

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

AGENDA

November 9, 2017

6:00 p.m.

I. COMMISSION BUSINESS

- A. Approval of October invoices
- B. Approval of October 12, 2017 minutes
- C. Approval of November agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

II. OLD BUSINESS

- A. ZMA-2017-36 Yancy Griffith Zone Change – Rezoning request for 122.2 acres from A-1 to R-2 PUD, R-1C PUD, B-1 (Neighborhood Commercial), and C-1 (Conservation), located on the east side of Cincinnati Road, north of Champion Way.
- B. ZMA-2017-37 Pleasant Valley Subdivision Zone Change – Rezoning request for approximately 10.26 acres from R-1C PUD to R-3 PUD, located at the end of Schneider Blvd. in the Pleasant Valley Subdivision.

III. NEW BUSINESS

- A. FSP-2017-39 Barnett Property – Final Subdivision Plat to create two new tracts of 5.00 acres, with 5.481 acres remaining in the parent tract, located on the north side of Ironworks Road, south of the Locksley Court and Alfred Drive intersection.
- B. ZMA-2017-40 MRM Precision Machining, LLC – Rezoning request for 3.014 acres from I-1 (Light Industrial) to B-2 (Highway Commercial), located at 110 E. Showalter Dr., north of Washington Square Shopping Center. PUBLIC HEARING
- C. PDP-2017-41 Tri-Village Storage – Preliminary Development Plan for an 800 sq. ft. office and 53,241 sq. ft. self-storage facility, located on the west side of Connector Road, adjacent to the car wash.
- D. PDP-2017-42 Time to Shine Carwash – Amended Final Development Plan to remove self-service bays, enlarge full service by 650 sq. ft., and re-work vacuum station area at the carwash located on Osborne Way in front of Walmart.
- E. PSP-2017-43 Fox Run Subdivision – Preliminary Subdivision Plat to create 121 single-family residential lots, located on the south side of Lemons Mill Road, between Harmony Ridge and Sutton Place subdivisions.
- F. PDP-2017-44 Shoppes at Cherry Point – Preliminary Development Plan for a 20,417 sq. ft. fitness center as phase one of a nine-building retail shopping center on 17.32 acres, located on the northeast corner of Blossom Park Drive and Ikebana Drive.

IV. OTHER BUSINESS

- A. Update of previously approved projects and agenda items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
October 12, 2017**

The regular meeting was held in the Scott County Courthouse on October 12, 2017. The meeting was called to order by Chair Rob Jones at 6:00 p.m. Present were Commissioners Jeff Caldwell, Frank Wiseman, Steve Smith, Mark Sulski, Byron Moran, and John Shirley, Director Joe Kane, Engineer Ben Krebs, Planners Matt Summers and Mikaela Gerry. Absent were Commissioners Regina Mizell and Johnny Cannon and Attorney Charlie Perkins.

Motion by Mark Sulski, second by Jeff Caldwell, to approve the September invoices. Motion carried.

Motion by Jeff Caldwell, second by Mark Sulski, to approve the September 14, 2017 minutes. Motion carried.

Motion by Mark Sulski, second by Byron Moran, to approve the October agenda. Motion carried.

Postponements/Withdrawals

Chairman Jones stated that the Betty Yancey Griffith Trust Amended application (ZMA-2017-36) and the Pleasant Valley Subdivision application (ZMA-2017-37) have been postponed.

Consent Agenda

A representative of the Leggett and Platt application agreed with their conditions of approval, and no comments were made by the Commission or public. Motion by Wiseman, second by Smith, to approve the Preliminary Development Plan (PDP-2017-32) subject to seven (7) conditions of approval. Motion carried.

A representative of the Hillps Georgetown Warehouse application agreed with their conditions of approval, and no comments were made by the Commission or public. Motion by Shirley, second by Smith, to approve the Preliminary Development Plan (PDP-2017-34) subject to eleven (11) conditions of approval and a waiver to allow early grading. Motion carried.

All those intending to speak before the Commission were sworn in by Chairman Jones.

PDP -2017-33 Self Storage Development – Preliminary Development Plan for a 900-sq. ft. office and 87,350 sq. ft. self-storage facility, located on the southeast side of Paris Pike, adjacent to the Norfolk Southern Railroad.

Planner Matt Summers stated that this development is currently zoned B-2 and is currently two separate tracts of land. The applicant is proposing an entrance off Paris Pike and another off East Main Street. Eight parking spaces are proposed including one handicapped space by the office building. The applicant is asking for a variance for the remainder of the required parking spaces due to the 24-foot space between units that could be used for parking. The application meets all the requirements for setbacks, coverage, and building height. The application meets the landscaping requirements except trees need to be added by the parking lot. He recommended approval with seven conditions and one variance.

Commissioner Smith asked if a sidewalk could be put along Paris Pike. Mr. Summers stated due to the slope it could be done but it would require a lot of earth moving.

Commissioner Sulski asked if a right-in and right-out only entrance could be required for Paris Pike. It can be requested from the State according to Engineer Ben Krebs but the State will make the decision.

Applicant Jihad Hallany stated that they are willing to put in a sidewalk, but due to the railroad bridge that would force pedestrians to cross to the other side of the road and become more of a safety issue.

With concern about the second entrance he stated that their surveyor feels that the triangular piece of right-of-way belongs to the property owner. He said he can provide documentation.

Commissioner Shirley stated that he feels the issue of who owns the property needs to be resolved before a decision is made on the application. That parcel of land affects whether the second entrance can be built off East Main Street.

The applicant asked if before the final development plan is approved, a condition can be added stating that the property ownership must be resolved.

Woody and Betty Eades, East Main Street residents, stated that the development plan has some errors on it. The street is East Main Street and the railroad is Norfolk Southern.

Ms. Eades stated that the pedestrian traffic mainly walks along applicant's side of Paris Pike. She said there is a lot of pedestrian traffic.

Ms. Eades expressed concern regarding water drainage, movement of ground disturbing the gas tanks located by Lykins Oil, the East Main Street entrance, the waterline along East Main Street, and sight distance for the Paris Pike entrance.

Ms. Eades asked what will be stored in the buildings. She stated years ago car parts were proposed being stored on Maddox Street. The car parts have magnesium in them which could be a danger to the surrounding properties.

She said the triangular piece of property is not abandoned. Jimmy Hamilton had a dispute over that piece of property.

Brent Combs, Thoroughbred Engineering, stated that for informational purpose only, he had recently worked on a project in Lexington along Winchester Road. It was five lanes of traffic and had a right-in right-out entrance proposed. KYTC District 7 required a full entrance.

Mr. Hallany stated that the proposed detention basin will allow for drainage. The property will be fenced including the detention basin. He stated that for the B-2 zoning, this application will have the least amount of traffic and impact to water and sewer service.

Ms. Eades asked where will the water drain out. Mr. Hallany stated that the water will drain into an underground culvert that runs under Paris Pike.

Chairman Jones suggested adding two conditions of approval before voting on the application. Condition (8) would require the Final Development Plan to be heard before the full Planning Commission, and Condition (9) would require a right-in right-out only entrance onto Paris Pike.

Mr. Hallany asked for clarification regarding the right-in right-out entrance. Commissioner Shirley stated that the Commission can ask for a right-in right-out only entrance, but KYTC must grant approval.

Director Joe Kane asked if anything needs to be added concerning the sidewalk. A waiver will be included that a sidewalk will not be required due to the topography and safety concerns.

Motion by Smith, second by Caldwell, to approve the Preliminary Development Plan (FDP-2017-33) including the two (2) variances regarding the parking and sidewalk and subject to nine (9) conditions of approval. By roll call vote, motion carried.

ZMA-2017-35 Ohnheiser Parking Expansion – Rezoning request for 5.001 acres from A-1 Agriculture to I-1 Light Industrial, located on the east side of Industry Road. PUBLIC HEARING

Chairman Jones opened the public hearing.

Mr. Summers reviewed the staff report explaining that the zone change is needed to be able to expand the parking lot of the current business located at 167 Industry Road. A-1 zoning is inappropriate considering the surrounding property is I-1 Light Industrial. The applicant anticipates a future addition to the property which would require review and approval by the Planning Commission.

Commissioner Smith asked if the surrounding properties are within the city. Mr. Summers stated that not all are. One of the adjoining properties is annexed; therefore, one of the conditions of approval requires the applicant to request annexation.

Applicant Matt Ohnheiser states that they do wish to expand in the future but additional parking is needed first. The parking lot will be used to store empty trailers.

Chairman Jones closed the public hearing.

Motion by Smith, second by Moran, to recommend approval of the rezoning request (ZMA-2017-35) on the basis that it is consistent with the Comprehensive plan, is located within the urban service boundary and the business conforms to the current zoning of I-1 Light Industrial, and subject to the three (3) conditions of approval. By roll call vote, motion carried 7-0.

ZMA-2017-38 Peters Irrevocable Family Trust Zone Change – Rezoning request for 1.22 acres from A-1 to B-2 (Highway Commercial), located on the east side of Lexington Road, south of Mt. Vernon Drive. PUBLIC HEARING

Chairman Jones opened the public hearing.

Planner Mikaela Gerry reviewed the staff report and stated that the property at 1100 Lexington Road is currently within the urban service boundary and is in the process of being annexed into the City. The concept plan complies with the Comprehensive Plan. The proposal is for a 4,500-square foot office building and 2,000-square foot restaurant. A secondary access is proposed on Mt. Vernon Drive.

Commissioner Smith asked Brent Combs, representing the applicant, if the house could be saved on the property. Mr. Combs stated that there are no current plans to keep the house.

With no comments from the public, Chairman Jones closed the public hearing.

Motion by Shirley, second by Sulski, to recommend approval of the rezoning request (ZMA-2017-38) on the basis that it complies with the Comprehensive Plan, and subject to the three (3) conditions of approval. By roll call vote, motion carried 7-0.

Andrew Hartley, City Attorney, discussion of code enforcement of zoning issues

Director Joe Kane stated that Andrew Hartley asked to cancel the discussion to have more time to research the subject.

The meeting was then adjourned.

Respectfully,

Attest:

Rob Jones, Chair

Charlie Perkins, Secretary

YANCEY GRIFFITH ZONE CHANGE
Staff Report to the Georgetown-Scott County Planning Commission
October 12, 2017 postponed
November 9, 2017

FILE NUMBER: ZMA-2017-36

PROPOSAL: Zone change request for 122.2 acres from A-1 to R-2 (PUD), R-1C (PUD), and C-1 (Conservation)

LOCATION: East side of Cincinnati Road, north of Champion Way in Georgetown

APPLICANT: Urban Groupe

ENGINEER/DESIGNER: Thoroughbred Engineering



STATISTICS:

Existing Zones	122.2 acres zoned A-1 (Agricultural)
Proposed Zones	50.62 acres R-2 PUD (High Density Residential), 54.55 acres R-1C PUD, and 17.09 acres to C-1 (Conservation)
Surrounding Zones	R-2 (Medium Density Residential), A-1 (Agricultural)
Acreage	122.2 acres
Proposed Use	single-family and multi-family residential and neighborhood commercial
Sq. Ft. of Buildings	240 single-family lots, 443 multi-family units (683)
Parking	none shown
New street required	Yes
Linear feet of new street	17,807 linear feet (3.37 miles)
Water/sewer available	Yes/Yes
Access	Via Cincinnati Road

BACKGROUND:

The subject property is a large farm north of Anne Mason Elementary and Royal Spring Middle Schools on US 25 north (Cincinnati Road). The farm is within the Georgetown Urban Service Boundary and was annexed into the City of Georgetown in 2012. The farm is gently sloped with numerous open fields separated by mature tree lines and a large area of floodplain on the eastern side of the farm along Dry Run Creek. The Norfolk Southern Rail line forms the eastern boundary of the property and the school campuses abut the southern boundary of the farm. The farm is the northernmost parcel in the Georgetown Urban Service Boundary and adjoins active agricultural land to the north.

