 and Lusby Path to evaluate if the placement of a traffic control signal would be warranted and beneficial at this intersection. A twelve hour count was performed on this intersection.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

| Condition A - Minimum Vehicular Volume | | | | | | | | | |
|---|-----------|---|-----|-----|-----|---|-----|-----|-----|
| Number of Lanes for moving traffic on each approach | | Vehicles per hour on Major St (total of both directions) | | | | Vehicles per hour on Minor St (total of both directions) | | | |
| Major St | Minor St | 100% | 80% | 70% | 56% | 100% | 80% | 70% | 56% |
| 1 | 1 | 500 | 400 | 350 | 280 | 150 | 120 | 105 | 84 |
| 2 or more | 1 | 600 | 480 | 420 | 336 | 150 | 120 | 105 | 84 |
| 2 or more | 2 or more | 600 | 480 | 420 | 336 | 200 | 160 | 140 | 112 |
| 1 | 2 or more | 500 | 400 | 350 | 280 | 200 | 160 | 140 | 112 |
| | | | | | | | | | |
| Condition B - Interruption of Continuous Traffic | | | | | | | | | |
| Number of Lanes for moving traffic on each approach | | Vehicles per hour on Major St (total of both directions) | | | | Vehicles per hour on Minor St (total of both directions) | | | |
| Major St | Minor St | 100% | 80% | 70% | 56% | 100% | 80% | 70% | 56% |
| 1 | 1 | 750 | 600 | 525 | 420 | 75 | 60 | 53 | 42 |
| 2 or more | 1 | 900 | 720 | 630 | 504 | 75 | 60 | 53 | 42 |
| 2 or more | 2 or more | 900 | 720 | 630 | 504 | 100 | 80 | 70 | 56 |
| 1 | 2 or more | 750 | 600 | 525 | 420 | 100 | 80 | 70 | 56 |

Table 8. Signal Warrant Criteria

Afterwards the total weekday trips generated by the proposed development were distributed throughout the day based on percentages (NCHRP Report 365); the enter traffic was split from the exiting traffic and the portion that would use Lusby Path was 55% of the exiting volumes. The volumes can be found in the Appendix. The chart identifies the US 25 volumes which are over the 900 vph threshold and the Lusby Path volumes that are over the 150 vph as required for the warrant. Under 2022 Build conditions Warrant 1 condition A and condition B are met. The existing traffic signal at the intersection of US 25 and Hospital drive is located north of the Lusby Path and US 25 intersection. The existing signal is part of a coordinated signal timing. The proposed signal would be added to the coordinated timing so that the signals function together throughout the day and minimize controlled delay along US 25.

| | US 25 | | | | LUSBY LN | | |
|----------|-------|-----|-------|-------|----------|-------------|-------|
| | SB | NB | Added | Total | EB | Added to EB | Total |
| 6:00 AM | 316 | 193 | 103 | 612 | 12 | 57 | 69 |
| 7:00 AM | 772 | 498 | 221 | 1491 | 62 | 122 | 184 |
| 8:00 AM | 692 | 601 | 165 | 1458 | 50 | 91 | 141 |
| 9:00 AM | 577 | 559 | 119 | 1255 | 44 | 65 | 109 |
| 10:00 AM | 578 | 512 | 147 | 1237 | 45 | 81 | 126 |
| 11:00 AM | 581 | 610 | 171 | 1362 | 68 | 94 | 162 |
| 12:00 PM | 735 | 664 | 224 | 1623 | 72 | 123 | 195 |
| 1:00 PM | 708 | 604 | 192 | 1504 | 91 | 106 | 197 |
| 2:00 PM | 712 | 667 | 210 | 1589 | 109 | 116 | 225 |
| 3:00 PM | 796 | 708 | 273 | 1777 | 91 | 150 | 241 |
| 4:00 PM | 884 | 832 | 281 | 1997 | 105 | 155 | 260 |
| 5:00 PM | 915 | 906 | 277 | 2098 | 30 | 152 | 182 |

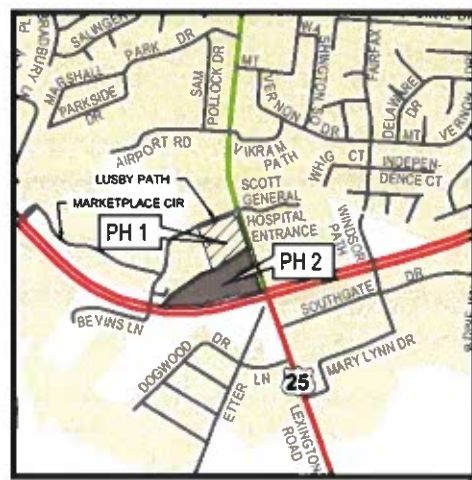
Table 9. Signal Warrant Volumes

Sight Distance Analysis

All approaches provide for adequate sight distance that exceeds the required AASHTO/KYTC standards for the sight distance along a 45 mph route for US 25 and a 55 mph route for US 62 Bypass. Vehicles entering the roadway can see adequate distance to enter the roadway safely, provided they are given appropriate gap spacing.

CONCLUSIONS AND RECOMMENDATIONS

All intersections operate at a LOS similar to the no build scenario when fully constructed. The US 25 and US 62 Bypass corridors are heavily traveled corridors that have existing congestion issues at the intersection that may benefit from slight adjustments to the signal splits in the design year assuming traffic grows at the projected rate (See charts 5 and 6) . The location and number of access points to the proposed site are adequate and provide adequate sight distance. It is recommended that the direct access to the site provided by US 25 allow right turns out of the site but not allow left turns from the site. Based on traffic signal warrants it is recommended that a traffic signal be placed at the intersection of US 25 and Lusby Path to allow for the queued vehicles on Lusby Path to clear and not suffer lengthy delays. This signal would be timed so that it operated in a coordinated system with the traffic signal at the intersection of US 25 and Hospital Drive and would have a LOS "A" and "B" in the 2032 Build Condition (see Appendix for HCS). The study recommends that Lusby Path have a Left-Through Turn Lane and a Right Turn Lane to reduce queueing along Lusby Path. Additional recommendations include optimizing the signal timing at the US 25 and US 62 Bypass intersection. This intersection suffers existing level of service "E" and "F" movements that could be improved with more efficient signal timing. Although a right turn lane is warranted in the southbound direction at Lusby and US 25 it is not recommended due to the impact to the adjacent site and no way for the owner to acquire the right of way.

