SITE ASSESSMENT REPORT AND CUMULATIVE ENVIRONMENTAL ASSESSMENT

New NGCC Combustion Turbine Project

Louisville Gas & Electric Company and Kentucky Utilities Company
Mill Creek Generating Station
14460 Dixie Hwy
Louisville, KY 40272

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LIST OF ABBREVIATIONS

AADT	Annual Average Data Traffic
AKGWA	Assembled Kentucky Ground Water Database
APCD	Air Pollution Control District
BLM	U.S. Bureau of Land Management
BMPs	Best Management Practices
CAA	Clean Air Act
CEA	Cumulative Environmental Assessment
CEMS	Continuous Emissions Monitoring
DB	Duct Burners
dBA	A-Weighted Decibel
DLN	Dry-Low-NO_X
DOW	Division of Water
FHWA	Federal Highway Administration
GHG	Greenhouse Gas
GPM	Gallons Per Minute
GSU	Generator Step-up Transformers
GT	Gas Combustion Turbine
HAPs	Hazardous Air Pollutants
HRSG	Heat Recovery Steam Generator
IDA	International Dark Sky Association
KAR	Kentucky Administrative Regulations
KDAQ	Kentucky Division for Air Quality
KDEP	Kentucky Department for Environmental Protection
km/hr	Kilometers per Hour
KOP	Key Observation Points
KPDES	Kentucky Pollution Discharge Elimination System
KRS	Kentucky Revised Statutes
KY	Kentucky Route
KYTC	Kentucky Transportation Cabinet
LAeq	A-Weighted Equivalent Sound Pressure
L_{dn}	Day-Night Sound Pressure
Leq	Equivalent Sound Pressure
LKE	Louisville Gas & Electric Company and Kentucky Utilities Company
Lmax	Maximum Sound Pressure
Lmin	Minimum Sound Pressure
LNBs	Low NO_X Burners
MMBtu	Million British Thermal Units
mph	Miletemps per Hour
MSD	Louisville and Jefferson County Metropolitan Sewer District
MSL	Mean Sea Level
MW	Megawatts
NAAQS	National Ambient Air Quality Standards
NED	National Elevation Data
NESHAP	National Emission Standards for Hazardous Air Pollutants
NGCC	Natural Gas-fired Combined Cycle
NIST	National Institute of Standards and Technology

NSPS	New Source Performance Standards
PSD	Prevention of Significant Deterioration
Pc/h/ln	Passenger Cars per Hour per Lane
PVA	Jefferson County Property Valuation Administrator
RCRA	Resource Conservation and Recovery Act
SAR	Site Assessment Report
SCR	Selective Catalytic Reduction
SIP	State Implementation Plan
SPCC	Spill Prevention, Control, and Countermeasure
ST	Steam Turbine
SWPPP	Stormwater Pollution Prevention Plan
USEPA	United States Environmental Protection Agency
USGS	U.S. Geologic Survey's
UTM	Universal Transverse Mercator
VRM	Visual Resources Management

1. INTRODUCTION

Louisville Gas & Electric Company and Kentucky Utilities Company (collectively LKE) is submitting this Site Assessment Report (SAR) and Cumulative Environmental Assessment (CEA) in compliance with KRS 278.708 and KRS 224.10-208. LKE currently operates an electric generation power plant, the Mill Creek Generating Station (Mill Creek Station), located in Jefferson County, Kentucky. The current facility consists of coal boilers (Units 1 through 4); coal, limestone, fly ash, PAC, and gypsum handling and storage operations; emergency equipment; miscellaneous organic liquids tanks; parts washers; cooling towers; general plant fugitive emissions; and numerous insignificant activities.

LKE is proposing to develop, construct and operate a new natural gas-fired combined cycle unit (NGCC Unit) at Mill Creek Station with a net summer design rating of 621 megawatts (MW). In light of their book life and upcoming new regulatory requirements that would be imposed, the existing Units 1 and 2 coal boilers are also being retired and the NGCC Unit is being constructed to replace their capacity. The existing Units 3 and 4 coal boilers and the shared associated coal and other material storage and handling operations will be retained and are not being modified by the planned project. LKE will utilize and optimize the current electrical transmission system in conjunction with completing the NGCC Project. LKE also plans to install a new natural gas pipeline entering the property on the east side; however, a detailed review of the pipeline installation is outside the scope of this assessment. The proposed NGCC Unit will be located adjacent to the existing coal storage pile and its co-location with the existing Mill Creek Station assets will allow for considerable utilization of existing site infrastructure including transmission connectivity.

As shown in **Figure 1**, the proposed NGCC Unit will be located at the existing Mill Creek Station at 14660 Dixie Highway in extreme southwestern Jefferson County, Kentucky along the Ohio River, near River Mile 626. The facility occurs at geographic coordinates of 38.050343° North latitude and -85.906338° West longitude, corresponding to Universal Transverse Mercator (UTM) coordinates of 595,954 meters Easting, 4,211,934 meters Northing, in Zone 16s (horizontal datum WGS84). The site lies at an elevation of 460 feet above Mean Sea Level (msl) compared to the normal pool elevation of the Ohio River adjacent to the site at 383 feet msl, controlled by the Cannelton Locks & Dam.

As shown in **Figure 2**, the proposed site is located on property currently owned by LKE and occupied by an existing LKE facility. The existing site components are depicted in **Figure 2**. Finally, **Figure 3** depicts the detailed site layout of the proposed project components relative to surrounding properties and the existing site operations.

Pursuant to KRS 278.216, a proposed generating facility over 10 megawatts (MW) must complete a SAR as follows:

> *"Except for a utility as defined under KRS 278.010(9) that has been granted a certificate of public convenience and necessity prior to April 15, 2002, no utility shall begin the construction of a facility for the generation of electricity capable of generating in aggregate more than ten megawatts (10MW) without having first obtained a site compatibility certificate from the commission." [KRS 278.216(1)]*
>
> *"An application for a site compatibility certificate shall include the submission of a site assessment report as prescribed in KRS 278.708(3) and (4), except that a utility which proposes to construct a facility on a site that already contains facilities capable of generating ten megawatts (10MW) or more of electricity shall not be required to*

comply with setback requirements established pursuant to KRS 278.704(3). A utility may submit and the commission may accept documentation of compliance with the National Environmental Policy Act (NEPA) rather than a site assessment report. " [KRS 278.216(2)]

The required contents of the SAR outlined in KRS 278.708(3)-(4) are detailed below:

(*3) A completed site assessment report shall include:*
(a) A description of the proposed facility that shall include a proposed site development plan that describes:
1. Surrounding land uses for residential, commercial, agricultural, and recreational purposes;
2. The legal boundaries of the proposed site;
3. Proposed access control to the site;
4. The location of facility buildings, transmission lines, and other structures;
5. Location and use of access ways, internal roads, and railways;
6. Existing or proposed utilities to service the facility;
7. Compliance with applicable setback requirements as provided under KRS 278.704(2), (3), (4), or (5); and
8. Evaluation of the noise levels expected to be produced by the facility;
(b) An evaluation of the compatibility of the facility with scenic surroundings;
(c) The potential changes in property values and land use resulting from the siting, construction, and operation of the proposed facility for property owners adjacent to the facility;
(d) Evaluation of anticipated peak and average noise levels associated with the facility's construction and operation at the property boundary; and
(e) The impact of the facility's operation on road and rail traffic to and within the facility, including anticipated levels of fugitive dust created by the traffic and any anticipated degradation of roads and lands in the vicinity of the facility.
(4) The site assessment report shall also suggest any mitigating measures to be implemented by the applicant to minimize or avoid adverse effects identified in the site assessment report.

Additionally, pursuant to KRS 224.10-280, prior to construction of a facility for generating electricity, a CEA must be completed. The requirements of the CEA as detailed in KRS 224.10-280 are:

(3) The cumulative environmental assessment shall contain a description, with appropriate analytical support, of:
(a) For air pollutants:
1. Types and quantities of air pollutants that will be emitted from the facility; and
2. A description of the methods to be used to control those emissions;
(b) For water pollutants:
1. Types and quantities of water pollutants that will be discharged from the facility into the waters of the Commonwealth; and
2. A description of the methods to be used to control those discharges;
(c) For wastes:
1. Types and quantities of wastes that will be generated by the facility; and
2. A description of the methods to be used to manage and dispose of such wastes; and
(d) For water withdrawal:

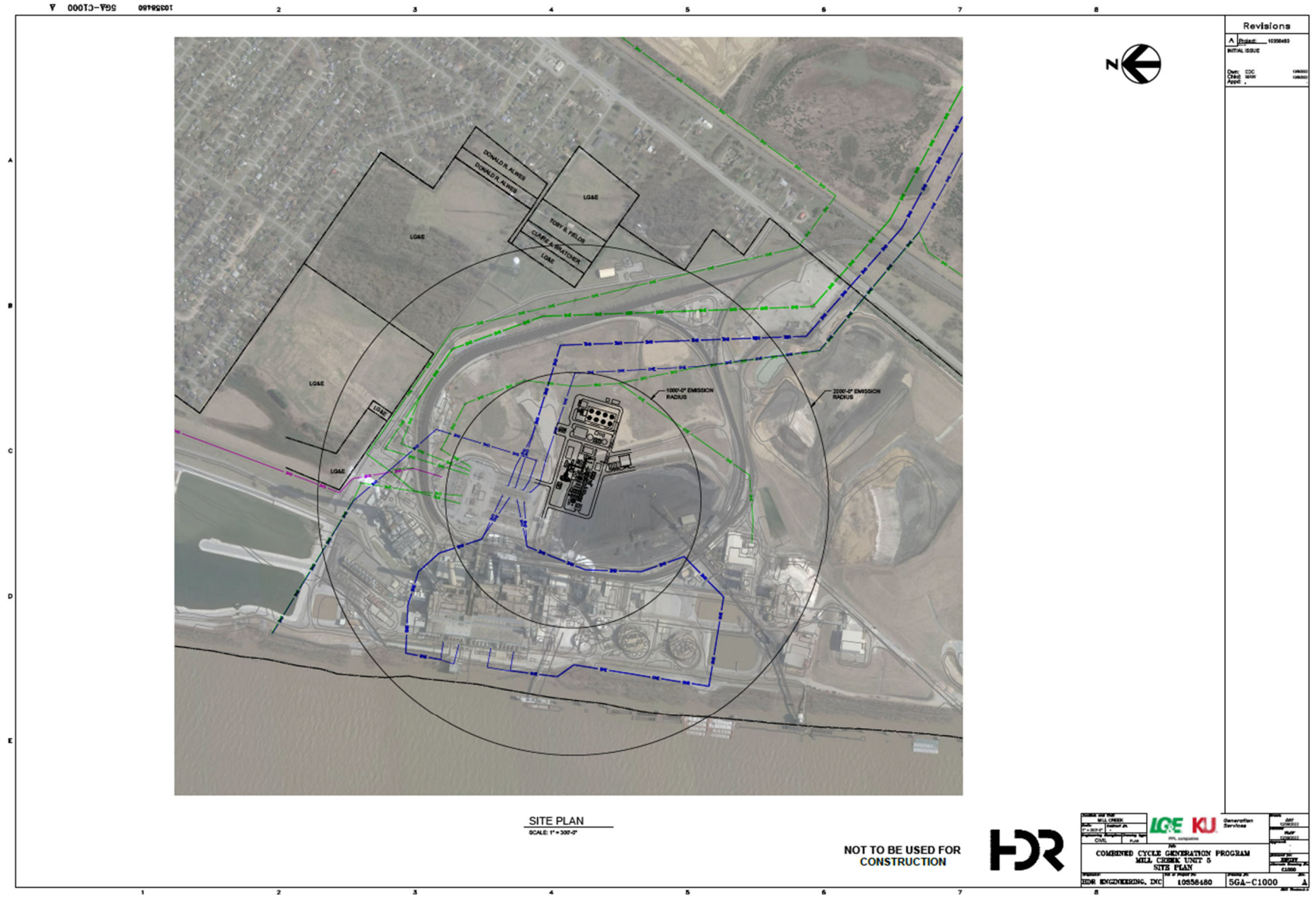
1. Identification of the source and volume of anticipated water withdrawal needed to support facility construction and operations; and
2. A description of the methods to be used for managing water usage and withdrawal.

This SAR and CEA for the proposed Mill Creek NGCC Unit at 14660 Dixie Hwy, Louisville, KY 40272 has been prepared to meet the requirements of KRS 278 and 224.

Figure 1. Proposed Mill Creek NGCC Unit Site Map

Figure 2. Existing Mill Creek Station Facility Components

Figure 3. Proposed NGCC Unit Installation Components, Infrastructure Connections and Setback



2. PROJECT DESCRIPTION

2.1 Project Components

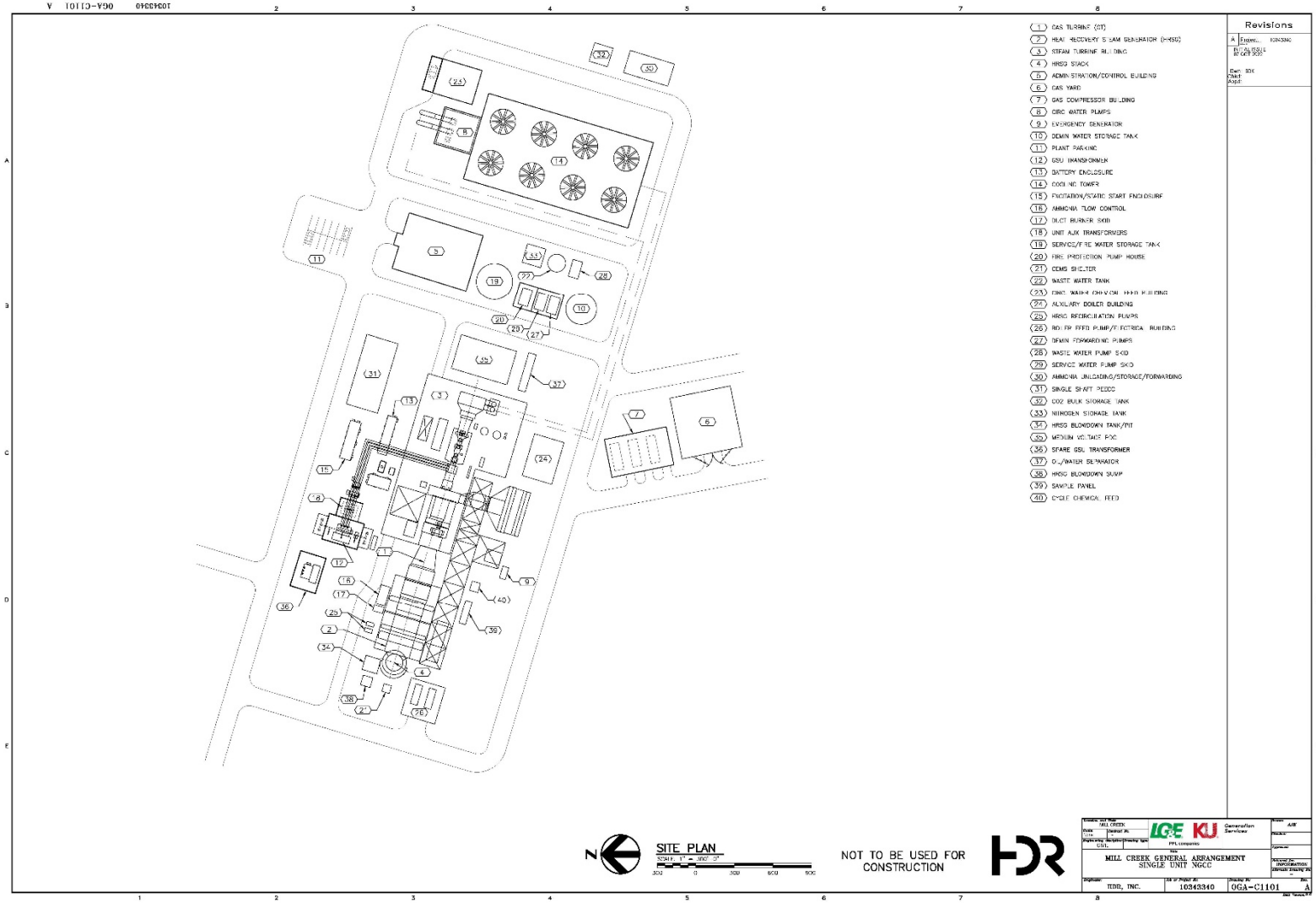
LKE is proposing to develop, construct and operate a new NGCC Unit at Mill Creek Station with a net summer design rating of 621 MW. In light of their book life and upcoming new regulatory requirements that would be imposed, the existing Units 1 and 2 coal boilers are also being retired and the NGCC Unit is being constructed to replace their capacity. The existing Units 3 and 4 coal boilers and the shared associated coal and other material storage and handling operations will be retained and are not being modified by the planned project. LKE will utilize and optimize the current electrical transmission system in conjunction with completing the NGCC Project. LKE also plans to install a new natural gas pipeline entering the property on the northeast side; however, a detailed review of the pipeline installation is outside the scope of this assessment. The proposed NGCC Unit will be located adjacent to the existing coal storage pile and its co-location with the existing Mill Creek Station assets will allow for considerable utilization of existing site infrastructure including transmission connectivity.

The new NGCC Unit is proposed to consist of one natural gas-fired gas combustion turbine (GT), a steam turbine (ST), and one heat recovery steam generator (HRSG) with natural gas-fired duct burners (DB) arranged in a one-on-one configuration. Ancillary support equipment will also be installed to support the NGCC Unit operations, including one natural gas-fired boiler (Auxiliary Boiler) rated at 99.9 million British thermal units per hour (MMBtu/hr) or less, one pipeline fuel gas (dewpoint) heater rated at 15 MMBtu/hr or less, one 2 megawatts (MW) emergency generator with diesel-fired engine, one 400 HP emergency diesel driven fire pump, and one 8-cell mechanical draft cooling tower.

Figure 4 identifies the proposed layout of the equipment. The proposed NGCC Unit will include, but is not limited to, the following major structures as depicted:

Gas Combustion Turbine
Heat Recovery Steam Generator
Steam Turbine Building
Electrical Equipment Building
Heat Recovery Steam Generator Exhaust Stack
Administration / Control Building
Gas Yard
Gas Compressor Building
Circ Water Pumps
Emergency Diesel Generator
Demineralized Water Storage Tank
GSU Transformer
Battery Enclosure
Cooling Tower
Excitation/Static Start Enclosure
Ammonia Flow Control
Duct Burner Skid
Unit Aux Transformers
Service/Fire Water Storage Tank
Fire Protection Pump House
Continuous Emissions Monitoring (CEMS) Shelter
Wastewater Tank
Circ Water Chemical Feed Building
Auxiliary Boiler Building
HRSG Recirculation Pumps
Boiler Feed Pump/Electrical Building
Demin Forwarding Pumps
Wastewater Pump Skid
Service Water Pump Skid
Ammonia Unloading/Storage/Forwarding
Single Shaft PEECC
CO_2 Bulk Storage Tank
Nitrogen Storage Tank
HRSG Blowdown Tank/Pit
Medium Voltage PDC
Spare GCU Transformer
Oil/Water Separator
HRSG Blowdown Sump
Sample Panel
Cycle Chemical Feed

Figure 4. Mill Creek NGCC Project Components and Arrangements



In addition, the proposed NGCC Unit will be served by the following infrastructure:

- Access Roads (the existing access road network for the Mill Creek Station coal-fired operations will be used to access the proposed site and a new driveway is proposed to be constructed surrounding the new NGCC Unit which will connect to the existing Mill Creek Station road network)
- Plant Employee Parking
- Electric Power Transmission Lines (connection to existing Mill Creek Station overhead electric power transmission lines)
- Potable Water Supply Line (connection to existing Mill Creek Station potable water supply line)
- Potable Wastewater Discharge Collection System [new connection to existing Louisville and Jefferson County Metropolitan Sewer District (MSD) sanitary sewer]
- Stormwater Collection / Retention System (connection to existing Mill Creek Station system)
- Natural Gas Supply Line (a new high-pressure natural gas pipeline will be extended primarily along existing utility right-of-way).

2.2 Surrounding Land Uses for Residential, Commercial, Agricultural, and Recreational Purposes

LKE's Mill Creek Station is located in Southwestern Jefferson County, Kentucky along the Ohio River, near River Mile 626. The site is located 25.75 miles southwest of downtown Louisville, KY and approximately 6.5 miles from the center of Valley Station, Kentucky.

The proposed NGCC Project will occur entirely within the existing LKE Mill Creek Station site boundary. The existing Mill Creek Station site is located between a residential area to the north, known as Valley Village and industrial land uses to the south, known as Kosmosdale. The current Mill Creek Station site occurs within a zoning district that is designated as Residential (R-4), however, pursuant to KRS 100.324, a utility regulated by the Public Service Commission, is exempt from local planning and zoning requirements and the proposed NGCC Unit is consistent with the current site purpose and utilization.

The area directly north and east of the Mill Creek NGCC Unit are zoned for residential land uses (R-4) with the region north of the site currently utilized for single family residential land use while the region to the east of the Mill Creek NGCC Unit is largely undeveloped. To the south the area is zoned for heavy industrial use (M-3) and is occupied by the Kosmos Cement Company facility. To the east of the site along Dixie Highway, the land use is generally zoned for commercial and industrial uses (EZ-1).

As shown in **Figure 5** on the follow pages, residential properties occur in the area surrounding the proposed NGCC Unit at the following distances:

- 0.32 miles northeast (zoned R4, Single Family District);
- 0.48 miles north (zoned R4, Single Family District);
- 0.42 miles east (zoned R4 Single Family District); and
- The Ohio River lies 0.31 miles west of the proposed NGCC Unit. Land use in southern Indiana across the Ohio River to the west is mostly agricultural with some residences interspersed along the river.

The construction of approximately one mile of 16" natural gas pipeline is proposed to supply the NGCC Unit and is anticipated to occur mostly within and adjacent to existing utility 345kV right-of-way extending east from the NGCC Unit site through property owned by Kosmos Cement Company zoned for heavy industrial use. The completed pipeline will be below ground surface.

2.3 Legal Boundaries of the Proposed Site

As shown in **Figure 5**, the Mill Creek Station Site is an approximately 637 acre contiguous site, currently owned by LKE.[1] The proposed NGCC Unit would be constructed primarily upon three parcels within the Mill Creek Station Site. These parcels are described in the following Deed Books and Pages:

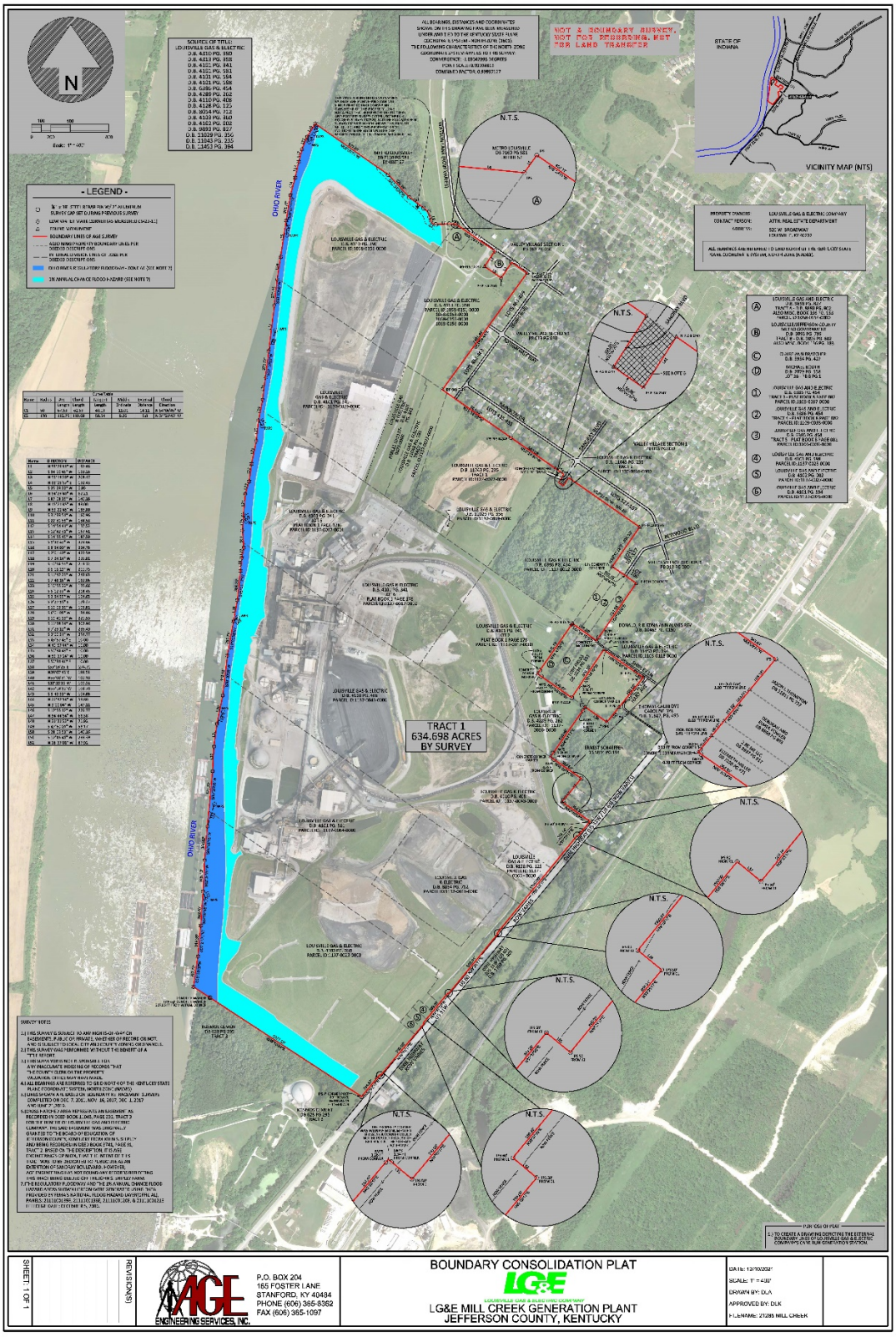
- Parcel ID No. 113700430000 Deed Book 4110, Page 0408
- Parcel ID No. 113700170002 Deed Book 4101, Page 0341
- Parcel ID No. 113700170003 Deed Book 4101, Page 0341

Additional parcels owned by LKE within the Mill Creek Station site will be used temporarily during project construction, however permanent NGCC Unit components are not anticipated to occur on other parcels.

Complete legal descriptions of the Mill Creek Station Site properties are provided in **Appendix A.**

[1] Figure 5 does not include reference to a recent parcel acquired at 7204 Shipley Lane. However, this additional parcel is included in the legal description in Appendix A for the overall Mill Creek property.

Figure 5. Mill Creek Station Consolidated Legal Boundary



2.4 Proposed Access Control to the Site

Access to the site is currently controlled with security fencing around the perimeter of Mill Creek Station. Site access is controlled via security gates with electronic key card controls, video surveillance and security patrols. The existing access control facilities will be modified and extended as necessary to control access to the site during construction and operation of the proposed NGCC Project.

2.5 Location of Facility Buildings, Transmission Lines, and Other Structures

Figure 3 in Section 1 provides the proposed NGCC Unit (and existing Mill Creek Station) site layout. **Figure 3** further depicts the relative locations of buildings, power transmission lines (Blue, Pink and Green) and related structures at the site. The detailed conceptual site plan for the proposed NGCC Unit is provided in **Figure 4** above.

2.6 Location and Use of Access Ways, Internal Roads, and Railway

As shown on **Figure 13** in Section 3.4, the existing coal-fired plant and proposed NGCC Unit facilities are currently served by rail, barge and vehicular access. Barge access is available immediately west of the Mill Creek Station on the Ohio River. Rail access occurs via an internal rail loop which is accessible by the Paducah and Louisville Railway to the east of the facility. Mill Creek Station receives an average of five train loads of coal per week for normal operations.

The proposed NGCC Unit will be installed within the central portion of the Mill Creek Station, northwest of Dixie Highway, south of Lee Driveway, and north of a paved internal access road. Relative to the railway, the NGCC Unit will be within the internal railway loop.

Dixie Highway is a four-lane undivided roadway that provides access to the Mill Creek Station and neighboring residential and industrial areas. The proposed NGCC Unit will be installed southwest of the intersection of Dixie Highway and Kentucky Route (KY) 1230 and northeast of the intersection of Dixie Highway and KY 44. The main entrance to the Mill Creek Station is from the intersection of Dixie Highway and Lee Driveway, which runs along the east and north sides of the internal rail loop.

Dixie Highway is a major north-south roadway in southwest Louisville, which is accessible from Gene Snyder Freeway (KY 841/I-265) from the north and from I-65 via KY 44 from the east and south. It is anticipated that traffic associated with the NGCC Project construction will utilize Dixie Highway to access the site.

According to the Kentucky Transportation Cabinet's (KYTC) Department of Highways traffic count database, existing 2020 annual average data traffic (AADT) volume on Dixie Highway south of Gene Snyder Freeway and north of KY 44 is 28,443 average vehicles per day with 11.1% of total traffic counts comprised of single trucks.

2.7 Compliance with Setback Requirements (KRS 278.704 (2-5)

Pursuant to KRS 278.704 (2-5), a proposed generating facility must comply with the following setback requirements:

> *"Except as provided in subsections (3), (4), and (5) of this section, no construction certificate shall be issued to construct a merchant electric generating facility unless the exhaust stack of the proposed facility and any wind turbine is at least one thousand (1,000) feet from the property boundary of any adjoining property owner and all proposed structures or facilities used for generation of electricity are two thousand (2,000) feet from any residential neighborhood, school, hospital, or nursing home facility."*

The proposed NGCC Unit will utilize a single stack for HRSG exhaust emissions. As shown in **Figure 3**, in accordance with the setback requirements described in KRS 278.704, the exhaust stack is located more than 1,000 feet from the nearest property boundary and more than 2,000 feet from the nearest residential neighborhood boundary. Two residential parcels occur within the 2,000-foot setback requirements however, these two parcels do not meet the definition of Residential Neighborhood in KRS 279.700 (6) as they are below five total acres. No additional setback requirements are identified for the proposed project.

3. ENVIRONMENTAL IMPACT ASSESSMENT

The following subsections define the technical contents that are required within the SAR as outlined in KRS 278.708(3)-(4). Within each technical assessment, the assessment methodologies, data sources, analysis results and proposed mitigations are detailed for the Mill Creek NGCC Project.

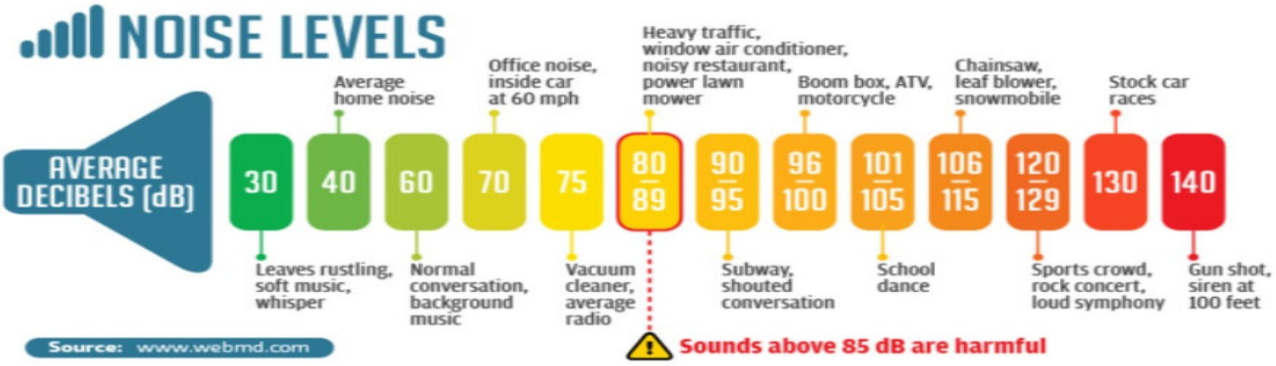
3.1 Noise Impact Assessment

LKE is proposing to develop, construct and operate a new NGCC Unit at Mill Creek Station with a net summer design rating of 621 MW. The existing Units 1 and 2 coal boilers are also being retired and the NGCC Unit is being constructed to replace their capacity. Unit 1 is targeted to retire in December 2024. Prior to the NGCC Unit becoming operational (including commissioning) in April 2027, LKE will also remove from service the Unit 2 boiler along with certain components of the coal unit material storage, handling, and processing systems that only serve Units 1 and 2. This section of the SAR assesses the potential noise impact from the proposed NGCC Project. Specifically, this section assesses the following:

- Evaluation of the noise levels expected to be produced by Mill Creek Station;
- Evaluation of anticipated peak and average noise levels associated with the NGCC Project construction at the property boundary; and
- Evaluation of anticipated peak and average noise levels associated with the NGCC Project operation at the property boundary

The NGCC Project will contribute sounds to the existing environment through equipment operations during the construction phase and operational phase. Trinity has assessed the potential impacts from both phases of the NGCC Project to sensitive points of receptions (i.e., residential homes, community gathering places, schools, etc.).

This noise impact study is quantified using the A-weighted decibel scale (dBA). The A-weighted scale is used for judging loudness that corresponds to the hearing thresholds of the human ear. The illustration below provides examples of typical sound levels in dBA and the corresponding sources of noise. A 3dB change in a continuous broadband sound is generally considered "just barely perceptible" to the average listener, a 6dB change is generally considered "clearly noticeable" and a 10 dB change is generally considered a doubling (or halving) of the apparent loudness.



3.1.1 Applicable Noise Regulations

The noise assessment is being completed as per Kentucky Revised Statues (KRS) 278.708. In order to facilitate noise impact review, Trinity researched all applicable Local, State, and Federal regulations regarding noise control for the NGCC Project. The two directly applicable regulations are summarized below:

- KRS 224.30-050; and
- Louisville-Metro Government Chapter 99

Neither applicable statue provides numerical noise limitations. Therefore, there were no identified, enforceable sound level limits that would be applicable to the NGCC Project. As a result, additional noise guidance was sought in order to contextualize potential noise impacts.

The following guidelines from the United States Environmental Protection Agency (USEPA) contain numerical sound level limits to evaluate potential noise impacts. These guidelines are not directly applicable to the NGCC Project however they are useful for providing framing for potential impacts.

- Public Health and Welfare Criteria for Noise. United States Environmental Protection Agency, EPA 550/9-73-002 (July 1973); and
- Protective Noise Levels. United States Environmental Protection Agency, EPA 550/9- 79-200 (1978)

The USEPA guidance documents are not enforceable and contain recommendations for evaluation of potential noise impacts. The noise exclusionary limits found in the guidance are summarized in **Table 1**.

Table 1. USEPA Noise Guideline

Zoning District Classifications	Limits (dBA)		
	The Day-Night Sound Level (L_{dn})	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
Outdoors in sensitive areas	55[1]	55	45

1. This would be a 24-hour average sound level with a 10 dB penalty applied to the nighttime sound levels (i.e., 10:00 p.m. – 7:00 a.m.). Hence, the daytime limit evaluating to 55 dBA during the daytime and 45 dBA during the nighttime.

USEPA emphasizes that since the protective sound levels were derived without concern for technical or economic feasibility and contain a margin of safety to ensure their protective value, they must not be viewed as standards, criteria, regulations, or goals. They should be viewed as a level below which there is no reason to suspect that the general population will be at risk from any adverse effects of noise.

3.1.2 Existing Noise Conditions

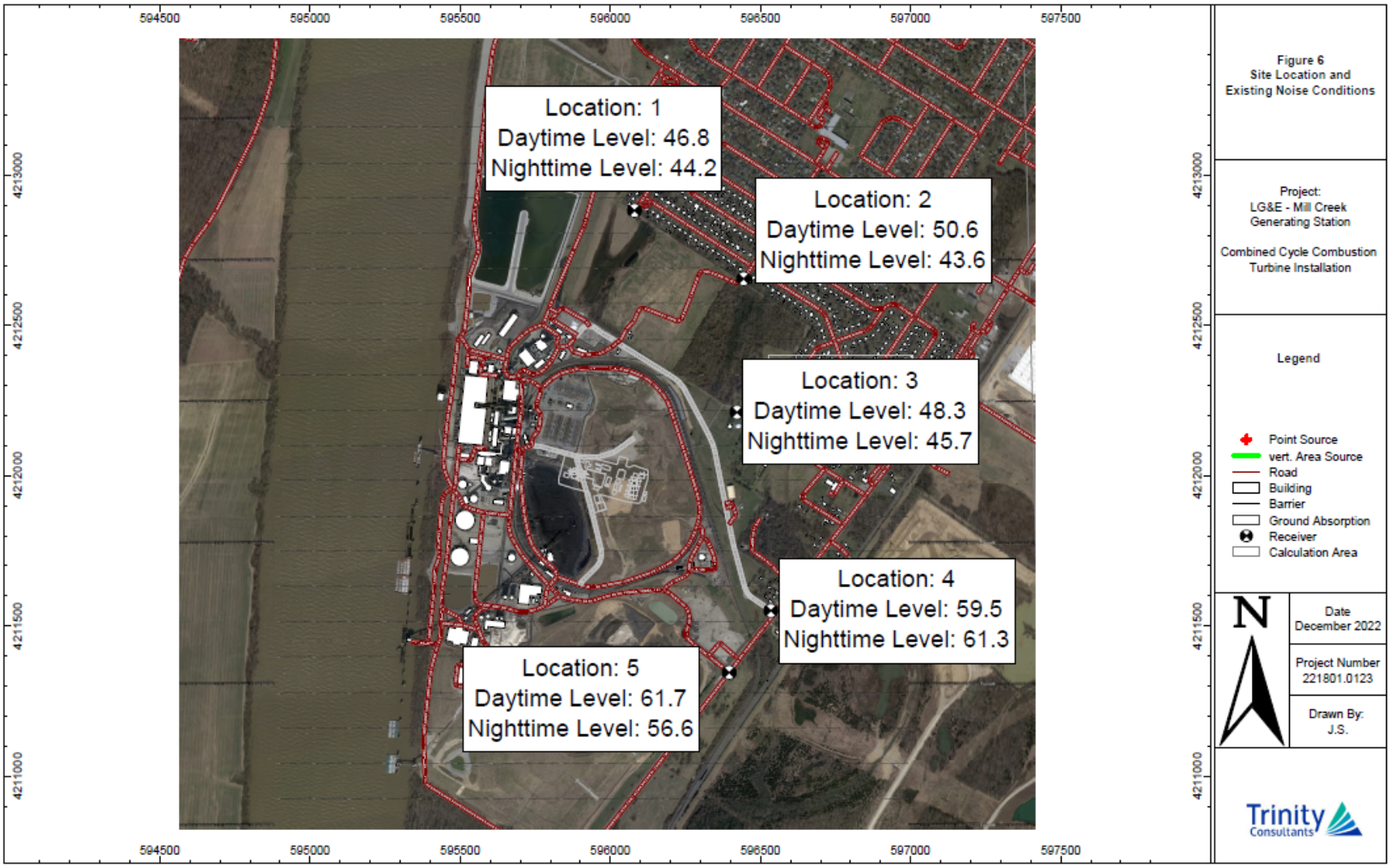
In addition to regulatory considerations, it is useful to assess noise impacts from any proposed project relative to the existing noise conditions. As a result, Trinity completed a noise monitoring program to measure the baseline noise levels of the current operations of the Mill Creek Station. Five (5) locations along the Mill Creek Station's property boundary were chosen to complete the noise baseline measurements of the current noise associated with the Mill Creek Station. **Figure 6** depicts the location of the Mill Creek Station and the measurement locations for the assessment of the existing noise conditions.

At each monitoring location, sound pressure level measurements were obtained utilizing a Larson Davis 831C sound pressure meter. Best monitoring practices were utilized at each of the ambient monitoring

locations. Explicitly at each location, a National Institute of Standards and Technology (NIST) traceable Larson Davis 831C Type 1 1/3 octave band sound pressure meter was mounted on a tripod and left undisturbed. For each of the monitoring locations, sound pressure levels were monitored for 10–15-minute periods. The sound pressures were logged on a one-minute basis in A-weighted decibels at a slow response rate and using a 3-decibel exchange rate. For each site, sound pressure levels were logged for maximum sound pressure (Lmax), average equivalent sound pressure (Leq) and minimum sound pressure (Lmin). Additionally, ⅓ octave band pressure levels were logged to determine pure tone impacts. The meter was calibrated prior to and after each session to ensure accuracy. The ambient conditions, noise sources and sound pressure level results of each monitoring event were recorded in order to filter sound pressure levels to ensure only the facility noise impacts were assessed.