The application was postponed at the October 2017 Planning Commission meeting. The concept plan previously submitted for the October meeting was changed upon resubmittal. The new plan submitted for review for the November meeting has lowered the number of units proposed in the R-2 area from 600 to 443, but has also removed all of the detail on size, height and types of housing units proposed, and their general layout. The design proposed for public open space, perimeter buffering and trail and pedestrian connections is absent. The R-2 (PUD) area is labelled as "Future Development". It is recommended that this area be denied the R-2 (PUD) designation since there is no "plan" for this area proposed.

Proposed Zoning and Land Use:

The applicant is seeking the zone change from the existing A-1 (Agricultural) zone to allow for the development of a community with a mixture of housing types. 54.55 acres of the total 122.2-acre site is proposed to be rezoned to R-1C (PUD) for a single-family detached residential subdivision with varied lot widths and sizes on a grid of streets. 50.62 acres is proposed to be rezoned to R-2 (PUD) for "Future Development" with a proposal for 443 dwelling units. There is 17.81 acres of floodplain; of this 17.09 is proposed to be zoned C-1 (Conservation).

Legal Considerations:

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

Section 100.213 Findings necessary for proposed map amendment – Reconsideration.

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

- a. That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate;*
- b. That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.*

Part 1: The zone change proposal to a residential category is in agreement with the adopted Comprehensive Plan in that the adopted Comprehensive Plan Future Land Use Map (last updated in 2006) designates the areas proposed for the zoning change as Urban Residential. Urban Residential is considered any zone that allows for more dense urban scale residential uses inside the urban service boundary. The conservation zone is the appropriate category for all the floodplain area.

Further, the Comprehensive Plan 2016 Goals and Objectives state that...

Community Form

CF 1.2 Plan for higher-intensity uses in areas with multiple transportation options.

Housing

HO 1. Provide a full-spectrum of quality housing options for all residents.

HO 1.1 Encourage the expansion of affordable and middle income housing opportunities, and distribute new units throughout the community.

HO 1.4 Provide greater flexibility in land use regulations to adapt to shifting housing demands.

Environment

EN 5. Support green spaces, parks and walkways

EN 5.1 Encourage walkways, ribbon parks, and green spaces along creeks.

EN 5.2 Require open space planning for large scale developments.

The 2016/17 Comprehensive Plan recommends higher density residential uses in areas with multiple transportation options. New higher density uses should directly access a major road and have good vehicle and pedestrian connectivity throughout the development and to adjoining property. The intent of this recommendation was also to encourage higher density in areas that are more walkable and bikeable and with safe and convenient non-motorized access to commercial areas, employment centers and other community activity centers.

This development is not well situated for direct access to community activity centers. While providing two entrances, those entrances are from a rural two-lane, arterial road. The rear of the farm is blocked from adjoining lands by floodplain and a major rail line. The southern boundary abuts the rear of Anne Mason Elementary and Royal Springs Middle School campuses, which provides for good opportunities for bike and walking connections with the schools, but not good road connectivity to or beyond the school property. The northern boundary is the current urban service boundary and there are no plans for expansion of the USB in the near term.

Housing Goals and Objectives support a mix of housing types and price ranges and generally support a varied development of this type. The main staff concern would be the proposed large multi-family development at the rural edge of the City of Georgetown.

Comprehensive Plan Goals on open space encourage open space protection along major streams. This development is in the Dry Run Watershed. The Dry Run Study completed in 2010 recommended stream banks be protected during and after development with permanent riparian buffers and that best management practices be used to ensure water quality protection as urbanization of the Dry Run Watershed occurs.

The gradual step-down of intensity and buffering between urban and rural zones is a practice that has been implemented in the past in Georgetown as land was annexed and rezoned from rural to urban zones. This practice was meant to reduce conflicts between higher and lower intensity land uses. This step-down manner of development has been applied through other developments on the edge of the USB, including Sutton Place subdivision in southern Georgetown, and Villages of Lanes Run in eastern Georgetown, where larger lots were planned along the edges of the USB. A gradual decrease between the urban and rural areas allows for a transition of intensity and use. With additional requirements to maintain existing tree lines, further separation and distinction is made between the urban and rural land.

This property is adjacent to actively used agricultural land at the northern USB, so larger lots or less intensive urban uses would be appropriate along the northern boundary. However, long term land use planning for Georgetown has always indicated that future outward expansion of the city would be to the north inside the planned northern bypass and urban expansion would be restricted to the south, east and west. It would be therefore acceptable to forego the step-down approach, but instead increase the landscape buffer area along the USB boundary.

It is staff's finding that residential development is appropriate in this location, but that residential uses should be buffered from existing rural residential and agricultural areas and the USB Boundary. Densities should also be limited to the R-1C category, based on the farm location at the USB Boundary and marginal access and connectivity available at the site.

Background Multi-Family Development:

A large component of the proposed development is multi-family rental housing. The following background information is being provided on the makeup of Georgetown's existing multi-family housing market.

According to the 2015 American Community Survey Census data, the City of Georgetown had 12,355 total housing units with a homeowner vacancy rate of 0.5% and a rental vacancy rate of 8.5%, indicating a tight supply of single-family homes and an excess supply of rental units. By comparison, US vacancy rates in 2015 were 1.9% for homeowned units and 7.0% for rental units.

In 2015, 8,538 or 69.1 % of housing units in the City of Georgetown were single-family detached, 1,332 units or 10.8% were attached townhome or duplex units and 2,265 or 18.3% were in 3 or more unit per building multi-family buildings. Compared to cities in the region, Georgetown's housing mix generally included a lower percentage of multi-family units.

Historically most of Georgetown's supply of multi-family rental units have been in smaller buildings, scaled to fit into existing neighborhood areas and built incrementally by local developers or investors. These are buildings termed today "missing-middle" housing. These multi-family buildings, that are scaled to the individual lot level, are not being widely built today, instead we are seeing a trend toward larger self-contained multi-family projects. The oldest Class A Apartment complex in Georgetown dates to the late 1990's.

In 2015, Georgetown's rental vacancy rate was higher than most cities in the Bluegrass region, with the exception of Versailles. The percentage share of single-family detached residences was higher than average, but vacancies in single-family owned units were still very low. Georgetown is a dynamic market with a large percentage of homes in newer and growing subdivisions. Compared to similar communities without a large student population or a large population of temporary or short term residents, Georgetown's rental housing segment is about average in size. There are two large Class A Apartment complexes about to enter the market fully in 2018, so the apartment market is in danger of being oversupplied at least in the short term.

Ratio of Housing Types Bluegrass Cities

City	No. of housing units	No. of single-family units	%	Attached TH or duplex units	%	No. of MF units (3-unit bldg. or above)	%	Homeowner vacancy rate	Rental vacancy rate
Georgetown	12355	8538	69.1	1332	10.8	2265	18.3	0.5	8.5
Versailles	4092	2631	64.3	298	7.3	1119	27.3	2.5	13.6
Frankfort	13844	7505	54.2	1563	11.3	4591	33.2	1.6	2.9
Nicholasville	11669	8177	70.1	2191	18.8	1166	10.0	2.7	3.5
Richmond	14539	5996	41.2	1772	12.2	6130	42.1	4.4	5.2
Winchester	8715	5121	58.8	1536	17.6	1832	20.9	3.8	7.3
Lexington	137885	82842	60.0	13123	9.5	40352	29.3	2.0	5.4

The proposed concept plan for the Yancey Griffith farm includes 443 dwelling units at 8.8 units/acre in an area proposed for R-2 PUD designation. The proposal does not indicate the housing type proposed, height or layout, but the R-2 zone allows for multi-family uses at a maximum height of two stories, not to exceed 6 units/building nor 12 units/net acre. An apartment project similar to Wyndamere could be built in the R-2 zone at these densities.

Georgetown only has a handful of large Class A Apartment complexes. The oldest are Georgetown Oaks, and Haverford in the Colony which were constructed in the 1990's. Wyndamere, phase 1 was constructed in the early 2000's with a second phase constructed in 2014. The Mill was constructed in 2012. For the most part they contain a mix of one, two and three bedroom units, with the two bedroom units predominating.

Occupancy rates are near or below the national average. Georgetown Oaks is the oldest and arguably the best located among the four constructed. Georgetown Oaks has reported a softening of the market in the past year with the transitions occurring at Toyota. There are two large Class A Apartment complexes scheduled to open shortly. Amerson Farms has four buildings currently complete with the remainder to be phased in future years depending on market conditions. Hill n' Dale Apartments will be fully built in early 2018. The impact these projects have on the local market will not be felt until next year, but they will likely significantly impact their competitors.

Class A Apartment Developments City of Georgetown

Project Name	Total # of units	Bldg. size	# bedrooms			Current Vacancy Rate (Oct.1,2017)
			1BR	2BR	3BR	
Georgetown Oaks	216	24/units per bldg	48	144	24	84% occupied
Wyndamere	294	6/units per bldg.	0	294	0	92% occupied
The Mill	228	8-12 units per bldg.	78	132	18	92% occupied
Haverford	138	8-12 units per bldg..	32	88	40	91.25% occupied
Amerson Farms	336	24-36 units per bldg.	180	156	0	4 buildings 120 units built phase 1. (60 1BR, 60 2BR) Began leasing Aug. 2017
Hill-N-Dale	295	16-20 units per bldg..	139	118	38	Proposed completion Spring 2018

Conceptual Plan Review:

The conceptual plan and zone change request for the Yancey Griffith farm seeks approval for multiple zoning districts, in order to create a residential community with multiple housing types and options. The plan includes 240 single-family residential lots with proposed lot widths of 50', 60' and 70'. The multi-family area includes no detail, but is proposed for a maximum of 443 dwelling units.

The main concerns with the concept plan are the proposed densities and the lack of detail shown in the multi-family area. The density is not in character with previously approved residential development at the edges of the Georgetown Urban Service Boundary. The lack of detail in the plan does not help to alleviate concern with the proposed density in this location. It is not recommended that an R-2 PUD designation be applied to a blank slate concept plan.

Previously approved urban residential developments in the immediate area include the Falls Creek Traditional Neighborhood Development (TND) community which was approved as an R-1C (PUD) at 4.4 units a net acre or 338 dwelling units on 77 net acres and T'Bred Acres along Champion Way to the east of the rail line and south of Champion Way, which is zoned R-2 PUD but was approved for single-family lots at an average density of under 3 units per net acre. Also, nearby is the Colony Subdivision, which was approved with R-3 (PUD) zoning and contains a variety of residential neighborhoods with varying densities, but with an overall density of 4.33 units an acre. The Colony has been built out with approximately 1050 housing units on 258 acres.

The proposed Yancey Griffith project could be a similarly planned community with a mixture of housing types. However, the only detail provided has been of the single-family lot area. The proposed development is also proposing to set aside only a portion of the 17.81 acres of floodplain in open space, leaving .72 acres of the floodplain in residential lots. No amenities are being shown other than the partial floodplain set aside to justify the flexibility requested in lots width and size proposed in the R-1C area. The standard R-1C zoning requires a minimum 7500 square foot lot, with 70' of width at the

building line, with 30' front, 10' side and 25' rear setbacks. The smallest lots shown are 50' x 105'. The majority of lots are under the minimum size and width required in the R-1C district. Although this is only a concept plan, a typical planned unit development concept plan would provide community benefits in the form of open space, trails and or community amenities or an overall balance in lot sizes to justify the PUD designation. By balance in lots sizes, it is meant that overall the lots would average near 7500 square feet in size and 70' in width, with an equal balance over and under.

It is recommended that the development be approved at a similar density and zoning designation to that found on surrounding urban-scale residential developments.

Access and Circulation:

The subject property will be accessed from Cincinnati Road, a minor arterial two-lane roadway. Two entrances are required for multi-family developments more than 100 units and single-family greater than 200 lots. Two entrances are currently proposed. Encroachment permits will be required from the State Transportation Cabinet and entrance improvements will be the responsibility of the developer. Right-of-way should be reserved along US 25 sufficient to build any required turn lanes.

Stub street connections are shown on the concept plan, three to the north and two to the south. A turn around or school drop off should be provided for the schools. Details can be worked out at time of Preliminary Development Plan or Subdivision Plat submittal. The residential areas will not be connected through to adjoining areas but are landlocked by floodplain along Dry Run Creek and the Norfolk Southern Rail line to the east and Scott County school campuses to the south.