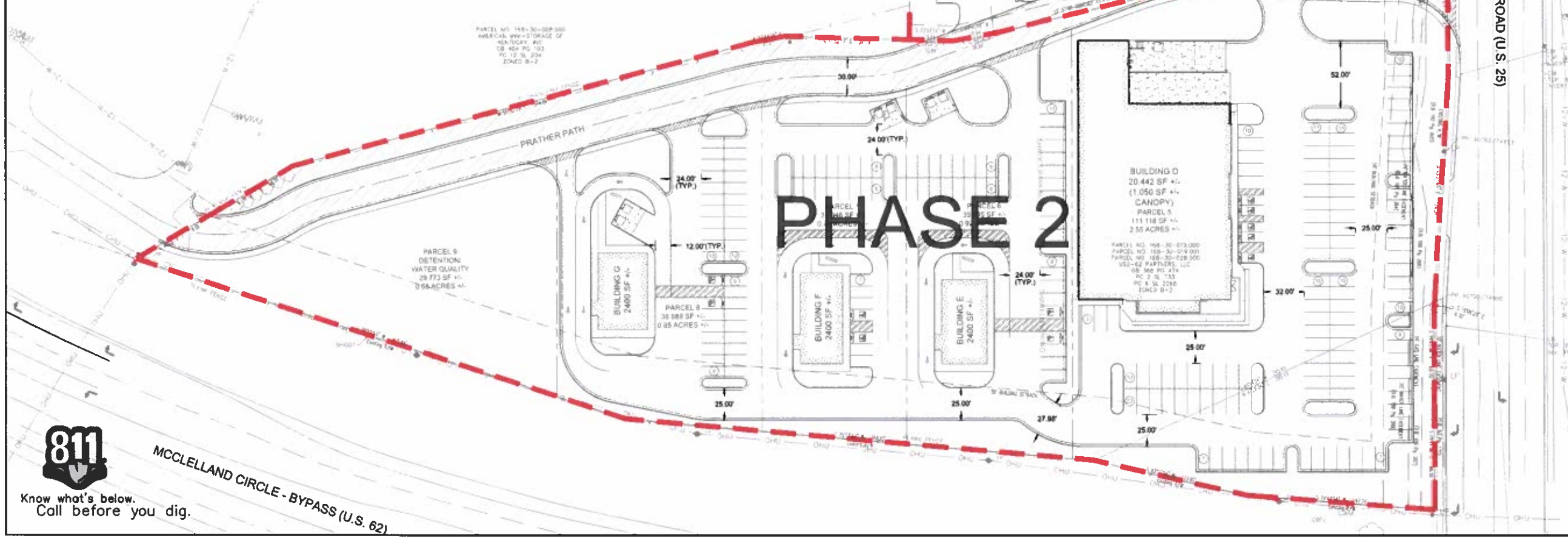
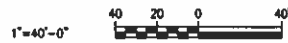


VICINITY MAP
NTS

PROPERTY OWNER /
DEVELOPER
US2-62 PARTNERS, LLC.
C/O MAY GROUP
1890 STAR SHOOT PARKWAY
SUITE 170/185
LEXINGTON, KY 40509-4567



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



| DATE | REVISION DESCRIPTION |
|------|----------------------|
| | |
| | |
| | |
| | |

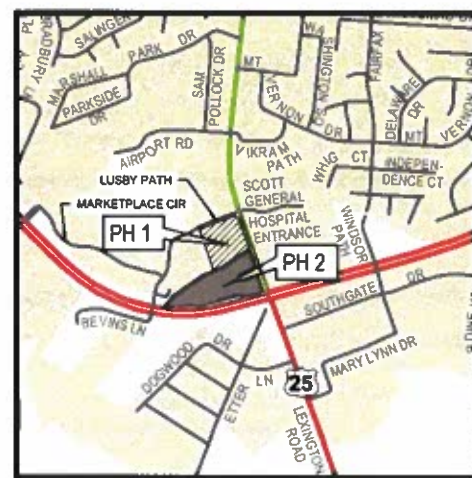
PHASE INDEX SHEET
PARKVIEW MEDICAL PLAZA - PHASE 2
US2-62 PARTNERS, LLC.
1191 LEXINGTON ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY


 PALMER ENGINEERING
 100 BLOOMINGDALE DRIVE
 WINCHESTER, KY 40391
 (606) 744-1218
 DATE: 05/25/2022
 DRAWN: R. TURNER
 CHECKED: W. ELLIS
 SCALE: 1" = 40'
 SHEET: C-0.1



Know what's below.
Call before you dig.

MCCLELLAND CIRCLE - BYPASS (U.S. 62)



VICINITY MAP
NTS

PROPERTY OWNER /
DEVELOPER
US2-62 PARTNERS, LLC
C/O MAY GROUP
1800 STAR SHOOT PARKWAY
SUITE 170/185
LEXINGTON, KY 40509-4567

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



PRELIMINARY DEVELOPMENT PLAN NOTES:

1. ALL CONSTRUCTION MUST CONFORM TO THE CITY OF GEORGETOWN, COUNTY OF SCOTT, AND STATE OF KENTUCKY STANDARDS, DETAILS, AND SPECIFICATIONS.
2. ALL DIMENSIONS, UNLESS NOTED OTHERWISE ARE TO THE FACE OF THE CURB, BUILDING OR WALL. WHERE CURB IS NOT PRESENT, DIMENSIONS ARE TO EDGE OF PAVEMENT.
3. NO GRADING, STRIPPING, EXCAVATION, FILLING OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE UNTIL PERIMETER EROSION CONTROL MEASURES ARE INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE KPDGS PERMIT IF REQUIRED.
4. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECT DOCUMENTS.
5. ALL SURVEY INFORMATION IS RELATIVE TO KENTUCKY STATE PLANE SINGLE ZONE COORDINATE SYSTEM.
6. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
7. THIS SITE IS NOT WITHIN THE 100-YEAR FLOODPLAIN PER FEMA PANEL 21289C187D, EFFECTIVE ON DECEMBER 21, 2017.
8. PROPOSED STORM SEWER AND DETENTION CALCULATIONS TO BE SUBMITTED AND APPROVED PRIOR TO CONSTRUCTION.
9. ALL LANDSCAPING SHALL MEET REQUIREMENTS OF THE GEORGETOWN ZONING ORDINANCE.
10. CONTRACTOR TO KEEP EXISTING STREETS CLEAN DURING CONSTRUCTION.
11. THIS PLAN FOLLOWS B-2 ZONING REQUIREMENTS FOR SETBACKS.
12. DURING CONSTRUCTION, EROSION CONTROL WILL BE REQUIRED ON ALL EXISTING STORM STRUCTURES RECEIVING SURFACE WATER FROM THE SITE.
13. DEVELOPER RESPONSIBLE FOR ALL PARKING / STREET SIGNAGE AND MARKINGS.
14. CONSTRUCTION ENTRANCES WILL BE REQUIRED AND SHALL BE DESIGNATED ON CONSTRUCTION PLANS.
15. PER B-2 ZONING THERE ARE NO SIDE OR REAR BUILDING SETBACKS. THERE IS A 5' FRONT BUILDING SETBACK, AS SHOWN.
16. ALL PARKING STALLS ON OR ADJACENT TO PARCEL 5 ARE 10' (W) X 20' (L). ALL OTHER SHOWN PARKING STALLS ARE 9' (W) X 18' (L).
17. ALL CURB RADII AND HEAVY TRUCK ACCESSES SHALL BE ADDRESSED ON THE CONSTRUCTION PLANS.
18. LOTS 9 AND 10 TO BE MAINTAINED BY THE JOINTLY BY THE ENTIRE DEVELOPMENT (INCLUDING PHASE 1).
19. ANY CORPORATE SIGNS SHALL BE SUBMITTED AND APPROVED BY THE CITY BUILDING INSPECTION OFFICE.
20. ALL ACTUAL CONSOLIDATION / SUBDIVISION TO BE HANDLED ON THE PRELIMINARY AND/OR FINAL PLAT.

PHASE 2 SITE STATISTICS:

| | |
|--|--------------------|
| TOTAL ACREAGE..... | 6.87± AC |
| ZONING..... | B-2 |
| MINIMUM LOT AREA (SANITARY SEWER)..... | 7,500 SF |
| MAXIMUM BUILDING HEIGHT..... | 6 STORIES OR 75' |
| MAXIMUM BUILDING GROUND COVERAGE..... | 50% |
| PARKING REQUIREMENT (RETAIL)..... | 1 SPACE PER 150 SF |
| PARCEL 5 | |
| LOT AREA..... | 111,118 SF +/- |
| TOTAL BUILDING SQUARE FOOTAGE..... | 20,442 SF |
| CANOPY AREA..... | 1,050 SF |
| BUILDING HEIGHT..... | <75' |
| BUILDING GROUND COVERAGE..... | 19% |
| PARKING REQUIRED..... | 137 SPACES |
| STANDARD PARKING PROVIDED..... | 113 SPACES |
| SHARED PARKING PROVIDED..... | 20 SPACES (2 ADA) |
| ADA PARKING PROVIDED..... | 5 SPACES |
| TOTAL PARKING PROVIDED..... | 138 SPACES |
| PARCEL 6 | |
| LOT AREA..... | 39,895 SF +/- |
| TOTAL BUILDING SQUARE FOOTAGE..... | 2,400 SF |
| BUILDING HEIGHT..... | <75' |
| BUILDING GROUND COVERAGE..... | 6% |
| PARKING REQUIRED..... | 16 SPACES |
| STANDARD PARKING PROVIDED..... | 16 SPACES |
| SHARED PARKING PROVIDED..... | 20 SPACES (2 ADA) |
| ADA PARKING PROVIDED..... | 2 (SHARED) |
| TOTAL PARKING PROVIDED..... | 36 SPACES |