The existing acoustical environment around the Mill Creek Station site is typical for an area of mixed land use and zoning that transitions from heavy industrial development to residential suburban communities. The primary sources of noise include natural sounds and traffic. The primary sources of natural noise include insects, birds, and dogs. Areas surrounding the existing Mill Creek Station experience noise associated with its continuous operation. In general, noise from the existing facility ranges from inaudible to noticeable at residences in the surrounding area.

Figure 6. Existing Background Noise Monitoirng Locations and Conditions



The following five locations were assessed for existing background noise impacts:

- Location 1: Mill Creek Northern Existing Property Boundary – Tennis Blvd
- Location 2: Mill Creek Northern Existing Property Boundary – Sandray Blvd
- Location 3: Mill Creek Northeastern Existing Property Boundary – Shipley Ln
- Location 4: Mill Creek Eastern Existing Property Boundary – Main Entrance – Gate 1
- Location 5: Mill Creek Southeastern Existing Property Boundary – Entrance – Gate 3

The following photos display the monitoring location surrounding the existing Mill Creek Station. The same monitoring location and set up was utilized during the daytime and the nighttime monitoring period.

Photo Location #1: Mill Creek Northern Existing Property Boundary – Tennis Blvd

Photo Location #2: Mill Creek Northern Existing Property Boundary – Sandray Blvd

Photo Location #3: Mill Creek Northeastern Existing Property Boundary – Shipley Ln

Photo Location #4: Mill Creek Eastern Existing Property Boundary – Main Entrance – Gate 1

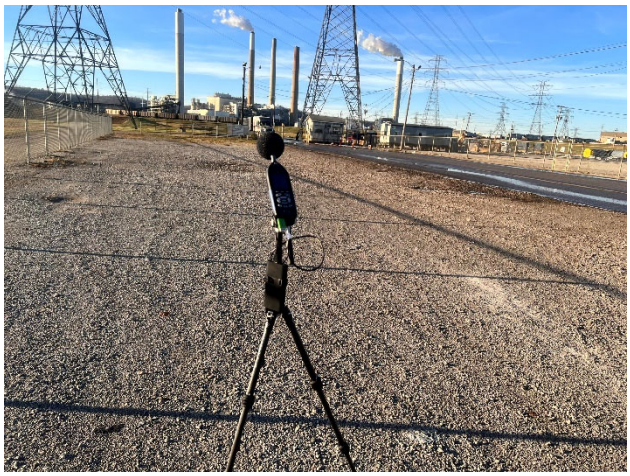


Photo Location #5: Mill Creek Southeastern Existing Property Boundary – Entrance – Gate 3

Table 2 displays the average sound pressure levels that occurred during the monitoring program.

Table 2. Monitored Sound Level

Locations	Measurement Levels (dBA)	
	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
1	46.8	44.2
2	50.6	43.6
3	48.3	45.7
4	59.5	61.3
5	61.7	56.6

3.1.3 Construction Noise Emissions

During the construction phase of the Mill Creek NGCC Project, the equipment used is typical of large-scale site development. The sound pressures at a distance of 50 feet were provided to Trinity by the LKE team and represent reasonably foreseeable construction equipment and activities. The construction noise will primarily occur during daylight hours with occasional off-shift work performed on night shift. Also, mass concrete pours could be scheduled to be performed through the nighttime period if temperatures dictate.

Trinity has conservatively assumed the worst-case noise level for each source of construction noise and assumed all source of noise would be located at the worst-case location nearest to the sensitive areas. The acoustical factor for each source is based on the U.S. Department of Transportation, Federal Highway Administration (FHWA). **Table 3** displays the proposed equipment used for the construction phase of the NGCC Project.

Table 3. Construction Equipment and Corresponding Sound Pressure Level at 50 Feet

Equipment	Typical Noise Levels (LAEQ) for Construction Equipment (A-weighted, dBA)- Equipment Item Noise Level at 50 Feet
Generators	71-87
Backhoes	81-90
Jackhammers	69-85
Rock Drills	83-99
Concrete Pumps	74-84
Concrete Vibrators	68-81
Pumps	68-80
Steel Rollers	75-82
Air Compressors	76-89
Cranes (Mobil)	80-85
Dozers	77-90
Trucks	81-87
Front-End Loaders	77-90
Graders	79-89
Welders	66-75

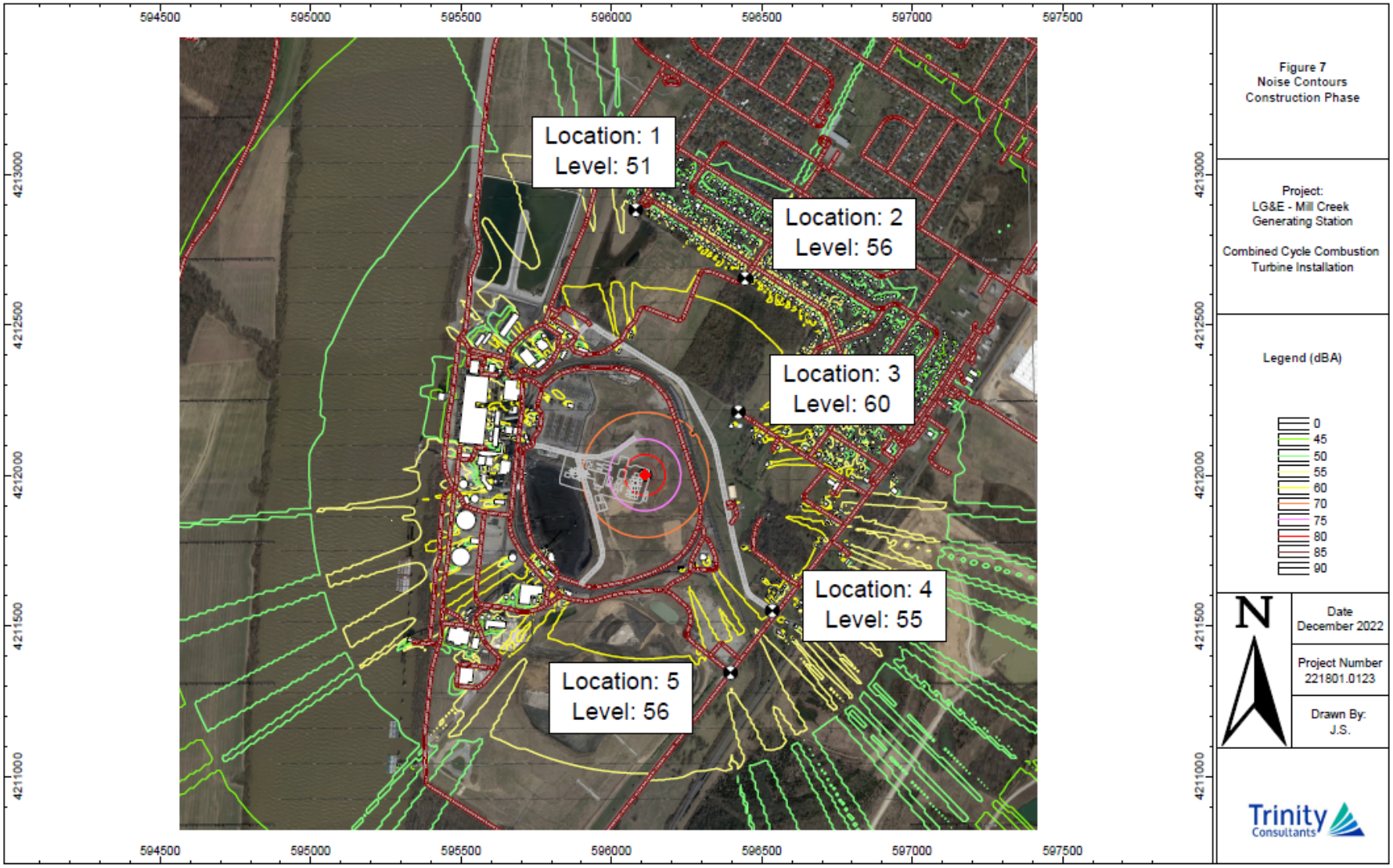
Figure 7 displays the expected levels of noise at each monitoring location during the construction phase and the noise contour levels to the surrounding area. Based on the planned construction phase, it is expected that noise levels will exceed the USEPA guidance value at locations 2, 3, 4 and 5. However, based on the existing noise monitoring values of locations 4 and 5, the increase in construction noise is expected to be negligible over baseline conditions. **Table 4** displays the predicted sounds levels at each monitored location.

Table 4. Construction Acoustic Assessment Summary Table

Locations	Predicted Levels (dBA)	
	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
1	51	42
2	56	47
3	60	50
4	55	46
5	56	46

As previously discussed, this is a conservative assessment of the noise that will be generated from the construction equipment. The worst-case sound level and worst-case location were used for this assessment. Further reductions would be anticipated based on average construction activity.

Figure 7. Maximum Construction Noise Impacts



3.1.4 Facility Operations with NGCC Unit Noise Emissions

During the operational phase of the NGCC Project, the equipment used is typical as for other NGCC facilities. The sound levels were provided to Trinity by LKE and are consistent with modern, well-controlled NGCC installations. The operational noise was conservatively assumed to occur continuously 24 hours per day for the assessment of operational noise impacts. **Table 5** displays the worst-case noise sources used for the normal operation of a NGCC Unit and its corresponding sound power levels.

Table 5. NGCC Unit Significant Noise Sources and Corresponding Sound Power Levels

Noise Source	Sound Power level (dBA)
GT Air Inlet	83
GT Air Inlet	105
GT Inlet Filter	106
GT Air Inlet	102
GT Compartment	109
Exhaust Diffuser	95
Turbine Compartment Vent	104
HRSG Inlet	104
HRSG Body	101
HRSG Stack Casing	92
HRSG Stack Exit	100
HRSG Steam Vent	99
HRSG Steam Vent (Startup)	110

Figure 8 displays the expected levels of noise at each monitoring location during the operations phase of the NGCC Unit and the noise contour levels within the surrounding area. Based on the current information of the operation of the NGCC Unit, it is expected to be over the USEPA guidance levels at location 3. However, based on the existing monitored noise values for location 3, it is expected that the operation would only be negligibly noticeable at location 3, and only during the nighttime period. **Table 6** displays the predicted sounds levels at each monitored location.

Table 6. NGCC Unit Acoustic Assessment Summary Table

Locations	Predicted Levels (dBA)	
	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
1	41	41
2	44	44
3	48	48
4	42	42
5	44	44

As previously discussed, this is a conservative assessment of the NGCC Unit equipment, which assumes that the NGCC Unit equipment operates continuously. As a result, this worst-case assessment suggests that the NGCC Unit may be noticeable at a single location and only during the overnight period. Average operations

would be anticipated to not be noticeable at any locations. Decreased noise from the shut-down of Unit 1 and Unit 2 should offset any increase in noise from the NGCC Unit.

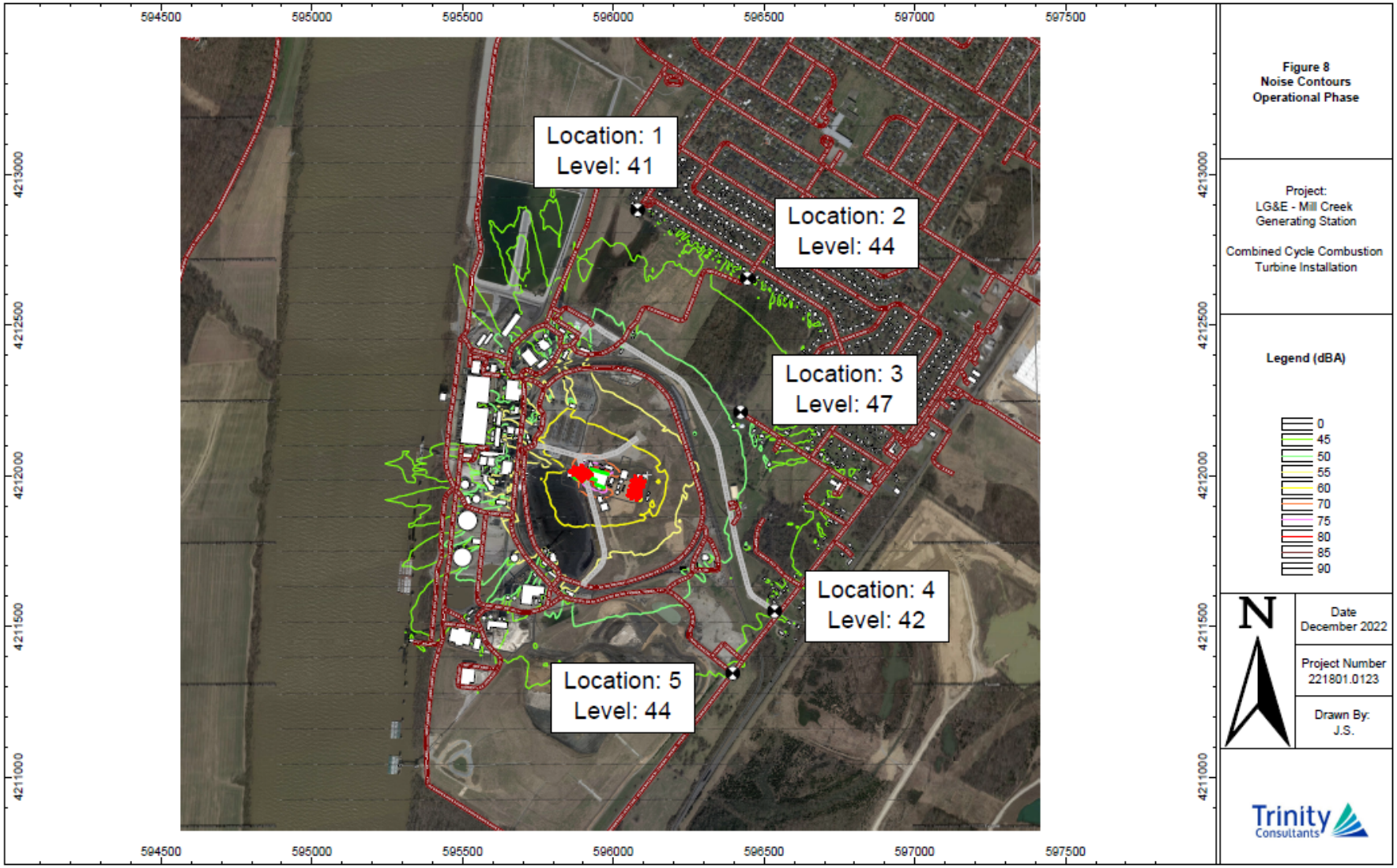
3.1.5 Facility Emergency and Upset Operations

During intermittent operations such as start-up, shutdown, and upset conditions (e.g., emergency steam release), environmental noise emissions from the NGCC Unit may exceed the sound pressure levels experienced during normal operation. NGCC Unit noise emissions will vary depending on the upset condition, but all upset conditions would be relatively short in duration and similar to current site activities.

3.1.6 Mitigation

Based on the noise impact assessment described above, and the assessment of existing noise conditions at the Mill Creek Station site, the NGCC Project construction and operations phases are not anticipated to diverge significantly from the existing conditions and therefore additional optional mitigation measures are not anticipated to be needed.

Figure 8. Maximum Operational Noise Impacts



3.2 Visual Impact Assessment

In accordance with Kentucky Revised Statutes (Title XXIV – Public Utilities) §278.708(3)(b), this section has been prepared to complete "an evaluation of the compatibility of the NGCC Unit with scenic surroundings" for the proposed NGCC Project. Therefore, the purpose of this visual analysis is to evaluate the potential visual effects of supplementing two (2) existing coal-fired boiler facilities with the proposed NGCC Unit at Mill Creek Station. Specifically, this section evaluates the scenic quality and visual characteristics of the NGCC Project site and surrounding areas and quantifies the potential effects to aesthetic and visual resources from nearby public viewpoints resulting from the installation of the new NGCC Unit. Visual impacts are presented and quantified utilizing applicable assessment practices employed by the Bureau of Land Management (BLM), and mitigation measures are recommended to protect viewsheds where visual impacts were determined to be potentially significant.

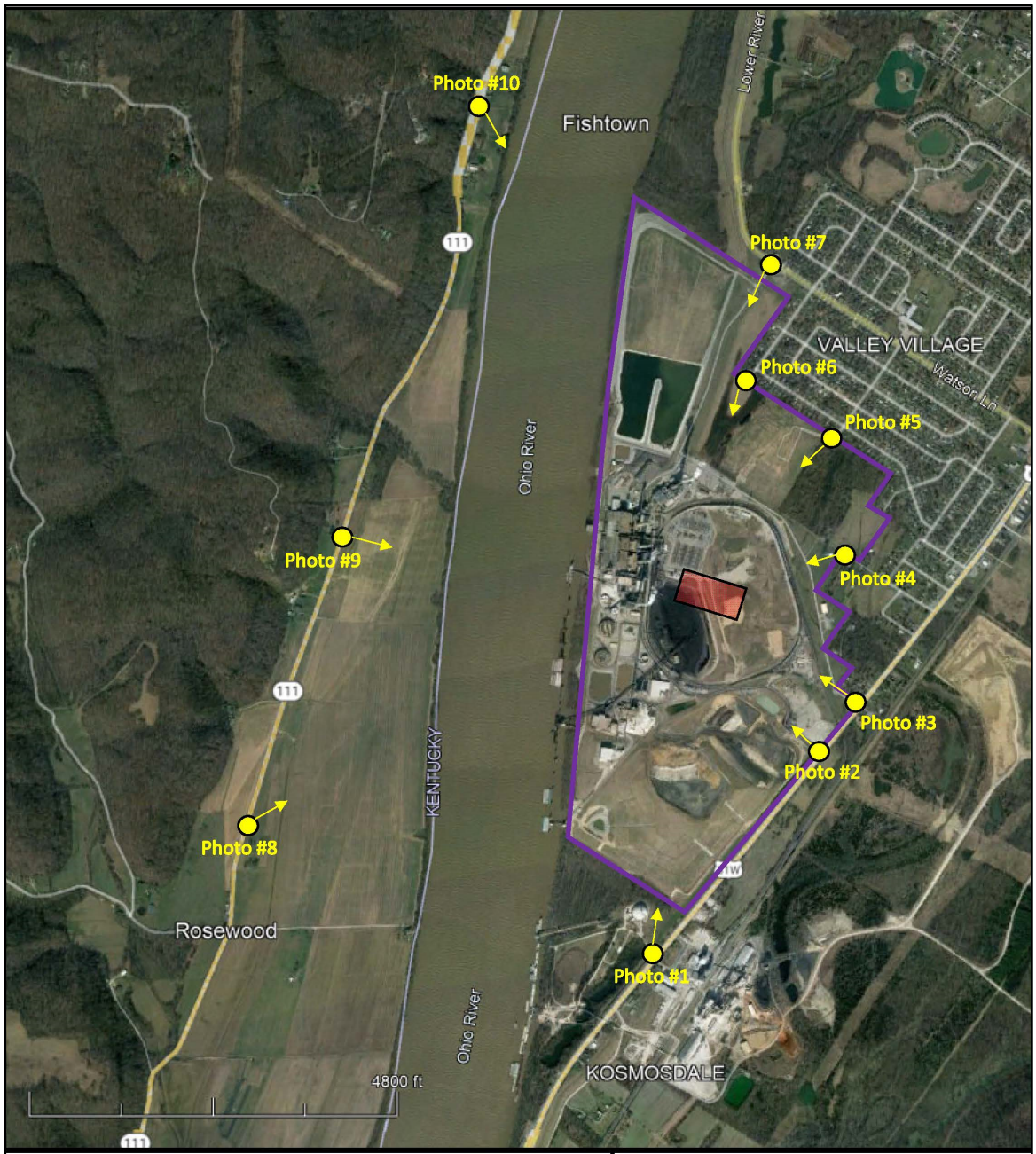
3.2.1 Existing Facility and NGCC Project Area

As discussed previously, the existing Mill Creek Station is one of LKE's largest coal-fired power plants, with a generating capacity of 1,465 megawatts (MW). The Mill Creek Station sits on an approximately 637-acre site within the southwest portion of Jefferson County, Kentucky. The edge of the City of Louisville is located approximately 13 miles to the northeast of the Mill Creek Station site.

The Ohio River borders the site to west, and Kentucky State Highway 31W (KY 31W)/Dixie Highway runs north-south along the eastern boundary of the site. The facility has a large existing vegetated berm/hill that runs along the entire eastern boundary of the facility, adjacent to KY 31W/Dixie Highway, which helps to provide visual screening from this roadway and more distant viewpoints located farther east. Residential neighborhoods are located to the north of the facility, and various scattered industrial facilities are located to the south and east.

The areas surrounding the NGCC Project site are generally flat, with no elevated viewpoints or topographic features of note, with the exception of low-lying foothills found to east of KY 31W/Dixie Highway, as well as to the west of the site across the Ohio River, west of Kentucky State Highway 111 (KY 111). Refer to **Figure 9** below, which displays the Mill Creek Station and surrounding environment.

Figure 9. Mill Creek NGCC Unit Visual Resource Overview



Due to its larger footprint and the height of existing structures, LKE's Mill Creek Station is one of the more readily visible features within the existing environmental setting. Specifically, the facility has five (5) existing exhaust stacks associated with the existing coal-fired units, which are estimated to extend approximately 500-feet above the native ground surface. These existing exhaust stacks, as well as the underlying structures/facilities, are clearly and distinctly visible from many surrounding viewpoints. In addition to the coal-fired utility boilers and associated operations, the Mill Creek Station also houses transmission towers and lines, coal combustion byproduct storage areas, access roads, parking, administration buildings, equipment buildings, storage ponds and other smaller ancillary facilities.

The following photos display the existing Mill Creek Station from various viewpoints surrounding the facility. Note, potential visual effects resulting from installation of the NGCC Unit are evaluated below from these ten (10) public viewpoints.

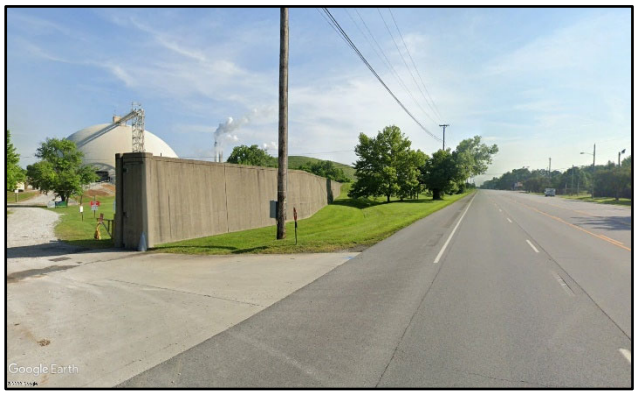


Photo Location #1: Looking north from KY 31W/Dixie Highway (Kosmos Cement Facility).

Photo Location #2: Looking northwest from Mill Creek Station primary entrance road along KY 31W/Dixie Highway.

Photo Location #3: Looking west from the intersection of KY 31W/Dixie Highway and Lee Driveway.

Photo Location #4: Looking west from the end of Shipley Lane.

Photo Location #5: Looking southwest from the end of Sandray Boulevard.

Photo Location #6: Looking southwest from the end of Tennis Boulevard.

Photo Location #7: Looking south from the secondary Mill Creek Station secondary entrance along Watson Lane.

Photo Location #8: Looking northeast from KY 111, across the Ohio River.

Photo Location #9: Looking east from KY 111, across the Ohio River.

Photo Location #10: Looking southeast from KY 111, across the Ohio River.

3.2.2 NGCC Project Overview/Design

As discussed previously, LKE plans to construct and operate a new NGCC Unit with a net summer design rating of 621 MW. The existing Units 1 and 2 coal boilers are also being retired and the NGCC Unit is being constructed to replace their capacity. While the primary coal-fired boiler structures/stacks would remain in place, LKE may remove some portion of the associated material storage, handling, and ancillary processing structures. To support the NGCC Project, LKE will utilize and optimize the current electrical transmission system in conjunction with completing the NGCC Project. See **Figure 3** in Section 1 which shows the approximate footprint, as well as the conceptual design and configuration, of the new NGCC Unit, which would be constructed and operated entirely within the existing Mill Creek Station footprint.

The new NGCC Unit's natural gas-fired gas turbine (GT) is a relatively compact facility, and therefore would not require the installation of large above-ground exhaust stacks (compared to the existing coal-fired facilities). See **Figure 10** below which shows an aerial view of a similar NGCC Unit currently installed at a similar power generating facility. As shown and confirmed by LKE, the bulk of the NGCC Unit would be compromised of the turbine building and HRSG, which would sit approximately 85 to 110 feet above the existing ground surface. The tallest structure would be the exhaust stack extending from the HRSG, which will extend approximately 185 feet above the ground surface, compared to the existing coal-fired chimneys that exceed 600 feet in height. These building profiles were considered in the context of this project to complete the visual assessment and line-of-sight evaluation presented below.

Figure 10. Proposed NGCC Unit – Reference Drone Photos (Other Facility)

Photos shown above taken of an existing NGCC plant similar to the one proposed to be constructed and operated at LKE's Mill Creek Station. Note the relatively compact and low building profile of the facility (when compared to the larger existing coal-fired plants found at the Mill Creek Station).

3.2.3 Visual Assessment Methodology

The BLM has developed the Visual Resources Management (VRM) System to objectively rate the quality of visual resources and evaluating changes in scenic quality attributed to a proposed change in land use. This methodology is based on the BLM visual impact assessment procedures provided in the "VRM Manual" Section 8400 (BLM, 1984). The BLM system uses quantitative and qualitative methods to measure potential visual impacts. This method includes defining the project setting and viewshed, identifying sensitive view receptors for assessment, analyzing the baseline visual quality and character of the identified views, depicting the visual appearance of the project from the identified views, assessing the project's impacts to

those views in comparison to their baseline visual quality and character, and proposing methods to mitigate any potentially significant visual impacts identified.

The BLM developed the VRM system to objectively rate the quality of visual resources and evaluating changes in scenic quality attributed to a proposed change in land use, in this case LKE's proposal to develop the new NGCC Unit. By comparing the difference in visual quality ratings from the baseline ("before" condition) to post-project ("after" condition) visual conditions, the severity of project related visual impacts can be quantified. However, in some cases, visual changes caused by projects may actually have a beneficial visual effect and may enhance scenic quality. The Kentucky Revised Statutes do not specify recommended methodologies for evaluating scenic resources within a site assessment (Title XXIV – Public Utilities, §278.708(3)(b)). Although the NGCC Project has no Federal nexus, use of BLM's VRM is considered appropriate as it allows visual resources and impacts to be subjectively quantified. Therefore, in the absence of state adopted regulatory thresholds for evaluating the significance of visual impacts, the following BLM protocols are used, herein, to rank the significance of the NGCC Projects visual effects.

Per BLM guidance, "visual quality" is a measure of a landscape or a view's visual and aesthetical appeal. While there are a number of standardized methods for rating visual quality, the "Scenic Quality Rating Criteria" method utilized by the BLM is believed to be superior because it allows the various landscape elements that comprise visual quality to be easily quantified and rated, while minimizing issues of ambiguity or subjectivity. According to this method, visual quality is rated according to the presence and characteristics of seven (7) key components of the landscape. Specifically, these components include landform, vegetation, water, color, adjacent scenery, scarcity and cultural modifications.

Per BLM guidelines, in the visual resource inventory process, public lands are given an A, B, or C rating based on the apparent scenic quality which is determined using the seven key factors described above. During the rating process, each of these key factors are ranked on a comparative basis with similar features within the physiographic province. **Table 7** below displays the point values associated with the seven key factors. Based on this point system, a score of 19 or more receives and A rating, a score between 12 and 18 receives a B rating, and a score of 11 or less receives a C rating.

Table 7. BLM Scenic Quality Inventory and Evaluation Chart

Key Factors	Rating Criteria and Score		
Landform	High vertical relief as expressed in prominent cliffs, spires, or massive rock outcrops, or severe surface variation or highly eroded formations including major badlands or dune systems; or detail features dominant and exceptionally striking and intriguing such as glaciers. **Score 5**	Steep canyons, mesas, buttes, cinder cones, and drumlins; or interesting erosional patterns or variety in size and shape of landforms; or detail features which are interesting though not dominant or exceptional. **Score 3**	Low rolling hills, foothills, or flat valley bottoms; or few or no interesting landscape features. **Score 1**
Vegetation	A variety of vegetative types as expressed in interesting forms, textures, and patterns. **Score 5**	Some variety of vegetation, but only one or two major types. **Score 3**	Little or no variety or contrast in vegetation. **Score 1**

Key Factors	Rating Criteria and Score		
Water	Clear and clean appearing, still, or cascading white water, any of which are a dominant factor in the landscape. **Score 5**	Flowing, or still, but not dominant in the landscape. **Score 3**	Absent, or present, but not noticeable. **Score 0**
Color	Rich color combinations, variety or vivid color; or pleasing contrasts in the soil, rock, vegetation, water or snow fields. **Score 5**	Some intensity or variety in colors and contrast of the soil, rock and vegetation, but not a dominant scenic element. **Score 3**	Subtle color variations, contrast, or interest; generally mute tones. **Score 1**
Influence of Adjacent Scenery	Adjacent scenery greatly enhances visual quality. **Score 5**	Adjacent scenery moderately enhances overall visual quality. **Score 3**	Adjacent scenery has little or no influence on overall visual quality. **Score 0**
Scarcity	One of a kind; or unusually memorable, or very rare within region. Consistent chance for exceptional wildlife or wildflower viewing, etc. **Score 5+[1]**	Distinctive, though somewhat similar to others within the region. **Score 3**	Interesting within its setting, but fairly common within the region. **Score 1**
Cultural Modifications	Modifications add favorably to visual variety while promoting visual harmony. **Score 2**	Modifications add little or no visual variety to the area and introduce no discordant elements. **Score 0**	Modifications add variety but are very discordant and promote strong disharmony. **Score -4**

Source: BLM Manual H-8410-1 – Visual Resource Inventory (BLM, 1984).
1. A rating of greater than 5+ can be given but must be supported by written justification.

An important premise of the VRM evaluation method is that views with the most variety and most harmonious composition have the greatest scenic value. Another important concept is that man-made features within a landscape do not necessarily detract from the scenic value. In fact, certain man-made features that complement the natural landscape may actually enhance overall visual quality. As such, in making a determination, it is important to assess the project's effect relative to the "visual character" of the project setting.

In addition to BLM's scenic quality and visual character guidance described above, BLM's Manual H-8431 – Visual Resource Contrast Rating also outlines a contrast rating system that can be used to analyze potential visual impact of proposed projects and activities. The degree to which a specific activity affects the visual quality of a landscape depends on the visual contrast created between a project and said landscape, which can be measured by comparing the project features with the existing major features in the landscape. The basic design elements of form, line, color, and texture are used to make this comparison and to describe the visual contrast created by a project. Using these criteria, the degree of contrast can be classified as one of the four (4) determinations summarized in **Table 8** below.

Table 8. BLM Degree of Contrast Criteria

Degree of Contrast	Criteria
None	The element contrast is not visible or perceived.
Weak	The element contrast can be seen but does not attract attention.
Moderate	The element contrast begins to attract attention and begins to dominate the characteristic landscape.
Strong	The element contrast demands attention, will not be overlooked, and is dominant in the landscape.

Note that both the BLM's visual and scenic quality metrics, as well as the contrast rating, are utilized below to evaluate potential visual impacts resulting from the NGCC Project.

3.2.3.1 Local Viewpoints and Scenic Vistas

To assess the state of visual resources within the NGCC Project vicinity, and to quantify the visual and aesthetical impacts resulting from the proposed NGCC Project, numerous viewsheds were mapped and photographed in the field by Trinity staff on October 25, 2022. Other supplemental baseline photos of the existing site were taken from Google Earth™ (Google, 2022). On the days the photos were collected, the atmospheric conditions were clear, calm, and sunny, and therefore represent conditions under which the highest level of potential NGCC Project visibility would occur. The chosen viewsheds were established by determining the surrounding areas within an approximately 2-mile radius from the Mill Creek Station perimeter that would have a potentially unobstructed or partial line-of-sight view of the proposed NGCC Unit. As described previously, the areas surrounding the NGCC Project site are mostly flat with little existing vegetation and few buildings/structures, other than the earthen berm/hill adjacent to KY 31W/Dixie Highway. For this reason, the NGCC Project viewshed is generally limited to the publicly accessible areas located adjacent to the perimeter of the Mill Creek Station along publicly accessible roadways, and those within the valley to the east, and across the Ohio River to the west.

Consistent with the BLM's guidance, which requires that key observation points (KOP) be evaluated, **Table 9** summarizes the viewpoints within the project vicinity selected for further evaluation below. These locations were selected as they represent areas considered to have high visual sensitivity, both surrounding the Mill Creek Station and along nearby routes of travel. Additionally, visual impacts at these closest viewpoints conservatively account for potentially affected views at locations farther from the site. Refer to **Figure 9** above which displays the location of these sensitive viewpoints in relation to the NGCC Project site.

Table 9. Summary of Potentially Sensitive Viewpoints

Map Reference	Location	Distance to Project Site (Approximate)	Description
Location #1	South of project site (KY 31W/Dixie Highway)	0.8 miles away	This viewpoint is located along KY 31W/Dixie Highway, near the entrance of the Kosmos Cement manufacturing facility, looking north toward the site.
Location #2	Southeast of project site (Mill Creek Station main entrance)	0.3 miles away	This viewpoint is located near the primary entrance of the Mill Creek Station off of KY 31W/Dixie Highway, looking northwest toward the site.
Location #3	East of project site (Lee Driveway)	0.3 miles away	This viewpoint is located along Lee Driveway, which also serves as an access point to the Mill Creek Station, looking west toward the Project site.
Location #4	East of project site (Shipley Lane)	0.3 miles away	This viewpoint is located at the end of Shipley Lane, within a residential neighborhood, looking west toward the site.
Location #5	Northeast of project site (Sandray Boulevard)	0.5 miles away	This viewpoint is located at the end of Sandray Boulevard, within a residential neighborhood, looking west toward the site.
Location #6	North of project site (Tennis Boulevard)	0.4 miles away	This viewpoint is located at the end of Tennis Boulevard, within a residential neighborhood, looking southwest toward the site.
Location #7	North of project site (Mill Creek Station secondary entrance)	0.7 miles away	This viewpoint is located at the secondary Mill Creek Station entrance, along Watson Lane, looking south toward the site.
Location #8	Southwest of project site (KY 111)	1.2 miles away	This viewpoint is located along KY 111, across the Ohio River, looking northeast toward the site.
Location #9	West of project site (KY 111)	0.8 miles away	This viewpoint is located along KY 111, across the Ohio River, looking due east toward the site.
Location #10	Northwest of the Project site (KY 111)	1.2 miles away	This viewpoint is located along KY 111, across the Ohio River, looking southeast toward the site.

3.2.3.2 Line-of-Sight Profiles

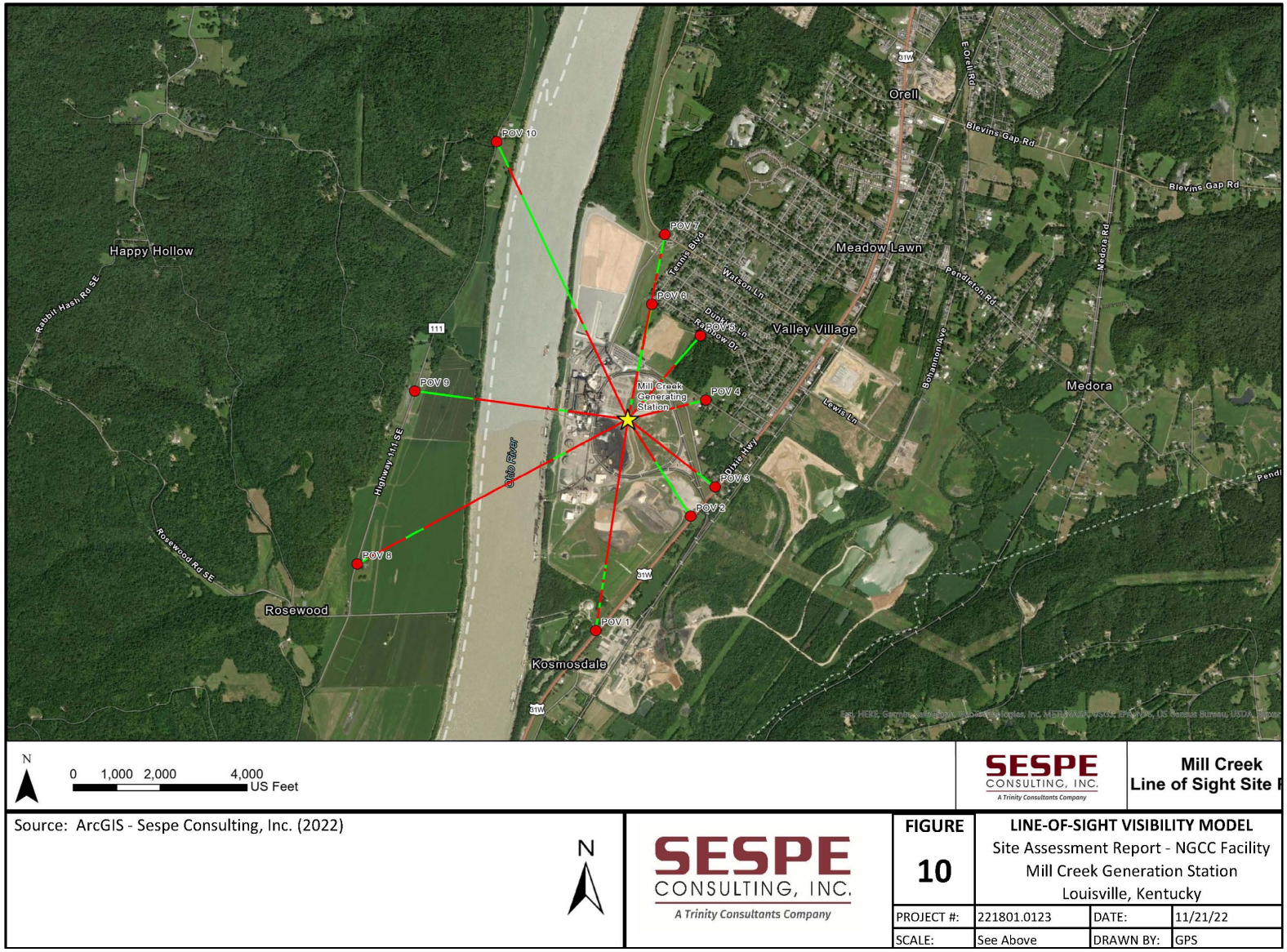
In addition to the photos assessment, line-of-sight profiles were also developed to approximate the extent to which the new NGCC Unit would be visible from the viewpoints analyzed. Specifically, a digital elevation model for the site and surrounding areas was developed using publicly available topographic data taken from the U.S. Geologic Survey's (USGS's) National Elevation Data (NED) set. Using the USGS topographic data, a digital terrain model with an approximately 10-meter (i.e., ⅓ arc-second) resolution was created in ArcGIS, and then line-of-sight profile lines were created from the ten (10) viewpoints summarized in **Table 9** above, assuming a 5-foot-high viewer were looking toward the site from each location. The results presented would be consistent for viewers between 5 and 6 feet tall.

Figure 11 shows the line-of-sight profiles. Areas shown in green represent areas where the viewer would have potential visibility, while areas shown in red represent areas where existing topographic features would

be expected to block line-of-sight between the viewpoint and the NGCC Unit. Therefore, those viewpoints that show green areas in and around the NGCC Project site would have potential visibility, and therefore be visually affected.

It is important to note that this line-of-sight model conservatively does not account for intervening structures or vegetation. Additionally, due to the relative low resolution of USGS's topographic data, there is a margin of error inherent to the in-of-sight profiles shown below. Nonetheless, **Figure 11** provides a useful model for conservatively determining possible visibility of the NGCC Unit operations from the chosen viewpoints. As shown below, the majority of the area where the proposed NGCC Unit would be constructed is fully obscured (i.e., within red areas), or only partially visible, from the viewpoints analyzed. As such, viewers from these locations would only have partial line-of-sight of the proposed NGCC Unit, and generally only the tallest portions of the proposed aboveground structures would be visible.