Traffic study

An updated Traffic Study was completed by Thoroughbred Engineering with new counts taken on October 23, 2017. It concluded that the two entrances to Cincinnati Road be improved to provide a right and left turn lane into the development. In addition, their conclusion was that signal timing adjustment will likely be needed at the intersection of Cincinnati Road (US 25) and Champion Way (KY 32). No further off-site improvements were recommended according to the traffic engineer's report.

There are some questions and concerns regarding the Traffic Study that the Traffic Engineer or applicant should address at the Planning Commission workshop or public hearing. The first is that the report did not provide a build/no build analysis, so it is difficult to separate out the impact of the development compared to the impacts that would occur over time due to general citywide growth. Second, the intersection of Champion way (KY32) and Cincinnati Road (US25) is currently operating at LOS F for some turning movements. Particularly the westbound KY32 morning peak left turn movement and the evening KY32 eastbound and westbound left turning movements. The delays associated with these turn movements increase significantly if this development is built. Can these delays be maintained or improved with signal timing adjustment? Thirdly, the estimated level of service on US 25 at the project entrance is LOS C in the morning (AM) and LOS D in the evening (PM). The estimated traffic generated by the development will increase volumes by over 50% on US 25 in the morning and evening peak period. Can the development entrance improvements or signal timing maintain the existing LOS on US 25? A Build/No Build may more clearly show the impact this increase has on the roadway.

In any case, the applicant has the burden to show that this project can be constructed without degrading level of service on surrounding roadways. The 2006/11 Comprehensive Plan, Transportation Element establishes the minimum acceptable peak hour operating Level of Service standard for non-constrained streets within Urban Service Areas shall be Level of Service "D" for all arterial streets and "C" for all collectors. The development must maintain or enhance the LOS for the roads serving the development in order to meet this standard. In addition, any required off-site improvements and right-of-way reservation shall be the responsibility of the applicant.

Landscaping & Greenbelt:

This proposal is located along the northern Urban Service Boundary. The purpose of the Urban Service Boundary is to establish a clear boundary beyond which urban development will not be permitted. It is also recommended that existing mature tree lines and fences be maintained or landscaping and fencing be established to create a clear and permanent boundary between urban areas and agricultural land.

A 5' landscape buffer area is shown along the edge of the northern urban service boundary. In addition, a 15' landscape buffer is shown along the rail line. A 10' landscape buffer is shown between the R-1C (PUD) and R-2 (PUD) areas and a 150' landscape buffer is shown along US 25.

It is recommended that the landscape buffer be maintained at 150' along US 25 which should include a 4-board fence and a six-foot berm and year-round landscape screen similar to that proposed in the US 25 Frontage Landscape exhibit provided by the applicant. This would help protect existing karst areas identified on the plan as well. It is recommended remaining buffers, including the buffer along the USB boundary, be increased to 15' to provide room for plantings and protection of existing treelines where they exist.

At the Preliminary Development Plan stage, the Applicant would be required to show appropriate tree preservation to meet the requirements of the *Greenbelt Ordinance* and/or appropriate landscape buffers to satisfy the *Landscape and Land Use Buffer Ordinance* and any conditions of zoning approval.

Open Space:

The applicant is proposing open space along US 25, along a tributary of Dry Run Creek through the single-family lot area and a large area of floodplain on the east side of the farm. No trail is shown on the revised plan. It is recommended that any future proposed walking trail connections being shown in the open space areas be a minimum of 8' in width. Hard surface rather than mulch is preferred.

Conclusion/Findings:

1. The subject property is planned for Urban Residential uses on the Comprehensive Plan Future Land Use Map.
2. The proposed development meets some of the Goals and Objectives of the Comprehensive Plan particularly those encouraging a mixture of housing types.
3. The subject property is located at the northern edge of the Georgetown Urban Service Boundary and adjacent to the Rural Service Area.
4. The subject property has direct access to only one major road Cincinnati Road, a rural arterial, that is currently operating at level of service (LOS) C in the morning peak and LOS D in the afternoon/evening peak hour. The only major intersection in the area is operating at LOS F for

some of its turning movements during peak hours. The applicant has not shown how levels of service can be maintained in the area if this development is approved.

5. The subject property is landlocked on three sides and does not have vehicle connectivity to surrounding property.
6. The concept plan for the subject property does not show the level of detail required, particularly in the proposed R-2 PUD area, to warrant this designation.

RECOMMENDATION:

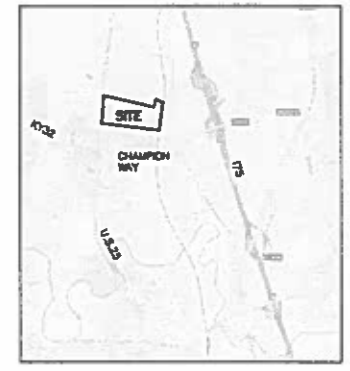
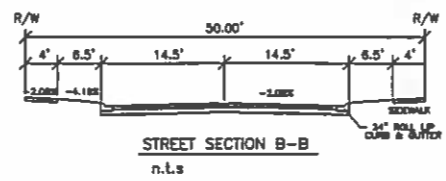
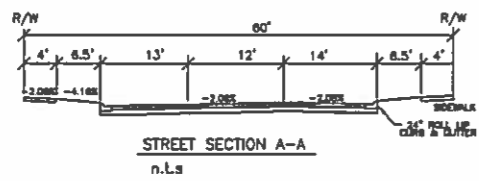
Based on the findings above, viewed in its entirety, the requested Zoning Map Amendments does satisfy the requirements of KRS 100.213 for a residential rezoning.

If the Planning Commission is satisfied that the applicant has shown the development can be constructed without degrading the LOS on surrounding road network, **staff recommends denial of the zone change request to R-2 (PUD) and approval of the zone change request to a R-1C (PUD) zone for the entire farm and C-1 for floodplain on the 122.2 acres, with the following conditions of approval.**

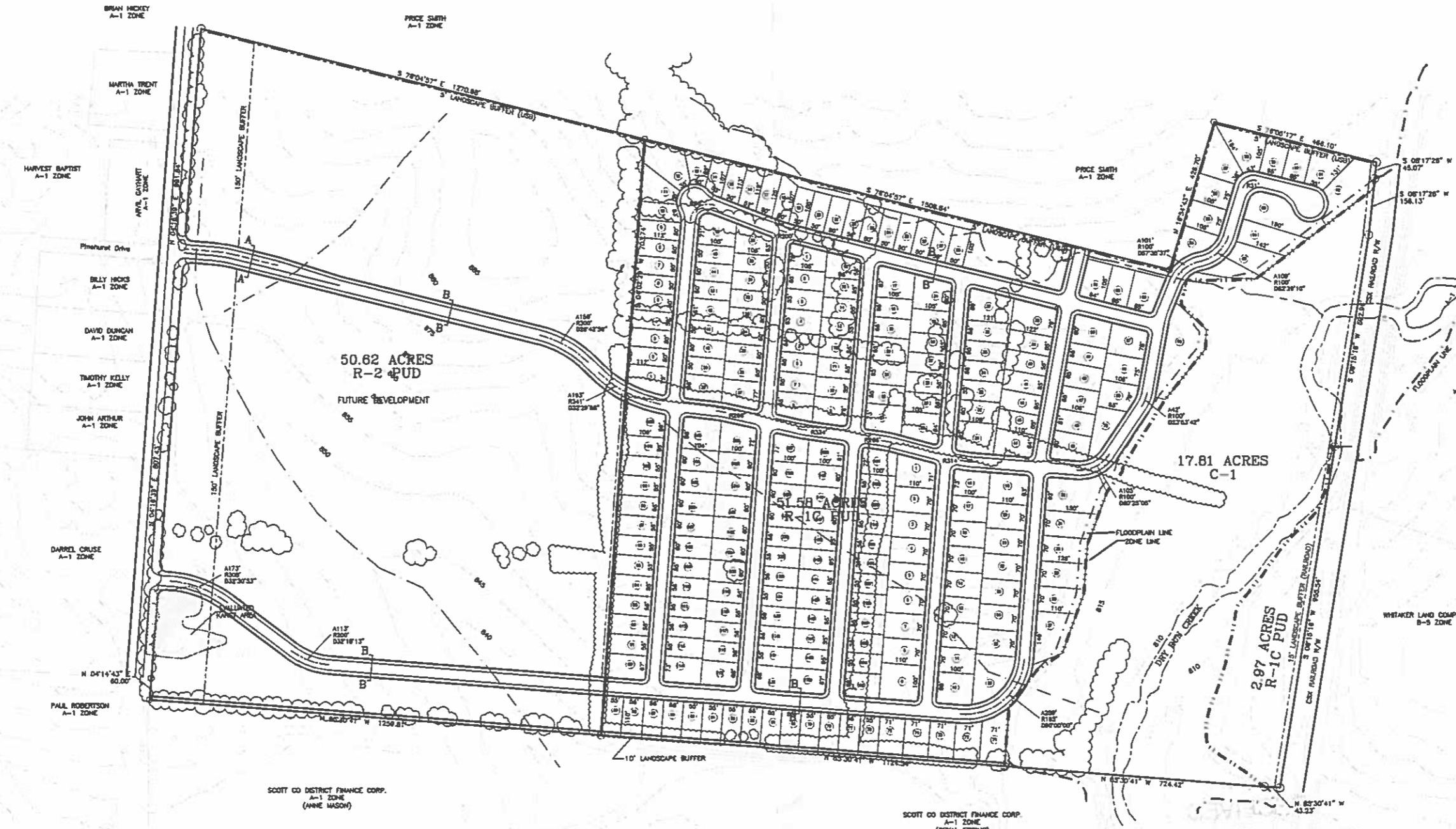
Conditions of Approval:

1. The maximum density shall be limited to 4.4 units per net acre. Net acreage is considered gross acreage minus unusable area. (floodplain and other environmentally sensitive lands as defined by ordinance).
2. No direct access onto Cincinnati Road from the subject property except at the intersection shown on the conceptual plan. All off-site improvements and right-of-way reservation required for improvements shall be the responsibility of the applicant. Applicant shall be responsible for all off-site roadway improvements identified by the submitted traffic study or subsequent traffic study(s) submitted at time of Preliminary Development Plan review.
3. Preservation of the existing tree lines where practical. 15' landscape buffer and tree preservation areas shall be provided around perimeter of the site and between R-1C and R-2 areas. A 150' landscape buffer with landscape design and number and type of plantings to be determined at time of Preliminary Development Plan submittal shall be provided along US 25.
4. The applicant shall maintain an average lot size of 7500 square feet.
5. The project shall explore potential vehicle and pedestrian connections to the adjoining school property in coordination with the Scott County Schools. The applicant shall work with Scott County Schools to determine whether these connections are warranted and/or feasible and shall address on the Preliminary Subdivision Plat submittal.
6. Land Use buffering, Property Perimeter buffering, Arterial Road buffering along the Cincinnati Road, and Vehicular Use Area landscaping shall be provided to meet the requirements of the *Landscape and Land Use Buffer Ordinance*, and *Subdivision & Development Regulations*.
7. All stormwater and runoff shall be managed so as not to create additional off-site impacts.
8. The applicant shall meet all requirements of the Environmentally Sensitive Lands Ordinance in regard to karst areas on site.
9. The applicant shall provide riparian buffers along existing creeks per the recommendations of the Dry Run Study.
10. The Applicant shall return to the Planning Commission for Preliminary Development Plan and Preliminary Subdivision Plat review.

-
11. All applicable requirements of the *Zoning Ordinance and Subdivision & Development Regulations*.
 12. All requirements of GMWSS regarding the provision of sanitary sewer.