PARCEL 7

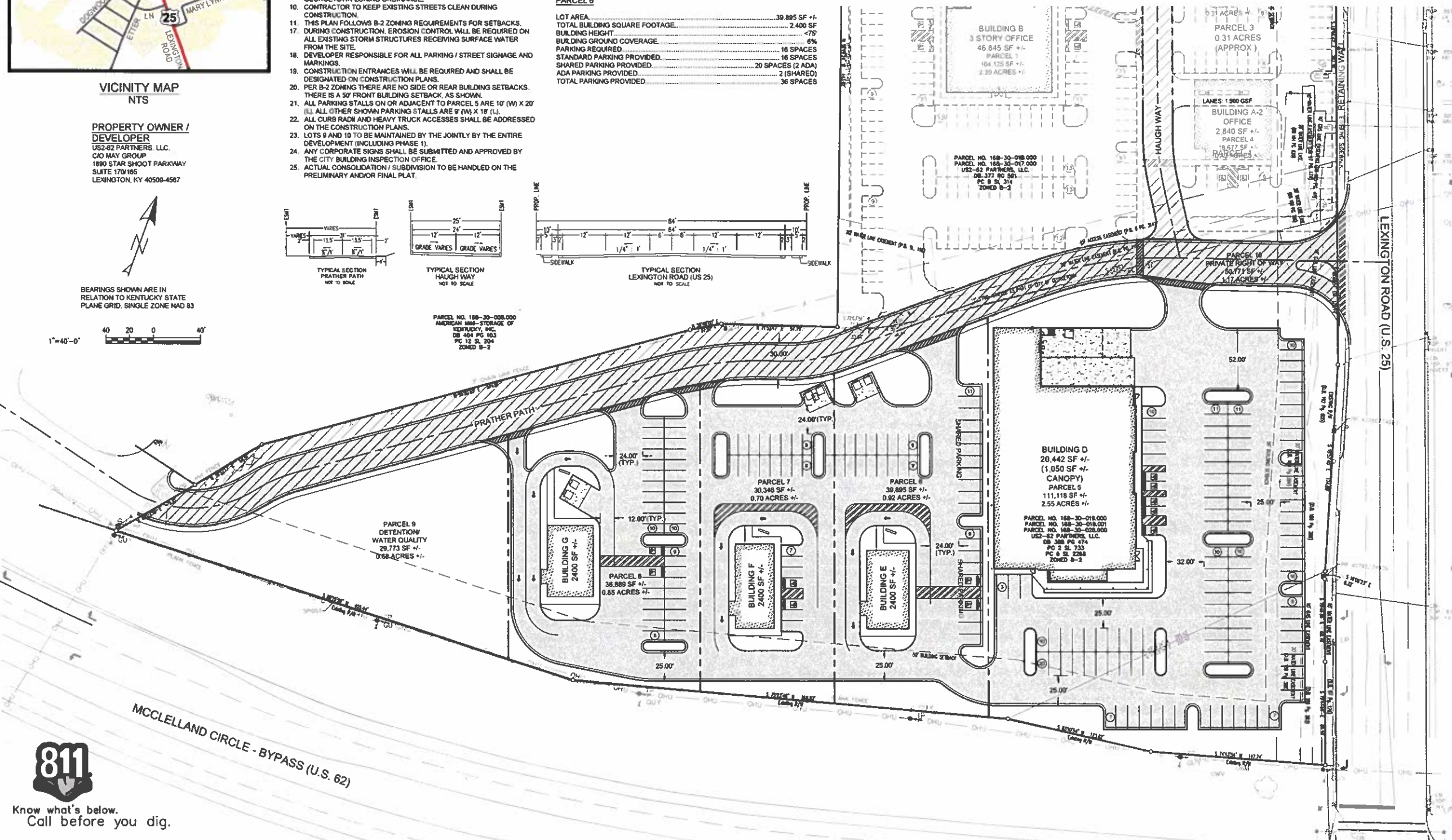
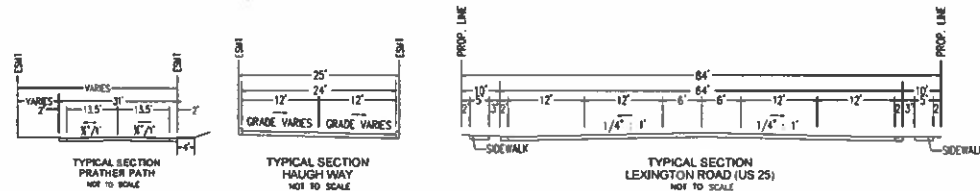
| | |
|------------------------------------|---------------|
| LOT AREA..... | 30,346 SF +/- |
| TOTAL BUILDING SQUARE FOOTAGE..... | 2,400 SF |
| BUILDING HEIGHT..... | <75' |
| BUILDING GROUND COVERAGE..... | 6% |
| PARKING REQUIRED..... | 18 SPACES |
| STANDARD PARKING PROVIDED..... | 23 SPACES |
| ADA PARKING PROVIDED..... | 2 SPACES |
| TOTAL PARKING PROVIDED..... | 25 SPACES |

PARCEL 8

| | |
|------------------------------------|---------------|
| LOT AREA..... | 36,889 SF +/- |
| TOTAL BUILDING SQUARE FOOTAGE..... | 2,400 SF |
| BUILDING HEIGHT..... | <75' |
| BUILDING GROUND COVERAGE..... | 7% |
| PARKING REQUIRED..... | 18 SPACES |
| STANDARD PARKING PROVIDED..... | 35 SPACES |
| ADA PARKING PROVIDED..... | 2 SPACES |
| TOTAL PARKING PROVIDED..... | 37 SPACES |

LEGEND

| | |
|--|----------------------------------|
| | EXISTING PROPERTY LINES |
| | BUILDING SETBACK |
| | EASEMENT |
| | PROPOSED PROPERTY LINES |
| | PROPOSED CENTERLINE |
| | EXISTING OVERHEAD UTILITY |
| | PROPOSED RETAIL BUILDING |
| | ASPHALT PAVING |
| | CONCRETE PAVEMENT |
| | SIDEWALK |
| | PARCEL 10 (PRIVATE RIGHT OF WAY) |



| DATE | REVISION DESCRIPTION |
|------|----------------------|
| | |
| | |
| | |
| | |
| | |

PRELIMINARY SITE DEVELOPMENT PLAN
PARKVIEW MEDICAL PLAZA - PHASE 2
US2-62 PARTNERS, LLC.
1191 LEXINGTON ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY

Palmer ENGINEERING
PALMER ENGINEERING
400 SHOPPERS DRIVE
PO BOX 01847
LEXINGTON, KY 40391
(859) 744-1210

DATE: 08/25/2022
SCALE: 1" = 40'
JOB NUMBER: 11813.03
SHEET C-1.0

DRAWN: R. TURNER
CHECKED: W. ELLIS

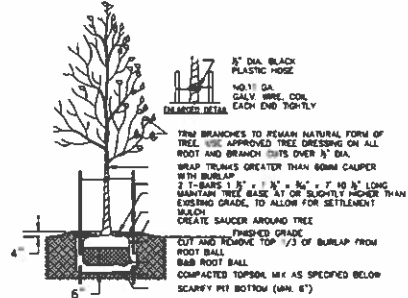


LANDSCAPE NOTES:

- ALL LANDSCAPING MUST MEET THE REQUIREMENTS OF ATTACHMENT A OF THE SCOTT COUNTY ZONING ORDINANCE.
- ALL PLANTS SHALL BE HEALTHY, VIGOROUS MATERIALS FREE FROM DISEASE AND PESTS AND THAT COMPLY WITH THE LATEST EDITION OF THE PUBLICATION ANSI Z60 AMERICAN STANDARD FOR NURSERY STOCK BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK. ANY DIFFERENCE IN QUANTITIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER FOR CLARIFICATION.
- THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIALS FOR THE PERIOD OF ONE (1) YEAR BEGINNING AT THE DATE OF TOTAL ACCEPTANCE BY THE OWNER. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD AS THE GROWING SEASON PERMITS. THE OWNER MAY INSPECT THE PLANTS AT THE END OF THE GUARANTEE PERIOD. PLANTS THAT ARE DEAD OR NOT IN SATISFACTORY GROWTH SHALL BE REMOVED AND REPLACED DURING THE NEXT NORMAL PLANTING SEASON AT NO ADDITIONAL COST TO THE OWNER.
- ALL PLANTS SHALL BE BALLED AND BURLAPPED AS INDICATED ON THE PLANT LIST. ALL TREES SHALL BE STRAIGHT TRUNKED, FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED. ALL TREES MUST BE GUYED OR STAKED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE REMOVAL OF ALL BINDING CORDS AND ROPES FROM THE TRUNKS OF ALL SHADE AND ORNAMENTAL TREES IMMEDIATELY AFTER PLANTING. IDENTIFICATION TAGS AND RIBBONS SHALL BE REMOVED FROM ALL PLANT MATERIAL AT THE TIME OF PLANTING. TREE BASKETS SHALL BE CUT FROM THE TOP 1/3 OF THE ROOT BALL PRIOR TO PLANTING.
- ALL PLANTS AND INSTALLATION ARE SUBJECT TO THE APPROVAL OF THE OWNER. CONTRACTOR MUST CONTACT OWNER PRIOR TO LANDSCAPE INSTALLATION FOR APPROVAL OF PLANT LOCATIONS.

PLANT MATERIAL NOTES:

- CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITY OF PLANT MATERIALS.
- THE TREES AND SHRUBS ABOVE REPRESENT ACCEPTABLE PLANT VARIETIES PER THE GSCPC PLANTING MANUAL. ANY APPROVED PLANT MATERIAL IN THE PLANTING MANUAL FOR THE GIVEN PURPOSE MAY BE SUBSTITUTED. THE SUBSTITUTES MUST MEET THE SAME REQUIREMENTS AS THOSE LISTED ABOVE. FOR EXAMPLE, A SUGAR MAPLE (LARGE TREE) IS NOT ACCEPTABLE FOR USE AS A VUA PERIMETER TREE.



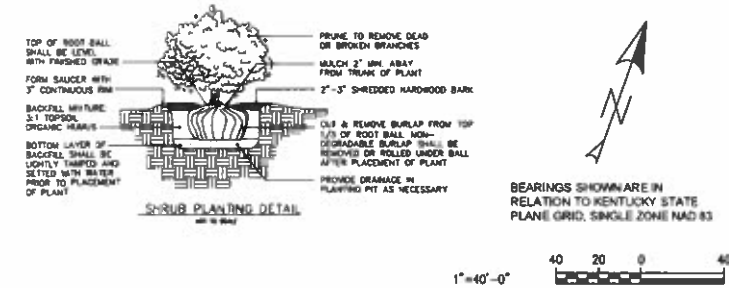
- SPECIFICATIONS:**
- TOP SOIL 4\"/>

TREE PLANTING DETAIL

- NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE MADE WITHOUT PRIOR WRITTEN PERMISSION OF THE OWNER.
- THE CONTRACTOR SHALL PREPARE A CULTIVATED BED AROUND EACH GROUP OF SHRUBS AND/OR GROUND COVER BEDS. THE SAME SHAPE AND SIZE AS SHOWN ON THE PLAN. THE ENTIRE BED SHALL BE MULCHED. A CRISP, WELL DEFINED EDGE SHALL BE DEVELOPED BETWEEN ANY SHRUB AND/OR GROUND COVER BED AND THE ADJOINING LAWN AREA.
- UNLESS OTHERWISE INDICATED, 2\"/>

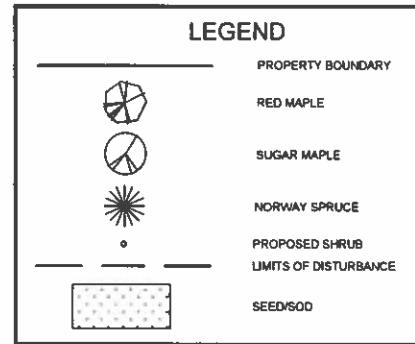
TURF ESTABLISHMENT:

- THE LANDSCAPE CONTRACTOR SHALL PLACE A 4\"/>



PLANT LIST:

| QUANTITY (PROVIDED) | SCIENTIFIC NAME | COMMON NAME | SIZE REQUIREMENTS (AT PLANTING) | REMARKS / INSTRUCTIONS |
|---------------------|------------------------|---------------|---------------------------------|------------------------|
| 24 | Acer Rubrum | RED MAPLE | 2\"/> | |
| 39 | Acer saccharum | SUGAR MAPLE | 2\"/> | |
| 13 | Picea abies | NORWAY SPRUCE | 2\"/> | |
| 132 | Ilex cornuta Variegata | CHINESE HOLLY | HEIGHT: 30\"/> | |



INTERIOR LANDSCAPE REQUIREMENTS:

| | |
|---|--------------|
| VEHICLE USAGE AREA (VUA) | 156,499 S.F. |
| MIN. INTERIOR LANDSCAPING | 15,650 S.F. |
| ACTUAL INTERIOR LANDSCAPING | 16,023 S.F. |
| REQUIRED NUMBER OF INTERIOR TREES | 32 TREES |
| (1 PER 200 S.F. OF ACQUIRED INTERIOR LANDSCAPING) | |
| ACTUAL NUMBER OF INTERIOR TREES | 64 TREES |