Figure 11. Mill Creek NGCC Project Viewpoint Line-Of-Sight Summary



Source: ArcGIS - Sespe Consulting, Inc. (2022)

N

SESPE CONSULTING, INC.
A Trinity Consultants Company

FIGURE 10	LINE-OF-SIGHT VISIBILITY MODEL Site Assessment Report - NGCC Facility Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

3.2.3.3 Additional Methodologies/Assumptions

In addition to the methodologies described above, the following assumptions and project elements were accounted for within this visual assessment:

- Only minimal grading and site preparation will be required to construct the new NGCC Unit, and the NGCC Project will generally be developed at-grade, on top of the existing site topography. See **Figure 3** in Section 1 above which shows the approximate final topographic conditions that will underly the NGCC Unit.
- While the line-of-sight profiles do not account for vegetative screening, as shown in the baseline photos above, there is extensive existing vegetation that limits project visibility from certain viewpoints. Note that the baseline photos were taken during the summer/fall months, and the effectiveness of vegetative screening could be seasonally limited (i.e., presume trees would shed leaf cover during the colder winter months).
- As discussed above, on average the new NGCC Unit is expected to have a much lower and more compact structural profile compared to the existing coal-fire units, which require much larger and taller exhaust stacks. Additionally, because the Mill Creek Station is an existing large power plant, the addition of the new NGCC Unit would not be inconsistent with the existing visual character of the site/surrounding area.
- Consistent with LKE's existing protocols, any new exterior lighting installed at the site will be minimized to the extent feasible and would primarily be installed for safety and security purposes only. Any new lighting fixtures installed would be downcast, and light would be confined to areas within the existing facility footprint. Where feasible, fixtures consistent with the lighting currently used on exterior areas of the station (or equivalent International Dark Sky Association [IDA]-approved fixtures) would be used.
- Where required, structures will be painted using natural muted tones that blend in with the existing environment/existing power plant structures. Additionally, structures will be coated with non-reflective surfaces to minimize glare.
- Development of the NGCC Unit will not affect the existing earthen berm/hill adjacent to KY 31W/Dixie Highway. This berm will continue to provide visual screening of the NGCC Unit from this roadway.

3.2.4 Scenic Assessment and NGCC Project Visual Impacts

To quantify and evaluate potential visual impacts resulting from the proposed NGCC Project, both the BLM's VRM scenic quality and visual contrast rating systems were utilized. Both the pre-project/existing views and the post-project views were considered. The ten (10) viewpoints evaluated offer different perspectives on the proposed NGCC Unit and therefore differ in their evaluation of the contrast rating and whether they are compatible with the surrounding environment. In this evaluation, each viewpoint is assessed for its effect on the existing visual quality and scenic character, as well as contrast with the existing setting, with a discussion of whether the design would conflict with the surrounding scenery and warrant mitigation measures. Note the technical assumptions summarized in Section 3.2.33 above.

Table 10 below displays the relevant BLM ratings criteria scores at each location, comparing the pre-Project/existing views and the post-Project views, on the basis of the seven (7) key landscape components summarized in **Table 7** above. See **Appendix C** for additional detail as well as the individual scores assigned to pre-/post-Project viewpoints for each of the seven (7) landscape components.

Table 10. BLM Scenic Quality Change at Viewpoints

Viewpoint #	Existing View Rating	Post-Project View Rating	Ratings Change due to Project	Change?
Location #1	12	12	0	No Change
Location #2	5	4	-1	Slight Decrease
Location #3	9	7	-1	Slight Decrease
Location #4	10	9	-1	Slight Decrease
Location #5	7	7	0	No Change
Location #6	11	11	0	No Change
Location #7	11	10	-1	Slight Decrease
Location #8	10	9	-1	Slight Decrease
Location #9	9	8	-1	Slight Decrease
Location #10	14	14	0	No Change

In addition to the scenic quality ratings, total visibility and the degree of contrast for the proposed NGCC Project were also determined, and the results are summarized in **Table 11** below. Also see **Appendix C** for photographs and additional discussion related to the degree of visual contrast associated with the proposed NGCC Unit.

Table 11. BLM Contrast Rating at Viewpoints

Viewpoint #	Project Visible?	Degree of Contrast (compared to existing conditions)	Discussion
Location #1	No	None	NGCC Unit is expected to be fully obscured from view by existing structures/walls/vegetation.
Location #2	Yes	Moderate	A portion of the proposed NGCC Unit is expected to be visible from this location; however, it would not contrast with the visual character of the area, which would remain dominated by the existing power generating facilities/industrial infrastructure.
Location #3	Yes	Moderate	A portion of the proposed NGCC Unit is expected to be visible from this location; however, it would not contrast with the visual character of the area, which would remain dominated by the existing power generating facilities/industrial infrastructure. Additionally, the existing earthen berm (see photo) would continue to provide visual screening from this location.
Location #4	Yes	Weak	A small portion of the proposed NGCC Unit is expected to be visible from this location; however, the majority of the structures would be obscured by existing vegetation. Additionally, the NGCC Unit would not contrast with the visual character of the area, as the existing power generating facilities/industrial infrastructure would remain the dominant/most visible features.

Viewpoint #	Project Visible?	Degree of Contrast (compared to existing conditions)	Discussion
Location #5	No	None	The NGCC Unit is anticipated to be fully obscured from view by existing vegetation. The existing exhaust stacks would remain the only visible onsite structure from this location.
Location #6	No	None	NGCC Unit is anticipated to be fully obscured from view by existing vegetation. The existing power generating facilities would remain the dominant feature.
Location #7	Yes	Weak	A small portion of the proposed NGCC Unit is expected to be visible from this location; however, the majority of the structures would be obscured due to the distance from this viewpoint, as well as intervening vegetation. Additionally, the NGGC unit would not contrast with the visual character of the area, as the existing power generating facilities/industrial infrastructure would remain the dominant/most visible features.
Location #8	Yes	Weak	A small portion of the proposed NGCC Unit is expected to be visible from this location; however, the majority of the structures would be obscured due to the large distance, as well as the intervening structures between the NGCC Unit and this viewpoint. Additionally, from this perspective, the new NGCC Unit would be constructed behind the existing power generating facilities, and therefore the existing structures would remain the dominant/most visible onsite features.
Location #9	Yes	Weak	A small portion of the proposed NGCC Unit is expected to be visible from this location; however, the majority of the structures would be obscured due to the large distance/intervening structures between the NGCC Unit and this viewpoint. Additionally, from this perspective, the new NGCC Unit would be constructed behind the existing power generating facilities, and therefore the existing structures would remain the dominant/most visible onsite features.
Location #10	No	None	Due to the large distance to this viewpoint, the NGCC Unit is anticipated to be fully obscured from view by existing vegetation/structures. The existing exhaust stacks would remain the only visible onsite structure from this location.

Referring to **Table 10** and **Table 11** above, views of Mill Creek Station from the surrounding viewpoints are not anticipated to be significantly changed or be adversely impacted as a result of the proposed NGCC Unit. While portions of the new NGCC Unit would be visible from certain locations, primarily along roadways (i.e., KY 31W/Dixie Highway) to the east and from the residential areas to the northeast, the new NGCC Unit will

be comparatively smaller in size and height in relation to the existing coal-fired units, and therefore the NGCC Project would not be incompatible or incongruous with the existing facility/surrounding landscape in terms of visual quality and contrast. Additionally, LKE has operated the existing Mill Creek Station for decades, and therefore views of the power generation structures and equipment are not inconsistent with the historical character of the area. Therefore, the NGCC Project would not have a substantial adverse effect on visual/scenic resources surrounding the Mill Creek Station site.

3.2.5 Mitigation

Based on the conclusions of the Scenic Assessment above, the proposed NGCC Unit will not have a significant impact on the surrounding visual/scenic environment. Taken in context with the existing setting, which is already dominated by the existing stacks and associated coal/gas-fired and supporting power generating infrastructure at the Mill Creek Station, visual changes resulting from development of the NGCC Unit are anticipated to be minimal. Based on these circumstances, it is concluded that the proposed NGCC Unit development does not represent any significant impact on the surrounding scenic environment, and no mitigation measures are required. Note, the NGCC Project shall incorporate the project design features noted in Section 3.2.3.3 above to ensure and potential visual effects are minimized to the extent feasible.

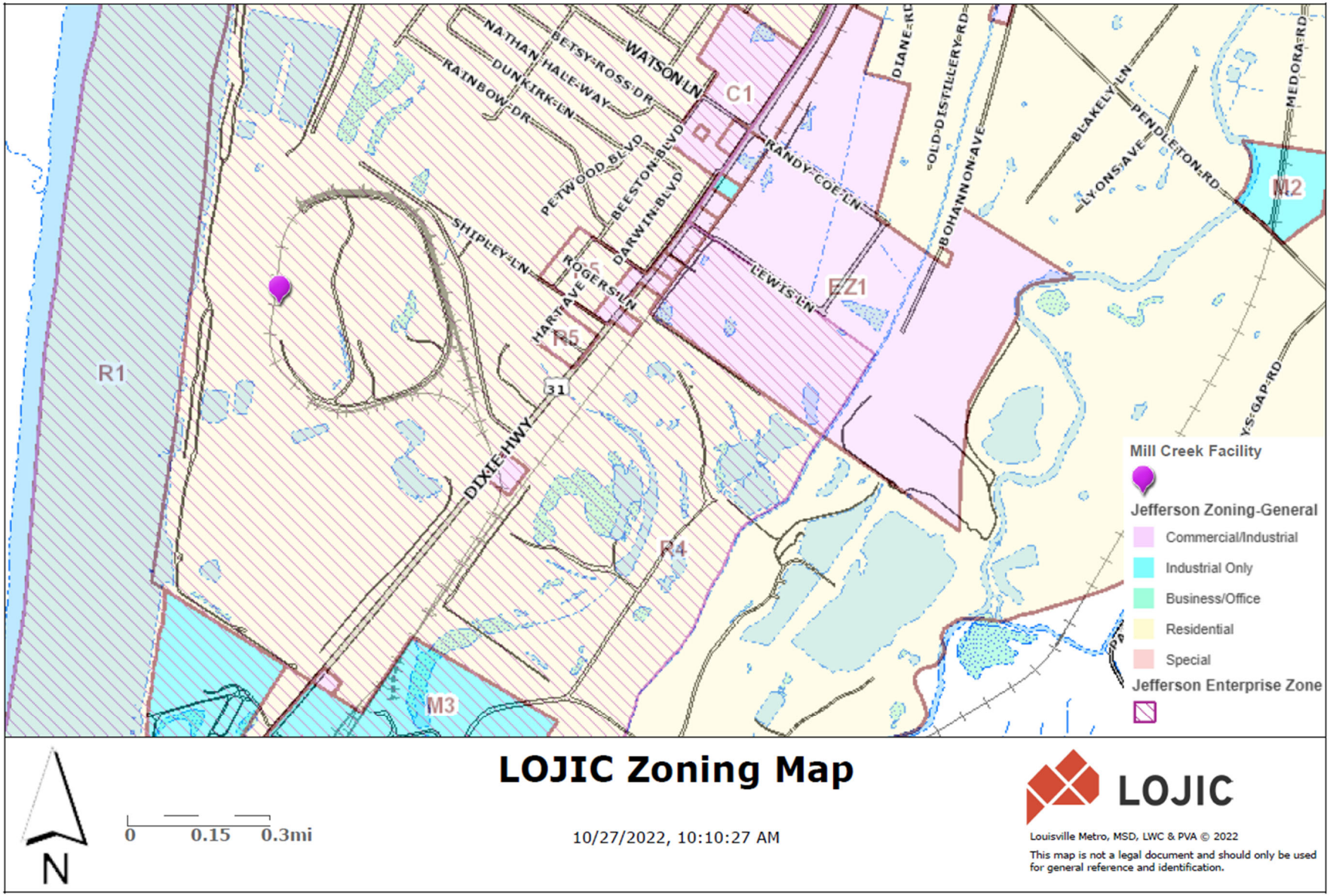
3.3 Property Valuation Impact Assessment

Pursuant to KRS 278.708(3)(c), the SAR must evaluate the potential impacts of the NGCC Project's siting, construction, and operation on property values and land use for adjacent property owners. The following sections assess these impacts on land use and property values.

3.3.1 Land Use Compatibility

As shown in **Figure 12**, the Mill Creek Station and the majority of the surrounding areas are designated with the R4 zoning district, which represents single-family residential areas. Beyond the R4 zone, the Mill Creek Station lies directly next to R1 and R5 single-family residential zones, a small parcel with the commercial designation (C1), and an M3 industrial manufacturing zone. While the NGCC Project is in an area zoned as residential, the Jefferson County Enterprise Zone also overlaps with the NGCC Project, which provides compatibility for commercial and industrial property owners. The current Mill Creek Station site occurs within a zoning district that is designated as Residential, however, pursuant to KRS 100.324, a utility regulated by the Public Service Commission, is exempt from local planning and zoning requirements and the proposed NGCC Unit is consistent with the current site purpose and utilization.

Figure 12. Mill Creek NGCC Project Land Use and Zoning Map



As proposed, the NGCC Unit and related equipment will be installed at the existing Mill Creek Station. The proposed changes will not result in a change in the facility's zoning applicability, as it will remain an electricity generating facility in the same enterprise zoning designation. This NGCC Unit resides next to the Ohio River in the Kosmosdale neighborhood of Louisville, where there is major industrial and commercial use. Within the Mill Creek Station property boundary is a fertilizer supplier (Sul4R-Plus) and adjacent is a large cement manufacturer (Kosmos Cement Company LLC). Just Northeast, the Valley Village and Meadow Lawn neighborhoods have heavy residential use and light commercial use. The larger commercial users include a distribution facility (PACCAR Parts) and a farm (Pendleton Farms). Further South and East from Kosmosdale, there are forested lands that do not hold any apparent industrial land use, followed by neighborhoods with light residential and commercial uses.

The Kosmosdale neighborhood where the NGCC Unit resides a contains a mix of residential, commercial, and industrial manufacturing zones. The nearby Valley Village and Meadow Lawn neighborhoods similarly contain a mix of residential and commercial zoning, with some industrial manufacturing and office zoning present. The Jefferson Enterprise Zone where the NGCC Unit is located extends along the Ohio river throughout the nearby neighborhoods and to the north towards downtown Louisville.

Accounting for the current zoning designations, surrounding land use, and existing use for power generation, the land use of the site is compatible with the proposed NGCC Unit.

3.3.2 Property Value Assessment

In order to evaluate the potential impacts on property values, the data in this section were obtained from the Jefferson County Property Valuation Administrator (PVA) and in collaboration with Valbridge Property Advisors.

Table D-1 in **Appendix D** provides assessed values for the 70 properties located within a one-mile radius from the Mill Creek Station. Based on these data, **Figure 13** displays the total assessed value of each property, as compared to its distance from Mill Creek Station. Using linear regression, the overall trendline demonstrates a reduction in total assessed value as the distance increases. However, the coefficient of determination (R^2) is 0.0025, so the regression model serves as an incomplete representation of the dataset and there is no correlation between assessed value and distance.

Figure 13. Mill Creek Station Surrounding Property Assessed Values

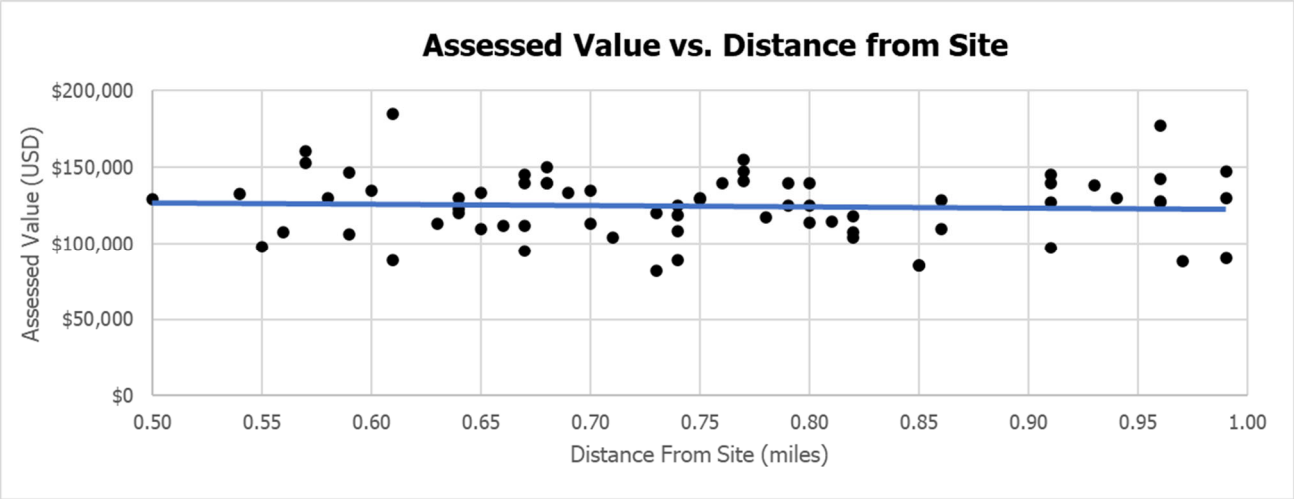
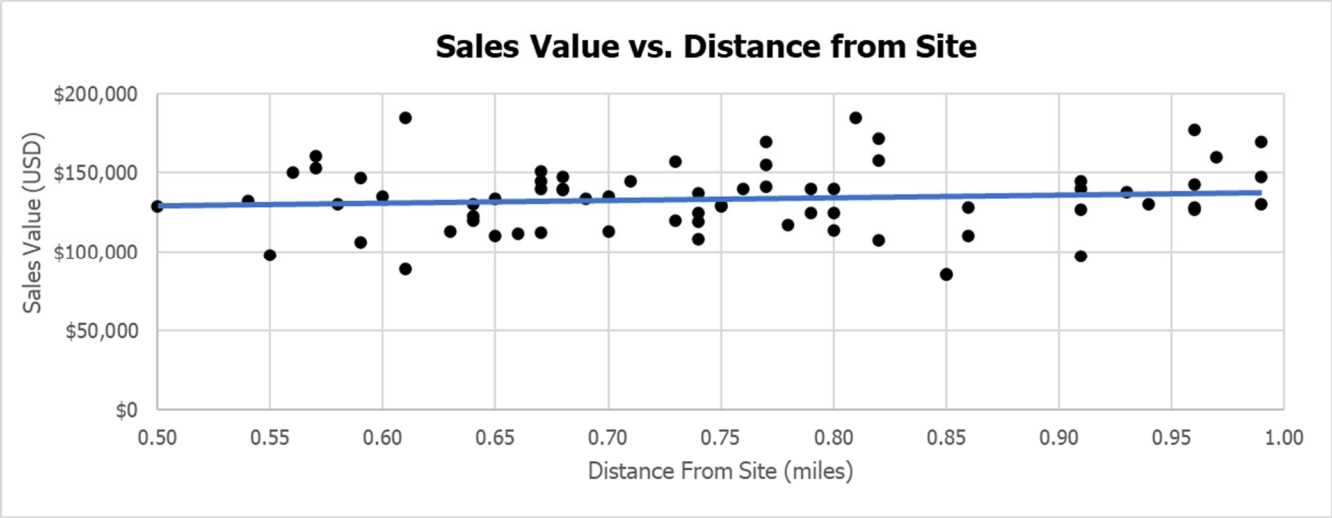


Table D-2 in **Appendix D** provides sales prices for the aforementioned properties. Sales data for the properties included in the table span from 2020 to 2022, and the most recent sale price for a given property is used. **Figure 14** provides a visual representation of the relationship between a given property's distance from Mill Creek Station and the most recent sales price. As with the assessed property values, linear regression is used to determine whether a correlation exists between the distance of a given property from the Mill Creek Station and the most recent sale value for that property. The linear regression indicates a slight increase in sales value as the distance increases; however, the coefficient of determination (R^2) is 0.011, so there is no notable correlation between sales value and distance from the NGCC Unit.

Figure 14. Mill Creek Station Surrounding Property Sales Values



3.3.3 Property Valuation Impact Assessment Findings

Considering the proposed NGCC Unit will be constructed within the bounds of the existing Mill Creek Station, the NGCC Project is compatible with the current land use at the site. Furthermore, evaluation of the land use and zoning designations for the surrounding area supports the NGCC Project's compatibility in the region.

Based on the analysis of assessed and sales values for surrounding properties, there is no correlation between a property's value and its distance from the NGCC Unit. Therefore, the models suggest there will be no measurable detriment to property value with the installation of the proposed NGCC Unit.

The existing Units 1 and 2 coal boilers are being retired and the NGCC Unit is being constructed to replace their capacity. This change is expected to result in substantial improvements for the surrounding area. These include reductions in air emissions, rail traffic, and landfill operations.

Given the lack of existing evidence indicating a negative impact on property values for the surrounding area or an incompatibility with the area's designated land use, it is reasonable to conclude that the proposed NGCC Project will not have a negative impact on local property values.

3.4 Traffic and Rail Impact Assessment

Pursuant to KRS 278.708(3)(e), the SAR must evaluate the potential impacts of the NGCC Unit's construction and operation on road and rail traffic to and within the facility, including anticipated levels of fugitive dust created by the traffic and any anticipated degradation of roads and lands in the vicinity of the NGCC Unit. The following section assesses these impacts on road and rail traffic.

3.4.1 Local Roadways

The Mill Creek Station is located east of the Ohio River in northcentral Kentucky. The Mill Creek Station has a railway loop within the property parcel directly east of the existing generating station. The internal railway loop is accessible by the Paducah and Louisville Railway, which runs parallel to the east of Dixie Highway, also referred to as Kentucky State Highway 31W (KY 31W). The proposed NGCC Unit will be installed within the central portion of the Mill Creek Station, northwest of Dixie Highway, south of Lee Driveway, and north of a paved internal access road. Relative to the railway, the NGCC Unit will be within the center of the internal railway loop. **Figure 15** depicts these roadways relative to the Mill Creek Station.

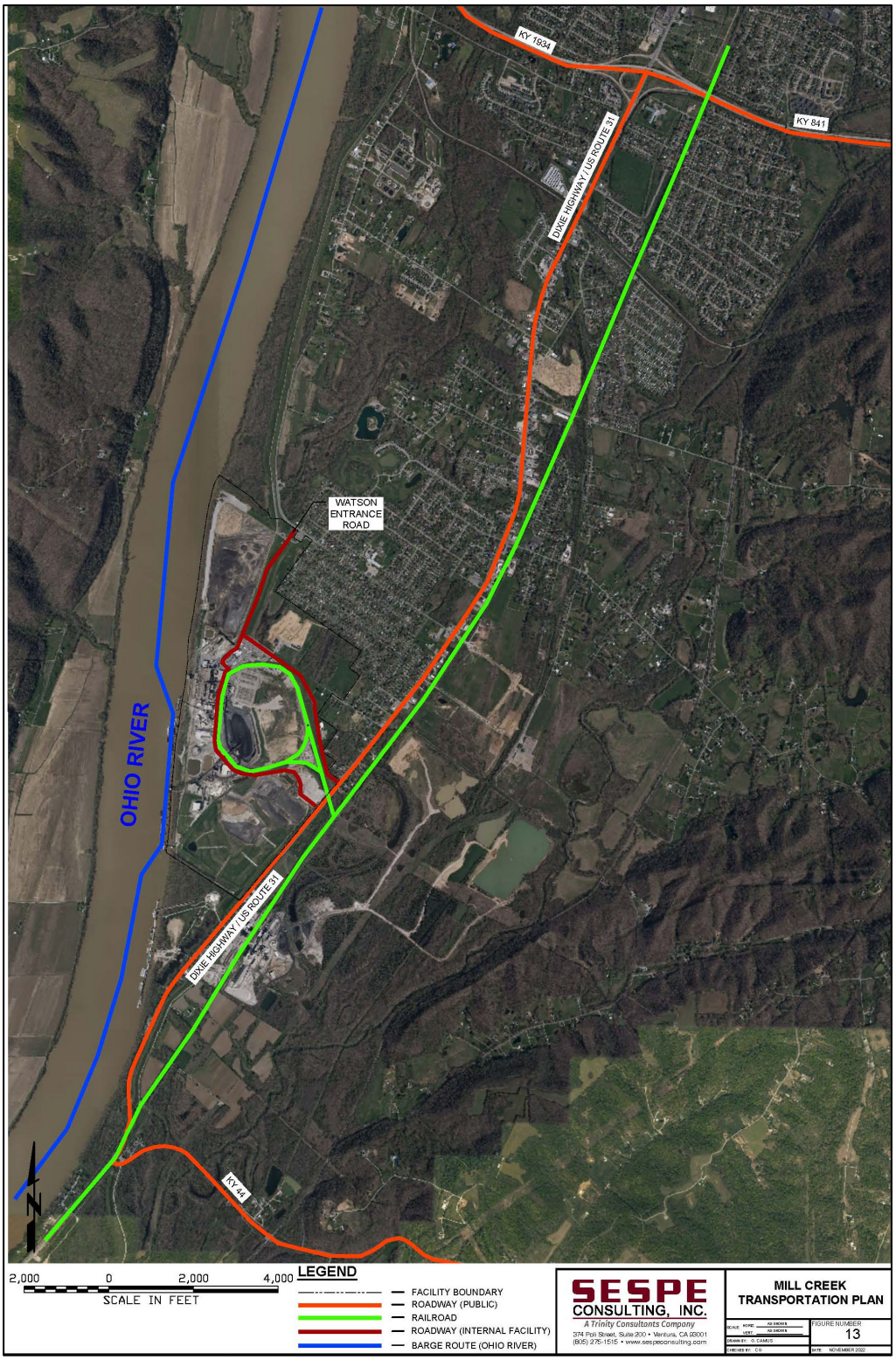
Dixie Highway is a four-lane undivided roadway that provides access to the Mill Creek Station and neighboring residential and industrial areas. The proposed NGCC Unit will be installed southwest of the intersection of Dixie Highway and Kentucky State Highway 1230 (KY 1230)/Watson Lane/Lower River Road and northeast of the intersection of Dixie Highway and Kentucky State Highway 44 (KY 44). The main entrance to the Mill Creek Station is from the intersection of Dixie Highway and Lee Driveway, which runs along the east and north sides of the internal rail loop.

Dixie Highway is a major north-south roadway in southwest Louisville which is accessible from Gene Snyder Freeway (KY 841/I-265) from the north and from I-65 via KY 44 from the east and south. It is anticipated that traffic associated with the NGCC Unit construction will primarily utilize Dixie Highway to access the site.

According to the Kentucky Transportation Cabinet's (KYTC) Department of Highways traffic count database, existing 2020 annual average data traffic (AADT) volume on Dixie Highway south of Gene Snyder Freeway and north of KY 44 is 28,443 average vehicles per day with 11.1% of total traffic counts comprised of single trucks.

Hourly peak-hour volume data was not available, therefore, based on the American Association of State Highway and Transportation Officials: A Policy on Geometric Design of Highways and Streets, a typical factor of 15 percent of the average daily traffic is considered the hourly peak-hour volume. As such, the estimated peak hour volume of Dixie Highway is 4,267 vehicles per hour. Based on the Transportation Research Board Highway Capacity Manual, a multilane highway with a free-flow speed of 80 kilometers per hour (km/hr) has a capacity value of 2,000 passenger cars per hour per lane (pc/h/ln). Dixie Highway has a posted speed limit of 50 miles per hour (mph), which equates to 80 km/hr, and as such, is assumed to have a capacity of 8,000 vehicles per hour or 4,000 vehicles per hour in one direction.

Figure 15. Mill Creek NGCC Unit Traffic and Vechicle Access Map



3.4.2 Potential Impacts from Construction Activities

For the construction of the proposed NGCC Unit, site labor is estimated to peak at less than 1,000 construction personnel in Month's 16 through 19 of the NGCC Unit's construction phase. It is assumed that 70 percent of the construction personnel will drive their vehicle to the site and the remaining 30 percent will carpool and be contained within the 70 percent driving personal vehicles. The resulting peak volume is 500 vehicles entering and leaving the site on a daily basis. The site-generated traffic will most likely occur from 6:00 a.m. to 6:00 p.m. on weekdays, with site-generated peak traffic likely occurring during typical morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) workday peak periods. Although not anticipated, the construction contractor may add a night shift at their discretion/if necessary.

Construction personnel will access onsite parking from the existing Mill Creek Station access off Dixie Highway. Variations in the number of construction personnel and work schedule may occur; however, such variations would be infrequent, and would only be expected to affect a small portion of the total construction personnel.

Construction truck deliveries are expected to peak in Month 9 of the NGCC Unit's construction phase. The daily truck deliveries will vary from approximately 0 to 98 trucks. The delivery times for the trucks will typically be limited to 8:00 a.m. to 3:00 p.m. The daily concrete truck load deliveries will occur from Months 5 through 12 of project construction, ranging from 15 to 80 truck deliveries. Concrete for large pours will be scheduled to minimize effects of temperature on then pour, with most concreate deliveries occurring in early morning hours. During the peak month, the total truck deliveries are expected at 98 deliveries per month, or 10 daily trips. These deliveries will include typical construction materials, such as mechanical and electrical equipment, construction supplies, concrete, and steel. Oversized equipment and material will be delivered by rail or barge to the extent possible. If received by barge, the equipment will be transported a short distance by truck from the offsite receiving dock to a final location inside Mill Creek Station.

Various auxiliary service and support vendors will also access the site during construction. These services may include portable restrooms, communications, and other support services. It is expected that vendors will generate 30 site visits per day during the peak construction period.

In summary, during the peak construction period, there will be an estimated maximum of 628 construction-related vehicles (500 individual and carpooling personnel + 98 trucks + 30 vendors) entering and leaving the site on a daily basis. It is expected that half of the construction traffic will come from the north on Dixie Highway via Gene Snyder Freeway and the other half from the south via I-65 via KY 44. Conservatively assuming, the total traffic volume on Dixie Highway will increase to an estimated 31,191 vehicles per day (628 morning + 628 evening + 28,443 existing).

As noted above, morning and evening peak hour volumes are assumed to be 15 percent of the AADT. For Dixie Highway, the peak hour volume is assumed to be 4,267 vehicles per hour. Assuming a typical 60% (north)/40% (south) directional split of existing traffic, the existing peak hour one-way traffic volume is 2,561 vehicles per hour. Assuming a 90% (north)/10% (south) directional split of construction traffic, the construction peak hour one-way traffic volume will be 566 vehicles per hour. The total peak hour one-way traffic on Dixie Highway is estimated to be 3,172 vehicles per hour. The one-way capacity on Dixie Highway is assumed to be 4,000 vehicles per hour. As such, although the NGCC Project would temporarily increase daily and peak-hour traffic on Dixie Highway, the roadway has sufficient capacity to accommodate these additional vehicles and trucks. A summary of the roadway capacity assessment is included in **Table 12** below.

Table 12. Impacts to Roadway Capacity from Construction

Roadway	No. of Lanes	Existing Volume			Construction Trips		Total Volume Peak-hour Peak Direction	One-way Roadway Capacity (v/h)	Meets Capacity? (Y/N)
		AADT	Peak Hour Volume	Peak-Hour Peak Direction	Distribution	Peak-hour Peak Direction			
Dixie Highway (from KY 841 to KY 44)	4LU	28,443	4,267	2,561	100%	566	3,172	4,000	Y

3.4.3 Fugitive Dust

Potential for fugitive dust emissions, specifically due to on-/off-road vehicles, will be of most concern during construction activities. During NGCC Unit construction, potential fugitive dust emissions will be associated with ground excavation, cut-and-fill operations, on-site transport of materials and equipment, operation of heavy equipment, and other activities. Vehicles travelling on unpaved and/or un-swept roadways also have the potential to generate fugitive dust. The amount and expanse of fugitive dust will vary from day-to-day, depending on the level of activity, onsite control/cleanup measures implemented, and weather.

Best management practices will be used during construction to limit fugitive dust emissions. Measures will include watering unpaved roadways, daily sweeping/maintenance of paved roadways, limiting the area of open excavation/grading areas, and providing temporary cover for soil stockpiles. Standard erosion and soil stabilization measures would also be employed throughout the NGCC Unit construction phase. These strategies are anticipated to be incorporated in the construction stormwater permit that will be obtained for the construction operations and disturbances.

Access throughout the proposed site will use existing paved roads in conjunction with temporary internal unpaved roadways installed during construction. These roads provide direct access to locations necessary for construction activities and therefore fugitive dust emissions should be minimal from onsite traffic.

3.4.4 Roadway Degradation

Heavy equipment such as the turbines, generators, and larger sections of the heat recovery steam generator are expected to be delivered via rail to the Mill Creek Station. As such, equipment and supplies delivered by trucks using the local roadways are not expected to include an insignificant number of oversized loads. As such, interference with traffic flow and/or damage to local roadways due to over-sized loads is not expected.

3.4.5 Potential Impacts from Facility Operation

With the exception of two coal-fired units that will be retired prior to commissioning of the new NGCC Unit, the existing electric-generating Units 3 and 4 at the Mill Creek Station will remain in operation during the construction and commercialization of the NGCC Unit. The roadway analysis of the construction phase indicates that roadways will have adequate capacity to handle the additional traffic. Additionally, the NGCC Unit's construction phase is expected to last approximately thirty-seven (37) months total, and therefore any effects resulting from additional vehicles would be temporary.

After construction is complete, the commercialization of the NGCC Unit would commence. Unlike construction, operation of the NGCC Unit will not result in additional personnel, as existing onsite employees would be sufficient to operate the new NGCC Unit. Therefore, traffic volumes contributed by the Mill Creek Station following commercialization of the NGCC Unit are anticipated to return to baseline conditions, if not lessen, as the facility will simultaneously cease operating two (2) other existing coal-fired units. The baseline Mill Creek Station's traffic volume is included in existing AADT counts noted above, which are within the allowable capacity for the affected roadways. Therefore, no permanent impacts are anticipated on roadway capacity as a result of commercialization and operation of the proposed NGCC Unit. Similarly, since no increases in traffic volume will result from operation of the proposed NGCC Unit, there would be no increase in potential road degradation or congestion.

3.4.6 Rail and Barge Traffic

The Mill Creek Station is accessible by both rail and barge. The internal rail loop is accessible by the Paducah and Louisville Railway to the east of the facility. Barge access is via the Ohio River to the west of the facility. The Mill Creek Station receives an average of five (5) trains per week for normal operations. All oversized equipment will be delivered by barge to the extent possible. If received by barge, the equipment will be transported a short distance by truck from the offsite receiving dock to a final location inside Mill Creek Station. Oversized equipment that may alternatively be transported to the NGCC Unit via rail or truck include the generator step-up transformers (GSU) transformers and/or circulating water pipe. The projected barge and rail deliveries associated with the NGCC Unit are anticipated to be minimal compared to the existing barge traffic levels for current operations.

3.4.7 Mitigation

The greatest potential impact to roadway traffic will result during the construction of the NGCC Unit. The construction phase is anticipated to contribute an additional 628 vehicle trips on Dixie Highway which is expected to be divided in the north and south direction by a 50%/50% directional split. The peak hourly one-way traffic is anticipated to increase by 566 vehicles during the peak construction months.

The capacity of Dixie Highway is capable of accommodating the traffic from the construction of the NGCC Unit. Additionally, any increase in vehicle activity travelling to and from the Mill Creek Station during NGCC Unit construction would be temporary. LKE would also clearly delineate onsite access routes and ensure that

vehicles and trucks travelling within the Mill Creek Station would do so in a safe manner. As such, no significant impacts to the roadway traffic are anticipated as a result of the construction and operation of the NGCC Unit. Following the commercialization of the NGCC Unit, Dixie Highway's traffic volumes are anticipated to return to baseline conditions, if not lessen due to fewer shipments necessary for operating coal-fired units.

For these reasons, no mitigation is merited for potential impacts on the surrounding transportation infrastructure based on the results of this analysis. Although the roadway capacities surrounding the facility are sufficient to handle the construction and operation of the NGCC Unit, consistent with LKE's existing protocols, carpooling and other trip reduction measures in the area will continue to be encouraged.

4. CUMULATIVE ENVIRONMENTAL ASSESSMENT

4.1 Air Resource Assessment

The Mill Creek Station is comprised of four (4) base load coal-fired utility boilers and is a Prevention of Significant Deterioration (PSD) major source. LKE is proposing to install a NGCC Unit, which will replace the capacity lost from the retirement of the two of the four existing coal boilers.

The proposed NGCC Unit will be located in southwestern Jefferson County to the south-southwest of Louisville, Kentucky, along the Ohio River. Jefferson County has been designated by the United States Environmental Protection Agency (USEPA) as "attainment" or "unclassifiable" for all criteria pollutants, except ozone. For ozone, Jefferson County is designated as a marginal nonattainment area with respect to the 8-hour ozone National Ambient Air Quality Standards (NAAQS) promulgated in 2015. It is also located in the portion of Jefferson County that was redesignated as a maintenance area for the 2010 SO_2 NAAQS on September 8, 2020. The nearest Federal PSD Class I area is Mammoth Cave National Park, located approximately 55 miles (88 kilometers) south of the proposed project.

Air quality regulation and permitting in Jefferson County, Kentucky is administered by the Louisville Air Pollution Control District (APCD). The USEPA has given APCD authority to implement and enforce the federal Clean Air Act (CAA) provisions and air regulations under its approved State Implementation Plan (SIP).

The proposed NGCC Unit is to be constructed within an approximately 8-acre footprint immediately east of the exiting coal boiler structures at the Mill Creek Station. The project footprint is currently undeveloped property owned by LKE.

Potential impacts to ambient air quality are associated with the construction and operation of the NGCC Unit. Earthmoving during the construction of the NGCC Unit will contribute fugitive dust emissions. Additionally, mobile equipment operation will result in exhaust emissions during construction. Mitigation strategies will be implemented as described in Section 5.1 to reduce impacts from air emissions during construction of the NGCC Unit.

During the operation of the NGCC Unit, the combustion of natural gas will contribute air emissions, comprised of criteria pollutants (e.g., CO, NO_X, VOC, PM_{10}, $PM_{2.5}$, SO_2), Hazardous Air Pollutants (HAPs), and greenhouse gases (e.g., CO_2, CH_4, N_2O) (GHG). Operational air emissions will be evaluated under the APCD authority to determine compliance with applicable CAA regulations. This includes PSD preconstruction review to ensure compliance with State and Federal ambient air quality standards.

The NGCC Unit will also be subject to Federal New Source Performance Standards (NSPS) codified in 40 CFR Part 60 and National Emission Standards for Hazardous Air Pollutants (NESHAP) codified in 40 CFR Parts 61 and 63. These NSPS and NESHAP standards require certain operating practices and emission controls for emission source categories, which will serve to mitigate air emissions from the proposed NGCC Unit. The NGCC Project includes decommissioning of existing coal-fired power generation, thus there will be an overall net decrease in criteria pollutants including PM_{10}, $PM_{2.5}$, NO_X, CO, SO_2, and also GHG. Compliance with APCD pre-construction air permitting requirements, NSPS and NESHAP emission controls requirements, and a net decrease of emissions for many key pollutants ensures that the NGCC Project will have no significant impacts on the air quality resource.

4.2 Water Resource Assessment

The most prominent surface water feature in the area is the Ohio River, which lies approximately 1,400 feet west of the NGCC Project site. The Ohio River is roughly 1,800 feet wide in the vicinity of the site. According to data developed by the USGS, flow rates in the Ohio River near the NGCC Project site range from around 7,000 cubic feet per second during periods of low-flow to approximately 500,000 cubic feet per second during high-flow. The Ohio River originates in western Pennsylvania approximately 350 miles northeast of the Project site and discharges into the Mississippi River approximately 117 miles west of the NGCC Project site. Drainage from the proposed NGCC Project site will flow to either the Coal Pile Run-off Pond or into internal Outfall 016.

The existing Mill Creek Station discharges cooling water into the Ohio River via Outfalls 001, 002A, 0023, and 0025 pursuant to its Kentucky Pollution Discharge Elimination System (KPDES) Permit No. KY0003221. In addition, the Mill Creek Station withdraws water for steam generation, cooling / quenching, and make-up water from the Ohio River.

Based on Trinity's review of the Kentucky Groundwater Data Repository – Water Well and Spring Location Map[2] and query of the Kentucky Geological Survey Water Well & Spring Records Database,[3] multiple active water wells are inventoried within a one-mile radius of the NGCC Project site. Two of the wells are the industrial wells that serve the Mill Creek Generating Station (AKGWA No.'s 00023242 and 00061853). One other active well is an industrial well serving the Kosmos Cement Co. (AKGWA No. 00061874). All of the other wells within a 1-mile radius are either inactive or are only monitoring wells not used for withdrawal of usable water.

No other domestic use, industrial, municipal, monitoring, agricultural, public, or mining wells were depicted on the site or within one mile of the proposed Project site.

The Kentucky Department for Environmental Protection (KDEP) Division of Water (DOW) administers the federal Clean Water Act and state water protection program. Water quality is maintained by the establishment of water quality standards and regulation of all discharges of pollutants to waters of the Commonwealth. Discharge standards are established for particular sources and activities, and wastewater and storm water discharges from industrial activities such as power generation must obtain a KPDES permit.

The existing Mill Creek Station currently maintains a KPDES permit (No. KY0003221). This permit generally establishes discharge limits, monitoring and reporting requirements for the management and discharge of wastewater and stormwater at the Mill Creek Generating Station. The KPDES permit pertains to the Mill Creek Station and will be revised to include wastewater and stormwater from the proposed NGCC Unit.