VICINITY MAP



STATISTICS

TOTAL AREA 122.2 ACRES

PROPOSED R-1C PUD AREA
 TOTAL AREA - 54.55 ACRES
 AREA IN LOTS - 31.56 AC
 AREA IN OPEN SPACES - 2.97 AC
 LOTS PROPOSED - 240
 DENSITY - 4.4 PER AC
 SMALLEST LOT - 3,007 SQ.FT.
 LARGEST LOT - 30,546 SQ.FT.
 AVERAGE LOT = 7,070 SQ.FT.
 AREA IN R/W = 15.71 AC
 PROPOSED SETBACK DIMENSIONS:
 FRONT - 20'
 SIDE - 7.5'
 REAR - 20'

PROPOSED R-2 PUD AREA
 TOTAL AREA - 30.62 ACRES
 PROPOSED UNITS - 443
 DENSITY - 8.8 UNITS/ACRE

PROPOSED C-1 AREA - 17.09 AC
 (FLOODPLAIN - 17.81 AC)

OVERALL DENSITY - 8.5 PER ACRE

NOTE:
 THE FORMER BOUNDARY IS TAKEN FROM
 THE DEED OF RECORD (D.B. 323, PG. 109), A
 RETRACTION SURVEY WILL BE PERFORMED
 BEFORE RE-ZONING IS COMPLETED.

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

 (CHAIRMAN, SCOTT JOINT PLANNING COMMISSION)

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

 (OWNER'S SIGNATURE)

ZONE AMENDMENT EXHIBIT AND PRELIMINARY SUBDIVISION PLAT
BETTY YANCEY GRIFFITH TRUST PROPERTY
 CINCINNATI PIKE GEORGETOWN, KENTUCKY

SCALE: 1"=150'	DATE: 5-29-17
REVISED:	DRAWN BY: A.B.C.
10-25-17	
CAD FILE: the_park-with- contours-resubmit.dwg	

THOROUGHbred ENGINEERING
 110 E. MAIN ST. SUITE 206 GEORGETOWN, KY. 40324 (502) 863-1756
 CIVIL DESIGN - GEOTECHNICAL ENGINEERING - IBC SPECIAL INSPECTIONS - MATERIAL TESTING - LAND SURVEYING - GEOTECHNICAL DRILLING

OWNER:
 BETTY YANCEY GRIFFITH TRUST

APPLICANT:
 HSC VENTURES LLC
 153 PATCHEN DRIVE
 LEXINGTON, KY 40517

SCALE: 1" = 150'

PLEASANT VALLEY SUBDIVISION ZONE CHANGE
Staff Report to the Georgetown-Scott County Planning Commission
November 9, 2017

FILE NUMBER: ZMA-2017-37
PROPOSAL: Zone change request for approximately 16.299 acres from R-1C PUD to R-2 PUD.
LOCATION: The end of Schneider Blvd.
Parcel: 188-20-065.000
APPLICANT: PV Land, LLC



STATISTICS:

Existing Zone	R-1C PUD (Single Family Residential)
Proposed Zone	R-2 PUD (Medium Density Residential)
Surrounding Zones	R-1C (Single-Family Residential)
Acreage	16.299 acres (Proposed ROW: 2.092 Acres (Future ROW: 1.464 acres, Schneider ROW: 0.628 acres), Proposed Development: 14.207 acres)
Proposed Use:	Multi-Family Residential (Townhomes/Condominiums)
New street required	Yes (Extending Schneider Boulevard)
Access	Schneider Boulevard & potential extension of Lexus Way
Variance Requested	None

BACKGROUND:

The subject property is a 16.299-acre tract located at the end of Schneider Boulevard. This property was rezoned to R-1C PUD with the rest of Pleasant Valley Section II. The Preliminary Subdivision Plat approved for this area is for 50 single family lots (PSP-2005-04).

The Applicant is willing to donate right-of-way for a possible extension of Lexus Way. The Applicant is seeking this rezoning to a higher residential density to offset the proposed 90 feet of right-of-way at the southernmost part of the Project Site.

The Applicant has reduced the requested zoning district from R-3 PUD to R-2 PUD. The total number of proposed dwelling units has increased from 160 to 170, because the Applicant has increased the area proposed to be rezoned from 9.78 acres to 14.207 acres.

LEGAL CONSIDERATIONS:

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

Section 100.213 Findings necessary for proposed map amendment – Reconsideration.

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

Part 1: The Comprehensive Plan provides guidance for consideration of zone change requests. The Future Land Use Map for the currently adopted Comprehensive Plan shows this parcel as urban residential. The text from KRS 100.213 requires, for Part 1, that the Commission must find the map amendment agrees with the Comprehensive Plan. There is no guidance available in the Comprehensive Plan regarding the appropriateness or inappropriateness of the requested zone change from one urban residential district to another.

Therefore, Part 1 does not apply, so we should consider subsection (a).

Subsection a: The current R-1C zoning of the Project Site is appropriate for the nature of the area. Therefore, Subsection (a) does not apply, so we should consider subsection (b).

Subsection b: There is the potential for an extension of Lexus Way from Cherry Blossom through to Old Oxford Road, which was not considered with the adopted Comprehensive Plan. An extension of Lexus Way in the next 2-3 years would substantially alter the character of this area, making it reasonable to consider a zone change. Since the last Planning Commission meeting, staff has had discussions with the City of Georgetown regarding a potential extension of Lexus Way. The City has indicated this extension is a high priority; therefore, staff does not believe this zone change request to be speculative.

The currently proposed R-2 zoning district and townhome development should be less disruptive to the existing property owners in the area than the previously proposed R-3 zoning district with apartments. There are several developments in Georgetown where townhomes and single-family homes have been integrated such as Cherry Blossom, Canewood, and Falls Creek.

Staff does have some reservations about a scenario where the Project Site is built out without an extension of Lexus Way to handle the traffic. Staff recommends allowing a limited number of units to be

constructed before the completion of this new road. The *Subdivision and Development Regulations* require a second entrance to any multi-family development containing 100 or more dwelling units. Staff proposes placing a lower limit to this number of units before the extension of Lexus Way is complete. Staff recommends allowing a maximum of 82 townhome units to be constructed before the connection to a Lexus Way extension is completed. Looking at Table 1 below, 82 townhome units will have a similar traffic impact as 50 single family homes. This would ensure the current residents of Pleasant Valley do not experience an increase in traffic greater than what would have been experienced if the Project Site was developed with single-family units.

	Single Family	Townhome (limited)	Townhome (100 Units)	Townhome (build out)
Proposed Dwelling Units	50	82	100	170
Weekday Trip Ends	478.5 (50 X 9.57)	480.5 (50 X 5.86)	586 (100 X 5.86)	996.2 (170 X 5.86)
AM Peak Hour Trip Ends	38.5 (50 X 0.77)	36.08 (50 X 0.44)	44 (100 X 0.44)	74.8 (170 X 0.44)
PM Peak Hour Trip Ends	51 (50 X 1.02)	42.6 (50 X 0.52)	52 (100 X 0.52)	88.4 (170 X 0.52)

Table 1 (7th Edition of the ITE Trip Generation Manual)

CONCEPTUAL PLAN REVIEW:

Site Layout:

The concept plan shows a series of townhomes on the Project Site with a variety of dwelling units. Most buildings are proposed to have 6 units, with the largest and smallest buildings being shown with 2 and 10 units, respectively. There are three entrances to the Project Site proposed on the concept plan; however, two of these entrances rely upon the extension of Lexus Way. Some of the proposed buildings on the concept plan will need to be adjusted to meet the setback requirements for the Project Site. Future Development Plans and Subdivision Plats will be required for development of this site.

Landscaping:

The *Landscape Ordinance* requires a landscaping buffer to screen multi-family developments from all single-family zoned property. In addition to these buffers, any future development plan will need to comply with all screening of vehicular use areas, and interior vehicular use area landscaping. Development plans will also need to comply with the canopy requirements for multi-family development.

FINDINGS:

1. The Applicant will need to comply with City of Georgetown Ordinance 2015-014 for the change in the common scheme of development for Section II of Pleasant Valley. The Applicant has met the notification requirement, and is intending to show that market conditions have changed at the Planning Commission meeting.

2. The City of Georgetown has indicated the extension of Lexus Way to be a high priority issue, creating a change in the conditions in this area that was not anticipated at the time the Comprehensive Plan was adopted.
3. Limiting the number of dwelling units that can be built before an extension of Lexus Way is completed can reduce the impact on the residents of Pleasant Valley.

RECOMMENDATION:

Based on the findings above, and that the requested zone change does satisfy the requirements of KRS 100.213, staff recommends **approval** of the zone change request for the Project Site located at the end of Schneider Boulevard. Staff recommends the following conditions be attached:

1. A maximum of 82 dwelling units shall be allowed until a connection is made to an extension of Lexus Way.
2. The Applicant shall return to the Planning Commission for Preliminary Development Plan approval.
3. All applicable requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations*.
4. Where possible, development should preserve existing tree lines.

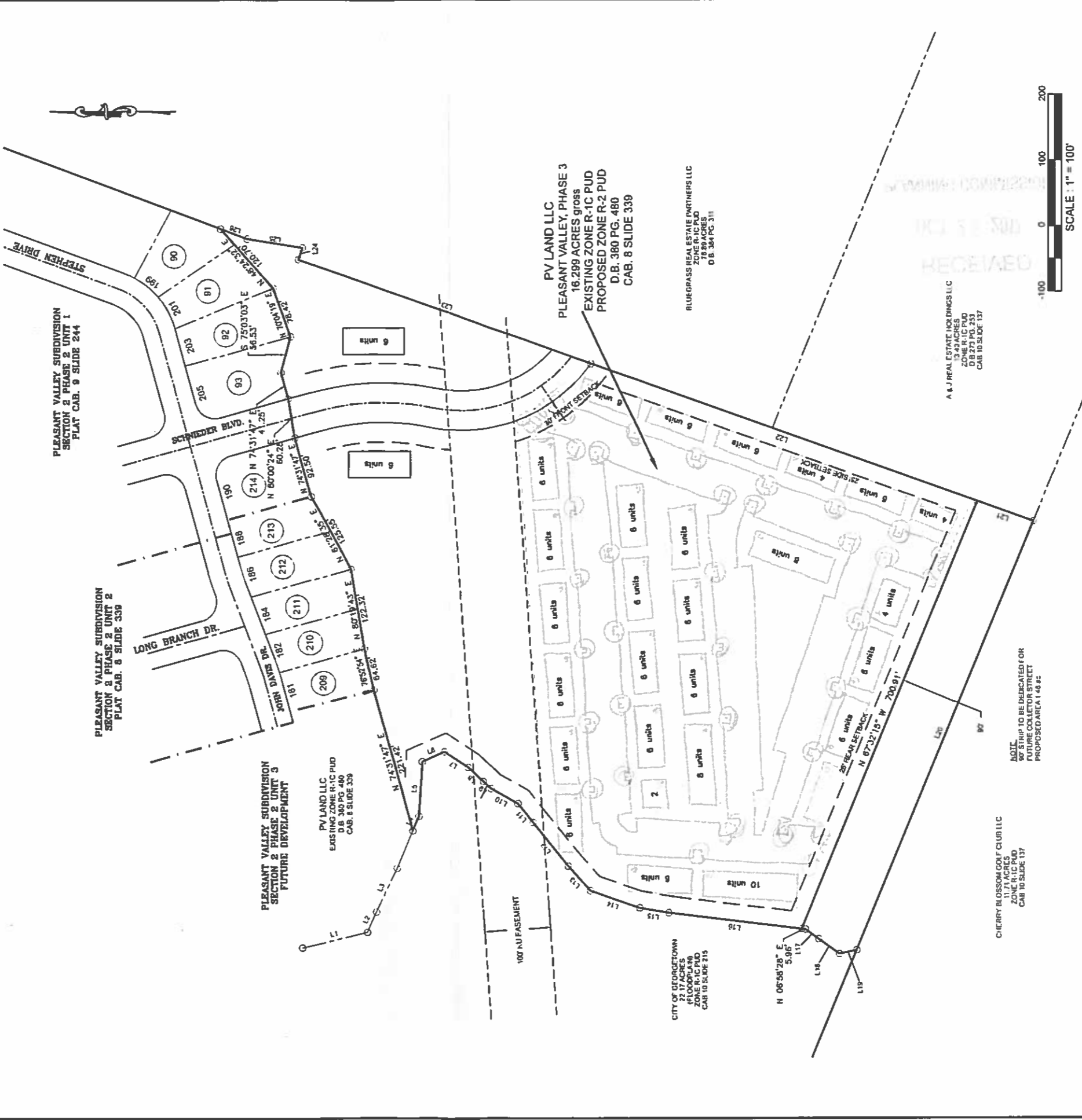
ADDITIONAL ADJOINERS	
CDI	OWNER/LAND/DEVELOPER
300	PV LAND LLC D.B. 380 PG. 480
301	PV LAND LLC D.B. 380 PG. 480
302	PV LAND LLC D.B. 380 PG. 480
303	PV LAND LLC D.B. 380 PG. 480
304	PV LAND LLC D.B. 380 PG. 480
305	PV LAND LLC D.B. 380 PG. 480
306	PV LAND LLC D.B. 380 PG. 480
307	PV LAND LLC D.B. 380 PG. 480
308	PV LAND LLC D.B. 380 PG. 480
309	PV LAND LLC D.B. 380 PG. 480
310	PV LAND LLC D.B. 380 PG. 480
311	PV LAND LLC D.B. 380 PG. 480
312	PV LAND LLC D.B. 380 PG. 480
313	PV LAND LLC D.B. 380 PG. 480
314	PV LAND LLC D.B. 380 PG. 480
315	PV LAND LLC D.B. 380 PG. 480
316	PV LAND LLC D.B. 380 PG. 480
317	PV LAND LLC D.B. 380 PG. 480
318	PV LAND LLC D.B. 380 PG. 480
319	PV LAND LLC D.B. 380 PG. 480
320	PV LAND LLC D.B. 380 PG. 480