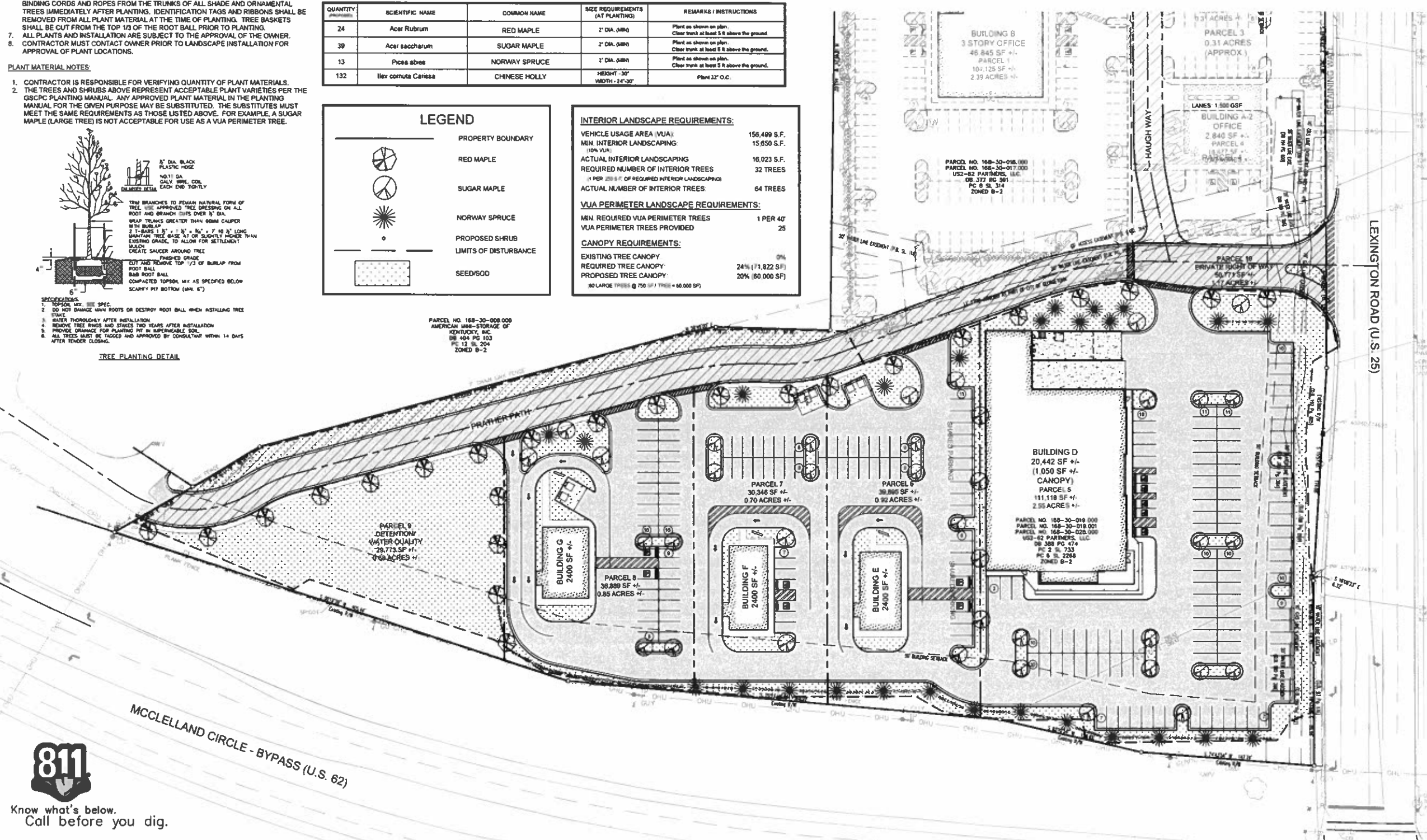
VUA PERIMETER LANDSCAPE REQUIREMENTS:

| | |
|-----------------------------------|-----------|
| MIN. REQUIRED VUA PERIMETER TREES | 1 PER 40' |
| VUA PERIMETER TREES PROVIDED | 25 |

CANOPY REQUIREMENTS:

| | |
|----------------------|-----------------|
| EXISTING TREE CANOPY | 0% |
| REQUIRED TREE CANOPY | 24% (1,822 SF) |
| PROPOSED TREE CANOPY | 20% (80,000 SF) |

30 LARGE TREES @ 750 S.F. / TREE = 80,000 SF



PRELIMINARY LANDSCAPING PLAN

PARKVIEW MEDICAL PLAZA - PHASE 2
 US2-62 PARTNERS, LLC.
 1191 LEXINGTON ROAD
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

| DATE | REVISION DESCRIPTION |
|------|----------------------|
| | |
| | |
| | |
| | |

DATE: 05/25/2022
 SCALE: 1" = 40'
 SHEET: C-4.0

Palmer ENGINEERING
 400 SHOPPERS DRIVE
 WINDY HILLS, KY 40391
 (502) 744-1210

DRAWN: R. TURNER
 CHECKED: W. ELLIS

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

List of all Active Projects/status

| Application | Project Name | Type | Status |
|-------------|---|-------|-----------------------|
| 2020-06 | 100 Ikebana - Commercial Development | DEV-C | Complete |
| 2017-34 | Adient USA (Hillps) Amended DP (Parking and dock) | DEV-C | No Activity |
| 2017-33 | American Mini (Self-Storage_1047 Paris Pike)-Ph 1 | DEV-C | Final Inspection |
| 2020-47 | American Mini-Storage (South) Expansion | DEV-C | Under Review |
| 2017-20 | Amerson Commercial Grading and Site Work | DEV-C | Approved/Bonded |
| 2018-43 | Amerson North Townhomes | DEV-R | Under Construction |
| 2018-22 | Amerson South Townhomes | DEV-R | Final Inspection |
| 2006-80 | Barkley Meadows (Duncan Fightmaster) Phase 2 | RES | Approved/Bonded |
| 2021-22 | Bluegrass Baptist Church - Phase 2 | DEV-C | Final Inspection |
| 2018-25 | Bluegrass RV Storage - Soil Relocation | DEV-C | Final Inspection |
| 2020-34 | Bourbon 30 & ESI (240 Corporate) | DEV-C | No Activity |
| 2017-13 | Canewood Unit 6. Lot 1 | RES | Complete |
| 2019-01 | Cherry Blossom Subdivision - Phase 9 | RES | Under Construction |
| 2005-47 | Cherry Blossom Subdivision Phase 8 | RES | Warranty Period |
| 2019-13 | Cherry Blossom Townhomes - Phase 6 | RES | Approved/Bonded |
| 2015-22 | Cherry Blossom Townhomes Phase 5 (Haddix triplex) | DEV-R | Under Construction |
| 2015-22 | Cherry Blossom Townhomes-Phase 5 | DEV-R | Warranty Period |
| 2021-28 | Community Trust Bank - 107 Amerson Way | DEV-C | Under Construction |
| 2021-07 | Core Controls - 155 Enterprise Way | DEV-C | Under Review |
| 2018-32 | Crossings at Wyndamere (Ph4) - Conner Path | DEV-C | Under Construction |
| 2016-38 | Cyron Holdings | IND | Final Inspection |
| 2006-86 | December Estates Cluster Subdivision | RES | Approved/Bonded |
| 2002-52 | Deer Run - Phase 3A | RES | Dedication/Final Work |
| 2002-52 | Deer Run - Phase 3B | RES | Dedication/Final Work |
| 2018-10 | Dog Haus Development | DEV-C | No Activity |
| 2005-26 | Edgewood Subdivision - Phase 1 | RES | Dedication/Final Work |