The NGCC Unit will be constructed in an approximately 8-acre area within the existing Mill Creek Generating Station and located to the east of the existing coal boiler structures. The area for installation of the NGCC Unit operations is currently developed industrial land (approximately 1 acre) and landscaped grassy area (approximately 7 acres).

[2] http://kgs.uky.edu/kgsmap/KGSWater/

[3] http://kgs.uky.edu/kgsweb/DataSearching/Water/WaterWellSearch.asp

4.2.1 Water Pollutant Impacts

Construction operations, in particular site clearing and grading in preparation for installation of structures associated with the proposed NGCC Unit, represent the potential for increased erosion and sediment discharge from the site during development. The greatest potential for impacts to surface water quality from construction activities is sediment loading from erosion. Construction materials delivered to the site, including chemicals, fuels, and lubricants, also pose a threat if not properly managed.

Installation of the industrial equipment, support concrete and associated access drives / pathways will decrease the overall surface permeability of the area within the drainage basin containing the development. This will result in a slight increase in peak discharge rates during storm events. Cursory evaluation indicates peak stormwater runoff may increase by a factor of 4.4 at the NGCC Project site from decreased permeability[4] when comparing the NGCC Project site existing conditions (approximately 1 acre developed industrial, 7 acres grassy landscaped) to the proposed NGCC Unit site development. Preliminary review suggests that existing drainage paths are adequate to accommodate these flows even for significant storm events without adverse hydraulic consequences; however, provisions for erosion prevention and sediment control may still require implementation during operation of the proposed NGCC Unit.

The NGCC Unit will also include the storage and usage of oils and chemicals within the industrial equipment. The NGCC Unit will be constructed so that stormwater will not contact these potential pollutant sources, nor will there be releases to wastewater streams containing pollutants from oils or chemicals onsite.

Water pollutant impacts from construction and operation will be limited to potential sediment loading in stormwater and will be managed using mitigations detailed in Section 5.2.

4.2.2 Water Withdrawal Impacts

Construction of the NGCC Unit will require minimal water withdrawal and would be temporary in nature. There will be minimal, if any, dewatering of excavated areas during construction because the Project site will not require withdrawal of significant depths of soil below the natural grade.

Operation of the NGCC Unit will require a continuous supply of water to support the cooling of steam used in the HRSG. The cooling water will be used in a continuous loop between the steam condenser and cooling towers. LKE estimates that an annual average of 2,100-3,200 GPM of raw water demand will be required and 575-1,700 GPM of wastewater discharge will be produced, resulting in approximately 1,500 GPM of net water withdrawal impacts on an annual average basis for operation at full capacity. The proposed NGCC Unit will have a nominal generating capacity of 621 MW (net summer design rating) and will have different power generation needs seasonally depending on weather conditions and availability of other electricity generating sources. Conservatively applying an 80% capacity factor to reflect the actual annual average operating load, the NGCC Unit is estimated to require 630 million gallons of net cooling water input each year. The proposed project also includes the shutdown of existing coal-fired power generation assets that also use cooling water in large volumes. These shutdowns will have offsetting impacts for the new cooling water needs for the NGCC Unit. Overall, the NGCC Unit will use less water than the once thorough cooling system on the Unit 1 coal boiler and from the cooling tower serving the Unit 2 coal boiler such that the overall river withdraw and face velocity at the river intake screens will be improved. Cooling water is

[4] Assumes stormwater runoff coefficients of 0.15 for flat lawn with heavy soil and 0.75 for heavy industrial, resulting in a 5x decrease in surface permeability. This increase is applied to seven of the eight acres because one acre of the project footprint is already developed. Runnoff coefficients from 2011 California Waterboards Runoff Coefficient Fact Sheet accessed November 29, 2022 from https://www.waterboards.ca.gov/water_issues/programs/swamp/docs/cwt/guidance/513.pdf.

currently withdrawn from surface water intakes previously installed at the facility, which will also be the source of cooling water from the new NGCC Unit.

4.3 Solid and Hazardous Waste Assessment

The KDEP Division of Waste Management regulates the treatment, storage, and disposal of solid, special and hazardous wastes. Kentucky Revised Statute, Chapter 224, identifies requirements for permitting, licensing, and operating facilities generating and managing hazardous wastes. Hazardous waste generators must also register with the USEPA.

During construction of the proposed NGCC Unit, potential waste would include earth and land clearing debris, metal scraps, electrical wiring and cable, surplus consumable materials (e.g., paints, greases, lubricants, and cleaning compounds), packaging materials, and office waste. Prior to conducting any land clearing or demolition, surveys for regulated substances (e.g., oil drums, asbestos containing materials, and other regulated wastes) would be conducted. Should any be found, these materials would be managed in accordance with applicable regulations. In general, the construction wastes would be typical of the construction of any large industrial facility. Any potentially reusable materials would be retained for future use, and recyclable materials would be periodically collected and transferred to recycling facilities. Metal scraps unsuitable for reuse would be sold to scrap dealers, while the other remaining materials would be collected in dumpsters and periodically trucked offsite by a waste management contractor for disposal in a licensed landfill. Other materials would include packaging material (e.g., wooden pallets and crates), support cradles used for shipping of large vessels and heavy components, and cardboard and plastic packaging.

Potential impacts to soil, groundwater, and surface water resulting from project construction can arise from accidental releases of hazardous substances or wastes. If an accidental release occurs, it could result in surface soil and/or subsurface soil contamination, depending upon the location of the spill and the quantity spilled. Similarly, it is possible groundwater could be impacted if hazardous materials or waste are released onto the soil and the substance is not remedied in a timely manner. Potentially, an accidental release during construction could extend to nearby surface water bodies like the Ohio River, possibly resulting in surface water contamination.

Potential impacts to soil and surface water are not expected from waste generation once the construction phase is completed, due in part to the NGCC Unit design. Thermal power plants may generate solid waste from both the fuel combustion and some emission control technologies. Coal and biomass fired plants generate ash that must be removed from the combustion chamber and managed as solid waste. Emission control technologies common to thermal power plants that generate waste include electrostatic precipitators, which convert airborne particulate matter into a liquid or solid waste stream, and flue gas desulfurization, which sequester SO_2 air emissions into a solid stream of gypsum.

The NGCC Unit fired on natural gas will not generate ash as a solid waste, and the types of emission control technologies proposed also will not generate solid waste as part of normal operation. Spent catalyst from the oxidation catalyst and SCR may be removed periodically and transferred offsite for recovery by the catalyst manufacturer or disposed of, following hazardous waste regulations as applicable. Solid waste generated at the proposed NGCC Unit will be minimal, generated mostly from routine maintenance operations. Routine maintenance may generate small quantities of used oil, which would be recycled or disposed of offsite via licensed contractors, or dirt and sludge from equipment cleaning that would be transferred to a commercial landfill offsite. No significant generation of solid waste is anticipated during operation of the proposed NGCC Unit.

5. CUMUALTIVE ASSESSMENT MITIGATION SUMMARY

5.1 Air Resource Mitigations

Potential air quality impacts from construction activities can be effectively addressed by BMPs employed to limit dust generation. Plans and practices to minimize and control fugitive dust resulting from construction activities may include some or all of the following:

- Minimize the area of exposed soil
- Application of water (sprinkling and irrigation)
- Application of mulch and seeding
- Surface roughening
- Structural barriers and windbreaks
- Application of dust suppression chemicals

Other general dust suppression methods include limiting vehicle speeds within the construction site and covering truck beds to reduce dust and/or particulate dispersal into the air. If excavated or imported soil piles are to be left in place for an extended period of time, grass or other protective vegetation can be planted to suppress dust and mitigate soil erosion from the pile. Vehicle exhaust emissions can be kept to a minimum through regular tune-ups and other maintenance. Vehicles will be inspected regularly, and malfunctioning vehicles removed from the project site or sent for repair as needed.

The operation of the NGCC Unit will include emissions control technologies which serve as mitigations for the air resource impacts. The NGCC Unit will consist of one natural gas-fired gas combustion turbine (GT), a steam turbine, and one HRSG with natural gas-fired duct burners arranged in a one-on-one configuration. The NGCC Unit will utilize dry-low-NO_X combustors (DLN) in the GT and low-NO_X burners in the HRSG. It will also be equipped with oxidation catalyst and Selective Catalytic Reduction (SCR) as add-on control systems to reduce stack NO_X, CO, hydrocarbons, and organic HAP emissions. The use of a highly efficient combined cycle 1 x 1 GT and HRSG unit will also help minimize GHG emissions from the NGCC Unit by extracting the maximum amount of usable energy from the fuel gas, thus minimizing the amount of gas required to be combusted to generate electricity. Lastly, a bank of drift eliminators will be installed after the evaporate cooling media to ensure no water droplets or solid particles from water enter the GT, ensuring no contribution of PM emissions from the evaporative cooling systems to the generating units. These control measures as proposed in the facilities' air quality permit application will effectively minimize the impact of the NGCC Unit's operations on ambient air quality.

5.2 Water Resource Mitigations

Construction contractors will be required to develop and implement practices and procedures to control, prevent and respond to any spills or releases of materials that could potentially impact water quality. Specifically, construction contractors will be required to:

- Develop and implement a soil and erosion control plan;
- Assure all storage of chemicals and fuel onsite will be provided with secondary containment, and all unloading areas will have their own containment; and
- In the event of a fuel or oil spill during construction, the contaminated soil will be removed and hauled away by a licensed contractor for disposal at a licensed facility.

All construction activity will take place within the proposed NGCC Project site. BMPs, such as silt fences and hay bales will be maintained throughout all land disturbance activities. An adequate number of portable sanitary facilities will be provided at the construction site. Contractors will be strictly prohibited from dumping solid waste into waterways.

Mitigations for the operation of the NGCC Unit include design features and compliance with KPDES permitting and Spill Prevention, Control, and Countermeasure (SPCC) requirements. All new NGCC Project facilities will be designed to provide secondary and appropriate containment, as well as berms, collection, drainage and retention features to assure potential spills or releases of hazardous substances from plant equipment do not pose any threats to surface or subsurface water quality.

Potential increases in peak stormwater discharge rates resulting from installation of the proposed NGCC Unit will be evaluated. Engineering controls (e.g., routing of storm water, storm retention structures, velocity checks, etc.) will be applied as necessary to mitigate adverse hydraulic effects, if any. This will be evaluated upon updates to the Mill Creek Station's KPDES permit.

Water withdrawal volumes will be mitigated by efficient design of cooling systems to minimize cooling water consumption. Cooling water treatment methods will be employed to maximize the heat capacity of the cooling water and efficiency of heat transfer so that cooling water losses are minimized.

5.3 Solid and Hazardous Waste Mitigations

Sufficient containers (barrels, trailers, bins, etc.) will be placed around the site for accumulation and storage of solid waste. Containers and storage areas will be labeled with appropriate labeling and/or signs. Solid waste will be collected on a regular basis, with separation of incompatible waste for separate storage, transport, and disposal. Construction and office waste will be sent to a local licensed landfill that has the capacity to manage the nominal quantity of solid waste that is anticipated.

Solid waste generated during operation would be minimal, generated mostly from routine maintenance operations. Routine maintenance may generate small quantities of used oil, which would be recycled or disposed of offsite via licensed contractors, or dirt and sludge from equipment cleaning that would be transferred to a commercial landfill offsite. No significant generation of solid waste is anticipated during operation of the proposed NGCC Unit. Any used oil, solvents, paints, or other potentially hazardous materials would be managed as Resource Conservation and Recovery Act (RCRA) hazardous waste as appropriate using segregated onsite waste management and transporting for offsite management using licensed contractors. All waste generated will be stored in containers appropriate for their contents and labeled (as applicable) with the contents, any hazards, and the date of waste generation.

APPENDIX A. LEGAL SITE DESCRIPTION AND CONSOLIDATED DEED RECORD

N

100 400
0 200 800
Scale: 1" = 400'

SOURCE OF TITLE:
LOUISVILLE GAS & ELECTRIC
D.B. 4310 PG. 390
D.B. 4313 PG. 358
D.B. 4101 PG. 341
D.B. 4101 PG. 581
D.B. 4101 PG. 594
D.B. 4101 PG. 598
D.B. 6386 PG. 454
D.B. 4289 PG. 262
D.B. 4110 PG. 408
D.B. 4128 PG. 125
D.B. 8054 PG. 712
D.B. 4103 PG. 360
D.B. 4102 PG. 002
D.B. 9893 PG. 827
D.B. 11029 PG. 356
D.B. 11043 PG. 235
D.B. 11453 PG. 394

ALL BEARINGS, DISTANCES AND COORDINATES SHOWN ON THIS DRAWING HAVE BEEN MEASURED UNDER AND TIED TO THE KENTUCKY STATE PLANE COORDINATE SYSTEM - NORTH ZONE (1601).
THE FOLLOWING CHARACTERISTICS OF THE NORTH ZONE COORDINATE SYSTEM APPLIES TO THIS SURVEY:
CONVERGENCE: -1.03042998 DEGREES
POINT SCALE: 0.99998813
COMBINED FACTOR: 0.99997127

NOT A BOUNDARY SURVEY.
NOT FOR RECORDING. NOT
FOR LAND TRANSFER

STATE OF INDIANA

VICINITY MAP (NTS)
HWY 31W / 60
GENE SNYDER HWY
DOWNTOWN LOUISVILLE
LOWER RIVER RD
WATSON LN
SURVEY SITE
DIXIE HWY
HWY 1526
HWY 44
HWY 31W / 60

- LEGEND -
- ⅝" x 18" STEEL REBAR PIN W/ 2" ALUMINUM SURVEY CAP SET DURING PREVIOUS SURVEY
- LOW WATER MARK CORNER (AS MEASURED 09-23-11)
- FOUND MONUMENT
- BOUNDARY LINES OF AGE SURVEY
- ADJOINING PROPERTY BOUNDARY LINES PER DEEDED DESCRIPTIONS
- INTERNAL DIVISION LINES OF LG&E PER DEEDED DESCRIPTIONS
- OHIO RIVER REGULATORY FLOODWAY - ZONE AE (SEE NOTE 7)
- 1% ANNUAL CHANCE FLOOD HAZARD (SEE NOTE 7)

PROPERTY OWNERS: LOUISVILLE GAS & ELECTRIC COMPANY
CONTACT PERSON: ATTN: REAL ESTATE DEPARTMENT
ADDRESS: 820 W. BROADWAY LOUISVILLE, KY 40232

ALL BEARINGS ARE REFERRED TO GRID NORTH OF THE KENTUCKY STATE PLANE COORDINATE SYSTEM, NORTH ZONE (NAD83).

THIS AREA IS BEING HELD AND CLAIMED BY LG&E. AGE ENGINEERING CAN NOT FIND A DEED TO LG&E CONVEYING OWNERSHIP OF THIS PROPERTY. LG&E HAS A PLAT THAT REFERENCES THE RODGERS AND RODGERS SURVEY CX7260, RODGERS & RODGERS SURVEY CX7970, AND THE EVANS/GRIFFIN SURVEY CX15392 WHICH SHOWS THIS AREA TO BE "QUIT CLAIM". THIS PROPERTY IS NOT INCLUDED IN THE ADJOINING DEED OF METRO LOUISVILLE D.B. 7160 PG. 581 EXHIBIT 57.

OHIO RIVER

METRO LOUISVILLE
DB 7160 PG 581
EXHIBIT 57

WATSON LANE (ROW VARIES)

N.T.S.
METRO LOUISVILLE
DB 7160 PG 581
EXHIBIT 57
IPS
L6
L5
492.11'
N55°28'41"W
A

LOUISVILLE GAS & ELECTRIC
D.B. 4310 PG. 390
PARCEL ID:1058-0156-0000

VALLEY VILLAGE SECTION 1
PB 013 PG 030

IPF PLS # 2747
IPF PLS # 2747
N=208992.03
E=1164719.63
B
L4
L3
L2
L1

LOUISVILLE GAS & ELECTRIC
D.B. 4313 PG. 358
PARCEL ID:1058-0151-0000
1058-0153-0000
1058-0155-0000
1058-0156-0000

LOTS 463-469
TENNIS BLVD
VALLEY VILLAGE SECTION 1
PB 013 PG 030
1491.44'
N35°59'48"E
LOTS 452-462
NATHAN HALE WAY

N.T.S.
SANDRAY BLVD
IPF PLS # 2747
100.35'
N32°56'31"E
L41
SEE NOTE 6
IPF PLS # 2747
60.38'
N55°06'36"W
IPF PLS # 2747

IPF (NO CAP)
863.82'
N55°14'30"W
LOTS 435-451
RAINBOW DR
IPS PLS #4048
560.08'
N55°14'30"W

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 341
PARCEL ID: 1137-0029-0000

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 341
PARCEL ID:1137-0073-0000
LOUISVILLE GAS & ELECTRIC
D.B. 11043 PG. 235
TRACT 4
PARCEL ID:1137-0072-0000

LOUISVILLE GAS & ELECTRIC
D.B. 11043 PG. 235
TRACT 1
PARCEL ID:1137-0072-0000

CONCRETE MONUMENT WITH "X" FOUND
L42
SANDRAY BLVD
VALLEY VILLAGE SECTION 1
PB 013 PG 030
LOUISVILLE GAS & ELECTRIC
D.B. 11043 PG. 235
TRACT 2
PARCEL ID:1137-0061-0000
N55°11'06"W - 894.45'
LOTS 127-107

LOUISVILLE GAS & ELECTRIC
D.B. 11029 PG. 356
PARCEL ID:1137-0059-0000

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 341
LOT 5
PLAT BOOK 1 PAGE 178
PARCEL ID:1137-0017-0001

IPF RLS # 2747
PETWOOD BLVD
LOTS 107-127
N34°43'19"E - 495.58'
LOT 106
PIPE IN CONCRETE
1 IN CONDUIT IN CONCRETE
300.38'
N55°09'47"W

LOUISVILLE GAS & ELECTRIC
D.B. 6386 PG. 454
PARCEL ID: 1137-0022-0000

VALLEY VILLAGE SECTION 1
PB 013 PG 030

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 341
LOT 6
PLAT BOOK 1 PAGE 178
PARCEL ID:1137-0017-0002

① ② ③
721.86'
N34°36'52"E

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 341
LOT 7
PLAT BOOK 1 PAGE 178
PARCEL ID: 1137-0017-0003

IPF PLS # 1828
306.66'
S54°34'10"E
IWPS
0.336 FT
FROM CORNER
3" CONCRETE POST
CONCRETE MONUMENT
DONALD, R & EDNA ANN ALWES REV
D.B. 10465 PG. 0150
LOUISVILLE GAS & ELECTRIC
D.B. 11453 PG. 394
PARCEL ID:1103-0113-0000
SHIPLEY LN
N55°02'34"W
388.06'
1" PIPE
1" PIPE
1.40'

IWPS
0.51 FT
FROM
CORNER
633.19'
N34°45'35"E
D
C
TOBY FIELDS
DB 9224 PG 151
S35°28'
S35°44'32"W
CONCRETE
CORNER
MARKER
IWPS
0.40 FT
FROM CORNER
430.97'
N55°08'03"W
IWPS
0.56 FT
FROM CORNER
CONCRETE
CORNER MARKER
1" PIPE
IPS PLS 4048
L38
L39
1" PIPE
IWPS
0.50 FT
FROM
CORNER
628.89'
N34°44'13"E
CONCRETE CORNER MARKER
IWPS
0.78 FT
FROM CORNER
IWPS
0.55 FT
FROM CORNER
388.63'
N55°09'31"W
ERNEST SCHAEFFER
DB 5814 PG 194
THOMAS CALEB DYE
CAROLINE DYE
D.B. 11687, PG. 495
HART AVE
395.88'
N39°03'30"E

N.T.S.
388.63'
N55°09'31"W
IPS
IPF (NO CAP)
1.20 FT FROM LINE
(105.53')
JASON L THOMPSON
DB 11811 PG 737
313.52'
(103.34')
N39°45'01"E
IRON ROD FOUND
1.61 FT FROM LINE
(49.53')
DEBORAH AND
ELMER FOWLER
DB 8890 PG 893
IPF PLS # 3061
0.28 FT FROM LINE
(105.12')
IWPS
0.53 FT FROM CORNER
CONCRETE CORNER MARKER
2 BE ME LLC
DB 8937 PG 017
IWPS
0.39 FT FROM CORNER
354.89'
N55°10'53"W
ELIZABETH MILLER
DB 7380 PG 471

TRACT 1
634.698 ACRES
BY SURVEY

LOUISVILLE GAS & ELECTRIC
D.B. 4289 PG. 262
PARCEL ID: 1137 - 0066- 0000

LOUISVILLE GAS & ELECTRIC
D.B. 4110 PG. 408
PARCEL ID: 1137-0043-0000

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 581
PARCEL ID: 1137-0064-0000

LOUISVILLE GAS & ELECTRIC
D.B. 4128 PG. 125
PARCEL ID:1137 - 0065 - 0000

LOUISVILLE GAS & ELECTRIC
& ELECTRIC
D.B. 8054 PG. 712
PARCEL ID:1137-0016-0000

LOUISVILLE GAS & ELECTRIC
D.B. 4103 PG. 360
PARCEL ID:1137-0023-0000

IPS 50' FROM CL
203.14'
N39°25'17"E
DIXIE HIGHWAY (US 31W / US 60) (ROW VARIES)
1300.00'
N39°25'17"E
ROW VARIES
800.01'
N39°25'17"E
DIXIE HIGHWAY (US 31W / US 60)
D.B. 1703 PG. 401
US 60
N39°37'20"E
389.35'
US 31W
④ ⑤ ⑥
700.00'
N40°02'17"E
DIXIE HIGHWAY
ROW VARIES
294.57'
N40°02'17"E

N.T.S.
IPS 60' FROM CL
L37
203.14'
N39°25'17"E
1300.00'
N39°25'17"E
IPS 50' FROM CL

N.T.S.
IPS 60' FROM CL
L36
1300.00'
N39°25'17"E
ROW FENCE
800.01'
N39°25'17"E
IPS 50' FROM CL

N.T.S.
IPS 60' FROM CL
L35
399.35'
N39°37'20"E
ROW FENCE
800.01'
N39°25'17"E
IPS 50' FROM CL

N.T.S.
THE PROPERTY CORNER WAS WITNESS MONUMENTED BECAUSE A CORNER COULD NOT BE PLACED BECAUSE OF BED ROCK AT THE SURFACE 60' FROM CL
IWPS
1.26 FT
FROM CORNER
IWPS
1.34 FT
FROM CORNER
ROW FENCE
700.00'
N40°02'17"E
L33
294.57'
N40°02'17"E
ROW FENCE
IPS 50' FROM CL

N.T.S.
389.35'
N39°37'20"E
ROW FENCE
IPS 60' FROM CL
L34
ROW FENCE
700.00'
N40°02'17"E
IPS 50' FROM CL

KOSMOS CEMENT
DB 628 PG 295
TRACT 3
CONCRETE MARKER
IWPS @ CONCRETE MARKER
207.05 FT FROM ACTUAL CORNER
2077.28'
S86°55'54"E
IPS @ CORNER POST
60' FROM CL
N=200484.25
E=1163007.23
KOSMOS CEMENT
DB 628 PG 295
TRACT 3

Curve Table							
Name	Radius	Arc Length	Chord Length	Tangent Length	Middle Ordinate	External Distance	Chord Direction
C1	50	67.63	62.59	40.13	11.01	14.11	N 54°06'45" W
C2	170	112.75	110.69	58.54	9.26	9.8	N 34°21'45" W

Name	DIRECTION	DISTANCE
L1	N 55°29'41" W	192.86
L2	S 34°10'45" W	193.26
L3	N 55°14'20" W	208.17
L4	N 33°15'37" E	192.43
L5	S 35°29'33" W	6.95
L6	N 84°29'40" W	62.21
L7	S 87°08'15" W	140.18
L8	N 15°21'45" W	43.00
L9	N 53°21'45" W	186.00
L10	S 31°39'51" W	160.96
L11	S 22°31'53" W	134.58
L12	S 14°54'41" W	137.53
L13	S 12°42'31" W	167.61
L14	S 14°55'45" W	187.50
L15	S 8°38'43" W	379.04
L16	S 8°54'00" W	234.78
L17	S 7°01'40" W	477.59
L18	S 7°24'14" W	235.02
L19	S 10°56'53" W	213.72
L20	S 6°15'23" W	211.73
L21	S 11°47'23" W	243.65
L22	S 7°48'16" W	182.06
L23	S 16°55'22" W	135.66
L24	S 5°12'33" W	214.45
L25	S 2°54'55" W	164.65
L26	S 3°27'18" E	179.37
L27	S 10°02'19" W	105.82
L28	S 6°01'09" W	134.06
L29	S 10°41'23" W	221.59
L30	S 11°38'34" W	302.96
L31	S 7°29'12" W	235.49
L32	S 3°06'31" W	254.77
L33	S 49°57'43" E	10.00
L34	N 49°57'44" W	10.00
L35	S 50°34'43" E	10.00
L36	N 50°37'24" W	10.00
L37	S 50°34'46" E	10.00
L38	S55°16'25"E	274.71
L39	N39°07'45"E	199.59
L40	N55°08'31"W	100.18
L41	S32°55'35"W	100.31
L42	N55°14'30"W	106.78
L43	S 5°42'31" W	104.68
L44	N 22°32'14" W	53.80
L45	N 3°00'04" W	147.11
L46	S 17°55'12" W	226.77
L47	N 34°44'34" W	68.38
L48	N 21°31'23" W	71.92
L49	S 47°50'01" W	58.17
L50	S 28°09'51" W	140.16
L51	S 17°45'41" W	238.39
L52	N 18°37'01" W	87.92

SURVEY NOTES

1.) THIS SURVEY IS SUBJECT TO ANY RIGHTS-OF-WAY OR EASEMENTS, PUBLIC OR PRIVATE, WHETHER OF RECORD OR NOT, AND IS SUBJECT TO LOCAL CITY AND COUNTY ZONING ORDINANCES.
2.) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT.
3.) THIS SURVEYOR IS NOT RESPONSIBLE FOR ANY INACCURATE INDEXING OF RECORDS THAT THE COUNTY CLERK OR THE PROPERTY VALUATION OFFICE MAY HAVE MADE.
4.) ALL BEARINGS ARE REFERRED TO GRID NORTH OF THE KENTUCKY STATE PLANE COORDINATE SYSTEM, NORTH ZONE (NAD83).
5.) LINES SHOWN ARE BASED ON BOUNDARY RETRACEMENT SURVEYS COMPLETED ON DEC. 7, 2011, NOV. 16, 2017, DEC. 1, 2017 AND JUNE 21,2019.
6.)CROSS HATCHED AREA REPRESENTS AN EASEMENT AS RECORDED IN DEED BOOK 11043, PAGE 235, TRACT 3 FOR THE BENEFIT OF LOUISVILLE GAS AND ELECTRIC COMPANY. THE SAID EASEMENT WAS ORIGINALLY GRANTED TO THE BOARD OF EDUCATION OF JEFFERSON COUNTY, KENTUCKY FROM JOHN S. SHIPLEY AND BEING RECORDED IN DEED BOOK 3741, PAGE 91, TRACT 2. BASED ON THE DESCRIPTION, IT IS AGE ENGINEERING'S OPINION, THAT THE INTENT OF THIS TRACT WAS TO BE DEDICATED TO PUBLIC USE AS AN EXTENTION OF SANDRAY BOULEVARD. HOWEVER, AGE ENGINEERING HAS NOT FOUND ANY RECORDS REFLECTING THIS TRACT BEING DEEDED OFF THE JOHN S. SHIPLEY FARM.
7.)THE REGULATORY FLOODWAY AND THE 1% ANNUAL CHANCE FLOOD HAZARD AREAS SHOWN HEREON WERE GENERATED USING DATA PROVIDED BY FEMA'S NATIONAL FLOOD HAZARD LAYER(OFFICIAL), PANELS; 21111C0135E, 21111C0136E, 21111C0120E, & 21111C0121E EFFECTIVE DATE: DECEMBER 5, 2006.

Ⓐ LOUISVILLE GAS AND ELECTRIC
D.B. 9893 PG. 827
TRACT A - D.B. 9893 PG. 802
ALSO MISC. BOOK 136 PG. 183
PARCEL ID:1058-0154-0000

Ⓑ LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT
D.B. 9893 PG. 799
TRACT B - D.B. 9893 PG. 802
ALSO MISC. BOOK 136 PG. 183

Ⓒ CLAIRE ANN BRATCHER
D.B. 3954 PG. 427

Ⓓ MICHAEL BOOTH
D.B. 7079 PG. 558
LOT 36 - PB 8 PG 1

① LOUISVILLE GAS AND ELECTRIC
D.B. 6386 PG. 454
TRACT 3 - PLAT BOOK 8 PAGE 082
PARCEL ID:1103-0037-0000

② LOUISVILLE GAS AND ELECTRIC
D.B. 6386 PG. 454
TRACT 4 - PLAT BOOK 8 PAGE 082
PARCEL ID:1103-0038-0000

③ LOUISVILLE GAS AND ELECTRIC
D.B. 6386 PG. 454
TRACT 5 - PLAT BOOK 8 PAGE 082
PARCEL ID:1103-0039-0000

④ LOUISVILLE GAS AND ELECTRIC
D.B. 4101 PG. 598
PARCEL ID:1137-0028-0000

⑤ LOUISVILLE GAS AND ELECTRIC
D.B. 4102 PG. 002
PARCEL ID:1137-0027-0000

⑥ LOUISVILLE GAS AND ELECTRIC
D.B. 4101 PG. 594
PARCEL ID:1137-0026-0000

PURPOSE OF PLAT
1.) TO CREATE A DRAWING DEPICTING THE EXTERNAL BOUNDARY LINES OF LOUISVILLE GAS & ELECTRIC COMPANY'S CANE RUN GENERATION STATION.

SHEET: 1 OF 1
REVISION(S)

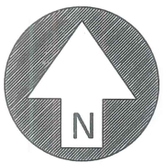
AGE ENGINEERING SERVICES, INC.
P.O. BOX 204
165 FOSTER LANE
STANFORD, KY 40484
PHONE (606) 365-8362
FAX (606) 365-1097

BOUNDARY CONSOLIDATION PLAT

LG&E
LOUISVILLE GAS & ELECTRIC COMPANY

LG&E MILL CREEK GENERATION PLANT
JEFFERSON COUNTY, KENTUCKY

DATE: 12/10/2021
SCALE: 1" = 400'
DRAWN BY: DLA
APPROVED BY: DLK
FILENAME: 21285 MILL CREEK

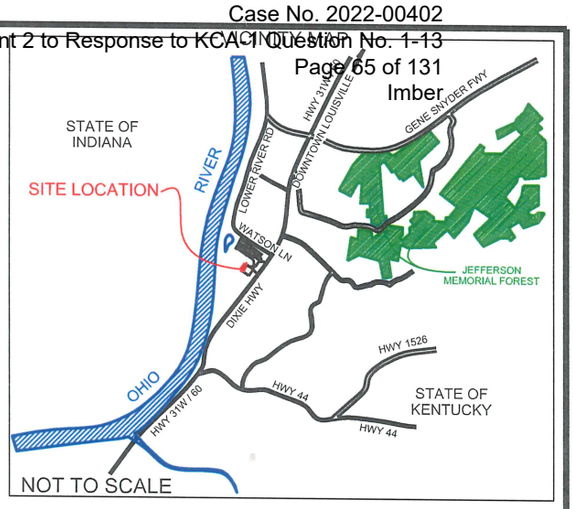


30 120
0 60 240

Scale: 1" = 120'

SOURCE OF TITLE

MICHAEL P. BOOTH
AND YVONNE BOOTH
D.B. 7079, PG. 558
BEING LOT 36
OF THE BUNGER SUBDIVISION
PLAT BOOK 8 PAGE 1



LAND CLASS: "URBAN"
OWNER: MICHAEL P. BOOTH AND YVONNE BOOTH

PROPERTY ADDRESS: 7204 SHIPLEY LANE
LOUISVILLE, KY 40272

CLIENT: LOUISVILLE GAS & ELECTRIC CO.
820 WEST BROADWAY
LOUISVILLE, KY 40323

IPF PLS #1828

IPS PLS #3118
19.5' FROM CL
OF SHIPLEY LANE
N=205340.48
E=1165167.20

LOUISVILLE GAS & ELECTRIC
D.B. 6386 PG. 454

SHIPLEY LANE 40FT (ROW)
PLAT BOOK 8, PG. 1

L1

OH-E

1" PIPE FOUND
19.5' FROM CL
OF SHIPLEY LANE

CONCRETE
MONUMENT

HOUSE

GARAGE

SEPTIC TANK

SHED

HOUSE

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 341
LOT 7
PLAT BOOK 1 PAGE 178

594.78'
N34°45'25"E

593.67'
S33°54'50"W

CLAIRE ANN BRATCHER
D.B. 3954, PG.427
LOT 35 OF THE BUNGER SUBDIVISION
PLAT BOOK 8 PAGE 1

1.704 ACRES BY SURVEY

LINE TABLE

L1	S54°34'10"E - 120.55'

IWPS PLS #3118
0.51 FT
FROM
CORNER

CONCRETE
CORNER
MARKER

129.28'
N55°08'03"W

IPS PLS #3118

IWPS PLS #3118
0.40 FT
FROM
CORNER

1" PIPE FOUND
BEING S33°54'50"W - 0.62 FT
FROM IRON PIN SET

LOUISVILLE
GAS & ELECTRIC
D.B. 4289 PG. 262

SURVEYORS CERTIFICATE

I DO HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON WAS PERFORMED UNDER MY DIRECTION USING A TRIMBLE RTK GPS; THE BASE RECEIVER WAS A ZEPHYR GEO MDI 2 AND THE ROVER WAS A TRIMBLE R12I. THE POOREST RELATIVE POSITIONAL ACCURACY OF ANY CORNER WAS 0.04 FEET AND THE BEST WAS 0.01 FEET. THE HORIZONTAL DATUM IS REFERENCED TO THE KENTUCKY STATE PLANE NORTH ZONE COORDINATE SYSTEM (NAD83) AND VERTICAL DATUM IS REFERENCED TO NAVD88. GEOID 12B WAS USED ON THIS PROJECT.

STATE of KENTUCKY
D.G. GOOCH
3118
LICENSED
PROFESSIONAL
LAND SURVEYOR

DOUGLAND GOOCH — 3118 RLS# — 9/22/22 DATE

SURVEY NOTES

1.) THIS SURVEY IS SUBJECT TO ANY RIGHTS-OF-WAY OR EASEMENTS, PUBLIC OR PRIVATE, WHETHER OF RECORD OR NOT, AND IS SUBJECT TO LOCAL CITY AND COUNTY ZONING ORDINANCES.

2.) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT.

3.) THIS SURVEYOR IS NOT RESPONSIBLE FOR ANY INACCURATE INDEXING OF RECORDS THAT THE COUNTY CLERK OR THE PROPERTY VALUATION OFFICE MAY HAVE MADE.

4.) THE SURVEY SHOWN HEREON COMPLIES WITH 201 KAR 18:150.

5.) ALL BEARINGS ARE REFERENCED TO GRID NORTH OF THE KENTUCKY STATE PLANE COORDINATE SYSTEM - NORTH ZONE (NAD83).

- LEGEND -

- ○ 5/8" x 18" STEEL REBAR PIN W/ ALUMINUM SURVEY CAP BEARING (P.L.S. #3118) SET
- △ MONUMENTS FOUND (AS NOTED)
- BOUNDARY LINES OF AGE SURVEY
- ADJOINING BOUNDARY LINE PER DEEDED DESCRIPTIONS
- CHAIN LINK FENCE
- OH-E OVERHEAD ELECTRIC

PURPOSE OF PLAT

1.) TO RETRACE THE PROPERTY OF MICHAEL P. BOOTH AND YVONNE BOOTH D.B. 7079, PG. 558, AS SHOWN HEREON HEREON

AGE ENGINEERING SERVICES, INC.
P.O. BOX 204
165 FOSTER LANE
STANFORD, KY 40484
PHONE (606) 365-8362
FAX (606) 365-1097

"EXHIBIT A"
RETRACEMENT PLAT
MICHAEL P. BOOTH
AND YVONNE BOOTH
1 TRACT TOTALING 1.704 ACRES BY SURVEY
7204 SHIPLEY LANE, LOUISVILLE, KENTUCKY

DATE: 09-13-22
SCALE: 1" = 120'
DRAWN BY: J.M.
APPROVED BY: D.GOOCH
FILENAME: 22349RECLEGAL

STOLL
KEENON
OGDEN
PLLC

2000 PNC PLAZA
500 WEST JEFFERSON STREET
LOUISVILLE, KY 40202-2828
MAIN: (502) 333-6000
FAX: (502) 333-6099

ANTHONY L. SCHNELL
DIRECT DIAL: (502) 560-4219
DIRECT FAX: (502) 627-8719
anthony.schnell@skofirm.com

February 16, 2016

VIA: HAND DELIVERY

Mr. Randy Magallon
LGE & KU Services Company
820 West Broadway
Louisville, KY 40202

RE: Mill Creek Deed of Consolidation

Dear Randy:

Enclosed please find the original Deed of Consolidation for the Mill Creek property as recorded at Deed Book 10555, Page 61 in the Office of the Clerk of Jefferson County, Kentucky.

Thank you for your attention to this item, and please contact me with any questions or comments.

Very truly yours,

Tony

Anthony L. Schnell

ALS:cjd
Enclosure
cc: Jim Dimas (w/enclosure, via e-mail)
Jim Huguenard (w/enclosure, via e-mail)

400001.148859/1314377.1

Bobbie Holsclaw

Jefferson County Clerk's Office

As evidenced by the instrument number shown below, this document has been recorded as a permanent record in the archives of the Jefferson County Clerk's Office.

INST # 2016031173
BATCH # 11695
JEFFERSON CO, KY FEE $59.00
PRESENTED ON: 02-10-2016 6 03:30:51 PM
LODGED BY: STOLL KEENON OGDEN
RECORDED: 02-10-2016 03:30:51 PM
BOBBIE HOLSCLAW
CLERK
BY: TERESA HIGGS
RECORDING CLERK
BK: D 10555
PG: 61-78

527 W Jefferson St ~ Louisville, KY 40202 (502) 574-5700
Website: www.jeffersoncountyclerk.org | Email: countyclerk@jeffersoncountyclerk.org

17

DEED OF CONSOLIDATION

THIS DEED OF CONSOLIDATION is made as of February 9th, 2016, between

LOUISVILLE GAS AND ELECTRIC COMPANY
a Kentucky corporation
ATTN: Real Estate Department
820 W. Broadway
Louisville, Kentucky 40202 ("Grantor")

and

LOUISVILLE GAS AND ELECTRIC COMPANY
a Kentucky corporation
ATTN: Real Estate Department
820 W. Broadway
Louisville, Kentucky 40202 (and tax bill in-care of address) ("Grantee")

WITNESSETH:

For the purpose of consolidating the real property described herein, Grantor grants and conveys to Grantee with covenant of General Warranty certain real property situated in Jefferson County, Kentucky (the "Property"). The NEW description of the Property is set forth on EXHIBIT A attached hereto and made a part hereof, which NEW description is further represented and set forth on the Consolidation Plat attached hereto as EXHIBIT B, with the OLD descriptions of the Property set forth on EXHIBIT C attached hereto and made a part hereof.

Grantor covenants full right and power to convey the estate hereby conveyed; however, this conveyance is made subject to ad valorem taxes, encumbrances, easements, restrictions and stipulations of record, and governmental laws and regulations affecting the property herein conveyed. All rights pertaining to any of the foregoing property by virtue of the closure of any street, alley or other rights of way are included in this conveyance.

To have and to hold the Property together with all of the rights, privileges, appurtenances and improvements thereunto belonging unto Grantee, its successors and assigns forever.

The parties do hereby certify that this conveyance is made without monetary consideration. In accordance with KRS Chapter 382, the estimated fair cash value of the land consolidated hereby is $1,546,181.11.

WITNESS the signatures of Grantor and Grantee as of the date set forth above.

GRANTOR:

LOUISVILLE GAS AND ELECTRIC COMPANY

By: _____

Its: Director, Operating Services

GRANTEE:

LOUISVILLE GAS AND ELECTRIC COMPANY

By: _____

Its: Director, Operating Services

COMMONWEALTH OF KENTUCKY)
)SS
COUNTY OF JEFFERSON)

The foregoing Deed was acknowledged, subscribed, and sworn to before me this 09 day of ~~January~~ February, 2016, by S. L. Cockerill, as Director Ops. Services of Louisville Gas and Electric Company, a Kentucky corporation, to be his/her free act and voluntary deed in said capacity.

My Commission Expires: July 11, 2017

(SEAL) Notary Public #492946

TITLE NOT CERTIFIED

No Title Examination Requested
and None Undertaken.