LINE	BEARING	DISTANCE
L1	N 74°31'47" E	172.55
L2	S 75°03'03" E	56.53
L3	N 74°31'47" E	41.25
L4	N 80°00'24" E	60.28
L5	N 74°31'47" E	92.50
L6	N 80°19'43" E	122.32
L7	N 74°31'47" E	122.32
L8	N 74°31'47" E	122.32
L9	N 74°31'47" E	122.32
L10	N 74°31'47" E	122.32
L11	N 74°31'47" E	122.32
L12	N 74°31'47" E	122.32
L13	N 74°31'47" E	122.32
L14	N 74°31'47" E	122.32
L15	N 74°31'47" E	122.32
L16	N 74°31'47" E	122.32
L17	N 74°31'47" E	122.32
L18	N 74°31'47" E	122.32
L19	N 74°31'47" E	122.32
L20	N 74°31'47" E	122.32
L21	N 74°31'47" E	122.32
L22	N 74°31'47" E	122.32
L23	N 74°31'47" E	122.32
L24	N 74°31'47" E	122.32
L25	N 74°31'47" E	122.32
L26	N 74°31'47" E	122.32
L27	N 74°31'47" E	122.32
L28	N 74°31'47" E	122.32
L29	N 74°31'47" E	122.32
L30	N 74°31'47" E	122.32

STATISTICS
 TOTAL ACREAGE - 16,299 ACRES
 EXISTING ZONE R-1C PUD
 PROPOSED ZONE R-2 PUD
 FUTURE R/W 1,464 ACRES
 SCHNEIDER R/W 0,828 ACRES
 NET ACREAGE 14,207 ACRES
 PROPOSED UNITS 170
 NET DENSITY 11.97
 UNITS ARE TOWNHOMES/CONDOMINIUMS - TWO STORY



VICINITY MAP



ZONE MAP AMENDMENT
PLEASANT VALLEY SUBDIVISION
SECTION 2, PHASE 2, UNIT 3
SCHNEIDER BOULEVARD, GEORGETOWN, KY.

THOROUGHBRID ENGINEERING
 SURVEYORS • ENGINEERS • PLANNERS
 110 E. MAIN ST. SUITE 206 GEORGETOWN, KY. 40324 (502) 863-1756

SCALE: 1" = 100'	DATE: 9-01-17
REVISED: 10-25-17	DRAWN BY: ABC
CAD NAME: zone_mop-Ph3	

BARNETT PROPERTY
Staff Report to the Georgetown-Scott County Planning Commission
November 9, 2017

FILE NUMBER: FSP-2017-39

PROPOSAL: Final Subdivision Plat to create two new tracts of 5.00 acres, with 5.481 acres remaining in the parent tract.

LOCATION: 3215 Ironworks Road, north of Ironworks Road and South of the Locksley Court and Alfred Drive intersection

APPLICANT: Robyn Barnett

SURVEYOR: Joel Day



STATISTICS:

Zone	A-1 (Agricultural)
Surrounding Zones	A-1 (Agricultural), R-1A (Single Family Residential)
Acreage	Tract 1 (new): 5.00 acres Tract 2 (new): 5.00 acres Tract 3 (remainder): 5.481 acres
Proposed Use	Agricultural/Residential
Access	Via existing entrance on Ironworks and two new entrances proposed on Locksley Court
Variance Requested	None

BACKGROUND:

The subject property contains 15.481 acres, and is located north of Ironworks Road and south of the Locksley Court and Alfred Drive intersection. The subject property and land surrounding is zoned A-1, Agricultural. Land to the north of the subject property is also zoned R-1A. The proposed subdivision will create two new 5.00-acre tracts, with proposed access via driveways from Locksley Court. Access from Ironworks Road would require a permit from KYTC.

This application is considered a major subdivision and required to be reviewed by the Planning Commission because the property was previously subdivided after 1999. That plat required all further subdivisions to be approved by the full Planning Commission.

Plat Review:

The proposed subdivision meets all planning requirements at this time. All tracts show the required 50-foot setbacks on all property lines and have at least 250 feet of width at the building line. The Health Department will need to conduct a site evaluation for the newly configured tracts to certify that an on-site septic system is feasible, but have not indicated any anticipated problems.

Access to Lot 1C and Lot 1D is proposed from Locksley Court. A KYTC permit will be required if a new entrance is built from Ironworks Road. Lot 1E has an existing entrance on Ironworks Road.

RECOMMENDATION:

Approve the Final Subdivision Plat to create two new tracts of 5.00 acres, with the following conditions of approval:

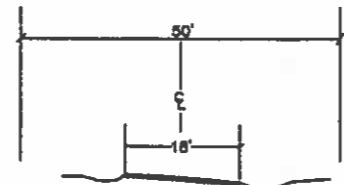
Conditions of Approval:

1. Any future subdivisions, revisions, or amendments to the approved subdivision plat must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
2. All applicable requirements of the *Zoning Ordinance*.
3. All applicable requirements of the *Subdivision & Development Regulations*.
4. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved subdivision plat.
5. KYTC permit shall be required if a new entrance onto Ironworks Road is proposed.
6. Utility companies shall certify the final plat to ensure all necessary utilities and/or utility easements are in place.

I HEREBY CERTIFY THAT GEORGETOWN MUNICIPAL WATER & SEWER SERVICE (GMWSS) HAS THE CAPACITY WITHIN THE WATER DISTRIBUTION SYSTEM TO SUPPLY TRACT 1C, 1D, & 1E OF THE PROPERTY SHOWN HEREON WITH WATER SERVICE. PROVISION OF SERVICE WILL BE CONTINGENT UPON THE REVIEW AND APPROVAL OF ALL ON-SITE AND OFF-SITE PLANS AND SPECIFICATIONS FOR THE PROPOSED SYSTEM. CONSTRUCTION OF THE WATER DISTRIBUTION SYSTEM TO BE BY/AT THE COST OF THE OWNER, WITHOUT REIMBURSEMENT, BUILT TO GMWSS APPROVED SPECIFICATIONS AND WITH APPROVAL BY GMWSS OF THE AS-BUILT IMPROVEMENTS AND/OR THE BONDING AMOUNT; AND, DEDICATED TO G.M.W.S.S.

GENERAL MANAGER, G.M.W.S.S.

DATE



CROSS-SECTION LOCKSLEY COURT

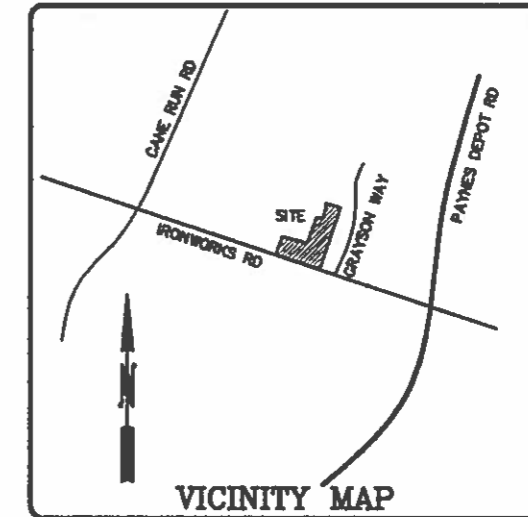
LANCELOT ESTATES
UNIT 4B-1
PLAT SLIDE 706
ZONE R-1A

LEGEND

- 1/2" x 18" STEEL REBAR W/D CAP MARKED "MERIDIAN/LS2536" -SET
- IRON BAR FOUND-AS NOTED
- ⊙ SURVEYOR'S MAG-NAIL-SET
- ⊙ SURVEYOR'S MAG-NAIL-FOUND
- ⊗ 1/2" x 18" STEEL REBAR W/D CAP MARKED "WITNESS/LS2536" SET AS WITNESS 25.0' ON LINE



NON-BUILDING KARST AREA
(POTENTIAL SINKHOLE AREA)



VICINITY MAP

THE PURPOSE OF THIS PLAT IS TO DEPICT THE SURVEY AND DIVISION OF THE SUBJECT PROPERTY INTO THREE TRACTS.

FURTHER SUBDIVISION OF THIS PROPERTY WILL REQUIRE REVIEW AND APPROVAL BY THE GEORGETOWN-SCOTT COUNTY JOINT PLANNING COMMISSION.

NEW ENTRANCES OFF STATE MAINTAINED ROADS WILL REQUIRE A KY DOT ENTRANCE PERMIT. NO NEW ENTRANCE OFF IRONWORKS ROAD IS BEING REQUESTED AT THIS TIME.

CURRENT ZONING OF THE SUBJECT PROPERTY IS AGRICULTURAL (A-1).

NO PREVIOUSLY ESTABLISHED UTILITY EASEMENTS OR DRAINAGE EASEMENTS ARE ELIMINATED OR OTHERWISE ALTERED BY THIS DIVISION. NO TEMPORARY OR PERMANENT STRUCTURES ARE TO BE CONSTRUCTED IN NOR ENCR OACH UPON ANY DRAINAGE EASEMENT.

I CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN HEREON AND THAT I HEREBY ADOPT THIS PLAN OF SUBDIVISION, ESTABLISH SETBACK LINES, AND DEDICATE ANY PUBLIC RIGHTS-OF-WAY AND/OR EASEMENTS INDICATED UPON THIS PLAT OF MY OWN FREE WILL AND CONSENT.

PRELIMINARY ONLY-NOT FOR RECORDING OR USE IN TRANSFER

ROBYN BARNETT DATE

I CERTIFY THAT THE SEWAGE DISPOSAL SYSTEM(S) INSTALLED OR PROPOSED FOR INSTALLATION ON THE PROPERTY SHOWN HEREON MEETS THE REQUIREMENTS OF THE KENTUCKY STATE HEALTH DEPARTMENT AND IS HEREBY APPROVED.