| Application | Project Name | Type | Status |
|-------------|--|-------|-----------------------|
| 2011-29 | Falls Creek Drive extension | DEV-C | Approved/Bonded |
| 2021-04 | Falls Creek Residential - Phase 2 | RES | Under Review |
| 2017-43 | Fox Run - Phase 2 | RES | Under Review |
| 2017-43 | Fox Run Subdivision - Phase 1 | RES | Dedication/Final Work |
| 2021-06 | Georgetown Auto Sales - 136 Darby Dr | DEV-C | No Activity |
| 2020-43 | Harbor Village - Phase 4 | RES | Under Review |
| 2019-39 | Harbor Village Unit 1, Phase 3C | RES | Approved/Bonded |
| 2015-08 | Heritage Apartments at Falls Creek - Phase 2 | DEV-R | Under Construction |
| 2019-06 | Hoghead Trailer Sales-Showalter | DEV-C | No Activity |
| 2019-31 | Hotel Development - 150 Ikebana Dr | DEV-C | Under Construction |
| 2020-25 | Innovative Holdings - 185 Industry Road - Grading | DEV-C | Under Construction |
| 2018-52 | Jimmy Johns - 121 Southgate Dr | DEV-C | No Activity |
| 2019-46 | Jones Prop - Willow Brook Ln Ext | RES | Approved/Bonded |
| 2021-40 | KY Farm Bureau - 101 Trackside | DEV-C | Under Review |
| 2018-15 | Landmark (South, Kelley-Owen) Office Bldg Exp | DEV-C | Under Review |
| 2014-01 | Love's - Light Mechanical Services Addition | DEV-C | Under Review |
| 2006-28 | McClelland Springs Ph IIB & IIC | RES | Under Review |
| 2006-30 | McClelland Springs Ph IIB & IIC Section A (Delong) | RES | Under Review |
| 2006-28 | McClelland Springs Subdivision Phase 2A | RES | Dedication/Final Work |
| 2009-20 | Morgan Property | DEV-C | No Activity |
| 2017-14 | Morgan Property (Tract 2) 2017 | DEV-C | No Activity |
| 2013-09 | Northside Christian Church - 101 Ferguson | DEV-C | Final Inspection |
| 2020-18 | Ohnheiser Co, LLC - 167 Industry Rd | DEV-C | Under Construction |
| 2006-07 | Overlook Apartments (Dover Dr) Phase 3 & 4 | DEV-C | Under Construction |
| 2008-40 | Paynes Crossing Phase 4 - Section 1 & 2 | RES | Warranty Period |
| 2015-05 | Pemberley Cove | RES | Warranty Period |
| 2018-29 | Penn Ave Baptist Parking - Stamping Ground | DEV-C | No Activity |
| 2017-24 | Pinnacle At Mallard Point | RES | Approved/Bonded |

| Application | Project Name | Type | Status |
|-------------|--|-------|-----------------------|
| 2004-51 | Pleasant Valley Phase 4B, 4C, & 4F | RES | Dedication/Final Work |
| 2004-51 | Pleasant Valley Phase 4D & 4E | RES | Dedication/Final Work |
| 2004-51 | Pleasant Valley Phase 5 | RES | Under Review |
| 2018-18 | Pleasant Valley, Section II - Phase 3 Condominiums | DEV-C | Under Construction |
| 2018-57 | Price Farm (Abbey Phase 2 Unit 1A) (Ball Homes) | RES | Warranty Period |
| 2018-57 | Price Farm (Abbey Phase 2 Unit 1B) (Ball Homes) | RES | Warranty Period |
| 2018-57 | Price Farm Phase 3 (Abbey at Old Oxford) | RES | Under Construction |
| 2021-42 | R&L Carriers - Cherry Blossom Way Spur | DEV-C | Under Review |
| 2006-63 | Rocky Creek Farm Section 3B, Phase 3 | RES | Warranty Period |
| 2005-02 | Rocky Creek Reserve - Unit 1 Sect 1.2.3A,3B,4 | RES | Dedication/Final Work |
| 2005-02 | Rocky Creek Reserve Phase 3 Section 1 (Ball) | RES | Dedication/Final Work |
| 2005-02 | Rocky Creek Reserve Phase 3 Section 2 (Ball) | RES | Dedication/Final Work |
| 2013-30 | Rocky Creek-Meadows-Sec 1C | RES | Warranty Period |
| 2021-41 | Skyline (105 Crosswinds) | DEV-C | Under Review |
| 2018-62 | Sleep-in/Mainstay Cherry Blossom Connector | DEV-C | Approved/Bonded |
| 2019-03 | South Crossing - Apartments | DEV-R | Under Construction |
| 2019-02 | South Crossing - Phase 1 (McClelland Cir) | RES | Under Construction |
| Minor DP | Stonewall First Church of God - Grading & Parking | DEV-C | No Activity |
| 2018-38 | Sutton Place Remaining - Phase 4 | RES | Under Review |
| 2015-29 | Sutton Place, Phase 3-B | RES | Warranty Period |
| 2005-22 | Thoroughbred Acres Unit 11(Commercial Subdivision | DEV-C | Approved/Bonded |
| 2008-40 | Thoroughbred Acres Unit 7D, Section 1 | RES | Approved/Bonded |
| 2022-13 | Universal Piping - Enterprise Way (Grading Only) | IND | Under Construction |
| 2020-02 | Village at Georgetown (Lemons Mill/E Main Ext) | DEV-R | Under Review |
| 2021-20 | Village at Lanes Run - Ph 3, Sect 2 (Briggs) | RES | Under Construction |
| 2018-61 | Village at Lanes Run - Phase 2, Sect 3-B (Charles) | RES | Approved/Bonded |
| 2018-61 | Village at Lanes Run - Phase 2, Sect 3-C (Haddix) | RES | Approved/Bonded |
| 2004-26 | Village at Lanes Run - Phase 3, Sect 1 (Charles) | RES | Under Construction |