THIS INSTRUMENT PREPARED BY:

Anthony L. Schnell, Esq.
STOLL KEENON OGDEN PLLC
2000 PNC Plaza
500 W. Jefferson Street
Louisville, Kentucky 40202
Telephone: (502) 560-4219
Facsimile: (502) 627-8719

EXHIBIT A

CONSOLIDATED LEGAL DESCRIPTION

BEGINNING at an iron pin found RLS 2747 on the south edge of right-of-way of Watson Lane, said pin being 21.00' southwest of centerline of Watson Lane, said pin being the northwest corner of William & Terri Hawkins (D.B. 9264 Pg. 894) Lot 469 of the Valley Village Subdivision Section 1 as Shown on a plat recorded in Plat Book 13 Page 30 at the Jefferson County Clerk's Office, said pin being N63°05'13"W – 162.38' from the intersection of centerlines of Watson Lane and Tennis Boulevard, Jefferson County, Kentucky, **and BEING THE POINT OF BEGINNING FOR THIS DESCRIPTION;**

Thence leaving said pin and continuing with the south edge of right-of-way of Watson Lane:
N 55°29'41" W - 192.86 feet to an iron pin set (5/8" x 18" rebar with aluminum cap bearing PLS-3118, as will be typical for all set corner monuments) 21.00' southwest of centerline and being the northeast corner of Louisville/Jefferson County Metro Government (D.B. 9893 Pg. 799 – Tract B on Plat Recorded in D.B. 9893 Pg. 802 & Miscellaneous Book 136 Pg. 183);
Thence leaving the south edge of right-of-way of Watson Lane and with the property of Louisville/Jefferson County Metro Government for the following three (3) courses:
S34°10'45"W - 193.26 feet to an iron pin found RLS 2747,
N55°14'20"W - 208.17 feet to an iron pin found RLS 2747, and
N33°15'37"E - 192.43 feet to an iron pin set on the southwest edge of right-of-way of Watson Lane 21.00' southwest of centerline, and being the northwest corner of Louisville/Jefferson County Metro Government (D.B. 9893 Pg. 799 – Tract B on Plat Recorded in D.B. 9893 Pg. 802 & Miscellaneous Book 136 Pg. 183),
Thence leaving the property of Louisville/Jefferson County Metro Government (D.B. 9893 Pg. 799 – Tract B on Plat Recorded in D.B. 9893 Pg. 802 & Miscellaneous Book 136 Pg. 183) and with the southwest edge of right-of-way of Watson Lane,
N55°28'41"W – 492.11 feet to an iron pin set on the southwest edge of right-of-way of Watson Lane 75.00' southwest of centerline, and being the northeast corner of the property of Metro Louisville (D.B. 7160 Pg. 581 – Exhibit 57);
Thence leaving the southwest edge of right-of-way of Watson Lane and with the property of Metro Louisville (D.B. 7160 Pg. 581 – Exhibit 57) for the following nine (9) courses:
S35°29'33"W - 6.95 feet to an iron pin set,
N84°29'40"W - 62.21 feet to an iron pin set,
S87°08'15"W - 140.18 feet to an iron pin set,
A Curve to the Right with a radius of 50.00', Arc Length of 67.63', a Chord Bearing of N54°06'45"W, and a Chord Length of 62.59 feet to an iron pin set,
N15°21'45"W - 43.00 feet to an iron pin set,
A Curve to the Left with a radius of 170.00', Arc Length of 112.75', a Chord Bearing of N34°21'45"W, and a Chord Length of 110.69 feet to an iron pin set,
N53°21'45"W - 186.00 feet to an iron pin set,
N42°54'33"W - 320.88 feet to an iron pin set, and
N55°05'51"W - 920.45 feet to the bank of the Ohio River (For Description purposes the bank of the Ohio River was measured on 09-23-2011 at the 383.9 elevation - typical for all "point on the river bank" references described herein), *said point being witnessed by an iron witness pin set being, S05°42'31"W – 104.68 feet from the point on the river bank,* said point being the

southwest corner of Metro Louisville (D.B. 7160 Pg. 581 – Exhibit 57) and being the northwest corner of the property being surveyed;
Thence leaving the property of Metro Louisville (D.B. 7160 Pg. 581 – Exhibit 57) and with the East bank of the Ohio River at elevation 383.9 for the following thirty five (35) courses:
S31°39'51"W - 160.96 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being S22°32'14"E – 53.80 feet from the above described point on the river bank,*
S22°31'53"W - 134.58 feet to a point on the river bank,
S14°54'41"W - 137.53 feet to a point on the river bank,
S12°42'31"W - 167.61 feet to a point on the river bank,
S 14°55'45"W - 187.50 feet to a point on the river bank,
S 09°40'11"W - 266.77 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being S03°00'04"E – 147.11 feet from the above described point on the river bank,*
S08°38'43"W - 379.04 feet to a point on the river bank,
S08°54'00"W - 234.78 feet to a point on the river bank,
S06°03'50"W - 271.16 feet to a point on the river bank,
S07°01'40"W - 477.59 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being N17°55'12"E – 226.77 feet from the above described point on the river bank,*
S07°10'52"W - 273.57 feet to a point on the river bank,
S07°24'14"W - 235.02 feet to a point on the river bank,
S10°56'53"W - 213.72 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being S34°44'34"W – 68.38 feet from the above described point on the river bank,*
S06°15'23"W - 211.73 feet to a point on the river bank,
S11°47'23"W - 243.65 feet to a point on the river bank,
S07°48'16"W - 182.06 feet to a point on the river bank,
S16°55'22"W - 135.66 feet to a point on the river bank,
S05°12'33"W - 214.45 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being S21°31'23"W – 71.92 feet from the above described point on the river bank,*
S02°54'55"W - 164.65 feet to a point on the river bank,
S03°27'18"E - 179.37 feet to a point on the river bank,
S10°02'19"W - 105.82 feet to a point on the river bank,
S06°01'09"W - 134.06 feet to a point on the river bank,
S06°00'17"W - 304.21 feet to a point on the river bank,
S10°41'23"W - 221.59 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being N47°50'01"E – 58.17 feet from the above described point on the river bank,*
S10°00'56"W - 360.76 feet to a point on the river bank,
S06°39'29"W - 412.92 feet to a point on the river bank,
S11°38'34"W - 302.96 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being N28°09'51"E – 140.16 feet from the above described point on the river bank,*
S07°29'12"W - 235.49 feet to a point on the river bank,
S03°06'31"W - 254.77 feet to a point on the river bank,

S05°25'06"W - 571.77 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being N17°45'41"E – 238.39 feet from the above described point on the river bank,*
S04°46'15"W - 350.62 feet to a point on the river bank,
S02°34'20"W - 325.13 feet to a point on the river bank, *said point being witnessed by an iron witness pin set being S18°37'01"E – 87.92 feet from the above described point on the river bank,*
S04°02'45"W - 352.45 feet to a point on the river bank,
S05°21'21"W - 319.35 feet to a point on the river bank, and
S08°25'20"W - 317.72 feet to a point on the river bank, said point being the southwest corner of the property being surveyed and being the northwest corner of Kosmos Cement (D.B. 628 Pg. 295 – Tract 3);
Thence leaving the east bank of the Ohio River and with the property of Kosmos Cement (D.B. 628 Pg. 295 – Tract 3), S56°55'54"E passing an iron witness pin set at a Concrete Marker at 207.05 feet and continuing on for an overall distance of 2077.28 feet to an iron pin set at a corner post on the west edge of right-of-way of the Dixie Highway (US 31W/US 60, D.B. 1703 Pg. 401 – Right-of-Way varies) 60.00 feet from centerline;
Thence leaving the line of Kosmos Cement (D.B. 628 Pg. 295 – Tract 3) and with the west edge of right-of-way of Dixie Highway (US 31W/US 60) for the following eleven (11) courses:
N40°02'17"E – passing an iron witness pin set online at 293.31 feet and continuing on for an overall distance of 294.57 feet to a point 60 feet west of centerline,
S49°57'43"E – passing an iron witness pin set online at 1.34 feet and continuing on for an overall distance of 10.00 feet to an iron pin set 50 feet west of centerline,
N40°02'17"E – 700 feet to an iron pin set 50 feet west of centerline,
N49°57'44"W - 10.00 feet to an iron pin set 60 feet west of centerline,
N39°37'20"E - 399.35 feet to an iron pin set 60 feet west of centerline,
S50°34'43"E - 10.00 feet to an iron pin set 50 feet west of centerline,
N39°25'17"E - 800.01 feet to an iron pin set 50 feet west of centerline,
N50°37'24"W - 10.00 feet to an iron pin set 60 feet west of centerline,
N39°25'17"E – 1300.00 feet to an iron pin set 60 feet west of centerline,
S50°34'46"E - 10.00 feet to an iron pin set 50 feet west of centerline, and
N39°25'17"E - 203.14 feet to an iron pin set 50 feet west of centerline, said pin being the southernmost corner of Elizabeth Miller (D.B. 7380 Pg. 471);
Thence leaving the west edge of right-of-way of the Dixie Highway (US 31W/US60) and with the property of Elizabeth Miller (D.B. 7380 Pg. 471),
N55°10'53"W – passing an iron witness pin set online at 354.50 feet and continuing on for an overall distance of 354.89 feet to a concrete corner marker, said concrete corner marker being a common corner to the property being surveyed and being the western most corner of Elizabeth Miller (D.B. 7380 Pg. 471),
Thence leaving said Concrete corner marker and with the line of first Elizabeth Miller (D.B. 7380 Pg. 471), second 2 Be Me LLC (D.B. 8937 Pg. 17), third Deborah & Elmer Fowler (D.B. 8890 Pg. 893), and fourth Patricia Hayes (D.B. 8597 Pg. 405),
N39°45'01"E – passing an iron witness pin set online at 0.53 feet, passing an iron rod found 1.61 feet offline at 55.12 feet, passing an iron pin found RLS 3061 0.28 feet offline at 104.65 feet, and passing an iron pin found 1.20 feet offline at 207.99 feet and continuing on for an overall distance of 313.52 feet to an iron pin set, said iron pin being the northern most corner of Patricia

Hayes (D.B. 8597 Pg. 405) and being on the south property line of Ernest Schaeffer (D.B. 5814 Pg. 194),
Thence leaving the line of Patricia Hayes (D.B. 8597 Pg. 405) and with the property line of Ernest Schaeffer (D.B. 5814 Pg. 194) for the following two (2) courses:
N55°09'31"W – passing an iron witness pin set online at 388.08 feet and continuing on for an overall distance of 388.63 feet to a concrete corner marker,
N34°44'13"E – passing an iron witness pin set online at 0.78 feet, and passing an iron witness pin set online at 628.49 feet, and continuing on for an overall distance of 628.99 feet to a concrete corner marker, said concrete marker being the northern most corner of Ernest Schaeffer (D.B. 5814 Pg. 194) and being on the south property line of Stacey Ralston (D.B. 9199 Pg. 366),
Thence leaving the property of Schaeffer (D.B. 5814 Pg. 194) and first with the property of Stacey Ralston (D.B. 9199 Pg. 366), second Toby Fields (D.B. 9234 Pg. 151), third Claire Bratcher (D.B. 3954 Pg. 427), and fourth Michael Booth (D.B. 7079 Pg. 558 – Lot 36 Plat Book 8 Pg. 1),
N55°08'03"W – passing an iron witness pin set at 0.56 feet, and passing an iron witness pin set online at 599.76 feet, and continuing on for an overall distance of 600.16 feet to a concrete corner marker, said concrete corner marker being the western most corner of Michael Booth (D.B. 7079 Pg. 558 – Lot 36 Plat Book 8 Pg. 1),
Thence first continuing along the west line of Michael Booth (D.B. 7079 Pg. 558), and second crossing the west end of right-of-way of Shipley Lane,
N34°45'25"E – passing an iron witness pin set online at 0.51 feet and continuing on for an overall distance of 633.19 feet to an iron pin found RLS 1828 being on the north edge of right-of-way of Shipley Lane, and being a corner to the property being surveyed,
Thence continuing with the north edge of right-of-way of Shipley Lane,
S54°34'10"E - 306.68 feet to a concrete Monument 18 feet north of centerline, and being the western most corner of Donald & Edna Alwes (D.B. 10465 Pg. 150),
Thence leaving the north edge of right of way of Shipley Lane and with the line of Donald & Edna Alwes (D.B. 10465 Pg. 150),
N34°35'52"E – passing an iron witness pin set online at 0.34 feet and continuing on for an overall distance of 721.85 feet to a found pipe in concrete, said pipe in concrete being the northwest corner of Donald & Edna Alwes (D.B. 10465 Pg. 150) and being on the line of lot 106 of the Valley Village Section 1 Subdivision (Plat Book 13 Pg. 30),
Thence leaving the line of Donald & Edna Alwes (D.B. 10465 Pg. 150) and with the line of Lots 106 thru 127 of the Valley Village Section 1 Subdivision (Plat Book 13 Pg. 30) for the following three (3) courses:
N55°09'47"W - 300.38 feet to a found 1" (inch) conduit in concrete,
N34°43'18"E - 495.58 feet to an iron pin found RLS 2747, and
N55°11'02"W - 894.83 feet to an iron pin found RLS 2747, said iron pin found being the southwest corner of lot 127 of the Valley Village Section 1 Subdivision (Plat Book 13 Pg. 30) and being the northeast corner of the Jefferson County School District (D.B. 7472 Pg. 643 – Tract 3),
Thence leaving the line of the Valley Village Section 1 Subdivision (Plat Book 13 Pg. 30) and with the line of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 3),
S32°52'14"W - 100.33 feet to an iron pin found RLS 2747,
Thence continuing with the line of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 3) and also with Jefferson County School District (D.B. 7472 Pg. 643 – Tract 2),

N55°06'36"W - 166.87 feet to an iron pin found RLS 2747,
Thence leaving Jefferson County School District (D.B. 7472 Pg. 643 – Tract 2) and with the line of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 1),
S34°52'57"W - 1137.44 feet to an iron pin set,
Thence continuing with first the line of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 1), second the line of Richard Davis (D.B. 5602 Pg. 889), and third with the line of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 4),
N55°20'52"W - 1292.33 feet to an iron pin set at a corner post, said iron pin set being the southwest corner of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 4),
Thence continuing with the line of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 4 for the following five (5) courses:
N22°31'38"E – passing an iron witness pin set online at 621.42 feet and continuing on for an overall distance of 622.33 feet to a corner post,
N19°31'25"E – passing an iron witness pin set online at 0.46 feet, passing an iron witness pin set online at 596.53 feet and continuing on for an overall distance of 597.22 feet to a corner post,
N70°29'09"W – passing an iron witness pin set online at 1.16 feet and continuing on for an overall distance of 25.00 feet to an iron pin set at a corner post,
N19°33'42"E - 63.76 feet to an iron pin set, and
S55°24'16"E - 197.53 feet to an iron pin found with no cap, said iron pin found being the southwest corner of Lot 452 of the Valley Village Section 1 Subdivision (Plat Book 13 Pg. 30);
Thence leaving the line of Jefferson County School District (D.B. 7472 Pg. 643 – Tract 4) and with first the line of Lots 452-462 of the Valley Village Section 1 Subdivision (Plat Book 13 Pg. 30), second the west end of right of way of Nathan Hale Way, and third Lots 463-469 of the Valley Village Section 1 Subdivision (Plat Book 13 Pg. 30),
N35°58'48"E - 1491.36 feet to the Point of Beginning and containing 586.980 acres by survey.

This description prepared from a physical survey conducted by Douglas G. Gooch, AGE Engineering Services, Inc., Ky. P.L.S. #3118, dated the 23rd day of September, 2011.

BEING the same property conveyed to Louisville Gas and Electric Company by:

Deed dated March 20, 1967, and recorded in Deed Book 4101, Page 341, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated March 22, 1967, and recorded in Deed Book 4101, Page 581, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated March 22, 1967, and recorded in Deed Book 4101, Page 594, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated March 22, 1967, and recorded in Deed Book 4101, Page 598, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated March 22, 1967, and recorded in Deed Book 4102, Page 2, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated March 22, 1967, and recorded in Deed Book 4103, Page 360, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated April 26, 1967, and recorded in Deed Book 4110, Page 408, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated July 14, 1967, and recorded in Deed Book 4128, Page 125, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated July 9, 1969, and recorded in Deed Book 4289, Page 262, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated October 16, 1969, and recorded in Deed Book 4310, Page 390, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated October 28, 1969, and recorded in Deed Book 4313, Page 358, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated November 23, 1993, and recorded in Deed Book 6386, Page 454, in the Office of the Clerk of Jefferson County, Kentucky;

Deed dated January 21, 2003, and recorded in Deed Book 8054, Page 712, in the Office of the Clerk of Jefferson County, Kentucky; and

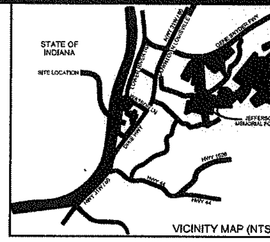
Deed dated May 22, 2012, and recorded in Deed Book 9893, Page 827, in the Office of the Clerk of Jefferson County, Kentucky.

EXHIBIT B

N

SOURCE OF TITLE:
LOUISVILLE GAS & ELECTRIC
D.B. 4310 PG. 390
D.B. 4313 PG. 358
D.B. 4101 PG. 341
D.B. 4101 PG. 581
D.B. 4101 PG. 594
D.B. 4101 PG. 598
D.B. 6386 PG. 454
D.B. 4289 PG. 262
D.B. 4110 PG. 408
D.B. 4128 PG. 125
D.B. 8054 PG. 712
D.B. 4103 PG. 360
D.B. 4102 PG. 002
D.B. 9893 PG. 827

ALL BEARINGS, DISTANCES AND COORDINATES SHOWN ON THIS DRAWING HAVE BEEN MEASURED UNDER AND TIED TO THE KENTUCKY STATE PLANE COORDINATE SYSTEM - NORTH ZONE (1601). THE FOLLOWING CHARACTERISTICS OF THE NORTH ZONE COORDINATE SYSTEM APPLIES TO THIS SURVEY:
CONVERGENCE: -1.03042998 DEGREES
POINT SCALE: 0.99998813
COMBINED FACTOR: 0.99997127



- LEGEND -
- 5/8" x 18" STEEL REBAR PIN W/ 2" ALUMINUM SURVEY CAP BEARING (P.L.S. #3118) SET
- INTERNAL PROPERTY CORNERS ALONG R/W
- LOW WATER MARK CORNER (AS MEASURED 09-23-11)
- FOUND MONUMENT
- BOUNDARY LINES OF AGE SURVEY
- ADJOINING PROPERTY BOUNDARY LINES PER DEEDED DESCRIPTIONS
- INTERNAL DIVISION LINES OF LGE PER DEEDED DESCRIPTIONS
- OHIO RIVER REGULATORY FLOODWAY - ZONE AE
- 1% ANNUAL CHANCE FLOOD HAZARD

PURPOSE OF PLAT
1.) TO COMBINE ALL THAT PROPERTY OF LOUISVILLE GAS & ELECTRIC D.B. 4310 PG. 390, D.B. 4313 PG. 358, D.B. 4101 PG. 341, D.B. 4101 PG. 581, D.B. 4101 PG. 594, D.B. 4101 PG. 598, D.B. 6386 PG. 454, D.B. 4289 PG. 262, D.B. 4110 PG. 408, D.B. 4128 PG. 125, D.B. 8054 PG. 712, D.B. 4103 PG. 360, D.B. 4102 PG. 002, & D.B. 9893 PG. 827 INTO TRACT 1 AS SHOWN HEREON CONTAINING 586.980 ACRES.

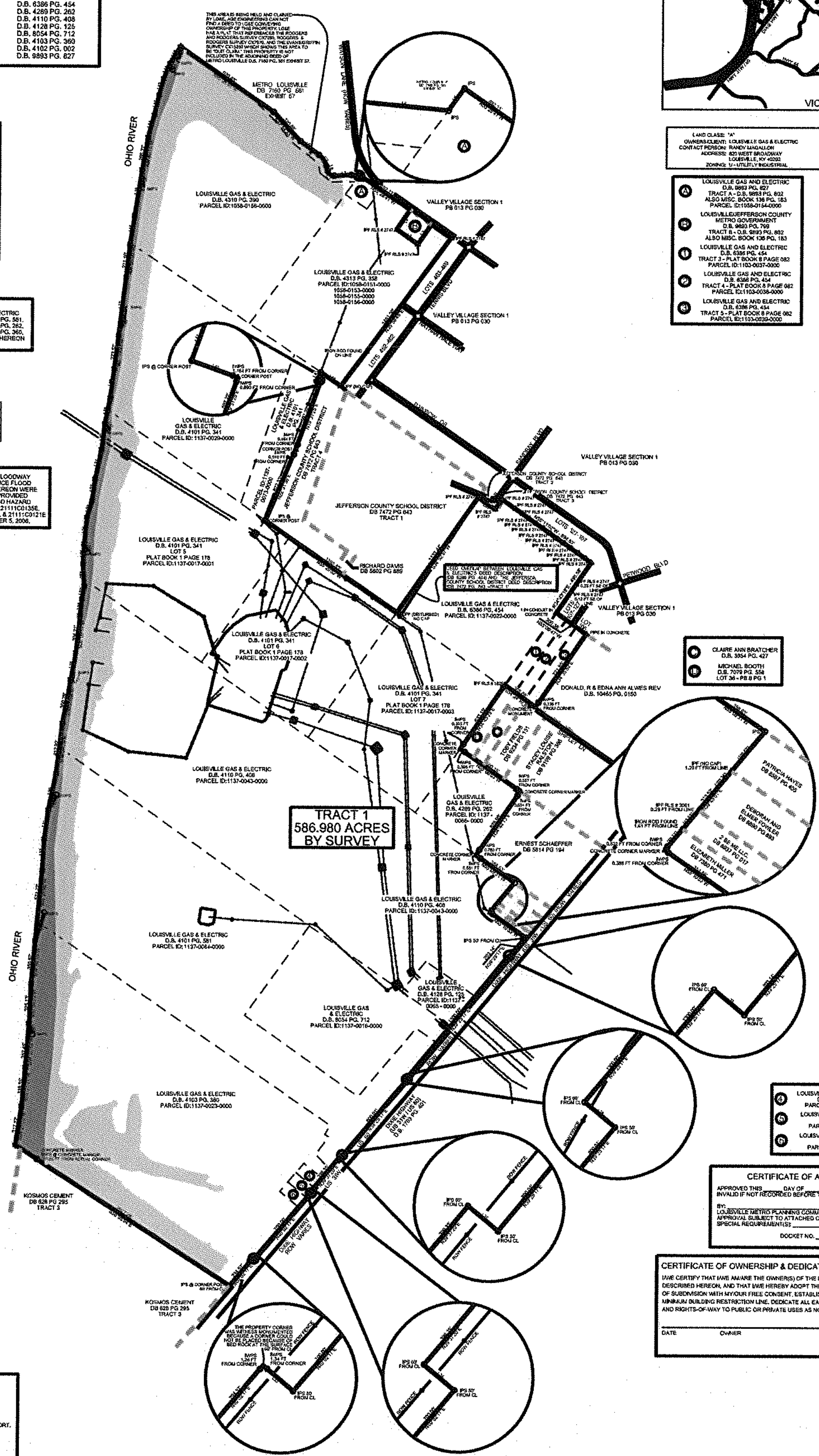
Curve Table

Name	Radius	Arc Length	Chord Length	Tangent Length	Middle Ordinate	External Distance	Chord Direction
C1	50	67.63	62.59	40.13	11.01	14.11	N 54°06'45" W
C2	170	112.75	110.69	58.54	9.26	9.8	N 34°21'45" W

Line Table

Name	Direction	Length
L1	N 56°29'41" W	192.86
L2	S 34°10'45" W	193.26
L3	N 55°14'20" W	208.17
L4	N 33°16'37" E	192.43
L5	S 35°29'33" W	6.95
L6	N 64°29'40" W	62.21
L7	S 67°08'16" W	140.18
L8	N 16°21'45" W	43.00
L9	N 53°21'45" W	166.00
L10	S 31°39'51" W	160.96
L11	S 22°31'53" W	134.58
L12	S 14°54'41" W	137.83
L13	S 12°42'31" W	167.61
L14	S 14°55'46" W	197.50
L15	S 8°36'43" W	379.04
L16	S 8°54'00" W	234.78
L17	S 7°01'46" W	477.69
L18	S 7°38'14" W	235.02
L19	S 10°56'53" W	213.72
L20	S 5°19'23" W	211.73
L21	S 11°47'23" W	243.86
L22	S 7°46'16" W	182.06
L23	S 16°55'22" W	135.66
L24	S 6°12'33" W	214.45
L25	S 2°54'55" W	164.65
L26	S 3°27'18" E	179.37
L27	S 10°02'19" W	105.82
L28	S 6°01'09" W	134.06
L29	S 10°41'20" W	221.59
L30	S 11°36'34" W	302.96
L31	S 7°29'12" W	235.49
L32	S 3°06'31" W	264.77
L33	S 49°57'43" E	10.00
L34	N 49°57'44" W	10.00
L35	S 50°34'43" E	10.00
L36	N 50°37'24" W	10.00
L37	S 50°34'44" E	10.00
L38	S 32°52'54" W	100.33
L39	N 55°06'36" W	166.87
L40	N 70°29'09" W	29.00
L41	N 19°33'42" E	63.76
L42	S 64°24'16" E	197.63
L43	S 5°42'31" W	104.60
L44	N 22°32'14" W	83.80
L45	N 3°00'04" W	147.11
L46	S 17°55'12" W	226.77
L47	N 34°44'34" W	58.38
L48	N 21°31'23" W	71.92
L49	S 47°50'01" W	56.17
L50	S 28°09'51" W	140.16
L51	S 17°45'41" W	238.39
L52	N 18°37'01" W	87.92

NOTE: THE REGULATORY FLOODWAY AND THE 1% ANNUAL CHANCE FLOOD HAZARD AREAS SHOWN HEREON WERE GENERATED USING DATA PROVIDED BY FEMA'S NATIONAL FLOOD HAZARD LAYER(OFFICIAL), PANELS: 21111C0135E, 21111C0136E, 21111C0120E, & 21111C0121E EFFECTIVE DATE: DECEMBER 5, 2006.



LAND CLASS: "A"
OWNERS/CLIENT: LOUISVILLE GAS & ELECTRIC
CONTACT PERSON: RANDY MAGALLON
ADDRESS: 820 WEST BROADWAY LOUISVILLE, KY 40202
ZONING: U - UTILITY INDUSTRIAL

- A — LOUISVILLE GAS AND ELECTRIC D.B. 9893 PG. 827 TRACT A - D.B. 9893 PG. 802 ALSO MISC. BOOK 136 PG. 183 PARCEL ID:1058-0154-0000
- B — LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT D.B. 9893 PG. 799 TRACT B - D.B. 9893 PG. 802 ALSO MISC. BOOK 136 PG. 183
- 1 — LOUISVILLE GAS AND ELECTRIC D.B. 6386 PG. 454 TRACT 3 - PLAT BOOK 8 PAGE 082 PARCEL ID:1103-0037-0000
- 2 — LOUISVILLE GAS AND ELECTRIC D.B. 6386 PG. 454 TRACT 4 - PLAT BOOK 8 PAGE 082 PARCEL ID:1103-0038-0000
- 3 — LOUISVILLE GAS AND ELECTRIC D.B. 6386 PG. 454 TRACT 5 - PLAT BOOK 8 PAGE 082 PARCEL ID:1103-0039-0000

- CLAIRE ANN BRATCHER D.B. 3854 PG. 427
- MICHAEL BOOTH D.B. 7079 PG. 554 LOT 36 - PB 8 PG 1

- 4 — LOUISVILLE GAS AND ELECTRIC D.B. 4101 PG. 598 PARCEL ID:1137-0028-0000
- 5 — LOUISVILLE GAS AND ELECTRIC D.B. 4102 PG. 002 PARCEL ID:1137-0027-0000
- 6 — LOUISVILLE GAS AND ELECTRIC D.B. 4101 PG. 594 PARCEL ID:1137-0026-0000

CERTIFICATE OF APPROVAL
APPROVED THIS ____ DAY OF ______ 20__
INVALID IF NOT RECORDED BEFORE THIS DATE ______
BY: ______
LOUISVILLE METRO PLANNING COMMISSION
APPROVAL SUBJECT TO ATTACHED CERTIFICATES.
SPECIAL REQUIREMENT(S): ______
DOCKET NO. ______

CERTIFICATE OF OWNERSHIP & DEDICATION
I/WE CERTIFY THAT I/WE AM/ARE THE OWNER(S) OF THE PROPERTY DESCRIBED HEREON, AND THAT I/WE HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY/OUR FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, DEDICATE ALL EASEMENTS AND RIGHTS-OF-WAY TO PUBLIC OR PRIVATE USES AS NOTED.

DATE ______ OWNER ______

SURVEY NOTES:
1.) THIS SURVEY IS SUBJECT TO ANY RIGHTS-OF-WAY OR EASEMENTS, PUBLIC OR PRIVATE, WHETHER OF RECORD OR NOT, AND IS SUBJECT TO LOCAL CITY AND COUNTY ZONING ORDINANCES.
2.) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT.
3.) THIS SURVEYOR IS NOT RESPONSIBLE FOR ANY INACCURATE INDEXING OF RECORDS THAT THE COUNTY CLERK OR THE PROPERTY VALUATION OFFICE MAY HAVE MADE.

SHEET: 1 OF 1 | REVISION(S)

AGE ENGINEERING SERVICES, INC.
P.O. BOX 204
165 FOSTER LANE
STANFORD, KY 40484
PHONE (606) 365-8362
FAX (606) 365-1097

MINOR CONSOLIDATION PLAT
LG&E
LOUISVILLE GAS & ELECTRIC COMPANY
LG&E MILL CREEK GENERATION PLANT
JEFFERSON COUNTY, KENTUCKY

DATE: 12/08/2015
SCALE: 1" = N.T.S.
DRAWN BY: M.S.
APPROVED BY: GOOCH
FILENAME: 15355CONPLAT

EXHIBIT C

OLD LEGAL DESCRIPTIONS

Certain real property located in Jefferson County, Kentucky, and more particularly described as follows:

PARCEL 1

Tract 1:

BEING Lots 5, 6, and 7, as shown on plat of E. V. THOMPSON'S SUBDIVISION OF the H. I. Craycroft Farm, a plat of which is of record in Plat and Subdivision Book 1, page 178, in the office of the Clerk of the County Court of Jefferson County, Kentucky.

Tract 2:

BEING a part of Lot 4 as shown on plat of E. V. THOMPSON'S SUBDIVISION of the H. I. Craycroft Farm, a plat of which is of record in Plat and Subdivision Book 1, page 178, in the office of the Clerk of the County Court of Jefferson County, Kentucky, more particularly bounded and described as follows: BEGINNING in the Southwesterly line of Lot 4 aforesaid at its intersection with the Northwesterly line of the tract conveyed to Board of Education of Jefferson County, Kentucky, by deed of record in Deed Book 3684 page 527, in the office of the Clerk aforesaid; thence with the Northwesterly line of same, North 17 degrees 39 minutes East, 1286.45 feet to the Northeasterly line of Lot 4 aforesaid; thence with the Northeasterly line of said Lot 4, North 56 ¾ degrees West 741.5 feet to a corner of said lot and in the center of Mill Creek; thence with the Northwesterly line of said Lot 4 the following courses and distances: South 2 degrees West 66 feet, South 65 ½ degrees West, 156.25 feet, South 24 ½ degrees West 132 feet, South 15 ½ degrees West, 627 feet, and South 1 degree West, 297 feet to a corner of Lot 4 aforesaid; thence with the Southwesterly line of same South 56 ¾ degrees East, 1056 feet more or less, to the beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated March 20, 1967, and recorded in Deed Book 4101, Page 341, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 2

BEGINNING in the Northwesterly line of Dixie Highway as widened by deeds to Commonwealth of Kentucky, of record in Deed Book 1703, Page 401 and Deed Book 1701, Page 430, in the office of the Clerk of the County Court of Jefferson County, Kentucky, at the most Southerly corner of the tract leased to Valley Auto Theatre Inc., by lease dated February 12, 1959 of record in Deed Book 3555, Page 104, in the office aforesaid, as shown on plat attached thereto; said point being South 38 degrees 15 minutes West 180.61 feet from a concrete monument common to Lots 12 and 17 as shown on plat of E. V. Thompson Subdivision of the H. I. Craycroft Farm, of record in Plat and Subdivision Book 1, Page 178, in the office of the Clerk

aforesaid; thence with the northwesterly line of Dixie Highway as widened by deeds aforesaid, the following courses and distances: South 38 degrees 15 minutes West 384.39 feet to a concrete monument; thence South 51 degrees 45 minutes East 10 feet to a concrete monument; thence South 38 degrees 15 minutes West 799.98 feet to a concrete monument; thence North 51 degrees 45 minutes West 10 feet to a concrete monument; thence South 38 degrees 15 minutes West 143 feet to a concrete monument; thence leaving said Highway North 48 degrees 13 minutes 30 seconds West 165.55 feet to an iron pipe; thence North 35 degrees 16 minutes 30 seconds East 180 feet; thence North 58 degrees 02 minutes 30 seconds West 36.26 feet; thence North 28 degrees 42 minutes 30 seconds East 83.04 feet to a pipe; thence North 56 degrees 34 minutes 30 seconds West passing a concrete monument at 2671.78 feet, in all 2876.78 feet, more or less, to the low water mark of the Ohio River; thence Northwardly with the low water mark of the Ohio River 1421.35 feet, more or less to the line common to Lots 14 and 15 as shown on plat of E. V. Thompson Subdivision of the H. I. Craycroft Farm, of record in Plat and Subdivision Book 1, Page 178, aforesaid; thence with the line common to Lots 13, 14 and 15 and 16 in said Subdivision South 56 degrees 05 minutes East 2525 feet, more or less to a corner of the tract leased to Valley Auto Theatre Inc. by deed of record in Deed Book 3555, page 104, aforesaid; said corner being North 56 degrees 05 minutes West 1400 feet from the Northwesterly line of Dixie Highway as widened by deeds aforesaid as measured along the line common to Lots 12, 13, 16 and 17 in the aforesaid Subdivision; thence Southwestwardly and at right angles and with the Northwesterly line of said last mentioned tract 900 feet to a corner of same; thence Southwestwardly and at right angles and with the Southeastwardly line of said tract 1125.06 feet to another corner of said tract; thence Northeastwardly, forming an interior angle of 94 degrees 43 minutes and with the Southeasterly line of said tract 722.45 feet to a corner of same; thence with a Southwesterly line of said tract Southeastwardly 200.68 feet to the beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated March 22, 1967, and recorded in Deed Book 4101, Page 581, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 3

BEGINNING at an iron pipe in the Northwesterly line of Dixie Highway as widened by deeds to Commonwealth of Kentucky of record in Deed Book 1703, Page 401 and Deed Book 1701, Page 430, in the office of the Clerk of the County Court of Jefferson County, Kentucky, said iron pipe being North 38 degrees 53 minutes East 304.41 feet, South 51 degrees 07 minutes East 10 feet and North 38 degrees 53 minutes East 542.79 feet from the Southwesterly line of tract #1 as described in deed to E. R. Davis recorded in Deed Book 2565, Page 417, in the office of the Clerk aforesaid, as measured along the Northwesterly line of Dixie Highway as widened by deeds aforesaid; thence North 51 degrees 07 minutes West 200 feet to an iron pipe; thence North 38 degrees 53 minutes East 100 feet to an iron pipe; thence South 51 degrees 07 minutes East 200 feet to an iron pipe in the Northwesterly line of Dixie Highway as widened by deeds aforesaid; thence with the Northwesterly line of said highway South 38 degrees 53 minutes West 100 feet to the point of beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated March 22, 1967, and recorded in Deed Book 4101, Page 594, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 4

BEGINNING at an iron pipe in the Northwesterly line of Dixie Highway as widened by deeds to Commonwealth of Kentucky of record in Deed Book 1703, Page 401 and Deed Book 1701, Page 430, in the office of the Clerk of the County Court of Jefferson County, Kentucky, said iron pipe being North 38 degrees 53 minutes East 304.41 feet, South 51 degrees 07 minutes East 10 feet and North 38 degrees 53 minutes East 700 feet, North 51 degrees 07 minutes West 10 feet and North 38 degrees 49 minutes East 42.71 feet from the Southwesterly line of tract #1 conveyed to E. R. Davis recorded in Deed Book 2565, Page 417, in the office of the Clerk aforesaid, as measured along the Northwesterly line of Dixie Highway as widened by deeds aforesaid; thence North 51 degrees 07 minutes West 189.93 feet to an iron pipe; thence North 38 degrees 53 minutes East 100 feet to an iron pipe; thence South 51 degrees 07 minutes East 189.7 feet to an iron pipe in the Northwesterly line of Dixie Highway as widened by deeds aforesaid; thence with a curve of said Highway South 38 degrees 40 minutes West 99.92 feet as measured along the chord of the curve of same, to the beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated March 22, 1967, and recorded in Deed Book 4101, Page 598, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 5

BEGINNING at an iron pipe in the Northwesterly line of Dixie Highway as widened by deeds to Commonwealth of Kentucky of record in Deed Book 1703, Page 401 and Deed Book 1701, Page 430, in the office of the Clerk of the County Court of Jefferson County, Kentucky, said iron pipe being North 38 degrees 53 minutes East 304.41 feet, South 51 degrees 07 minutes East 10 feet and North 38 degrees 53 minutes East 642.79 feet from the Southwesterly line of tract #1 as described in deed to E. R. Davis recorded in Deed Book 2565, Page 417, in the office of the Clerk aforesaid, as measured along the Northwesterly line of Dixie Highway as widened by deeds aforesaid; thence North 51 degrees 07 minutes West 200 feet to an iron pipe; thence North 38 degrees 53 minutes East 100 feet to an iron pipe; thence South 51 degrees 07 minutes East 189.93 feet to an iron pipe in the Northwesterly line of Dixie Highway as widened by the aforesaid deeds; thence with the Northwesterly line of said Dixie Highway South 38 degrees 49 minutes West 42.7 feet to a concrete monument; thence continuing with same South 51 degrees 07 minutes East 10 feet to a concrete monument; thence continuing with a curve of said Highway South 38 degrees 53 minutes West 57.21 feet as measured along the chord of said curve to the point of beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated March 22, 1967, and recorded in Deed Book 4102, Page 2, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 6

BEGINNING in the Northwesterly line of Dixie Highway as widened by deeds to Commonwealth of Kentucky of record in Deed Book 1703, Page 401 and Deed Book 1701, Page 430, both in the office of the Clerk of the County Court of Jefferson County, Kentucky, at its intersection with the Southwesterly line of tract #1 as described in deed to E. R. Davis dated January 4, 1950, of record in Deed Book 2565, Page 417, in the office of the Clerk aforesaid; thence with the Northwesterly line of Dixie Highway as widened by deeds aforesaid, the following courses and distances: North 38 degrees 53 minutes East 304.41 feet to a concrete monument; thence South 51 degrees 07 minutes East 10 feet to a concrete monument and North 38 degrees 53 minutes East 542.79 feet to a corner of the tract conveyed to Walter David, Jr. by deed dated November 26, 1951, or record in Deed Book 2841, page 473, in the office of the Clerk aforesaid; thence North 51 degrees 07 minutes West 200 feet to an iron pipe; thence North 38 degrees 53 minutes East 300 feet to an iron pipe; thence South 51 degrees 07 minutes East 189.7 feet to an iron pipe in the Northwesterly line of Dixie Highway as widened by deeds aforesaid; thence with the Northwesterly line of Dixie Highway as widened, North 38 degrees 22 minutes East 103.6 feet to a concrete monument; thence North 48 degrees 13 minutes 30 seconds West 165.55 feet to an iron pipe; thence North 35 degrees 16 minutes 30 seconds East 180 feet to an iron pipe; thence North 58 degrees 02 minutes 30 seconds West 36.26 feet to an iron pipe; thence North 28 degrees 42 minutes 30 seconds East 83.04 feet to a pipe; thence North 56 degrees 34 minutes 30 seconds West passing a concrete monument at 2671.78 feet, in all 2876.78, more or less to the low water mark of the Ohio River; thence Southwesterly with the low water mark of the Ohio River 1811 feet, more or less, to the Southwesterly line of tract #2 as described in Deed Book 2565, Page 417, aforesaid; thence with the Southwesterly line of same, South 58 degrees 03 minutes 30 seconds East 2003.71 feet, more or less, to the beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated March 22, 1967, and recorded in Deed Book 4103, Page 360, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 7

BEGINNING at an iron pipe in the Northwesterly line of Dixie Highway as widened by deed to Commonwealth of Kentucky dated June 11, 1938, of record in Deed Book 1682, Page 463, in the office of the Clerk of the County Court of Jefferson County, Kentucky, at its intersection with the Northeasterly line of the tract conveyed to Jefferson County Board of Education by deed dated December 22, 1911, of record in Deed Book 753, Page 323, in the office of the clerk aforesaid; thence with the Northeasterly line of said tract North 56 degrees 02 minutes West 487.31 feet to an iron pipe, corner of same; thence with the Northwesterly line of said tract South

37 degrees 11 minutes West 313 feet to an iron pipe, corner of same and in the center line of a 40 feet avenue as shown ion plat of E. V. Thompson Subdivision of H. I. Craycroft Farm, of record in Plat and Subdivision Book 1, Page 178, in the office of the Clerk aforesaid; thence with the center line of said Avenue and with the line common to lots 12, 17, 13, 16, 14 and 15 as shown on said plat, North 56 degrees 05 minutes West passing a concrete monument at 3194.11 feet, in all 3303.98 feet, more or less, to the low water mark of the Ohio River; thence Northwardly with the low water mark of the Ohio River 1385 feet, more or less to the line common to Lots 5 and 14 as shown on the aforesaid plat; thence with the line common to Lots 5 and 14, to lots 6 and 14, to lots 7 and 13, and to lots 10 and 11, South 56 degrees 38 minutes East 4162 feet, more or less to a concrete monument at the most Northerly corner of the tract conveyed to James F. Brown and wife by deed or record in Deed Book 1525, Page 450, in the office of the Clerk aforesaid; thence South 38 degrees 15 minutes West 313.41 feet to a concrete monument at the most Westerly corner of the tract conveyed to David Doriot by deed of record in Deed Book 1712, Page 323, in the office of the Clerk aforesaid; thence with the Southwesterly line of said last mentioned tract South 56 degrees 39 minutes East 357.11 feet to a concrete monument in the Northwesterly line of Dixie Highway as widened by deed of record in Deed Book 1682, Page 463, aforesaid; thence with the Northwesterly line of Dixie Highway as widened, the following courses and distances: South 38 degrees 15 minutes West 215.3 feet to a concrete monument, North 51 degrees 45 minutes West 10 feet to a concrete monument and South 38 degrees 15 minutes West 416.35 feet to the point of beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated April 26, 1967, and recorded in Deed Book 4110, Page 408, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 8

BEGINNING at concrete monument in the Northwesterly line of Dixie Highway as widened by deed of record in Deed Book 1678, Page 171, in the office of the Clerk of the County Court of Jefferson County, Kentucky, at its intersection with the line common to Lots 12 and 17 as shown on the plat of E. V. Thompson Subdivision of H. I. Craycroft Farm, plat of which is of record in Plat and Subdivision Book 1, Page 178, in the aforesaid office; thence with the line common to said lots North 56 degrees 05 minutes West 481.61 feet to a concrete monument at the most Westerly corner of the tract conveyed to Jefferson County Board of Education by deed of record in Deed Book 753, Page 323, in the aforesaid office; thence with the Northwesterly line of same North 37 degrees 11 minutes East 313 feet to an iron pipe corner of same; thence with the Northeasterly line of said tract South 56 degrees 02 minutes East 487.31 feet to an iron pipe in the Northwesterly line of Dixie Highway as widened by deed aforesaid; thence with the Northwesterly line of same South 38 degrees 15 minutes West 313 feet to the beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated July 14, 1967, and recorded in Deed Book 4128, Page 125, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 9

BEING Part of Lot 10, as shown on Plat of E. V. Thompson's Subdivision of the H. I. Craycroft Farm, of record in Plat and Subdivision Book 1, Page 178, in the office of the Clerk of the County Court of Jefferson County, Kentucky, more particularly bounded and described as follows:

BEGINNING at the most Northerly corner of the tract conveyed to Ruth C. Shipley, by deed recorded in Deed Book 1206, Page 56, in the office of the Clerk of the County Court of Jefferson County, Kentucky; thence with the Northeasterly line of said tract, South 56 degrees 38 minutes East 600 feet, and extending back between parallel lines, South 33 degrees 15 minutes West 629.20 feet to the Southwesterly line of the tract conveyed to Ruth C. Shipley, by deed aforesaid, the Northwesterly line being coincident with the Northwesterly line of said last mentioned tract.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated July 9, 1969, and recorded in Deed Book 4289, Page 262, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 10

Tract 1:

BEGINNING at a sugar tree and two beeches on the bank of the Ohio River, (original corner to Drake's Survey); thence South 60 degrees East 106 poles to a stake, corner to the 121 acre tract, part of Dubbenly's purchase from Floyd; thence South 30 ¾ degrees West 91.8 poles to a stake, another corner of the 121 acre tract; thence North 61 degrees 41 minutes West 65.2 poles to a sugar, beech and hickory on the bank of the Ohio River; thence up the River to the beginning; containing 50 acres, more or less.