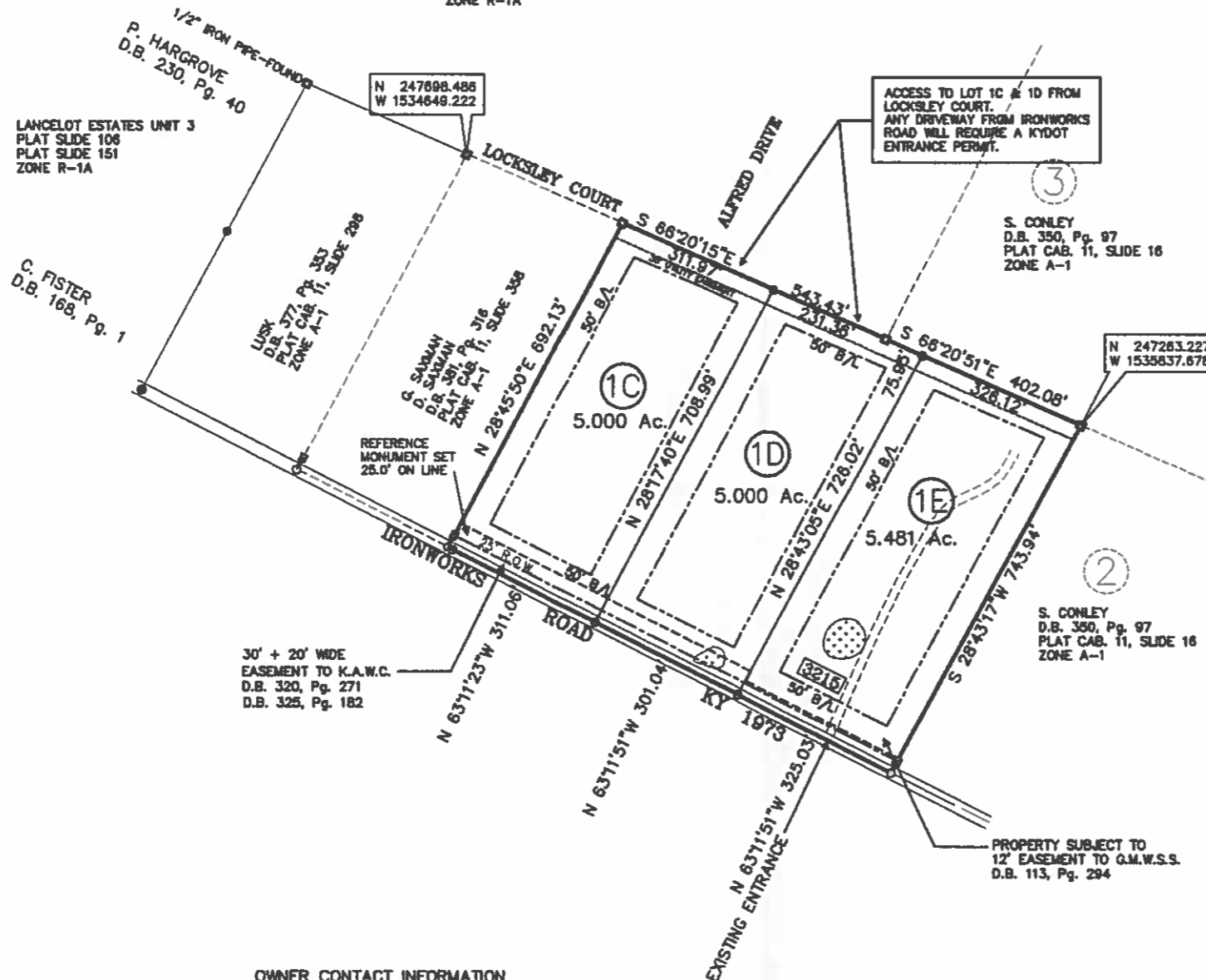
PRELIMINARY ONLY-NOT FOR RECORDING OR USE IN TRANSFER

HEALTH DEPARTMENT REPRESENTATIVE DATE

I HEREBY ATTEST TO THE FOLLOWING TO THE BEST OF MY KNOWLEDGE, BELIEF, AND ABILITY: THIS PLAT DEPICTS A RURAL SURVEY MADE BY MYSELF USING THE METHOD OF RANDOM TRAVERSE WITH AN ERROR-OF-CLOSURE OF 1:19365 AND AN ACCUMULATED ANGULAR ERROR OF 00-00'-25". BEARINGS AND DISTANCES HAVE BEEN ADJUSTED FOR CLOSURE USING THE LEAST SQUARES METHOD. BASIS OF BEARINGS SHOWN IS RECORD BEARING TAKEN FROM SURVEY OF ADJOINING CLAYTON ACRES. DATE OF FIELD SURVEY WAS JANUARY 9, 2013.

PRELIMINARY ONLY-NOT FOR RECORDING OR USE IN TRANSFER

Wm. JOEL DAY, P.L.S. No. 2536 DATE



30' + 20' WIDE
EASEMENT TO K.A.W.C.
D.B. 320, Pg. 271
D.B. 325, Pg. 182

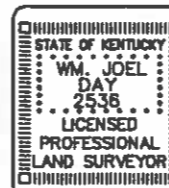
OWNER CONTACT INFORMATION

ROBYN BARNETT
105 GRAYSON WAY
GEORGETOWN, KY 40324



MERIDIAN ASSOCIATES, LLC
SURVEYORS
120 EAST MAIN STREET, GEORGETOWN, KY 40324
TELEPHONE (502) 863-8070 - jdaypls@bellsouth.net

OCTOBER 23, 2017



FINAL SUBDIVISION PLAT
BARNETT PROPERTY
LOCKSLEY COURT, GEORGETOWN, SCOTT COUNTY, KENTUCKY
ROBYN BARNETT - D.B. 375, Pg. 97 - PLAT CAB. 11, SLIDE 16
THIS PLAT REPRESENTS A BOUNDARY SURVEY & COMPLIES WITH 201 KAR 18:150

NOT VALID UNLESS THIS PRINT CARRIES THE ORIGINAL SEAL AND SIGNATURE

MRM PRECISION MACHINING, LLC ZONE CHANGE
Staff Report to the Georgetown-Scott County Planning Commission
November 9, 2017

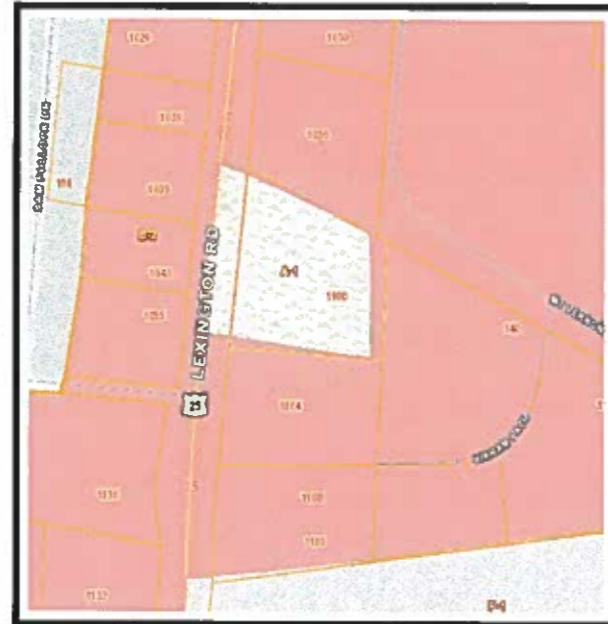
FILE NUMBER: ZMA-2017-40

PROPOSAL: Zone change request for 3.014 acres from I-1 to B-2 (Highway Commercial)

LOCATION: 110 E. Showalter, north of Washington Square Shopping Center in Georgetown

APPLICANT: MRM Precision Machining

CONTACT/DESIGNER: Mike Roark



STATISTICS:

Existing Zones	I-1 (Light Industrial)
Proposed Zones	B-2 (Highway Commercial)
Surrounding Zones	B-2 (Highway Commercial), B-1 (Neighborhood Commercial) R-2 (Medium-Density Residential)
Acreage	3.014 acres
Proposed Use	Highway Commercial/Retail sales
New street required	No
Access	Via Showalter Road

BACKGROUND:

The subject property is an industrially zoned property that consists of two lots, one 2.045 acres in size with a 16,000 square-foot metal building, asphalt parking lot and loading and unloading area and one, 1.00 acres in size, that fronts on Showalter Drive and is currently an undeveloped grassy lot.

The property is within the city limits of Georgetown and is surrounded on most of three sides by commercially zoned and used property. The lot with the large industrial building has minimal tree coverage and is accessed by an asphalt driveway from Showalter Drive. It includes a paved parking lot and loading/unloading area and some gravel storage areas to the rear. It is fenced along the shared boundary with Walgreens to the west. The southern and eastern property boundaries contain a varying

tree line. The property on the north side of Showalter across from the subject property is currently single-family residential. There are three homes on the north side of the street facing the subject property and one house directly to the east on the corner of Showalter and Market Path.

The lots have lengthy frontage along Market Path, a private access to Washington Square Shopping Center, but it has no access to Market Path.

Proposed Zoning and Land Use:

The applicant is seeking the zone change from the existing I-1 zone to allow for a commercial retail use. The site is proposed to be rezoned to B-2 (Highway Commercial) to allow for the sale of commercial trailers and maybe lawn and garden equipment in addition to their current business and light industrial use of the property.

Legal Considerations:

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

Section 100.213 Findings necessary for proposed map amendment – Reconsideration.

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

- a. That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate;*
- b. That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.*

Part 1: This zone change proposal is in agreement with the adopted Comprehensive Plan in that the adopted Comprehensive Plan Future Land Use Map designates the subject property as Commercial.

Opportunities for growth and infill development within the Urban Service Boundary are goals of the Comprehensive Plan. The proposed commercial development would provide economic opportunities along a major corridor within the Urban Service Boundary. For these reasons, the proposal is in compliance with the Comprehensive Plan, Future Land Use Map and Goals and Objectives for this location. Additionally, the proposed zone change is in compliance with the draft of the 2016 Comprehensive Plan and its proposed Future Land Use Map.

Therefore, Part 1 does apply. Parts A and B need not be considered.

Conceptual Plan Review:

The conceptual plan and zone change request does not show any new improvements to the property. The applicant is proposing to park trailers and equipment on existing pavement on the two-acre lot and

move equipment for temporary display during working hours to the grassy area along the Showalter Road frontage.

Access:

The subject property will be accessed from Showalter Road through an existing asphalt entrance along a private access easement.

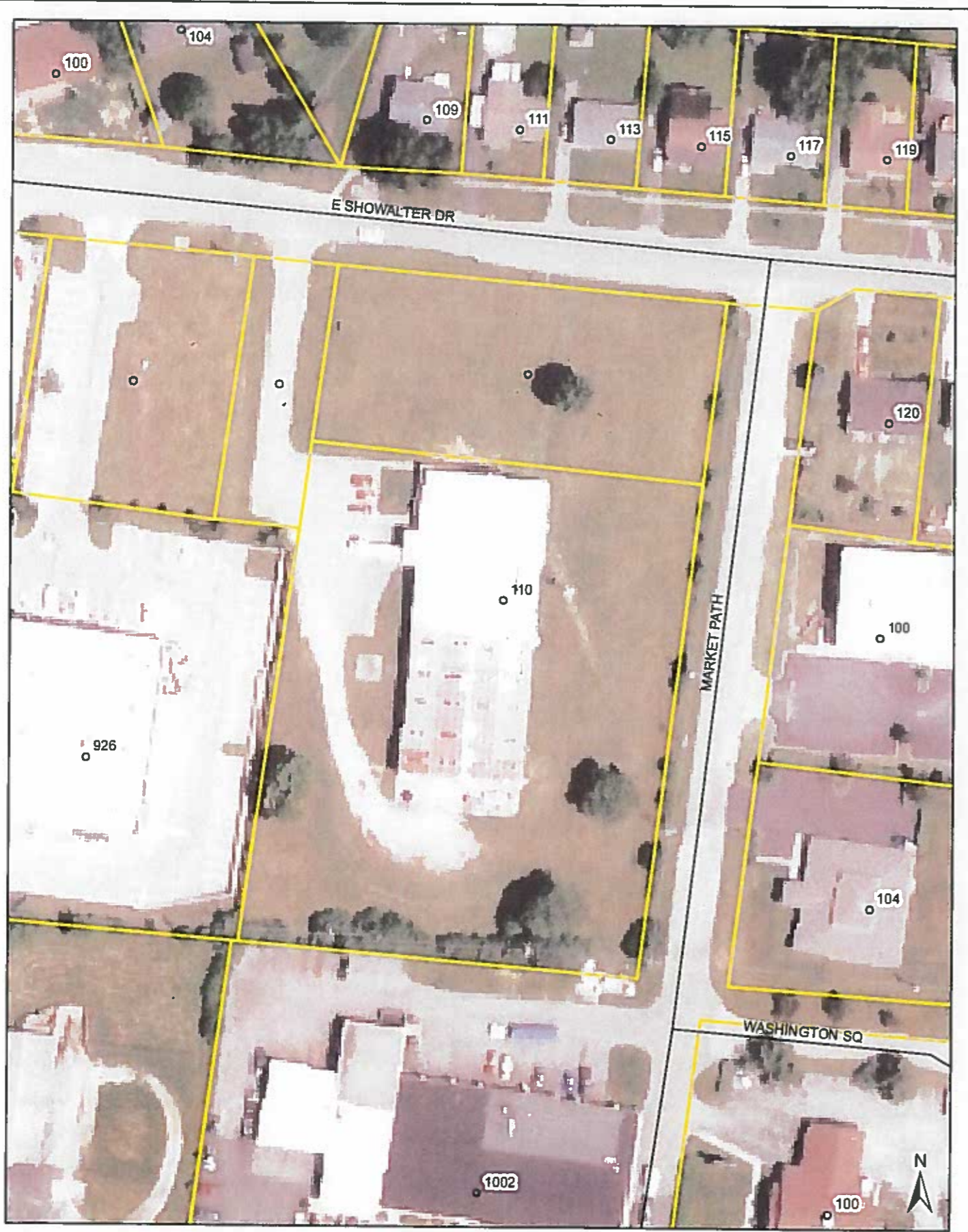
Landscaping:

At the Preliminary Development Plan stage, if the Applicant were to redevelop the site, the applicant would be required to show the landscaping for vehicular use areas and required perimeter buffers to meet the requirements of the *Landscape and Land Use Buffer Ordinance*. Use

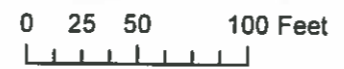
RECOMMENDATION:

Based on the findings that the requested zone change does satisfy the requirements of KRS 100.213, staff recommends **approval** of the zone change request from A-1 to B-2 for 1.22 acres located at 110 East Showalter Road.