| Application | Project Name | Type | Status |
|---|---|-------------|--------------------|
| 2004-26 | Village at Lanes Run - Phase 3, Sect 1A (Charles) | RES | Approved/Bonded |
| 2021-24 | Whitaker Prop Distrib Center - Carley/Kaden | DEV-C | Under Construction |
| 2019-10 | White Oak Condominiums Phase 4 (Remaining) | RES | Approved/Bonded |
| 2003-56 | White Oak Village - Development (Units) | DEV-R | Under Construction |
| 2018-05 | Woodland Park (Betty Yancey) Phase 1 | RES | Approved/Bonded |
| 2018-05 | Woodland Park (Betty Yancey) Phase 2 | RES | Under Construction |
| Total Number of Active Projects: | | 88 | |

GSCPC Active Development Projects

| Status | Application number | Project Name | Type |
|---------------------------|-------------------------------|--|-------|
| Under Construction | | | |
| | Number of Projects: 14 | | |
| | 2018-43 | Amerson North Townhomes | DEV-R |
| | 2015-22 | Cherry Blossom Townhomes Phase 5 (Haddix triplex) | DEV-R |
| | 2021-28 | Community Trust Bank - 107 Amerson Way | DEV-C |
| | 2018-32 | Crossings at Wyndamere (Ph4) - Conner Path | DEV-C |
| | 2015-08 | Heritage Apartments at Falls Creek - Phase 2 | DEV-R |
| | 2019-31 | Hotel Development - 150 Ikebana Dr | DEV-C |
| | 2020-25 | Innovative Holdings - 185 Industry Road - Grading | DEV-C |
| | 2020-18 | Ohnheiser Co. LLC - 167 Industry Rd | DEV-C |
| | 2006-07 | Overlook Apartments (Dover Dr) Phase 3 & 4 | DEV-C |
| | 2018-18 | Pleasant Valley, Section II - Phase 3 Condominiums | DEV-C |
| | 2019-03 | South Crossing - Apartments | DEV-R |
| | 2022-13 | Universal Piping - Enterprise Way (Grading Only) | IND |
| | 2021-24 | Whitaker Prop Distrib Center - Carley Kaden | DEV-C |
| | 2003-56 | White Oak Village - Development (Units) | DEV-R |
| Final Inspection | | | |
| | Number of Projects: 6 | | |
| | 2017-33 | American Mini (Self-Storage, 1047 Paris Pike)-Ph 1 | DEV-C |
| | 2018-22 | Amerson South Townhomes | DEV-R |
| | 2021-22 | Bluegrass Baptist Church - Phase 2 | DEV-C |
| | 2018-25 | Bluegrass RV Storage - Soil Relocation | DEV-C |
| | 2016-38 | Cyron Holdings | IND |
| | 2013-09 | Northside Christian Church - 101 Ferguson | DEV-C |

GSCPC Active Subdivision Projects

| Status | Application number | Project Name |
|------------------------------|------------------------|--|
| Under Construction | Number of Projects: 6 | |
| | 2019-01 | Cherry Blossom Subdivision - Phase 9 |
| | 2018-57 | Price Farm Phase 3 (Abbey at Old Oxford) |
| | 2019-02 | South Crossing - Phase 1 (McClelland Cir) |
| | 2021-20 | Village at Lanes Run - Ph 3, Sect 2 (Briggs) |
| | 2004-26 | Village at Lanes Run - Phase 3, Sect 1 (Charles) |
| | 2018-05 | Woodland Park (Betty Yancey) Phase 2 |
| Dedication/Final Work | Number of Projects: 10 | |
| | 2002-52 | Deer Run - Phase 3A |
| | 2002-52 | Deer Run - Phase 3B |
| | 2005-26 | Edgewood Subdivision - Phase 1 |
| | 2017-43 | Fox Run Subdivision - Phase 1 |
| | 2006-28 | McClelland Springs Subdivision Phase 2A |
| | 2004-51 | Pleasant Valley Phase 4B, 4C, & 4F |
| | 2004-51 | Pleasant Valley Phase 4D & 4E |
| | 2005-02 | Rocky Creek Reserve - Unit 1 Sect 1,2,3 A,3B,4 |
| | 2005-02 | Rocky Creek Reserve Phase 3 Section 1 (Ball) |
| | 2005-02 | Rocky Creek Reserve Phase 3 Section 2 (Ball) |
| Approved/Bonded | Number of Projects: 12 | |
| | 2006-80 | Barkley Meadows (Duncan Fightmaster) Phase 2 |
| | 2019-13 | Cherry Blossom Townhomes - Phase 6 |
| | 2006-86 | December Estates Cluster Subdivision |
| | 2019-39 | Harbor Village Unit 1, Phase 3C |
| | 2019-46 | Jones Prop - Willow Brook Ln Ext |
| | 2017-24 | Pinnacle At Mallard Point |
| | 2008-40 | Thoroughbred Acres Unit 7D, Section 1 |
| | 2018-61 | Village at Lanes Run - Phase 2, Sect 3-B (Charles) |
| | 2018-61 | Village at Lanes Run - Phase 2, Sect 3-C (Haddix) |
| | 2004-26 | Village at Lanes Run - Phase 3, Sect 1A (Charles) |
| | 2019-10 | White Oak Condominiums Phase 4 (Remaining) |
| | 2018-05 | Woodland Park (Betty Yancey) Phase 1 |