Tract 2:

BEGINNING at a point at the mouth of Mill Creek; running thence up the Ohio River 86 poles to a sugar tree, one of the corners of the division line between James J. and John Bate; thence South 60 degrees East to the center of the above named Mill Creek; thence down the middle of Mill Creek to the point of beginning; containing 12 acres, more or less.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated October 16, 1969, and recorded in Deed Book 4310, Page 390, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 11

BEGINNING in the center line of Watson Lane at its intersection with the Southeasterly line of the tract conveyed to Fred S. Watson by deed of record in Deed Book 699, Page 603, in the

office of the Clerk of the County Court of Jefferson County, Kentucky; thence with said Southeasterly line South 34 degrees 34 minutes West 209.42 feet to a corner of said tract; thence with the Southwesterly line of said tract North 56 degrees 50 minutes West 208 feet to a corner of said tract and in the Southeasterly line of the tract conveyed to Fred S. Watson, et al., by deed of record in Deed Book 937, Page 351, in the aforesaid office; thence with said Southeasterly line South 34 degrees 34 minutes West 1293.7 feet to a corner of the tract described in deed to Fred Watson of record in Deed Book 3637, Page 481, in the aforesaid office; thence with the Southwesterly line of said tract South 56 degrees 26 minutes East 894.3 feet to a corner of said tract; thence with the Southeasterly line of said tract North 34 degrees 45 minutes East 1590.5 feet to the center line of Watson Lane; thence with said center line North 56 degrees 50 minutes West 691.35 feet to the beginning.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated October 28, 1969, and recorded in Deed Book 4313, Page 358, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 12

BEING Tract 3, 4 and 5, Block C, as shown on the plat Tiedemann Subdivision, recorded in Plat Book 8, Page 82, in the office of the Clerk of Jefferson County, Kentucky.

Being Lot 2, as shown upon the plat of E. V. Thompson's Subdivision of the Craycroft Farm, recorded in Plat and Subdivision Book 1, Page 178, in the Office aforesaid, and further described as follows:

Beginning in the center of a 40 foot avenue at a corner common to Lots 2, 7, 8 and 9 in said subdivision; thence with the center of said avenue North 56 ¾ degrees West 64 poles to a corner common to Lots 2, 3, 6 and 7 in said subdivision; thence North 33 ¼ degrees East 75 poles to a corner common to Lots 2 and 3 in said subdivision; thence South 56 ¾ degrees East 64 poles to a corner common to Lots 1 and 2 in said subdivision; thence South 33 ¼ degrees West 75 poles to the beginning, together with any and all rights of Frederick B. Tiedemann and Ethel N. Tiedemann to use the said 40 foot avenue as a roadway.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated November 23, 1993, and recorded in Deed Book 6386, Page 454, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 13

BEGINNING in the center line of the 18th Street road or Dixie Highway corner to Lots No. 12 and 17 of E. V. Thompson's Subdivision of Craycroft Tract, and running thence with the center line of said road or highway, South 37 degrees 55 minutes West 180.61 feet to a point, thence leaving said road or highway North 56 degrees 05 minutes West 200.68 feet to a point, thence running parallel with 18th Street Road or Dixie Highway South 38 degrees 15 minutes West

722.45 feet to a point, thence North 56 degrees 05 minutes West 1125.06 feet to a point, thence North 33 degrees 55 minutes East 900 feet to a line common to Lots 13 and 16 of said Subdivision, thence South 56 degrees 05 minutes East 1400 feet to the point of beginning, excepting so much of said property being sold to Jefferson County Community Improvement District, by Deed dated September 3, 1979, of record in Deed Book 5132, Page 116. Said remaining property containing 19.728 acres more or less.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated January 21, 2003, and recorded in Deed Book 8054, Page 712, in the Office of the Clerk of Jefferson County, Kentucky.

PARCEL 14

Beginning at an iron pin with identifier #2747 at the intersection of the south line of Watson Lane (15 feet south of the original center line) with the east line and same, if extended, of the tract conveyed to Louisville Gas and Electric Company by deed of record in Deed Book 4310, Page 390 in the office of the Clerk of Jefferson County, Kentucky; thence with said south line South 56 degrees 07 minutes 00 seconds East 208.00 feet to its intersection with the east line of the tract conveyed to Metro Louisville, Kentucky, by deed of record in Deed Book 7160, Page 581 (Exhibit 69) in the office aforesaid; thence with said east line South 35 degrees 33 minutes 00 seconds West 194.49 feet to its intersection with south line of same; thence with said south line North 56 degrees 07 minutes 00 seconds West 208.00 feet to its intersection with the east line of the Louisville Gas and Electric Company tract aforesaid; thence with said east line North 35 degrees 33 minutes 00 seconds East 194.49 feet to the point of beginning, containing 40,453.9 square feet.

BEING the same property conveyed to Louisville Gas and Electric Company by Deed dated May 22, 2012, and recorded in Deed Book 9893, Page 827, in the Office of the Clerk of Jefferson County, Kentucky.

Bobbie Holsclaw

Jefferson County Clerk's Office

As evidenced by the instrument number shown below, this document has been recorded as a permanent record in the archives of the Jefferson County Clerk's Office.

INST # 2017289580
BATCH # 107826
JEFFERSON CO, KY FEE $26.00
STATE OF KY DEED TAX $1,000.00
PRESENTED ON: 12-08-2017 7 09:45:46 AM
LODGED BY: STOLL KEENON OGDEN
RECORDED: 12-08-2017 09:45:46 AM
BOBBIE HOLSCLAW
CLERK
BY: TAMMI WOODS
RECORDING MANAGER
BK: D 11043
PG: 235-241

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED (this "Deed") is made and entered into as of December 8, 2017, by and between **JEFFERSON COUNTY SCHOOL DISTRICT FINANCE CORPORATION**, a Kentucky nonprofit corporation ("Grantor"), having a mailing address of VanHoose Education Center, 3332 Newburg Road, Louisville, Kentucky 40218 and **LOUISVILLE GAS AND ELECTRIC COMPANY**, a Kentucky corporation ("Grantee"), having a mailing address of 820 West Broadway, Louisville, Kentucky 40202.

WITNESSETH:

For and in consideration of ONE MILLION AND NO/100 DOLLARS ($1,000,000.00), the receipt and sufficiency of which are hereby acknowledged, Grantor grants and conveys to Grantee, with covenant of SPECIAL WARRANTY, in fee simple, Grantor's interest in the real property located in Jefferson County, Kentucky, which is legally described on **Exhibit A** attached hereto and made a part hereof, together with all improvements thereon and appurtenances thereto (the "Property").

Grantor covenants that Grantor has not done or suffered to be done anything whereby the Property is or may be encumbered, and that Grantor, for itself and its successors and assigns, will forever warrant and defend the Property unto Grantee and its successors and assigns, against the claims and demands of Grantor, and all persons claiming by, through or under Grantor but no further; **PROVIDED, HOWEVER**, there is excepted from the foregoing covenants and warranty [i] all easements, rights-of-way, restrictions, covenants and stipulations of record affecting the Property; [ii] real estate taxes assessed or otherwise payable with respect to the Property in the year 2017, which, if any, have been adjusted between Grantor and Grantee, and all real estate taxes due and payable thereafter, which Grantee hereby assumes and agrees to pay; [iii] all applicable zoning laws and other land use laws, ordinances, rules, regulations and binding elements affecting the Property; and [iv] all matters that a survey or inspection of the Property may disclose.

For purposes of KRS 382.135, Grantor and Grantee certify that the consideration reflected in this Deed is the full consideration paid for the Property. Grantee joins herein for the sole purpose of certifying the consideration.

The in-care-of address to which the property tax bill for the year in which the Property is transferred may be sent is 820 West Broadway, Louisville, Kentucky 40202.

IN TESTIMONY WHEREOF, witness the signatures of Grantor and Grantee (on separate signature pages attached) effective as of the date first above written.

GRANTOR:

JEFFERSON COUNTY SCHOOL DISTRICT FINANCE CORPORATION,
a Kentucky nonprofit corporation

By: _____
Dr. Martin A. Pollio, Ed.D.

Title: President

COMMONWEALTH OF KENTUCKY)
) SS:
COUNTY OF JEFFERSON)

The foregoing instrument was acknowledged, subscribed and sworn to before me on December 5, 2017, by Dr. Martin A. Pollio, Ed.D. as President of the Jefferson County School District Finance Corporation, a Kentucky nonprofit corporation, on behalf of the nonprofit corporation.

My commission expires: 01/27/2019.

_____
Notary Public

[AFFIX NOTARIAL SEAL]

GRANTEE:

LOUISVILLE GAS AND ELECTRIC COMPANY,
a Kentucky corporation

By: James J. Holderman
James J. Holderman

Title: Manager, Real Estate and Right of Way

COMMONWEALTH OF KENTUCKY)
): SS
COUNTY OF JEFFERSON)

The foregoing instrument was acknowledged, subscribed and sworn to before me on December 5th, 2017 by James J. Holderman as Manager, Real Estate and Right of Way, of Louisville Gas and Electric Company, a Kentucky corporation, on behalf of the corporation.

My commission expires: May 01, 2019.

Nicholas A. Judah
Notary Public

[AFFIX NOTARIAL SEAL]

NICHOLAS A. JUDAH
My Commission Expires
NOTARY PUBLIC
05-01-2019
STATE AT LARGE, KENTUCKY

THIS INSTRUMENT PREPARED BY:

R. Benjamin Straus

R. Benjamin Straus
WYATT, TARRANT & COMBS, LLP
500 West Jefferson Street
Suite 2700
Louisville, KY 40202
502.589.5835

EXHIBIT A - Legal Description

EXHIBIT A

Legal Description

TRACT 1: BEGINNING at a concrete monument, which monument is in the Northeast corner of the tract of land conveyed to Sherley Terry and wife, by Deed recorded in Deed Book 2181, Page 294, in the Office of the Clerk of Jefferson County, Kentucky; which monument is also the Northwest corner of the tract of land conveyed to J. S. Shipley and wife, by Deed recorded in Deed Book 3229, page 449, in the office aforesaid; which concrete monument is further identified as being in the Southerly line of Valley Village Subdivision, Section Number One, as shown on plat of same, of record in Plat and Subdivision Book 13, Page 30, in the office aforesaid; thence South 31 degrees 30 minutes West 1237.50 feet with an existing fence line to a spike in the center line of Shipley Lane, which spike is approximately 2501.94 feet from the original center line of 18th Street Road as measured along the center line of Shipley Lane; thence with the center line of Shipley Lane, North 56 degrees 45 minutes West 570.60 feet to a pipe, corner to Robert A. Terry and wife; thence North 31 degrees 13 minutes East 177.90 feet to a monument another corner to Terry; thence North 56 degrees 45 minutes West 502.61 feet to a point; thence North 17 degrees 39 minutes East 1101.08 feet to a point in the North line of a tract containing 48.78 acres, more or less, conveyed to the Board of Education of Jefferson County, Kentucky, by Deed dated March 25, 1961, of record in Deed Book 3684, Page 527, in the office aforesaid; thence with said North line, South 56 degrees 40 minutes East 1,382.0 feet to the point of beginning.

TRACT 2: BEGINNING at the Northeast corner of the property acquired by the Board of Education of Jefferson County, Kentucky from Sherley Terry and wife, by Deed dated March 25, 1961, of record in Deed Book 3684, Page 527, in the Office of the Clerk of Jefferson County, Kentucky; thence Southwardly along the Easterly boundary line of said former Terry Farm for a distance of 100 feet and extending back between parallel lines, South 56 degrees 40 minutes East in the J.S. Shipley Farm for a distance of 107 feet to the Westerly line of Sandray Boulevard, of extended Southwardly in a straight line into the Shipley Farm, the Northerly boundary of said plot of ground to be acquired is coincident with the Southerly line of Valley Village Subdivision at this location.

TOGETHER WITH the right to use as a permanent easement for ingress and egress, roadway, water, gas, sewer drainage and other utility purposes over, across, under and through an additional tract of land, more particularly described as follows:

TRACT 3: BEGINNING at the Northeast corner of the parcel above described (Tract 2) in the southerly line of Valley Village Subdivision at the intersection of the Westerly line of Sandray Boulevard; thence Southwardly along the Easterly line of the above described parcel (Tract 2) for a distance of 100 feet; thence extending back between parallel lines for a distance of 60 feet into the J.S. Shipley Farm, the Northerly boundary of said easement being coincident with the Southerly terminus boundary of Sandray Boulevard and the Easterly line of said easement being the straight extension of the Easterly line of Sandray Boulevard, if extended Southwardly.

TRACT 4: BEGINNING at a point in the Northeast line of the tract conveyed to Board of Education, by Deed of record in Deed Book 3684, Page 527, in the Office of the Clerk of

Jefferson County, Kentucky; said point being South 56 degrees 40 minutes East 258.48 feet from the Northwest corner of the tract conveyed to the Jefferson County Community Improvement District, by Deed of record in Deed Book 4812, Page 996, in the office aforesaid; thence with lines of said last mentioned tract the following courses and distances: South 19 degrees 30 minutes 51 seconds West 65.65 feet; South 70 degrees 29 minutes 9 seconds East 25 feet; South 19 degrees 30 minutes 51 seconds West 583.71 feet; South 20 degrees 56 minutes 26 seconds West 42.21 feet; South 22 degrees 22 minutes 1 second West 591.85 feet to the Southwest line of tract conveyed to Board of Education, by Deed aforesaid; thence with said line, South 56 degrees 45 minutes East 681.91 feet to a corner of said tract; thence with same, North 31 degrees 13 minutes East 177.90 feet to the Southwest line of the tract conveyed to The County of Jefferson, Kentucky, by Deed of record in Deed Book 4009, Page 98, in the office aforesaid; thence with lines of said tract, North 56 degrees 45 minutes West 427.61 feet, and North 17 degrees 39 minutes East 1101.08 feet to the Northeast line of the tract conveyed to Board of Education, by Deed aforesaid; thence with same, North 56 degrees 40 minutes West 441.52 feet to the point of beginning.

TRACTS 1, 2, 3 and 4 BEING a portion of the same property conveyed to Jefferson County School District Finance Corporation by Deed dated June 30, 2000, of record in Deed Book 7472, Page 643, in the Office of the Clerk of Jefferson County, Kentucky.

61684968.2

END OF DOCUMENT

Bobbie Holsclaw

Jefferson County Clerk's Office

As evidenced by the instrument number shown below, this document has been recorded as a permanent record in the archives of the Jefferson County Clerk's Office.

INST # 2017270461
BATCH # 105002
JEFFERSON CO, KY FEE $20.00
STATE OF KY DEED TAX $185.00
PRESENTED ON: 11-17-2017 7 11:19:32 AM
LODGED BY: STOLL KEENON OGDEN
RECORDED: 11-17-2017 11:19:32 AM
BOBBIE HOLSCLAW
CLERK
BY: CARRIE HARRISON
RECORDING CLERK
BK: D 11029
PG: 356-360

GENERAL WARRANTY DEED

THIS DEED is made as of November 17, 2017, between

RICHARD V. DAVIS and THERESA A. DAVIS,
husband and wife
7711 Shipley Lane
Louisville, KY 40272 ("Grantors")

and

LOUISVILLE GAS AND ELECTRIC COMPANY,
a Kentucky corporation
ATTN: Real Estate Department
820 W. Broadway
Louisville, Kentucky 40202 (and tax bill in-care of address) ("Grantee")

W I T N E S S E T H:

That for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantors grant and convey unto Grantee, in fee simple and with covenant of General Warranty, that certain real property, and improvements thereon, located in Jefferson County, Kentucky, and more particularly described on the attached Exhibit A (the "Property").

Grantors further covenant lawful seizin of the estate hereby conveyed, with full power to convey the same, and that said estate is free and clear of all encumbrances except easements, restrictions and stipulations of record, all governmental laws and regulations affecting said Property, if any, and all ad valorem taxes due and payable in 2017, which shall be prorated between the parties.

TO HAVE AND HOLD the Property together with all of the rights, privileges, appurtenances and improvements thereto belonging unto Grantee, and Grantee's successors and assigns forever.

Grantors and Grantee further certify, pursuant to KRS Chapter 382, that $185,000.00 is the full consideration paid for the Property conveyed herein. Future tax bills shall be mailed to the Grantee at the address above.

WITNESS the signatures of Grantors and Grantee as of the dates set forth in the notarial certificates below.

GRANTORS:

Richard V. Davis
RICHARD V. DAVIS

Theresa A. Davis
THERESA A. DAVIS

GRANTEE:

LOUISVILLE GAS AND ELECTRIC COMPANY

BY: James J. Holderman
ITS: MANAGER, REAL ESTATE & R/W

COMMONWEALTH OF KENTUCKY)
)SS
COUNTY OF JEFFERSON)

The foregoing Deed and consideration certificate were acknowledged, subscribed, and sworn to before me this 17th day of November, 2017, by Richard V. Davis and Theresa A. Davis, husband and wife, to be their free act and voluntary deed.

My Commission Expires: August 18, 2019

(SEAL)

Notary Public

COMMONWEALTH OF KENTUCKY)
)SS
COUNTY OF JEFFERSON)

The foregoing consideration certificate was acknowledged, subscribed, and sworn to before me this 14th day of November, 2017, by James J. Holderman, as Manager, Real Estate & R/W of Louisville Gas and Electric Company, a Kentucky corporation, to be his/her free act and voluntary deed in such capacity.

My Commission Expires: May 01, 2019

(SEAL)

Nicholas A. Judah
Notary Public

NICHOLAS A. JUDAH
Notary Public-State at Large
KENTUCKY
My Commission Expires May 01, 2019

THIS INSTRUMENT PREPARED BY:

Anthony L. Schnell, Esq.
STOLL KEENON OGDEN PLLC
2000 PNC Plaza
500 W. Jefferson Street
Louisville, Kentucky 40202
(502) 333-6000

EXHIBIT A

LEGAL DESCRIPTION

BEGINNING at a point in the Southwest line of the tract of land conveyed to Sherley Terry and wife by deed dated November 12, 1946, and recorded in Deed Book 2181, Page 294, in the office of the Clerk of Jefferson County, Kentucky, which point is 570.6 feet from a spike, which spike is 2,501.94 feet from the original centerline of 18th Street Road, now Dixie Highway; thence North 31° 13' East 177.90 feet to a monument; thence North 56° 45' West 75 feet to a monument; thence South 31° 13' West 177.90 feet to a monument; thence South 56° 45' East 75 feet to the point of beginning.

BEING the same property conveyed to Richard V. Davis and Theresa A. Davis, husband and wife, by Deed dated August 7, 1986, of record in Deed Book 5602, Page 889, in the Office of the Clerk of Jefferson County, Kentucky.

400001.154763/1530955.1

END OF DOCUMENT

Bobbie Holsclaw

Jefferson County Clerk's Office

As evidenced by the instrument number shown below, this document has been recorded as a permanent record in the archives of the Jefferson County Clerk's Office.

INST # 2019158224
BATCH # 187615
JEFFERSON CO, KY FEE $29.00
STATE OF KY DEED TAX $200.00
PRESENTED ON: 07-12-2019 9 02:59:13 PM
LODGED BY: RANDALL MAGALLON
RECORDED: 07-12-2019 02:59:13 PM
BOBBIE HOLSCLAW
CLERK
BY: BECKY SEARCY
INDEXING CLERK
BK: D 11453
PG: 394-401

GENERAL WARRANTY DEED

THIS DEED is made as of July 12, 2019, between

STACY LOUISE RALSTON A/K/A STACY ROY RALSTON
and TONY RALSTON,
wife and husband
4004 Valley Station Road
Louisville, KY 40272 ("Grantors")

and

LOUISVILLE GAS AND ELECTRIC COMPANY,
a Kentucky corporation
ATTN: Real Estate Department
820 W. Broadway
Louisville, Kentucky 40202 (and tax bill in-care of address) ("Grantee")

W I T N E S S E T H:

That for good and valuable consideration paid by Grantee to Grantors in the amount of $200,000.00, the receipt and sufficiency of which is hereby acknowledged, Grantors grant and convey unto Grantee, in fee simple and with covenant of General Warranty, that certain real property, and improvements thereon, located in Jefferson County, Kentucky, and more particularly described on Exhibit A attached hereto and made a part hereof (the "Property").

The Grantors hereby consolidate the Property described as Parcel 1 and Parcel 2 in Exhibit A, into "Tract 1" as shown on the Plat attached hereto as Exhibit B, and which Tract 1 is more fully described in Exhibit C attached hereto.

Grantors further covenant lawful seizin of the estate hereby conveyed, with full power to convey the same, and that said estate is free and clear of all encumbrances except easements, restrictions and stipulations of record, all governmental laws and regulations affecting said Property, if any, and all ad valorem taxes due and payable in 2019.

TO HAVE AND HOLD the Property together with all of the rights, privileges, appurtenances and improvements thereto belonging unto Grantee, and Grantee's successors and assigns forever.

Grantor, Tony Ralston, joins in this Deed solely for the purpose of releasing any dower or statutory interest which he might have in the Property conveyed.

Grantors and Grantee further certify, pursuant to KRS Chapter 382, that the above stated consideration is the full consideration paid for the Property conveyed herein. Future tax bills shall be mailed to the Grantee at the address above.

WITNESS the signatures of Grantors and Grantee as of the dates set forth in the notarial certificates below.

GRANTORS:

Stacy Louise Ralston
STACY LOUISE RALSTON A/K/A
STACY ROY RALSTON

TONY RALSTON

GRANTEE:

LOUISVILLE GAS AND ELECTRIC COMPANY

By: James J. Holderman

Its: MANAGER, REAL ESTATE & R/W DEPT.

COMMONWEALTH OF KENTUCKY)
)SS
COUNTY OF JEFFERSON)

The foregoing Deed and Consideration Certificate were acknowledged, subscribed, and sworn to before me this 12TH day of July, 2019, by STACY LOUISE RALSTON A/K/A STACY ROY RALSTON AND TONY RALSTON to be their free act and voluntary deed.

My Commission Expires: _____

RANDALL J. MAGALLON
Notary Public-State at Large
KENTUCKY - Notary ID # 585193
My Commission Expires 08-16-2021

Randall J. Magallon
Notary Public

(SEAL)

COMMONWEALTH OF KENTUCKY)
)SS
COUNTY OF JEFFERSON)

The foregoing Deed and Consideration Certificate was acknowledged, subscribed, and sworn to before me this 12TH day of July, 2019, by JAMES J. HOLDERMAN, as MANAGER, REAL ESTATE & R/W DEPT. of Louisville Gas and Electric Company, a Kentucky corporation, to be his/her free act and voluntary deed in such capacity.

My Commission Expires: 8-16-2021

Randall J. Magallon
Notary Public

(SEAL)

RANDALL J. MAGALLON
Notary Public-State at Large
KENTUCKY - Notary ID # 585193
My Commission Expires 08-16-2021

THIS INSTRUMENT PREPARED BY:

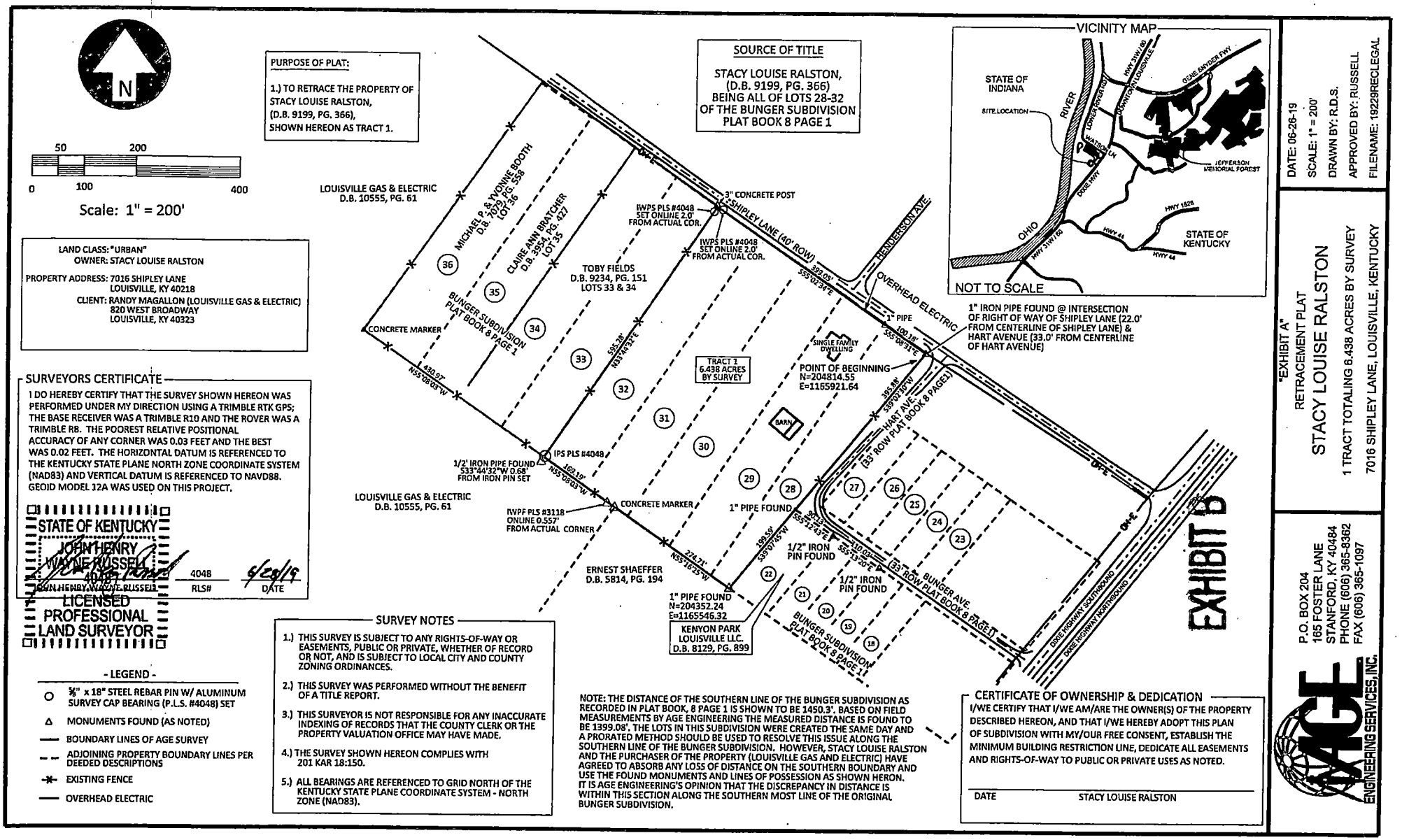
Anthony L. Schnell, Esq.
STOLL KEENON OGDEN PLLC
2000 PNC Plaza
500 W. Jefferson Street
Louisville, Kentucky 40202
(502) 333-6000

EXHIBIT A
LEGAL DESCRIPTION OF PROPERTY

PARCEL 1:
Being the Northeastwardly 100 feet in width, by a depth of 250 feet, of Lot 28 in Bunger Subdivision to Kosmosdale, plat of which is of record in Plat and Subdivision Book 8, Page 1, in the Office of the County Court Clerk of Jefferson County, Kentucky.

PARCEL 2:
Being a certain tract of real estate known as Lots No. 28, 29, 30, 31 and 32, in Bunger Subdivision to Kosmodale, Jefferson County, Kentucky, as shown on Plat of said Subdivision recorded in Plat and Subdivision Book 8, Page 1, in the Office of the Clerk of the County Court of Jefferson County, Kentucky, excepting therefrom, however, so much of Lot No. 28 conveyed to Dolton D. Valentine and wife by Deed of record in Deed Book 3476, Page 308, in the office aforesaid.

Being the same property acquired by Stacy Louise Ralston a/k/a Stacy Roy Ralston by deed dated April 3, 2003, and of record in Deed Book 8107, Page 235, in the Office of the Clerk of Jefferson County, Kentucky.



LAND CLASS: "URBAN"
OWNER: STACY LOUISE RALSTON
PROPERTY ADDRESS: 7016 SHIPLEY LANE LOUISVILLE, KY 40218
CLIENT: RANDY MAGALLON (LOUISVILLE GAS & ELECTRIC) 820 WEST BROADWAY LOUISVILLE, KY 40323

SURVEYORS CERTIFICATE

I DO HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON WAS PERFORMED UNDER MY DIRECTION USING A TRIMBLE RTK GPS; THE BASE RECEIVER WAS A TRIMBLE R10 AND THE ROVER WAS A TRIMBLE R8. THE POOREST RELATIVE POSITIONAL ACCURACY OF ANY CORNER WAS 0.03 FEET AND THE BEST WAS 0.02 FEET. THE HORIZONTAL DATUM IS REFERENCED TO THE KENTUCKY STATE PLANE NORTH ZONE COORDINATE SYSTEM (NAD83) AND VERTICAL DATUM IS REFERENCED TO NAVD88. GEOID MODEL 12A WAS USED ON THIS PROJECT.

STATE OF KENTUCKY
JOHN HENRY WAYNE RUSSELL
4048
LICENSED PROFESSIONAL LAND SURVEYOR

JOHN HENRY WAYNE RUSSELL | 4048 RLS# | 6/28/19 DATE

- LEGEND -

- ⅝" x 18" STEEL REBAR PIN W/ ALUMINUM SURVEY CAP BEARING (P.L.S. #4048) SET
- MONUMENTS FOUND (AS NOTED)
- BOUNDARY LINES OF AGE SURVEY
- ADJOINING PROPERTY BOUNDARY LINES PER DEEDED DESCRIPTIONS
- EXISTING FENCE
- OVERHEAD ELECTRIC

SURVEY NOTES

1.) THIS SURVEY IS SUBJECT TO ANY RIGHTS-OF-WAY OR EASEMENTS, PUBLIC OR PRIVATE, WHETHER OF RECORD OR NOT, AND IS SUBJECT TO LOCAL CITY AND COUNTY ZONING ORDINANCES.

2.) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT.

3.) THIS SURVEYOR IS NOT RESPONSIBLE FOR ANY INACCURATE INDEXING OF RECORDS THAT THE COUNTY CLERK OR THE PROPERTY VALUATION OFFICE MAY HAVE MADE.

4.) THE SURVEY SHOWN HEREON COMPLIES WITH 201 KAR 18:150.

5.) ALL BEARINGS ARE REFERENCED TO GRID NORTH OF THE KENTUCKY STATE PLANE COORDINATE SYSTEM - NORTH ZONE (NAD83).

NOTE: THE DISTANCE OF THE SOUTHERN LINE OF THE BUNGER SUBDIVISION AS RECORDED IN PLAT BOOK, 8 PAGE 1 IS SHOWN TO BE 1450.3'. BASED ON FIELD MEASUREMENTS BY AGE ENGINEERING THE MEASURED DISTANCE IS FOUND TO BE 1399.08'. THE LOTS IN THIS SUBDIVISION WERE CREATED THE SAME DAY AND A PRORATED METHOD SHOULD BE USED TO RESOLVE THIS ISSUE ALONG THE SOUTHERN LINE OF THE BUNGER SUBDIVISION. HOWEVER, STACY LOUISE RALSTON AND THE PURCHASER OF THE PROPERTY (LOUISVILLE GAS AND ELECTRIC) HAVE AGREED TO ABSORB ANY LOSS OF DISTANCE ON THE SOUTHERN BOUNDARY AND USE THE FOUND MONUMENTS AND LINES OF POSSESSION AS SHOWN HERON. IT IS AGE ENGINEERING'S OPINION THAT THE DISCREPANCY IN DISTANCE IS WITHIN THIS SECTION ALONG THE SOUTHERN MOST LINE OF THE ORIGINAL BUNGER SUBDIVISION.

CERTIFICATE OF OWNERSHIP & DEDICATION

I/WE CERTIFY THAT I/WE AM/ARE THE OWNER(S) OF THE PROPERTY DESCRIBED HEREON, AND THAT I/WE HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY/OUR FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, DEDICATE ALL EASEMENTS AND RIGHTS-OF-WAY TO PUBLIC OR PRIVATE USES AS NOTED.

DATE STACY LOUISE RALSTON

DATE: 06-26-19
SCALE: 1" = 200'
DRAWN BY: R.D.S.
APPROVED BY: RUSSELL
FILENAME: 19229RECLEGAL

"EXHIBIT A"
RETRACEMENT PLAT
STACY LOUISE RALSTON
1 TRACT TOTALING 6.438 ACRES BY SURVEY
7016 SHIPLEY LANE, LOUISVILLE, KENTUCKY

P.O. BOX 204
165 FOSTER LANE
STANFORD, KY 40484
PHONE (606) 365-8362
FAX (606) 365-1097
AGE ENGINEERING SERVICES, INC.

EXHIBIT C
CONSOLIDATED LEGAL DESCRIPTION

TRACT 1:

This being all of that property acquired by Stacy Louise Ralston, by deed from Shirley Ann Roy, entered on the 25th day of March, 2008, and of record in Deed Book 9199, Page 366 in the Jefferson County Clerk's Office and being more particularly described as follows:

BEGINNING at an 1" iron pipe found at the intersection of right-of-ways of Shipley Lane and Hart Avenue, said pipe being the northeast corner of the property being surveyed, being 22 feet southwest of the existing centerline of Shipley Lane, being 33 feet northwest of the existing centerline of Hart Avenue, and said iron pipe having Kentucky State Plane Coordinate System – North Zone Coordinates of N=204814.55, E=1165921.64, and being the Point of Beginning for this description;
Thence leaving the southern edge of right-of-way of Shipley Lane and running along western edge of right-of-way of Hart Avenue S39°02'30"W – 395.88 feet a 1" iron pipe found, said pipe being at the intersection of right-of-ways of Hart Ave. and Bunger Ave., being a corner of the property being surveyed, and being the northwest property corner of Kenyon Park LLC. (D.B. 8129, PG. 899);
Thence leaving intersection of right-of-ways of Hart Ave. and Bunger Ave. and along the common line of Kenyon Park LLC. (D.B. 8129, PG. 899) S39°07'45"W – 199.59 feet to a 1" iron pipe found, said pipe being the southeast corner of the property being surveyed, the southwest corner of Kenyon Park LLC. (D.B. 8129, PG. 899), and being in the line of Ernest Shaeffer (D.B. 5814, PG. 194);
Thence leaving the property of Kenyon Park LLC (D.B. 8129, PG. 899) and continuing along the common line of Ernest Shaeffer (D.B. 5814, PG. 194) N55°16'25"W – 274.71 feet to a concrete marker, said concrete marker being a corner of the property being surveyed, being the northwest corner of Ernest Shaeffer (D.B. 5814, PG. 194), and being a corner of Louisville Gas & Electric (D.B. 10555, PG. 61);
Thence leaving the property of Ernest Shaeffer (D.B. 5814, PG. 194) and continuing along the common line of Louisville Gas & Electric (D.B. 10555, PG. 61) N55°08'03"W – passing an iron witness pin found with an aluminum cap stamped PLS #3118 at 0.56 feet and continuing for a total distance of 169.19 feet to an iron pin set, (All corners monuments referred to herein as iron pins set are 5/8" x 18" iron rebar with 2" aluminum survey cap bearing P.L.S. #4048), said pin being on the line of Louisville Gas & Electric (D.B. 10555, PG. 61), being the southwest corner of the property being surveyed, and being the southeast corner of Toby Fields (D.B. 9234, PG. 151);
Thence leaving the property of Louisville Gas & Electric (D.B. 10555, PG. 61), and continuing along the common line of Toby Fields (D.B. 9234, PG. 151) N33°44'32"E – passing an iron witness pin set at 593.28 feet and continuing on for a total distance of 595.28 feet to a 3" concrete post found, said concrete post being the northeast corner of Toby Fields (D.B. 9234, PG. 151), being the northwest corner of the property being surveyed, and being on the southern edge of right-of-way of Shipley Lane (18 feet from existing centerline of Shipley Lane);

Thence leaving the property of Toby Fields (D.B. 9234, PG. 151) and continuing along the southern edge of right-of-way of Shipley Lane for the following two calls: S55°02'34"E – passing an iron witness pin set at 2.00 feet and continuing on for a total distance of 399.05 feet to a 1" iron pipe found and S55°08'31"E – 100.18 feet to the Point of Beginning and containing 6.438 acres by survey.