1. The Applicant shall submit a Preliminary Development Plan for approval if any new site work is proposed.
2. All applicable requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations*.
3. Any outdoor lighting shall be directed away from residential property.
4. Outdoor storage of equipment, not including wheeled vehicles, shall require a conditional use permit from the Georgetown Board of Adjustment.



110 E SHOWALTER DR



TRI-VILLAGE STORAGE

Staff Report to the Georgetown-Scott County Planning Commission

November 9, 2017

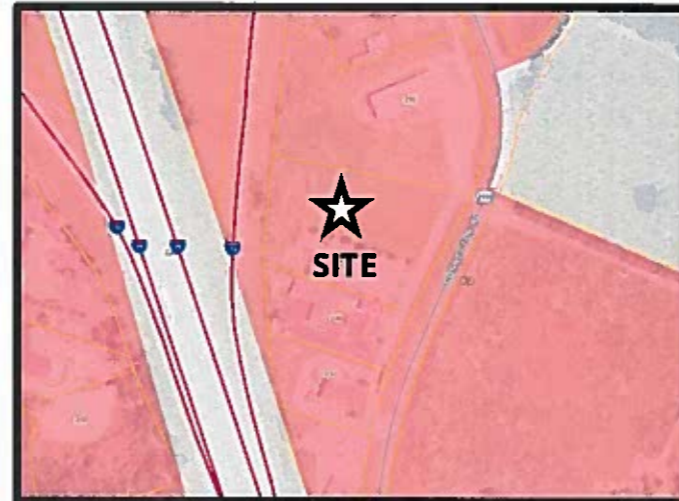
FILE NUMBER: PDP-2017-41

PROPOSAL: Preliminary Development Plan for an 800 square foot office and 53,241 square foot self storage facility.

LOCATION: 250 Connector Road

Owner: Culton Properties

ENGINEER: Daniel Rehner,
Thoroughbred Engineering



STATISTICS:

Zone	B-2 Highway Commercial
Surrounding Zones	B-2 Highway Commercial, A-1 Agricultural
Proposed Use	Self Storage Facility
Site Acreage	2.79 acres
Building Area	54,041 Square Feet (Office: 800 SF, Self Storage: 53,241 SF)
Max. Building coverage	50%
Building Coverage	44.5%
Building Height	9 feet, 4 inches
Parking Required	1 space for every 10 storage units
Parking Provided	8 spaces; 7 standard spaces, 1 handicap space
New Street Required	No
Water/Sewer Availability	Yes/Yes
Access	Access road on the west side of Connector Road
VariANCES/Waivers	<ol style="list-style-type: none">1. Variance to reduce the required parking2. Variance to increase the maximum width of a street entrance to 316.1 feet3. Waiver to eliminate the screening from I-754. Waiver to eliminate the VUA perimeter screening on the east side of the subject property.5. Waiver to reduce the interior VUA landscaping from 2,930 square feet and 12 trees to 731 square feet with 4 trees.

BACKGROUND:

The subject property is zoned B-2 Highway Commercial, and is located on the west side of Connector Road. The subject property is bounded on the western side by I-75. The surrounding zoning districts are B-2 (Highway Commercial) and A-1 (Agricultural).

Preliminary Development Plan Review:Setbacks and Building Standards:

The B-2 zone district requires the following standard setbacks:

Front: 50 feet

Side: 0 feet

Rear: 50 feet (the subject property has double frontage)

The proposed building locations for the Project Site meet the setback requirements. The Applicant is proposing 53,241 square feet of development, or 44.5% of the lot area, under the 50% maximum building ground coverage allowed.

Vehicular Access & Pedestrian Circulation:

Driveways & Access: Access to the Project Site is from an access road on the western side of Connector Road. From the site plan, the Applicant intends to have open ingress/egress along the front of the property. Section 1005 (C.2) of the *Subdivision & Development Regulations* states, "street entrances to commercial developments shall be no wider than ¼ of the lot width up to a maximum width of 40 feet." Subsection C also goes on to require barriers to prevent "random vehicular access." There needs to be a more defined entrance and exit for vehicles accessing the Project Site to ensure the safety of drivers and pedestrians using this access road. Curbing and/or a landscaped area should be included to better define the access road from the parking area. This particular layout does not screen the vehicular use area from the right-of-way of either the access road or Connector Road.

Parking Spaces: The parking standard for self storage units in the *Subdivision & Development Regulations* is one (1) parking space for every ten (10) storage units. Currently, the Applicant has not provided a total number of units proposed, but the Applicant has requested a variance to allow a total of 8 parking spaces to serve the Project Site. The proposed parking should be sufficient to serve the needs of the facility's office. The Applicant has also pointed out the proposed buildings be served by 24-foot drive aisles, which should allow some short-term parking for those accessing storage units.

Sidewalks: Internally, the Applicant is proposing sidewalks to convey individuals from the parking spaces to the office. Along the Project Site's frontage on Connector Road, the Applicant is not proposing a sidewalk. There are no sidewalks on either side of Connector Road at this location. Section 1000 (G.1) requires pedestrian access to parking lots and off-site sidewalks. Since there are no topographical challenges with the subject property, it would be appropriate for a sidewalk to be constructed along Connector Road, with neighboring properties constructing sidewalks when those properties develop.

Land Use Buffers and Landscaping: The *Landscape Ordinance* provides standards for Property Perimeter Buffers and Vehicle Use Area Landscaping.

Property Perimeter Requirements; Section 6.12: Row 5

- Double frontage lots must be screened from freeways or arterial roads not providing direct access to the property. The western property line will need a 10-foot landscaping buffer with 1 tree per 30 feet (or fraction thereof) plus a 6-foot high planting, hedge, wall, fence, or earth mound.

Vehicle Use Area Perimeter Requirements; Section 6.13: Rows 1 and 2

- VUA perimeter screening is required when facing public and private streets or property in any zone except industrial or agricultural.
- When VUA faces a public or private street right-of-way, access road, or service road, trees must be from Group A, B, or C plus a 3' average height continuous planting, hedge, fence, wall or earth mound or a 3' decrease in elevation from the adjoining property to the vehicular use area (Row 2).

Proposed buildings along the northern and southern property boundaries will screen the VUA from the adjoining properties. The proposed VUA on the eastern side of Building 'A' does not meet the requirement of being screened from public and private streets.

Interior Landscaping for Vehicle Use Areas; Section 6.22:

- Requires interior VUA landscaping for all lots greater than 6,000 SF or used by 20 or more vehicles. Loading areas and driveways are counted since this is not an industrial site.
- For each 100 sq. ft., or fraction thereof, of vehicular use area, ten (10) sq. ft. of landscaped area shall be provided.
- 1 tree/250 SF of interior VUA area is required.

The Applicant has not satisfied the requirements from Section 6.22 (listed above). There are 29,300 square feet of proposed VUA. The required interior VUA landscaping for this would be 2,930 square feet of landscaped area with 12 trees in that landscaped area. The applicant is proposing 731 square feet of landscaped area with 4 trees.

Section 6.14: Minimum Canopy Requirements

For the 2.79-acre site, a total canopy coverage of 29,250 square feet is required (24% new canopy). A total of 39 trees are being proposed, which should be sufficient to meet the required canopy coverage as long as the species proposed on the final plan are similar to those shown on the preliminary landscape plan. The applicant will be required to show they meet the canopy coverage with a specie-specific final landscape plan at the time of Final Development Plan.

Stormwater: There is a large detention basin proposed for the Project Site. The plan shows a stormwater pipe extending under proposed buildings on the Project Site. This pipe will need to be rerouted, or the buildings will need to be adjusted so the pipe does not run underneath buildings. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer meeting all requirements of the Georgetown Stormwater Manual prior to approval of the Final Development Plan.

Lighting: The photometric plan will be reviewed as part of the Final Development Plan review. Staff recommends that all exterior lighting should be designed to minimize off-site impacts.

Signs: A freestanding sign is proposed between the access road and Connector Road. All signage will need to comply with the *Sign Ordinance*.

Findings:

1. The variances being requested with this development plan suggest this development might be better suited to a larger property.
2. The area devoted to storage buildings does not leave adequate room for defined entrances to the subject property, screening for the vehicular use area, or appropriate interior landscaping.

RECOMMENDATION:

Based on the findings above, staff recommends denial of the Preliminary Development Plan for a 53,241 SF self-storage facility with an 800 SF office.

Should the Planning Commission approve the application, it will need to consider the variances listed below. Staff also recommends the following conditions of approval:

Variance:

1. Variance to reduce the required parking
2. Variance to increase the maximum width of a street entrance to 316.1 feet
3. Waiver to eliminate the screening from I-75
4. Waiver to eliminate the VUA perimeter screening on the east side of the subject property
5. Waiver to reduce the interior VUA landscaping from 2,930 square feet and 12 trees to 731 square feet with 4 trees

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan. Development must meet all requirements of the Georgetown Stormwater Manual.
3. The stormwater pipe shown on the Preliminary Plan will need to be rerouted or the building layout adjusted to ensure the pipe does not run under any of the proposed buildings.
4. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
5. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
6. A final specie-specific landscape plan shall be provided along with the Final Development Plan.
7. The landscape plan shall include screening along I-75 that meets the requirements of the *Landscape & Land Use Buffers Ordinance*.
8. The landscape plan shall also include a screening buffer between the access road and any vehicular use area along the eastern side of the property.