This description prepared from a physical survey conducted by John Henry Russell, AGE Engineering Services, Inc., Kentucky P.L.S. #4048, dated the 26th day of June, 2019.

END OF DOCUMENT

Bobbie Holsclaw

Jefferson County Clerk's Office

As evidenced by the instrument number shown below, this document has been recorded as a permanent record in the archives of the Jefferson County Clerk's Office.

INST # 2022227768
BATCH # 418156
JEFFERSON CO, KY FEE $50.00
STATE OF KY DEED TAX $220.00
PRESENTED ON: 10-04-2022 2 11:44:31 AM
LODGED BY: STOLL KEENON OGDEN
RECORDED: 10-04-2022 11:44:31 AM
BOBBIE HOLSCLAW
CLERK
BY: ROXANN MCGAUGHEY
RECORDING CLERK
BK: D 12469
PG: 405-410

GENERAL WARRANTY DEED

THIS DEED is made as of October 4, 2022, between

MICHAEL P. BOOTH and YVONNE BOOTH,
husband and wife
7204 Shipley Lane
Louisville, Kentucky 40272 ("Grantors")

and

LOUISVILLE GAS AND ELECTRIC COMPANY,
a Kentucky corporation
ATTN: Real Estate Department
820 W. Broadway
Louisville, Kentucky 40202 (and tax bill in-care of address) ("Grantee")

WITNESSETH:

That for good and valuable consideration paid by Grantee to Grantors in the amount of $220,000.00, the receipt and sufficiency of which is hereby acknowledged, Grantors grant and convey unto Grantee, in fee simple and with covenant of General Warranty, that certain real property, and improvements thereon, located in Jefferson County, Kentucky, and more particularly described on Exhibit A attached hereto and made a part hereof (the "Property").

Grantors further covenant lawful seizin of the estate hereby conveyed, with full power to convey the same, and that said estate is free and clear of all encumbrances except easements, restrictions and stipulations of record, all governmental laws and regulations affecting said Property, if any, and all ad valorem taxes due and payable in 2022.

TO HAVE AND HOLD the Property together with all of the rights, privileges, appurtenances and improvements thereto belonging unto Grantee, and Grantee's successors and assigns forever. Grantor and Grantee further certify, pursuant to KRS Chapter 382, that the above stated consideration is the full consideration paid for the Property conveyed herein. Future tax bills shall be mailed to the Grantee at the address above.

WITNESS the signatures of Grantors and Grantee as of the dates set forth in the notarial certificates below.

GRANTORS:

Michael P. Booth
MICHAEL P. BOOTH

Yvonne A. Booth
YVONNE BOOTH

COMMONWEALTH OF KENTUCKY)
)SS
COUNTY OF JEFFERSON)

The foregoing Deed and Consideration Certificate were acknowledged, subscribed, and sworn to before me this 4th day of October, 2022, by Michael P. Booth and Yvonne Booth, to be their free act and voluntary deed.

My Commission Expires: August 18, 2023

Anthony L Schnell
Notary Public
Printed Name: Anthony L. Schnell
Commission No. 626428

GRANTEE:

LOUISVILLE GAS AND ELECTRIC COMPANY

By: Paul Weis

Its: Mgr. Rerow

COMMONWEALTH OF KENTUCKY)
)SS
COUNTY OF JEFFERSON)

The foregoing Deed and Consideration Certificate was acknowledged, subscribed, and sworn to before me this 29 day of September, 2022, by Paul Weis, as Mgr. Rerow of Louisville Gas and Electric Company, a Kentucky corporation, to be his/her free act and voluntary deed in such capacity.

My Commission Expires: June 1, 2025

MICHELE M. RESTAINER
Notary Public - State At Large
KENTUCKY - Notary ID # KYNP30432
My Commission Expires June 01, 2025

Michele M. Restainer
Notary Public
Printed Name: Michele M. Restainer
Commission No. KYNP30432

THIS INSTRUMENT PREPARED BY:

Anthony L. Schnell

Anthony L. Schnell, Esq.
STOLL KEENON OGDEN PLLC
2000 PNC Plaza
500 W. Jefferson Street
Louisville, Kentucky 40202
(502) 333-6000

EXHIBIT A
LEGAL DESCRIPTION

Being a certain tract of parcel of real estate known as Lot 36, erroneously referred to previously as Lot 336, in Bunger Subdivision to Kosmosdale, Jefferson County, Kentucky, as shown by plat of said Subdivision recorded in the Jefferson County, Kentucky Court Clerk's Office in Plat and Subdivision Book 8, Page 1.

The above legal description is hereby replaced with the following legal description created from a physical survey conducted by Douglas G. Gooch, AGE Engineering Services, Inc., Ky. P.L.S. #3118, dated the 12th day of September, 2022:

BEGINNING at an iron pin set (5/8" x 18" rebar with aluminum cap bearing PLS-3118, as will be typical for all set corner monuments), said pin:

- Being 19.5 feet southwest from the centerline of Shipley Lane
- Being on the southern edge of right-of-way of Shipley Lane (Plat Book 8, Page 1)
- Having KY North Zone (NAD83) coordinates of N=205340.48, E=1165167.20
- Lying on the eastern boundary line of Louisville Gas and Electric Company (D.B. 4101, PG. 341, Lot 7, Plat Book 1, Page 178)
- Being the northwest corner of the land being surveyed
- Lying near the Community of Kosmosdale, Jefferson County, Kentucky and being the POINT OF BEGINNING for this description;

Thence leaving the boundary line of Louisville Gas and Electric Company (D.B. 4101, PG. 341, Lot 7, Plat Book 1, Page 178) and with the southern edge of right-of-way of Shipley Lane, S54°34'10"E – 120.55 FEET to a 1" pipe found, said pipe being 19.5 feet southwest from centerline of Shipley Lane and being the northwest corner of Claire Ann Bratcher (D.B. 3954, Page 427, being Lot 35 of the Bunger Subdivision Plat Book 8, Page 1) and being the northeast corner of the land being surveyed;

Thence leaving the right-of-way of Shipley Lane and with the western boundary line of Bratcher, S33°54'50"W – 593.67 FEET to an iron pin set, said pin being on the northern boundary line Louisville Gas & Electric Company (D.B. 4289, Page 262) and being the southwest corner of Bratcher and being N33°54'50"E – 0.62 feet from a 1" pipe found;

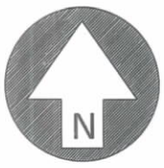
Thence leaving the line of Bratcher and with the line of Louisville Gas & Electric Company (D.B. 4289, Page 262), N55°08'03"W passing an iron witness pin set at 128.88 FEET, and continuing an additional 0.40 feet, for a total distance of 129.28 FEET to a concrete monument found, said concrete monument being the northwest corner of Louisville Gas & Electric Company (D.B. 4289, Page 262) and being on the eastern boundary line of Louisville Gas and Electric Company (D.B. 4101, PG. 341, Lot 7, Plat Book 1, Page 178) and being the southwest corner of the land being surveyed;

Thence leaving the line of Louisville Gas & Electric Company (D.B. 4289, Page 262) and with the line of Louisville Gas and Electric Company (D.B. 4101, PG. 341, Lot 7, Plat Book 1, Page 178), N34°45'25"E – passing an iron witness pin set at 0.51 feet and continuing an additional 594.27 feet for a total distance of 594.78 FEET to the Point of Beginning and containing 1.704 acres by survey.

Being the same Property conveyed to Michael P. Booth and Yvonne Booth, husband and wife, by Deed dated July 24, 1998, of record in Deed Book 7079, Page 558, in the office of the Clerk of Jefferson County, Kentucky.

400001.154763/8875664.1

END OF DOCUMENT

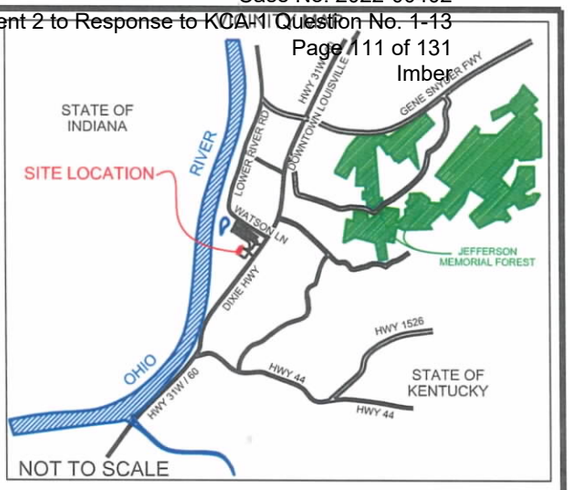


30 120
0 60 240

Scale: 1" = 120'

SOURCE OF TITLE

MICHAEL P. BOOTH
AND YVONNE BOOTH
D.B. 7079, PG. 558
BEING LOT 36
OF THE BUNGER SUBDIVISION
PLAT BOOK 8 PAGE 1



LAND CLASS: "URBAN"
OWNER: MICHAEL P. BOOTH AND YVONNE BOOTH

PROPERTY ADDRESS: 7204 SHIPLEY LANE
LOUISVILLE, KY 40272

CLIENT: LOUISVILLE GAS & ELECTRIC CO.
820 WEST BROADWAY
LOUISVILLE, KY 40323

IPF PLS #1828

LOUISVILLE GAS & ELECTRIC
D.B. 6386 PG. 454

IPS PLS #3118
19.5' FROM CL
OF SHIPLEY LANE
N=205340.48
E=1165167.20

SHIPLEY LANE 40FT (ROW) PLAT BOOK 8, PG. 1

L1

OH-E

1" PIPE FOUND
19.5' FROM CL
OF SHIPLEY LANE

CONCRETE MONUMENT

HOUSE

GARAGE

SEPTIC TANK

SHED

HOUSE

LOUISVILLE GAS & ELECTRIC
D.B. 4101 PG. 341
LOT 7
PLAT BOOK 1 PAGE 178

594.78'
N34°45'25"E

593.67'
S33°54'50"W

CLAIRE ANN BRATCHER
D.B. 3954, PG. 427
LOT 35 OF THE BUNGER SUBDIVISION
PLAT BOOK 8 PAGE 1

1.704 ACRES BY SURVEY

LINE TABLE

L1	S54°34'10"E - 120.55'

IWPS PLS #3118
0.51 FT
FROM
CORNER

CONCRETE
CORNER
MARKER

129.28'
N55°08'03"W

IPS PLS #3118

IWPS PLS #3118
0.40 FT
FROM
CORNER

1" PIPE FOUND
BEING S33°54'50"W - 0.62 FT
FROM IRON PIN SET

LOUISVILLE
GAS & ELECTRIC
D.B. 4289 PG. 262

SURVEYORS CERTIFICATE

I DO HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON WAS PERFORMED UNDER MY DIRECTION USING A TRIMBLE RTK GPS; THE BASE RECEIVER WAS A ZEPHYR GEO MDI 2 AND THE ROVER WAS A TRIMBLE R12I. THE POOREST RELATIVE POSITIONAL ACCURACY OF ANY CORNER WAS 0.04 FEET AND THE BEST WAS 0.01 FEET. THE HORIZONTAL DATUM IS REFERENCED TO THE KENTUCKY STATE PLANE NORTH ZONE COORDINATE SYSTEM (NAD83) AND VERTICAL DATUM IS REFERENCED TO NAVD88. GEOID [illegible] KENTUCKY FOR THIS PROJECT.

STATE OF KENTUCKY
D.G. GOOCH
3118
LICENSED PROFESSIONAL LAND SURVEYOR

D.G. GOOCH — 3118 RLS# — 9/22/22 DATE

SURVEY NOTES

1.) THIS SURVEY IS SUBJECT TO ANY RIGHTS-OF-WAY OR EASEMENTS, PUBLIC OR PRIVATE, WHETHER OF RECORD OR NOT, AND IS SUBJECT TO LOCAL CITY AND COUNTY ZONING ORDINANCES.

2.) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT.

3.) THIS SURVEYOR IS NOT RESPONSIBLE FOR ANY INACCURATE INDEXING OF RECORDS THAT THE COUNTY CLERK OR THE PROPERTY VALUATION OFFICE MAY HAVE MADE.

4.) THE SURVEY SHOWN HEREON COMPLIES WITH 201 KAR 18:150.

5.) ALL BEARINGS ARE REFERENCED TO GRID NORTH OF THE KENTUCKY STATE PLANE COORDINATE SYSTEM - NORTH ZONE (NAD83).

- LEGEND -

- ○ 5/8" x 18" STEEL REBAR PIN W/ ALUMINUM SURVEY CAP BEARING (P.L.S. #3118) SET
- △ MONUMENTS FOUND (AS NOTED)
- BOUNDARY LINES OF AGE SURVEY
- ADJOINING BOUNDARY LINE PER DEEDED DESCRIPTIONS
- CHAIN LINK FENCE
- OH-E OVERHEAD ELECTRIC

PURPOSE OF PLAT

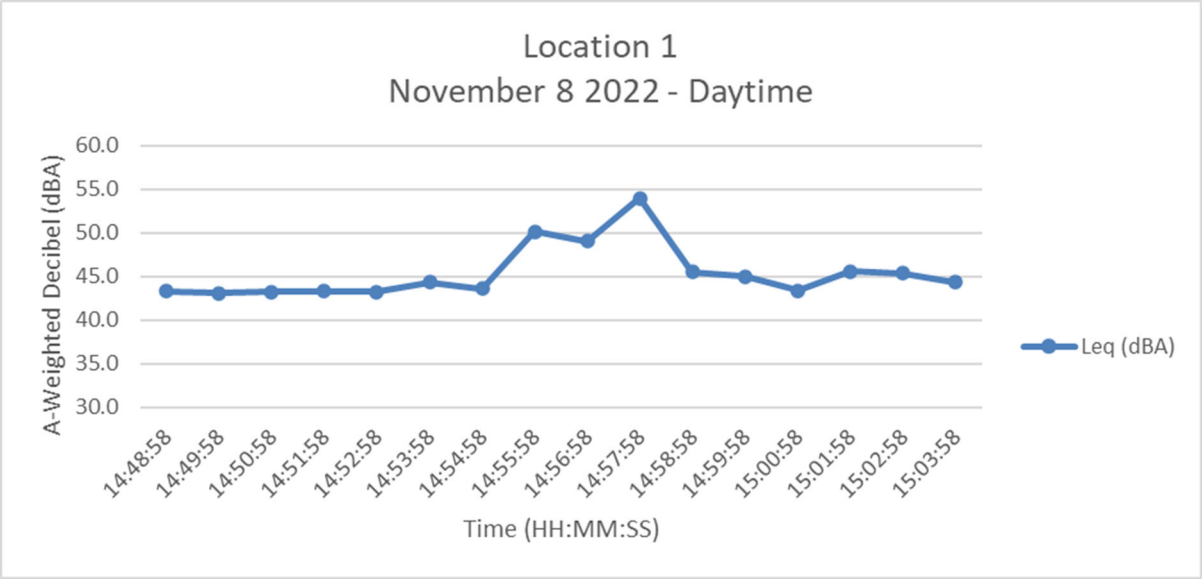
1.) TO RETRACE THE PROPERTY OF MICHAEL P. BOOTH AND YVONNE BOOTH D.B. 7079, PG. 558, AS SHOWN HEREON HEREON

AGE ENGINEERING SERVICES, INC.
P.O. BOX 204
165 FOSTER LANE
STANFORD, KY 40484
PHONE (606) 365-8362
FAX (606) 365-1097

"EXHIBIT A"
RETRACEMENT PLAT
MICHAEL P. BOOTH
AND YVONNE BOOTH
1 TRACT TOTALING 1.704 ACRES BY SURVEY
7204 SHIPLEY LANE, LOUISVILLE, KENTUCKY

DATE: 09-13-22
SCALE: 1" = 120'
DRAWN BY: J.M.
APPROVED BY: D.GOOCH
FILENAME: 22349RECLEGAL

APPENDIX B. BASELINE NOISE MONITORING DATA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November 8 2022 - Daytime
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14:50:58
14:51:58
14:52:58
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14:55:58
14:56:58
14:57:58
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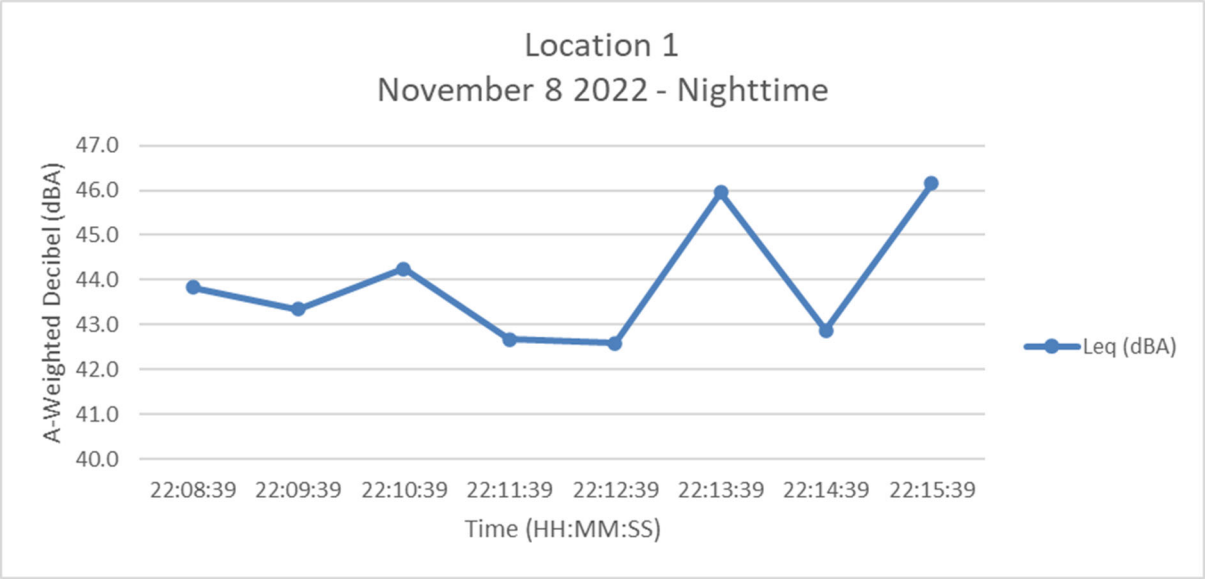
15:03:58
Time (HH:MM:SS)
Leq (dBA)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A-Weighted Decibel (dBA)
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45.0
44.0
43.0
42.0
41.0
40.0
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22:09:39
22:10:39
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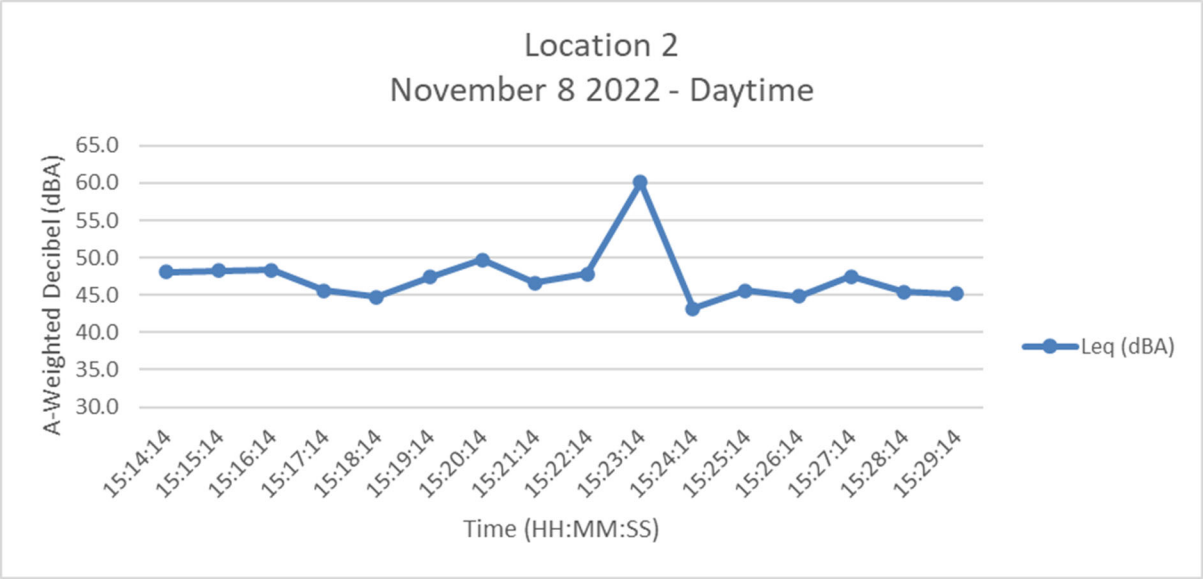
Time (HH:MM:SS)
Leq (dBA)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30.0
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15:15:14
15:16:14
15:17:14
15:18:14
15:19:14
15:20:14
15:21:14
15:22:14
15:23:14
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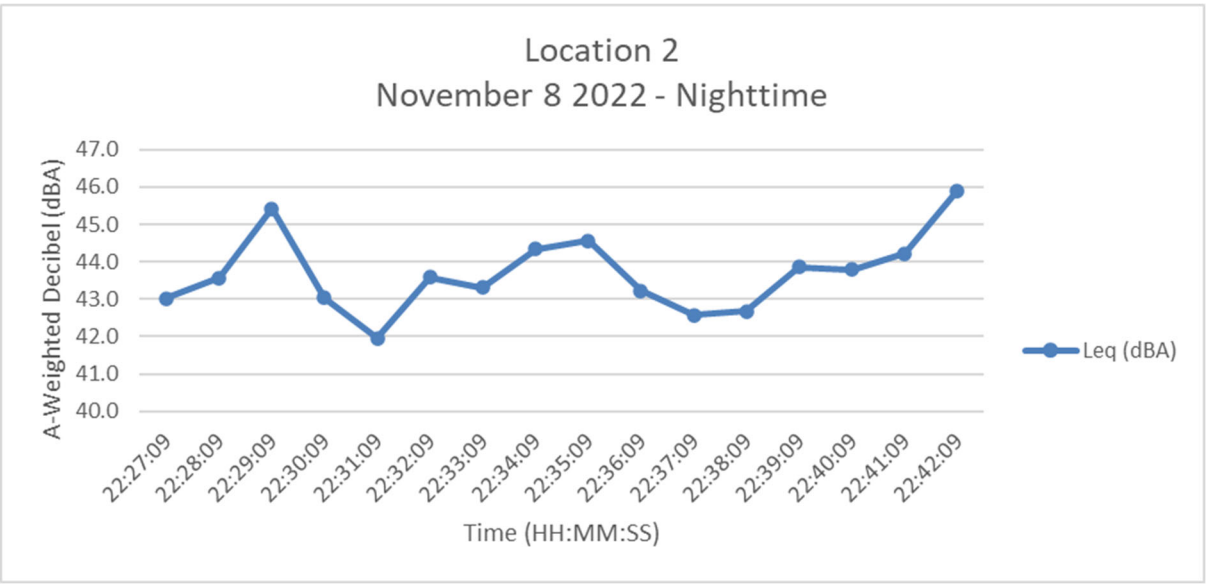
Time (HH:MM:SS)
Leq (dBA)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November 8 2022 - Nighttime
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43.0
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41.0
40.0
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22:28:09
22:29:09
22:30:09
22:31:09
22:32:09
22:33:09
22:34:09
22:35:09
22:36:09
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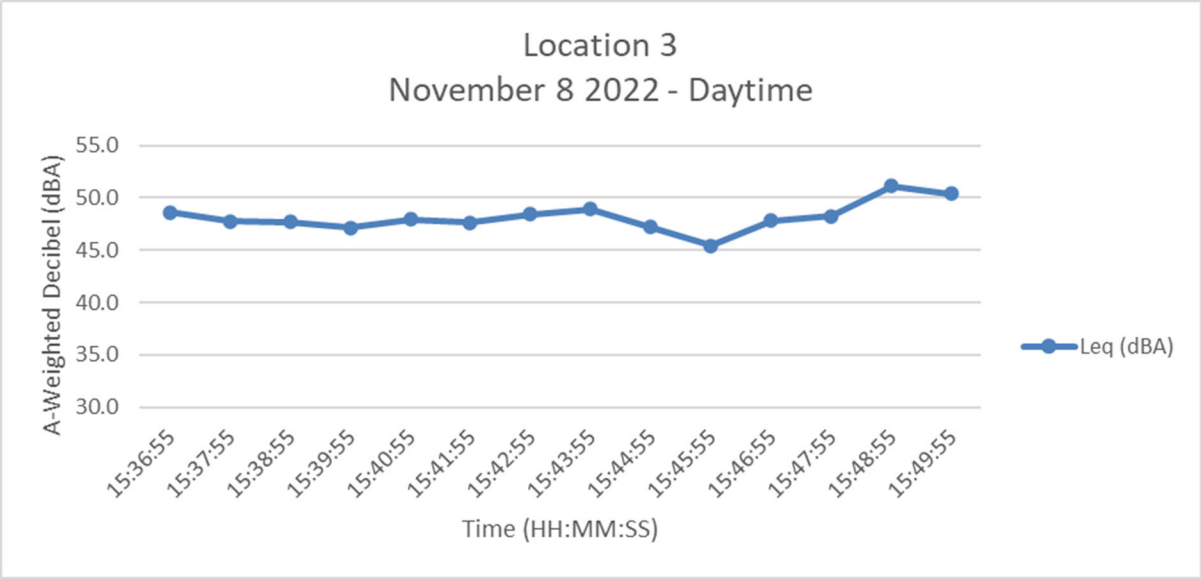
Time (HH:MM:SS)
Leq (dBA)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November 8 2022 - Daytime
A-Weighted Decibel (dBA)
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45.0
40.0
35.0
30.0
15:36:55
15:37:55
15:38:55
15:39:55
15:40:55
15:41:55
15:42:55
15:43:55
15:44:55
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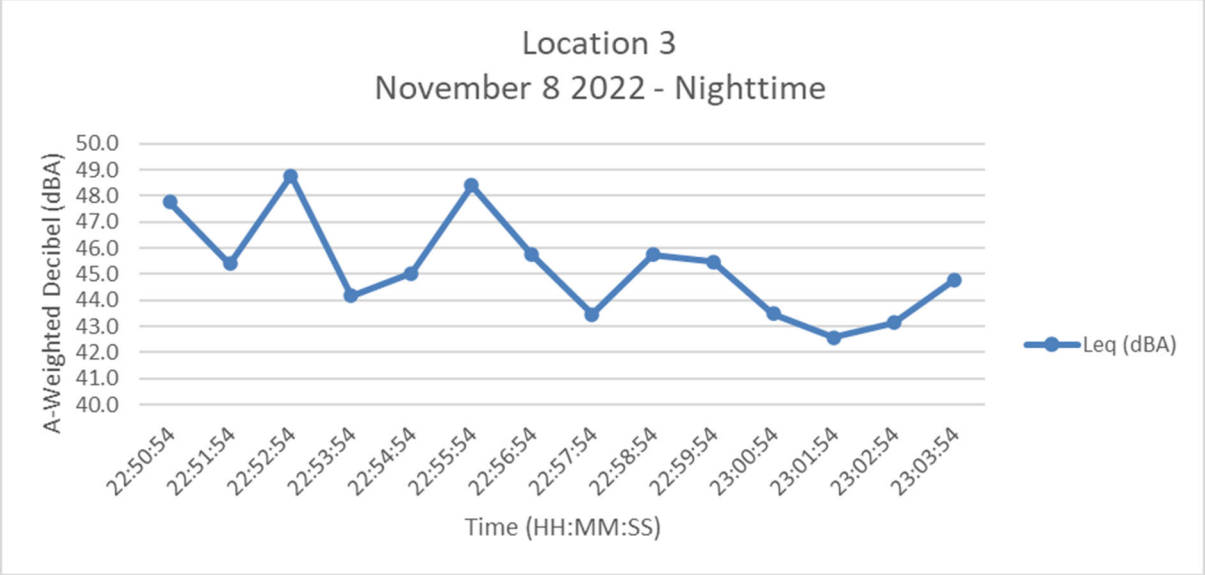
Time (HH:MM:SS)
Leq (dBA)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November 8 2022 - Nighttime
A-Weighted Decibel (dBA)
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48.0
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44.0
43.0
42.0
41.0
40.0
22:50:54
22:51:54
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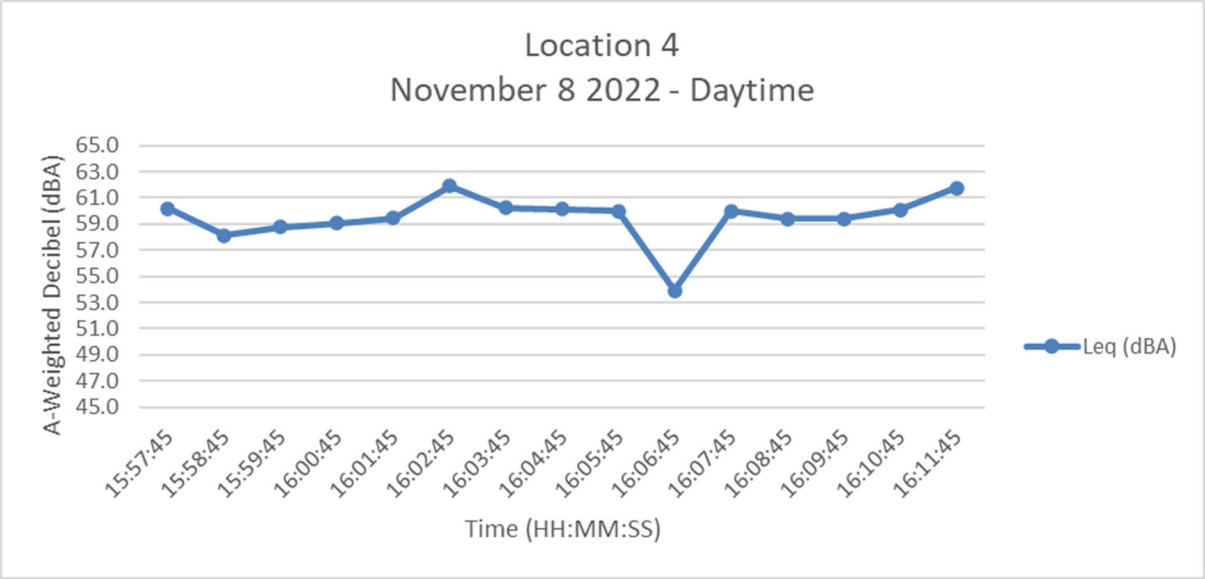
Time (HH:MM:SS)
Leq (dBA)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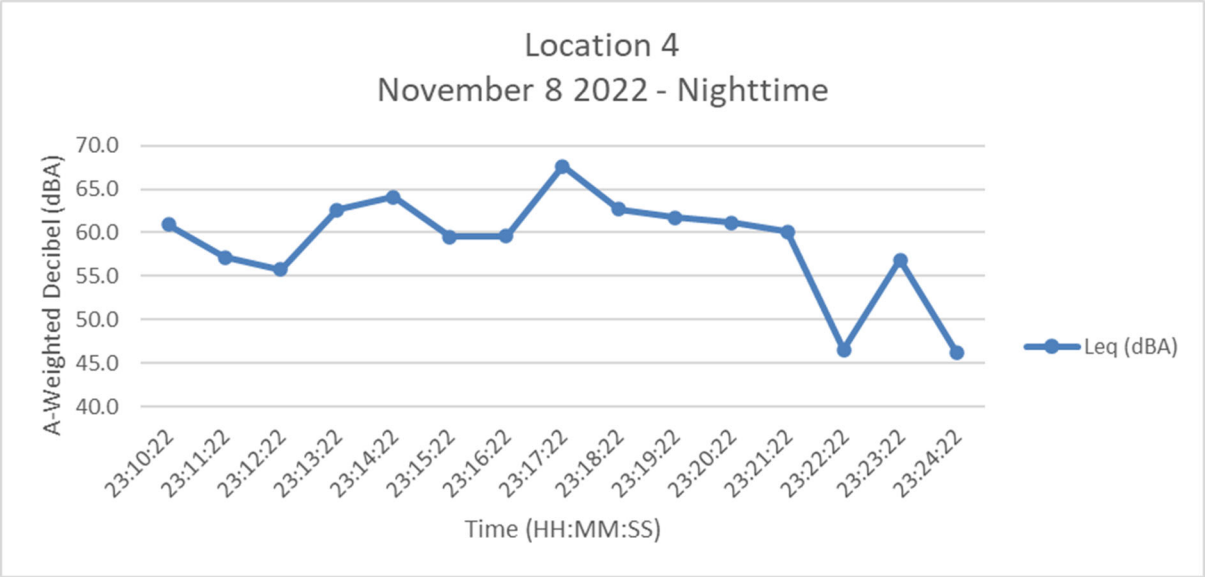
Time (HH:MM:SS)
Leq (dBA)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23:13:22
23:14:22
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23:16:22
23:17:22
23:18:22
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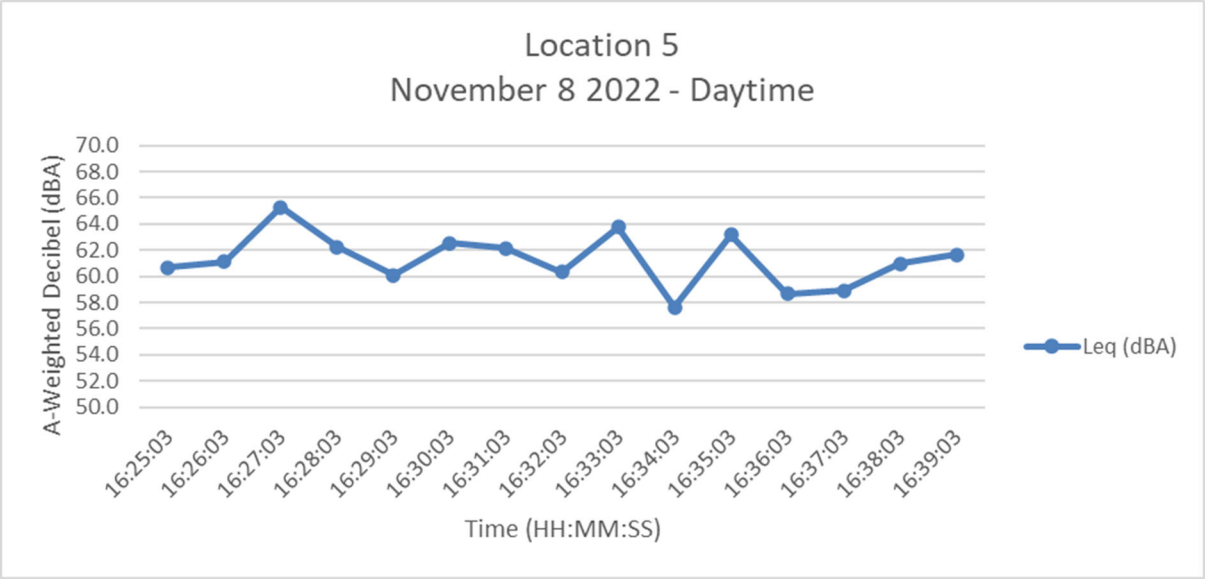
Time (HH:MM:SS)
Leq (dBA)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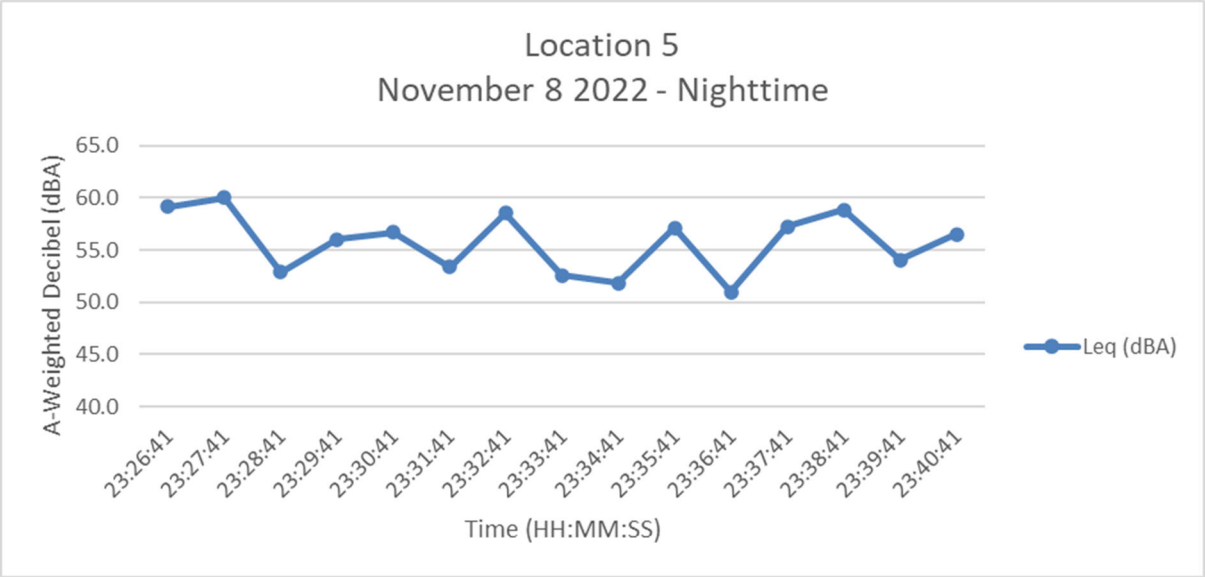
Time (HH:MM:SS)
Leq (dBA)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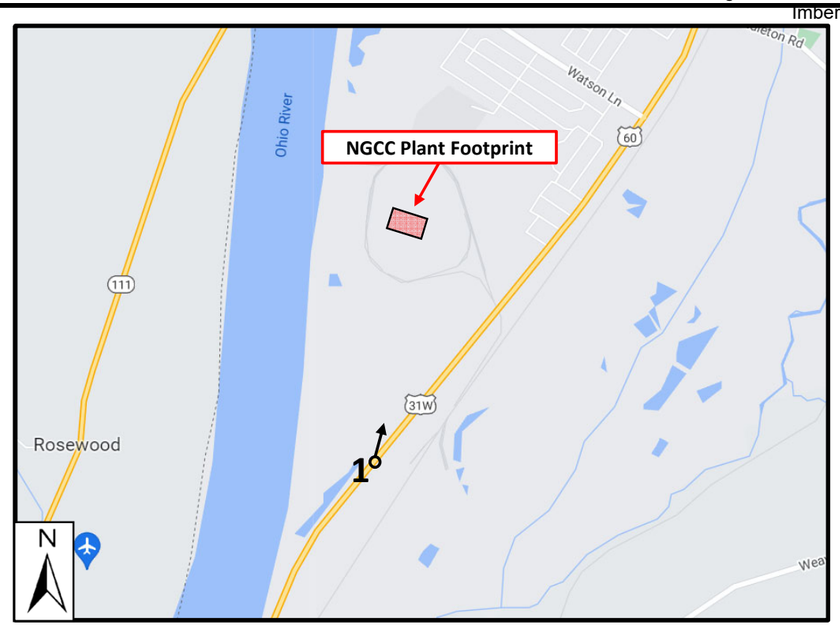
23:36:41
23:37:41
23:38:41
23:39:41
23:40:41
Time (HH:MM:SS)
Leq (dBA)

APPENDIX C. VISUAL RESOURCE ASSESSMENT DATA

Existing/Baseline View from Kosmos Cement

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	3
Water	1
Color	3
Influence of Adjacent Scenery	2
Scarcity	2
Cultural Modifications	-2
TOTAL	12



Proposed Project/NGCC Building Profile View from Kosmos Cement

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	3
Water	1
Color	3
Influence of Adjacent	2
Scarcity	2
Cultural Modifications	-2
TOTAL	12

Viewpoint #1 - Views from KY 31W/Dixie Highway (Kosmos Cement manufacturing facility)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station is generally obscured from public view by existing structures/walls, and by the existing earthen berm located along the eastern perimeter of the project site (adjacent to KY 31W/Dixie Highway). Other than a small portion of the existing exhaust stacks, the existing Mill Creek Station is not visible from this location.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is not expected to be visible from this viewpoint. Specifically, the existing intervening structures and topography would block line-of-sight between the new structures and viewers standing near the entrance of the Kosmos Cement facility to the south. Additionally, the existing Mill Creek Station and the power generation units/structures found therein (such as the stacks displayed in the adjacent photo) have been operating onsite for decades, and therefore any views of the NGCC plant would not be inconsistent with the existing, developed semi-industrial character of the area/region.

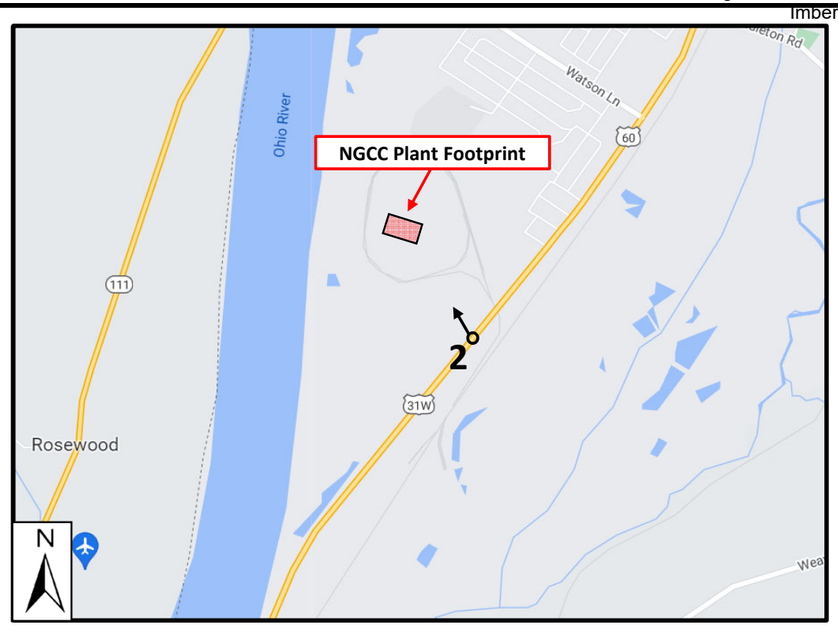
Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #1		
#1	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Existing/Baseline View from Mill Creek Entrance

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	1
Water	1
Color	1
Influence of Adjacent Scenery	1
Scarcity	2
Cultural Modifications	-2
TOTAL	5



Proposed Project/NGCC Building Profile View from Mill Creek Entrance

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	1
Water	1
Color	1
Influence of Adjacent	0
Scarcity	2
Cultural Modifications	-3
TOTAL	3

Viewpoint #2 - Views from KSR 31W/Dixie Highway (Mill Creek Station entrance)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station and associate powerline infrastructure represent the dominant visual features from this viewpoint along KY 31W/Dixie Highway. Due to the relatively unobstructed line-of-sight and lack of existing visual screening, the existing power generate facilities are clearly visible from this location.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is expected to be visible from this viewpoint (see orange square which approximately represents that building footprint of the new NGCC plant). Due to the lack of intervening structures and topography, there is nothing that would block line-of-sight between the new structures and viewers standing near the entrance of the Mill Creek Station along KY 31W/Dixie Highway. However, the existing Mill Creek Station and the power generate structures found therein (such as the stacks displayed in the adjacent photo) have been operating within this location for decades, and therefore any views of the new NGCC plant would not be inconsistent or incompatible with the existing, developed semi-industrial character of the area/region. Furthermore, the existing exhaust stacks (associated with the coal-fired units) and associate powerline infrastructure would remain the tallest, most visible structures post-Project.

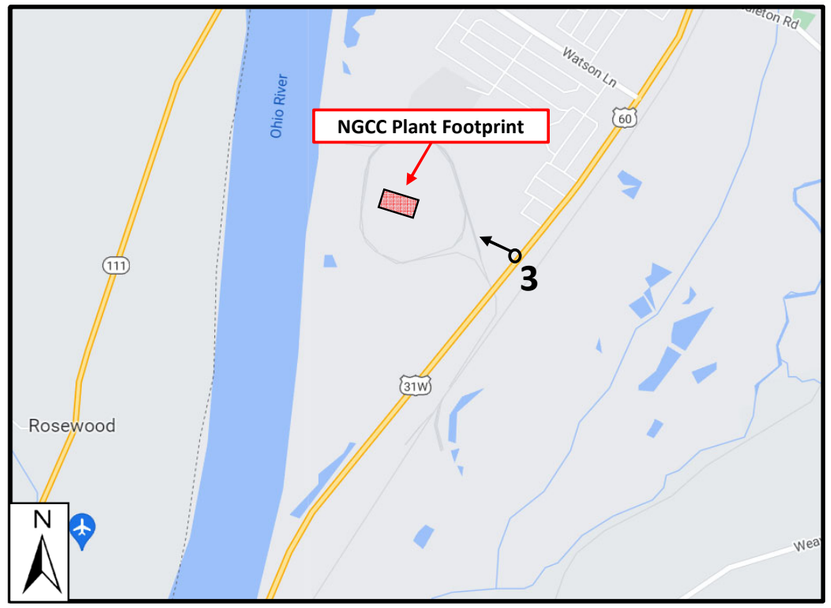
Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #2		
#2	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Existing/Baseline View from Lee Driveway

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	2
Water	1
Color	2
Influence of Adjacent Scenery	1
Scarcity	2
Cultural Modifications	-2
TOTAL	8



Proposed Project/NGCC Building Profile View from Lee Driveway

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	2
Water	1
Color	2
Influence of Adjacent	0
Scarcity	2
Cultural Modifications	-3
TOTAL	6

Viewpoint #3 - Views from Lee Driveway (Mill Creek Station entrance)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station and associate powerline infrastructure represent the dominant visual features from this viewpoint along Lee Driveway. However, as shown in the adjacent photo, the existing earthen berm located along the eastern perimeter of the project site provides partial visual screening from this location.

Project Operational Views: As shown in the adjacent photo, the top portion of the proposed NGCC plant is expected to be visible from this viewpoint (see orange square which approximately represents that building footprint of the new NGCC plant). As shown in the adjacent photos, while the existing earthen berm bordering Lee Driveway provides some visual screening, the taller portions of the proposed NGCC plant are expected to be clearly visible from this location. While the new NGCC would be partially visible, the existing Mill Creek Station and the powerline infrastructure found therein (such as the stacks displayed in the adjacent photo) have been operating within this location for decades, and therefore any views of the new NGCC plant would not be inconsistent or incompatible with the existing, developed semi-industrial character of the area/region. Furthermore, the existing exhaust stacks (associated with the coal-fired units) and associate powerline infrastructure would remain the tallest, most visible structures post-Project.

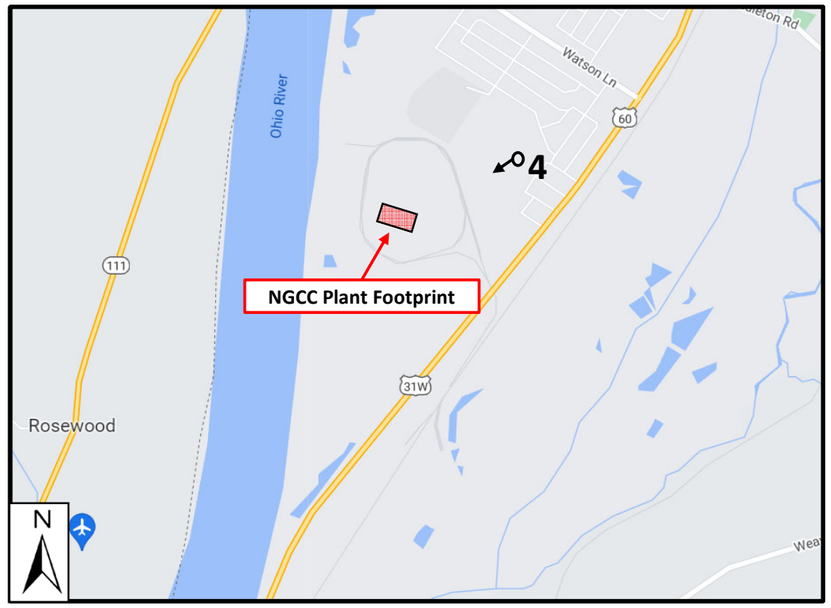
Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #3		
#3	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Existing/Baseline View from Shipley Lane

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	3
Water	1
Color	2
Influence of Adjacent Scenery	2
Scarcity	2
Cultural Modifications	-2
TOTAL	10



Proposed Project/NGCC Building Profile View from Shipley Lane

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	3
Water	1
Color	2
Influence of Adjacent	2
Scarcity	2
Cultural Modifications	-3
TOTAL	9

Viewpoint #4 - Views from Shipley Lane (residential neighborhood)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station and associate powerline infrastructure represent the dominant visual features when looking north/west from the end of Shipley Lane. Due to the relatively unobstructed line-of-sight and lack of existing visual screening, the existing power generate facilities are clearly visible from this location/adjacent residential neighborhood.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is expected to be partially visible from this viewpoint (see orange square which approximately represents that building footprint of the new NGCC plant). However, due to the presence of intervening structures and vegetation, viewers are expected to only have partial line-of-sight of the NGCC plant. While a small portion of the NGCC would be visible from this location, the existing coal-fired facilities, powerline structures, and ancillary Mill Creek Station buildings would remain the dominant visual feature. Furthermore, the existing Mill Creek Station has been operating within this location for decades, and therefore any views of the new NGCC plant would not be inconsistent or incompatible with the existing, developed semi-industrial character of the area/region.

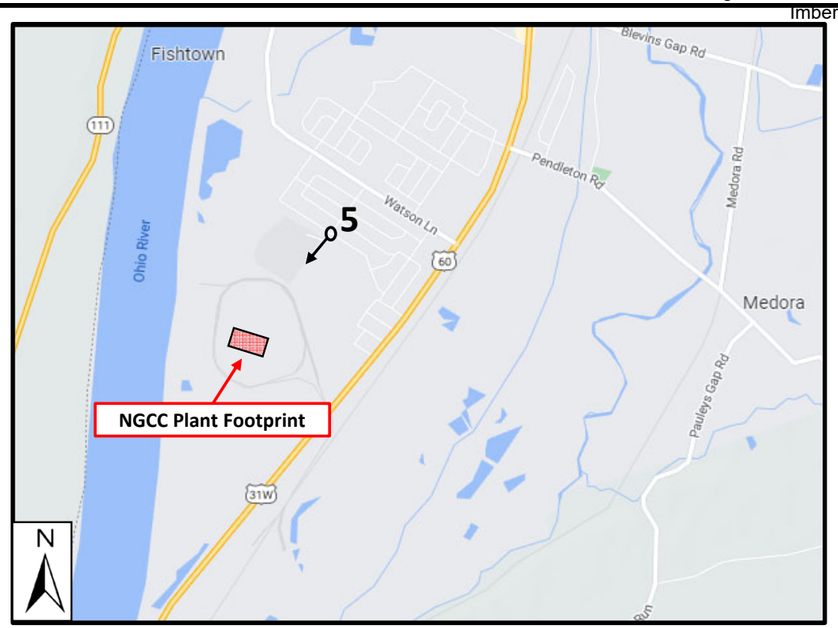
Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #4		
#4	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Existing/Baseline View from Sandray Boulevard

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	2
Water	1
Color	2
Influence of Adjacent Scenery	1
Scarcity	2
Cultural Modifications	-2
TOTAL	7



Proposed Project/NGCC Building Profile View from Sandray Boulevard

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	2
Water	1
Color	2
Influence of Adjacent	1
Scarcity	2
Cultural Modifications	-2
TOTAL	7

Viewpoint #5 - Views from Sandray Boulevard (residential neighborhood)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station is mostly obscured from the residential neighborhoods located near the end of Sandray Boulevard. Due to the relatively large distance between the project site and this viewpoint, as well as intervening vegetation and buildings, the only visible infrastructure at the Mill Creek Station are the tallest coal-fired exhaust stacks.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is not expected to be visible from this viewpoint. Due to the intervening vegetation and trees, the line-of-sight between the new NGCC and viewers standing at the end of Sandray Boulevard would be completely blocked. As such, there would be no visible impacts.

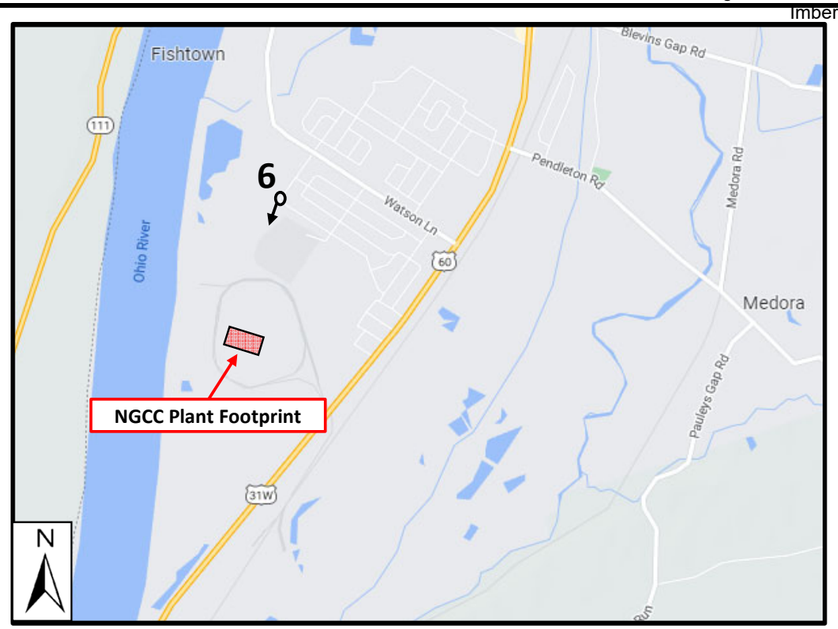
Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

SESPE CONSULTING, INC.

VIEWPOINT	#5	MILL CREEK - VIEWPOINT #5 Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky	
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Existing/Baseline View from Tennis Boulevard

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	4
Water	1
Color	3
Influence of Adjacent Scenery	2
Scarcity	2
Cultural Modifications	-2
TOTAL	11



Proposed Project/NGCC Building Profile View from Tennis Boulevard

Key Factors	Ratings Criteria Score
Landform	1
Vegetation	4
Water	1
Color	3
Influence of Adjacent	2
Scarcity	2
Cultural Modifications	-2
TOTAL	11

Viewpoint #6 - Views from Tennis Boulevard (residential neighborhood)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station represent the dominant visual features from this viewpoint at the end of Tennis Boulevard. Due to the relatively unobstructed line-of-sight and flat topography, the existing Mill Creek Station, including the coal-fired exhaust stacks and other associated infrastructure, is clearly visible from this location.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is not expected to be visible from the end of Tennis Boulevard. The NGCC would be constructed within the left portion of this photo, and the existing vegetation/trees shown are expected to fully obscured views of the new facility/structures. Additionally, any minimal new views of the NGCC plant would not be incompatible or inconsistent with the existing character of the area, which is dominant by the existing power generation plant/facilities, which have been operating within this area for decades.

Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

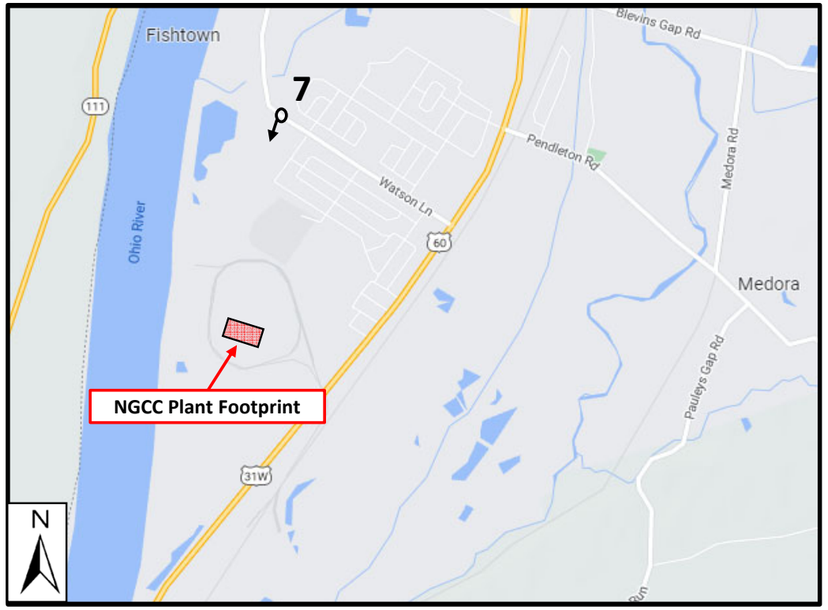
SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #6		
#6	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Imber

Existing/Baseline View from Mill Creek Secondary Entrance

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	3
Water	1
Color	3
Influence of Adjacent Scenery	2
Scarcity	2
Cultural Modifications	-2
TOTAL	11



Proposed Project/NGCC Building Profile View from Mill Creek Secondary Entrance

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	3
Water	1
Color	3
Influence of Adjacent	2
Scarcity	2
Cultural Modifications	-3
TOTAL	10

Viewpoint #7 - Views from Watson Lane (Mill Creek secondary facility entrance)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station represents the dominant visual features from this viewpoint along Watson Lane (Mill Creek's secondary entrance). Due to the relatively unobstructed line-of-sight and lack of existing visual screening (e.g., topography, vegetation, etc.), the existing Mill Creek Station and associated infrastructure are clearly visible from this location.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is expected to be partially visible from this viewpoint (see orange square which approximately represents that building footprint of the new NGCC plant). However, due to the distance from this Project site, only the top portion of the NGCC would be visible. Additionally, due to the lower building profile of the NGCC plant compared to the adjacent existing coal-fire units/structures, the new NGCC plant would not be obtrusive, distinctly visible, or discordant. Lastly, the existing Mill Creek Station have been operating within this location for decades, and therefore any views of the new NGCC would not be inconsistent or incompatible with the existing, developed semi-industrial character of the area/region.

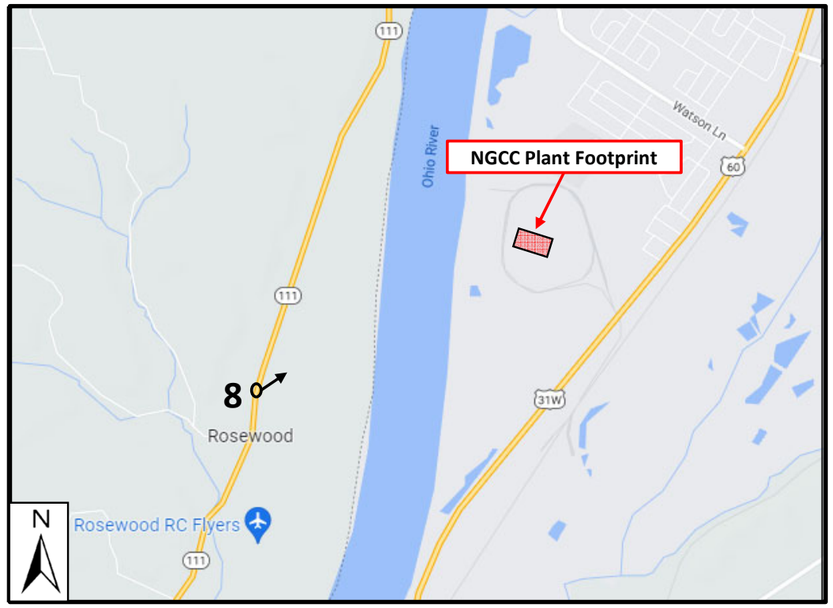
Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #7		
#7	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Existing/Baseline View from KY 111 (southwest of project site)

Key Factors	Ratings Criteria Score
Landform	3
Vegetation	2
Water	1
Color	2
Influence of Adjacent Scenery	2
Scarcity	2
Cultural Modifications	-2
TOTAL	10



Proposed Project/NGCC Building Profile View from KY 111 (southwest of project site)

Key Factors	Ratings Criteria Score
Landform	3
Vegetation	2
Water	1
Color	2
Influence of Adjacent	2
Scarcity	2
Cultural Modifications	-3
TOTAL	9

Viewpoint #8 - Views from KY 111 (southwest of project site)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station is visible in the distance from this location along KY 111, southwest of the project site. Due to the relatively unobstructed line-of-sight, lack of existing visual screening, and flat topography, the existing power generate facilities, primarily the exhaust stacks, are visible from this location.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is expected to be partially visible from this viewpoint (see orange square which approximately represents that building footprint of the new NGCC plant). However, due to the large distance between this viewpoint and the project site, the new NGCC is expected to be barely noticeable top casual observer travelling along KY 111. The existing exhaust stacks and associated with the coal-fired units/associate infrastructure would remain the most visible structures post-Project.

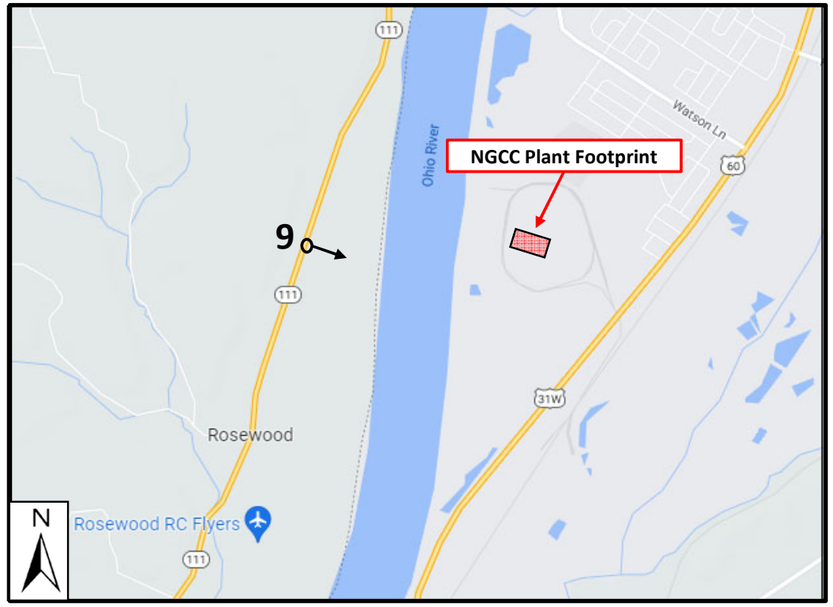
Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

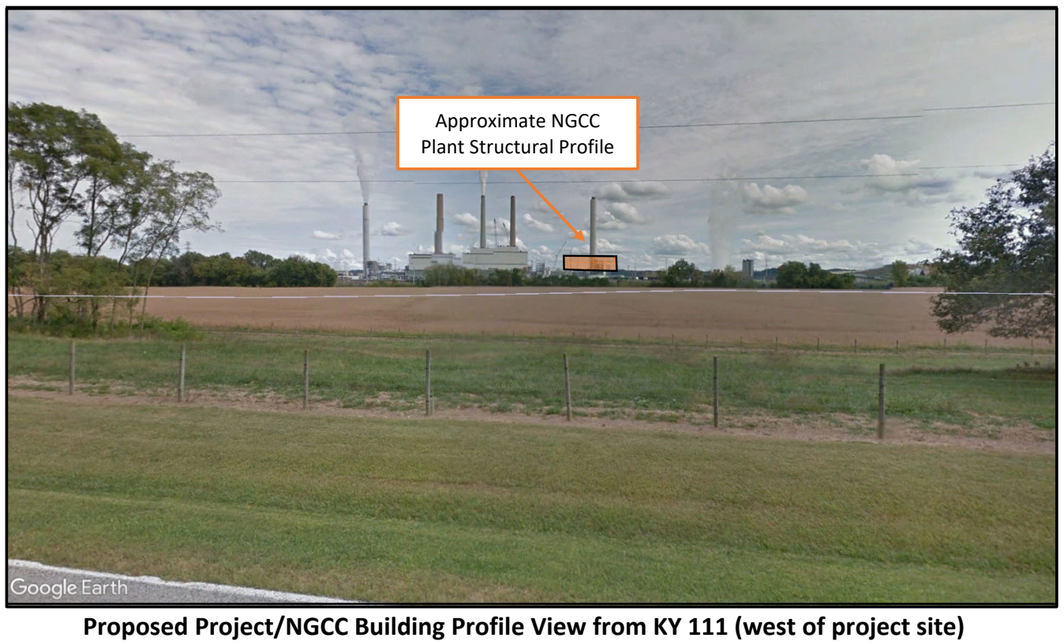
SESPE CONSULTING, INC.

VIEWPOINT	#8	MILL CREEK - VIEWPOINT #8 Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22	
SCALE:	See Above	DRAWN BY:	GPS	

Existing/Baseline View from KY 111 (west of project site)

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	2
Water	1
Color	2
Influence of Adjacent Scenery	2
Scarcity	2
Cultural Modifications	-2
TOTAL	9





Proposed Project/NGCC Building Profile View from KY 111 (west of project site)

Key Factors	Ratings Criteria Score
Landform	2
Vegetation	2
Water	1
Color	2
Influence of Adjacent	2
Scarcity	2
Cultural Modifications	-3
TOTAL	8

Viewpoint #9 - Views from KY 111 (west of project site)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station is visible in the distance from this location along KY 111, southwest of the project site. Due to the relatively unobstructed line-of-sight, lack of existing visual screening, and flat topography, the existing power generate facilities, primarily the exhaust stacks, are visible from this location.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is expected to be partially visible from this viewpoint (see orange square which approximately represents that building footprint of the new NGCC plant). However, due to the large distance between this viewpoint and the project site, the new NGCC is expected to be barely noticeable top casual observer travelling along KY 111. The existing exhaust stacks and associated with the coal-fired units/associate infrastructure would remain the most visible structures post-project, and the NGCC plant would only be partially visible in the foreground.

Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

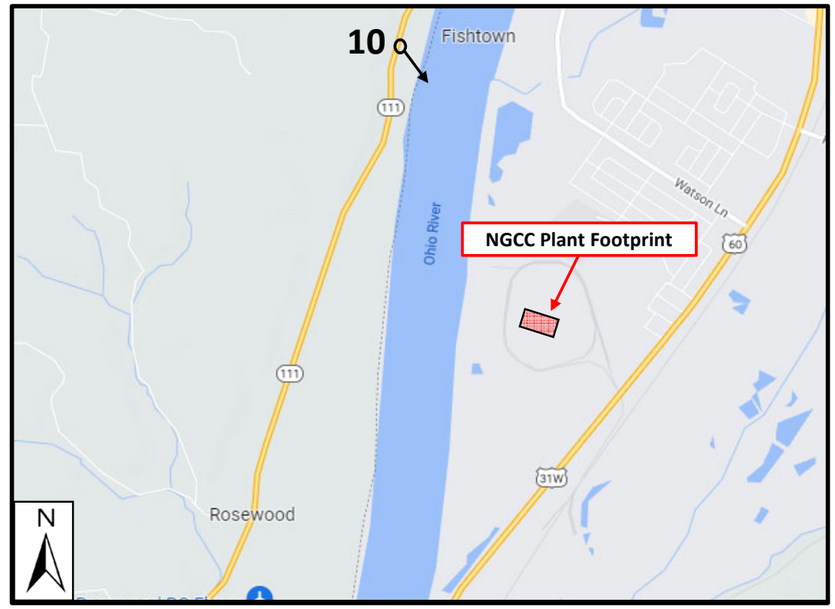
SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #9		
#9	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

Timber

Existing/Baseline View from KY 111 (Northwest of Project Site)

Key Factors	Ratings Criteria Score
Landform	3
Vegetation	3
Water	1
Color	3
Influence of Adjacent Scenery	3
Scarcity	2
Cultural Modifications	-1
TOTAL	14



Proposed Project/NGCC Building Profile View from KY 111 (Northwest of Project Site)

Key Factors	Ratings Criteria Score
Landform	3
Vegetation	3
Water	1
Color	3
Influence of Adjacent	3
Scarcity	2
Cultural Modifications	-1
TOTAL	14

Viewpoint #10 - Views from KY 111 (northwest of project site)

Existing/Baseline Views: As shown in the adjacent photo, LKE's existing Mill Creek Station is mostly obscured from the public view along this portion of KY 111. Due to the relatively large distance between the Project site and the viewpoint, as well as intervening vegetation and buildings, the only visible infrastructure at the Mill Creek Station are the tallest coal-fired exhaust stacks.

Project Operational Views: As shown in the adjacent photo, the proposed NGCC plant is not expected to be visible from this viewpoint. Due to the relatively large distance between the viewpoint and the Project site as well as the intervening topography and vegetation, the line-of-sight between the new NGCC plant and viewers traveling along this portion of KY 111 would be completely blocked. As such, there would be no visible impacts.

Note: The rating system/scores shown above are based on the U.S. Bureau of Land Management's (BLM) Visual Resources Management (VRM) & Contrast Rating System(s).

SESPE CONSULTING, INC.

VIEWPOINT	MILL CREEK - VIEWPOINT #10		
#10	Site Assessment Report - NGCC Plant Mill Creek Generation Station Louisville, Kentucky		
PROJECT #:	221801.0123	DATE:	11/21/22
SCALE:	See Above	DRAWN BY:	GPS

APPENDIX D. PROPERTY VALUATION DATA

Table D-1 - Surrounding Property Assessed Value Information

Address	Lot Size (Acres)	Distance from Site (miles)	Assessed Value ($)		
			Land	Improvement	Total
7310 Rainbow Dr	0.2528	0.50	$18,000	$111,000	$129,000
7311 Rainbow Dr	0.2165	0.54	$18,000	$114,500	$132,500
7012 Rainbow Dr	0.2516	0.55	$18,000	$80,000	$98,000
7314 Rainbow Dr	0.2521	0.56	$18,000	$89,580	$107,580
7005 Rainbow Dr	0.199	0.57	$18,000	$135,000	$153,000
14010 Beeston Blvd	0.2863	0.57	$18,000	$142,500	$160,500
7406 Dunkirk Lane	0.2091	0.58	$18,000	$112,000	$130,000
7303 Rainbow Dr	0.2114	0.59	$18,000	$88,000	$106,000
7113 Rainbow Dr	0.2162	0.59	$18,000	$128,900	$146,900
7105 Rainbow Dr	0.4310	0.60	$18,000	$117,000	$135,000
7107 Rainbow Dr	0.3968	0.61	$18,000	$71,000	$89,000
7208 Dunkirk Lane	0.2933	0.61	$18,000	$167,000	$185,000
13910 Petwood Blvd	0.2507	0.63	$18,000	$95,000	$113,000
14104 Dixie Hwy	0.2498	0.64	$18,000	$102,000	$120,000
7301 Dunkirk Lane	0.3105	0.64	$18,000	$105,000	$123,000
14102 Dixie Hwy	0.2661	0.64	$18,000	$112,000	$130,000
7105 Dunkirk Lane	0.2086	0.65	$18,000	$91,900	$109,900
13903 Petwood Blvd	0.2160	0.65	$18,000	$115,500	$133,500
7410 Dunkirk Lane	0.4287	0.66	$18,000	$93,500	$111,500
7106 Nathan Hale Way	0.2042	0.67	$18,000	$94,000	$112,000
13905 Petwood Blvd	0.2076	0.67	$18,000	$122,000	$140,000
7208 Nathan Hale Way	0.2090	0.67	$18,000	$127,000	$145,000
7405 Dunkirk Lane	0.2098	0.67	$18,000	$76,900	$94,900
13902 Beeston Blvd	0.2091	0.68	$18,000	$121,500	$139,500
13608 Tennis Blvd	0.2166	0.68	$18,000	$121,900	$139,900
13607 Tennis Blvd	0.235	0.68	$18,000	$132,000	$150,000
7009 Nathan Hale Way	0.2019	0.69	$18,000	$115,500	$133,500
7111 Nathan Hale Way	0.2025	0.70	$18,000	$95,300	$113,300
14010 Dixie Hwy	0.2605	0.70	$18,000	$117,000	$135,000
7021 Nathan Hale Way	0.2068	0.71	$18,000	$86,120	$104,120
7110 Betsy Ross Dr	0.2124	0.73	$18,000	$102,000	$120,000
7204 Betsy Ross Dr	0.2067	0.73	$18,000	$64,040	$82,040
7102 Betsy Ross Dr	0.2114	0.74	$18,000	$90,000	$108,000
7300 Betsy Ross Dr	0.2086	0.74	$18,000	$101,000	$119,000
7008 Betsy Ross Dr	0.2057	0.74	$18,000	$107,000	$125,000
13914 Darwin Blvd	0.3002	0.74	$18,000	$70,880	$88,880
7210 Watson Lane	0.2740	0.75	$18,000	$111,000	$129,000
7003 Betsy Ross Dr	0.2079	0.75	$18,000	$111,900	$129,900
7319 Betsy Ross Dr	0.2495	0.76	$18,000	$121,900	$139,900
7105 Betsy Ross Dr	0.2108	0.77	$18,000	$123,000	$141,000
7101 Betsy Ross Dr	0.2089	0.77	$18,000	$129,000	$147,000
7207 Betsy Ross Dr	0.2035	0.77	$18,000	$137,000	$155,000
7315 Betsy Ross Dr	0.3457	0.78	$18,000	$99,100	$117,100
7312 Watson Lane	0.2624	0.79	$18,000	$107,000	$125,000
6907 Betsy Ross Dr	0.2094	0.79	$18,000	$121,900	$139,900
6911 Betsy Ross Dr	0.2048	0.80	$18,000	$96,000	$114,000
7100 Watson Lane	0.2685	0.80	$18,000	$107,000	$125,000
7008 Watson Lane	0.2743	0.80	$18,000	$122,000	$140,000
7102 Watson Lane	0.2669	0.81	$17,000	$97,900	$114,900
7004 Watson Lane	0.2749	0.82	$18,000	$89,500	$107,500
6903 Betsy Ross Dr	0.2072	0.82	$18,000	$100,000	$118,000
7306 Watson Lane	0.21714	0.82	$18,000	$85,890	$103,890
13500 Tennis Blvd	0.4984	0.85	$18,000	$67,000	$85,000
7217 Watson Lane	0.2132	0.85	$18,000	$67,000	$85,000
7309 Watson Lane	0.2169	0.86	$18,000	$92,000	$110,000
7408 Wimstock Ave	0.2143	0.86	$18,000	$110,500	$128,500
13521 Laverton Ave	0.2833	0.91	$18,000	$79,000	$97,000
7404 Wimstock Ave	0.2059	0.91	$18,000	$109,000	$127,000
7209 Wimstock Ave	0.2884	0.91	$18,000	$122,000	$140,000
7400 Wimstock Ave	0.2512	0.91	$18,000	$127,000	$145,000
13320 Bessels Blvd	0.2784	0.93	$18,000	$120,000	$138,000
13312 Girvan Ave	0.2042	0.94	$18,000	$112,000	$130,000
7416 Wimstock Ave	0.6937	0.96	$18,000	$108,900	$126,900
13604 Kinross Blvd	0.2083	0.96	$18,000	$109,900	$127,900
13314 Bessels Blvd	0.2034	0.96	$18,000	$124,500	$142,500
13513 Laverton Ave	0.2052	0.96	$18,000	$159,500	$177,500
7411 Wimstock Ave	0.2299	0.97	$18,000	$70,000	$88,000
7118 Ethan Allen Way	0.2177	0.99	$18,000	$112,000	$130,000
13509 Laverton Ave	0.2054	0.99	$18,000	$129,300	$147,300
13404 Hopedale Way	0.2756	0.99	$18,000	$72,300	$90,300

Table D-2 - Surrounding Property Sales Information

Address	Lot Size (Acres)	Distance from Site (miles)	Last Sale Price ($)	Last Sale Date
7310 Rainbow Dr	0.2528	0.50	$129,000	10/7/2020
7311 Rainbow Dr	0.2165	0.54	$132,500	6/25/2020
7012 Rainbow Dr	0.2516	0.55	$98,000	5/24/2021
7314 Rainbow Dr	0.2521	0.56	$150,000	1/4/2022
7005 Rainbow Dr	0.199	0.57	$153,000	7/6/2021
14010 Beeston Blvd	0.2863	0.57	$160,500	8/27/2021
7406 Dunkirk Lane	0.2091	0.58	$130,000	9/28/2020
7303 Rainbow Dr	0.2114	0.59	$106,000	10/21/2020
7113 Rainbow Dr	0.2162	0.59	$146,900	11/24/2020
7105 Rainbow Dr	0.4310	0.60	$135,000	7/23/2020
7107 Rainbow Dr	0.3968	0.61	$89,000	4/20/2020
7208 Dunkirk Lane	0.2933	0.61	$185,000	12/28/2021
13910 Petwood Blvd	0.2507	0.63	$113,000	11/9/2020
14104 Dixie Hwy	0.2498	0.64	$120,000	10/7/2020
7301 Dunkirk Lane	0.3105	0.64	$123,000	3/4/2021
14102 Dixie Hwy	0.2661	0.64	$130,000	6/12/2020
7105 Dunkirk Lane	0.2086	0.65	$109,900	12/10/2020
13903 Petwood Blvd	0.2160	0.65	$133,500	12/23/2020
7410 Dunkirk Lane	0.4287	0.66	$111,500	5/3/2021
7106 Nathan Hale Way	0.2042	0.67	$112,000	3/16/2020
13905 Petwood Blvd	0.2076	0.67	$140,000	12/27/2021
7208 Nathan Hale Way	0.2090	0.67	$145,000	4/1/2020
7405 Dunkirk Lane	0.2098	0.67	$151,000	6/29/2022
13902 Beeston Blvd	0.2091	0.68	$139,500	10/16/2020
13608 Tennis Blvd	0.2166	0.68	$139,900	12/27/2021
13607 Tennis Blvd	0.235	0.68	$147,885	7/26/2022
7009 Nathan Hale Way	0.2019	0.69	$133,500	11/15/2021
7111 Nathan Hale Way	0.2025	0.70	$113,300	12/9/2020
14010 Dixie Hwy	0.2605	0.70	$135,000	3/25/2021
7021 Nathan Hale Way	0.2068	0.71	$145,000	2/28/2022
7110 Betsy Ross Dr	0.2124	0.73	$120,000	4/1/2020
7204 Betsy Ross Dr	0.2067	0.73	$156,900	2/7/2022
7102 Betsy Ross Dr	0.2114	0.74	$108,000	9/9/2020
7300 Betsy Ross Dr	0.2086	0.74	$119,000	3/3/2021
7008 Betsy Ross Dr	0.2057	0.74	$125,000	2/26/2021
13914 Darwin Blvd	0.3002	0.74	$137,000	6/23/2022
7210 Watson Lane	0.2740	0.75	$129,000	3/29/2021
7003 Betsy Ross Dr	0.2079	0.75	$129,900	2/18/2020
7319 Betsy Ross Dr	0.2495	0.76	$139,900	7/14/2021
7105 Betsy Ross Dr	0.2108	0.77	$141,000	3/15/2021
7101 Betsy Ross Dr	0.2089	0.77	$170,000	5/12/2022
7207 Betsy Ross Dr	0.2035	0.77	$155,000	3/29/2021
7315 Betsy Ross Dr	0.3457	0.78	$117,100	3/20/2020
7312 Watson Lane	0.2624	0.79	$125,000	2/4/2021
6907 Betsy Ross Dr	0.2094	0.79	$139,900	8/18/2020
6911 Betsy Ross Dr	0.2048	0.80	$114,000	12/1/2020
7100 Watson Lane	0.2685	0.80	$125,000	9/10/2020
7008 Watson Lane	0.2743	0.80	$139,995	12/7/2020
7102 Watson Lane	0.2669	0.81	$185,000	6/10/2022
7004 Watson Lane	0.2749	0.82	$107,500	10/8/2020
6903 Betsy Ross Dr	0.2072	0.82	$172,000	9/8/2022
7306 Watson Lane	0.21714	0.82	$158,000	1/5/2022
13500 Tennis Blvd	0.4984	0.85	$85,000	4/17/2020
7217 Watson Lane	0.2132	0.85	$85,000	3/10/2020
7309 Watson Lane	0.2169	0.86	$110,000	6/23/2020
7408 Wimstock Ave	0.2143	0.86	$128,500	3/2/2020
13521 Laverton Ave	0.2833	0.91	$97,000	5/22/2020
7404 Wimstock Ave	0.2059	0.91	$127,000	11/5/2020
7209 Wimstock Ave	0.2884	0.91	$140,000	6/11/2021
7400 Wimstock Ave	0.2512	0.91	$145,000	8/3/2021
13320 Bessels Blvd	0.2784	0.93	$138,000	11/4/2020
13312 Girvan Ave	0.2042	0.94	$130,000	8/3/2021
7416 Wimstock Ave	0.6937	0.96	$126,900	6/26/2020
13604 Kinross Blvd	0.2083	0.96	$127,900	6/29/2021
13314 Bessels Blvd	0.2034	0.96	$142,500	8/2/2021
13513 Laverton Ave	0.2052	0.96	$177,500	11/9/2021
7411 Wimstock Ave	0.2299	0.97	$160,000	8/10/2022
7118 Ethan Allen Way	0.2177	0.99	$130,000	5/12/2020
13509 Laverton Ave	0.2054	0.99	$147,300	5/24/2021
13404 Hopedale Way	0.2756	0.99	$169,900	5/2/2022