SITE STATISTICS

TOTAL AREA: 2.79 ACRES
 ZONE = B-2
 AREA OF BUILDING = 54,041 SQ.FT.
 REQUIRED PARKING = 1 SPACE PER 10 STORAGE UNITS = 29 SPACES
 PROPOSED PARKING = 8 SPACES (1 SPACE FOR EVERY 29 STORAGE UNITS)
 INCLUDES 1 HANDICAPPED
 PROPOSED BUILDING HEIGHT = 9'-4"
 PROPOSED LOT COVERAGE = 44.4%
 REQUIRED INTERIOR LANDSCAPE = N/A
 REQUIRED EXTERIOR LANDSCAPE = 1 TREE/40 FT OF PERIMETER = 36 TREES
 PROPOSED LANDSCAPE TREES = 39 LARGE TREES
 PROPOSED PERIMETER TREE CANOPY = 25%
 VEHICLE USE AREA (VUA) = 29,300 SQ.FT.
 VUA LANDSCAPE AREA = 731 SQ.FT. (2.5%)
 VUA PROPOSED NUMBER OF TREES = 4 TREES
 ROAD FRONTAGE: 316'10"
 PROPOSED DRAINAGE = SHEET FLOW

OWNER:
 CULTON PROPERTIES
 645 BYPASS RD
 WINCHESTER, KY 40391

APPLICANT:
 DANIEL REHNER
 THOROUGHbred ENGINEERING
 110 EAST MAIN ST
 GEORGETOWN, KENTUCKY 40324

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

DATE _____

OWNER'S SIGNATURE _____

CERTIFICATION OF OWNERSHIP AND DEDICATION

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

_____ 20____

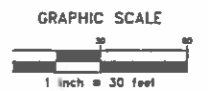
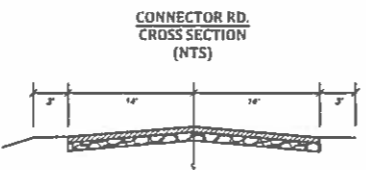
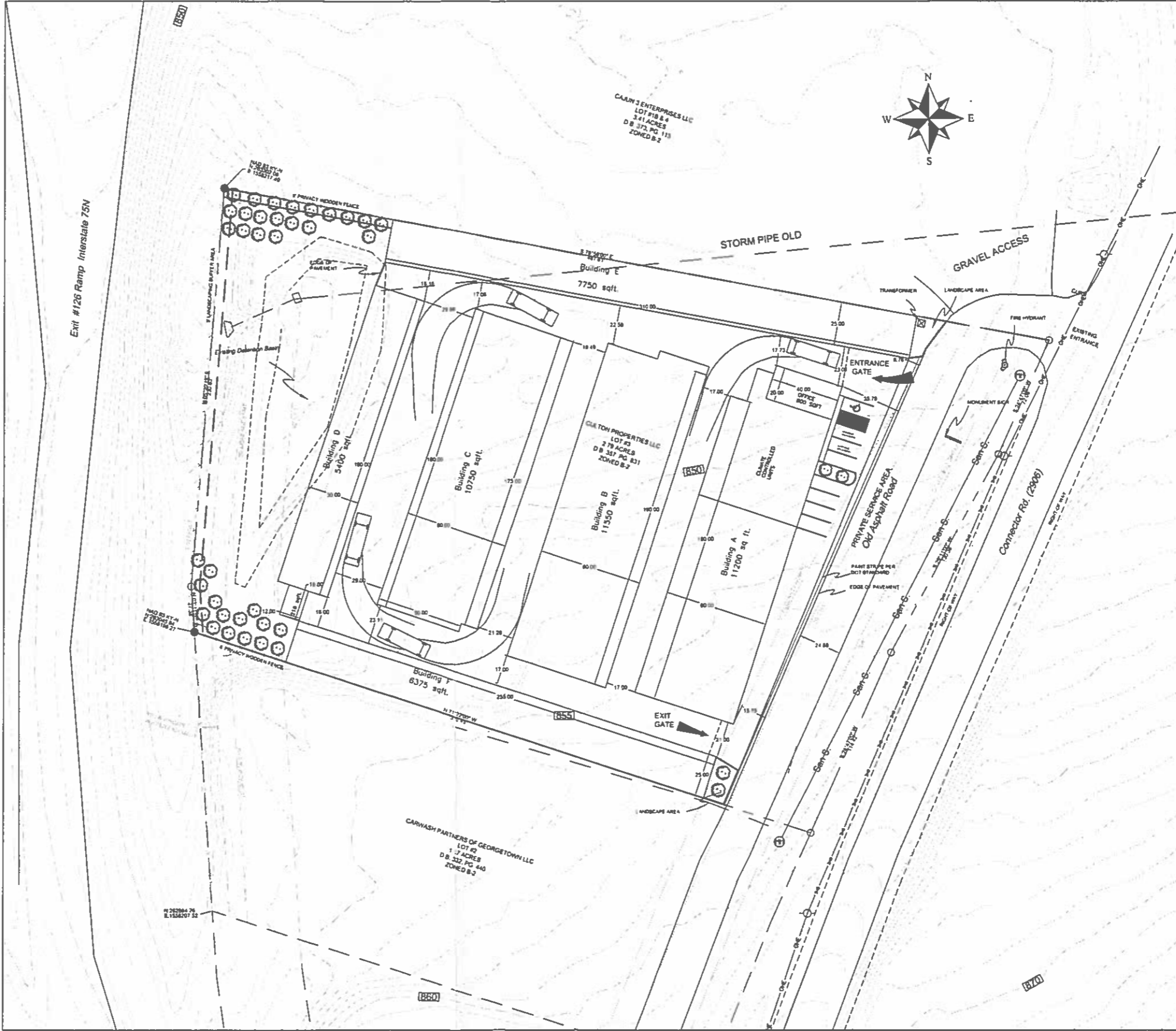
(OWNER'S SIGNATURE)

CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL

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

_____ 20____

(CHAIRMAN, SCOTT JOINT PLANNING COMMISSION)



THOROUGHbred ENGINEERING
 SURVEYORS • ENGINEERS • PLANNERS
 110 E. MAIN ST. SUITE 206 GEORGETOWN, KY. 40324 (502) 863-1756

**PRELIMINARY DEVELOPMENT PLAN
 TRI-VILLAGE STORAGE
 250 CONNECTOR ROAD
 SCOTT COUNTY, KENTUCKY**

Drawn	CRZ/20
D.J.R.	
Issued/Rev. Date	OCTOBER 2ND, 2017
Revision Date	OCTOBER 20th, 2017
Drawing notes	Tri-Village Self Storage Tri-Village Connector Rd PDP.dwg

SHEET NO.
PDP

TIME TO SHINE CARWASH

Staff Report to the Georgetown-Scott County Planning Commission

November 9, 2017

FILE NUMBER: PDP-2017-42

PROPOSAL: Amended Final Development Plan to remove self-service bays, enlarge full service by 650 sq. ft., and re-work vacuum station area at car wash located on Osborne Way.

LOCATION: 104 Osborne Way, in front of Walmart

APPLICANT: Mike Roper

ENGINEER: Jeremy Duncan,
Thoroughbred Engineering



STATISTICS:

Zone	B-5 General Commercial Park
Surrounding Zones	B-5 General Commercial Park, B-2 Highway Commercial
Proposed Use	Carwash
Site Acreage	0.97 acres
Building Area	2,968 Square Feet (New Addition: 674 Square Feet)
Max. Building coverage	50%
Building Coverage	7.0%
Parking Required	3 Spaces per wash bay
Parking Provided	4 spaces; 3 standard spaces, 1 handicap space
New Street Required	No
Water/Sewer Availability	Yes/Yes
Access	Via a paved 25 foot service drive that connects to Osborne Way
Variances/Waivers	Variance to reduce the eastern front yard setback for the proposed canopy

BACKGROUND:

The subject property is a triangular shaped lot, zoned B-5 General Commercial Park, on the western side of Cherry Blossom Way and east of Osborne Way. The parcel is adjacent to land zoned B-5 General Commercial to the west, and bordered by land zoned B-2 Highway Commercial across Cherry Blossom Way. The subject property is a part of the Cherry Blossom Centre, which features Walmart. The Subject Property, 104 Osborne Way, is 0.97 acres in size.

Preliminary Development Plan Review:

Setbacks and Building Standards:

The B-5 zone district requires the following standard setbacks:

- Front (Osborne Way): 25 feet
- Front (Cherry Blossom): 50 feet (lot has double frontage, 50 feet because lot is fronting a state route)
- Side: 10 feet

The proposed building locations for the Project Site meet the setback requirements. The Applicant is proposing 2,968 square feet of development. The footprint of the proposed structures will cover 2,968 square feet, or 7.0% of the lot area, under the 50% maximum building ground coverage allowed.

Vehicular Access & Pedestrian Circulation:

Driveways & Access: A new access to the Project Site has been proposed from Osborne Way. The proposed entrance is approximately 100 feet north of where the existing entrance is. The design of the access to the Project Site will require people that visit the site without the intention of using the carwash (employees, utility workers, etc.) to enter through the exit and go against the direction of the arrows.

Parking Spaces: The proposed number of parking spaces meets the Parking requirements.

Sidewalks: The Applicant has proposed to add a new section of sidewalk where the existing entrance is. This will ensure that the sidewalk extends the entire lot frontage on Osborne Way.

Land Use Buffers and Landscaping: The *Landscape Ordinance* provides standards for Property Perimeter Buffers and Vehicle Use Area Landscaping.

Property Perimeter Requirements; Section 6.12:

- 1 tree per 40 feet of linear boundary plus a continuous 6-foot high planting, hedge, fence, wall, or earth mound. This meets the requirements of the *Landscape and Land Use Buffers Ordinance*.

Vehicle Use Area Perimeter Requirements; Section 6.13: Rows 1 and 2

- Requires VUA perimeter screening for areas greater than 1,800 SF or used by 5 or more vehicles.
- Driveways are considered VUA areas.
- VUA perimeter screening is required when facing public and private streets.
- When VUA faces a public or private street right-of-way, access road, or service road, trees must be from Group A, B, or C plus a 3' average height continuous planting, hedge, fence, wall or earth mound or a 3' decrease in elevation from the adjoining property to the vehicular use area (Row 2).

The preliminary landscaping plan does not show the required trees in conjunction with the continuous hedge.

Interior Landscaping for Vehicle Use Areas; Section 6.22:

- Requires interior VUA landscaping for all lots greater than 6,000 SF or used by 20 or more vehicles. Loading areas and driveways are counted since this is not an industrial site.
- For each 100 sq. ft., or fraction thereof, of vehicular use area, ten (10) sq. ft. of landscaped area shall be provided.
- 1 tree shall be required for each 250 SF of required landscape area.

The Applicant has satisfied the requirements from Section 6.22 (listed above). A total of 9 VUA interior trees are required and provided.

Section 6.14: Minimum Canopy Requirements

For the 0.97-acre site, a total canopy coverage of 10,141 square feet is required (24% new canopy). A total of 29 trees are being provided, which should be sufficient to meet the required canopy coverage as long as the species proposed on the final plan are similar to those shown on the preliminary landscape plan. The applicant will be required to show they meet the canopy coverage with a specie-specific final landscape plan at the time of Final Development Plan. No variances to the landscaping are being requested or granted.

Section 6.23: Landscaping for Service Structures

The Applicant will need to comply with the screening requirements for all service structures on site.

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

Lighting: A photometric plan will need to be submitted and reviewed as part of the Final Development Plan review. Staff recommends that all exterior lighting should be designed to minimize off-site impacts.

Signs: No additional signage has been proposed at this time. All signage will need to comply with the *Sign Ordinance*.

RECOMMENDATION:

Staff recommends approval the Preliminary Development Plan for a 2,968 SF carwash, with the following conditions of approval:

Variance

1. Reduce the eastern front yard setback from 50 feet to 13 feet for the proposed canopy.

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan. Development must meet all requirements of the Georgetown Stormwater Manual.
3. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. A final specie-specific landscape plan shall be provided along with the Final Development Plan.



VICINITY MAP

ZONE B-3 GENERAL COMMERCIAL PARK

ZONING REQUIREMENTS:

BUILDING LINES:
MAIN STRUCTURE
 FRONT YARD = 50 feet
 SIDE YARD = 50 feet
 REAR YARD = 50 feet

ACCESSORY STRUCTURE
 FRONT YARD = 25 feet
 SIDE YARD = 10 feet
 REAR YARD = 20 feet

MAXIMUM BUILDING HEIGHT = 5 STORIES or 80 FEET
 MINIMUM LOT AREA IF SERVED BY SANITARY SEWER MINIMUM = 5 ac.
 MINIMUM LOT AREA WITHOUT SANITARY SEWER = 5 ac.
 MAXIMUM LOT COVERAGE = 50% OF LOT

SITE STATISTICS:
 SITE AREA = 0.97 ACRES
 ZONE B-3
 AREA OF PUBLIC R.O.W. = NOT APPLICABLE
 AREA OF BUILDING = 2,988 Sq. Ft.
 REQUIRED PARKING = 3 SPACES PER WASH BAY
 PROPOSED PARKING = 3 SPACES + 1 HANDICAP = 4 TOTAL
 PROPOSED BUILDING HEIGHT = 11'
 INTERIOR VUA = 20,504 Sq. Ft.

STANDARD REQUIREMENTS

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

DATE _____
 OWNER'S SIGNATURE _____

CERTIFICATION OF OWNERSHIP AND DEDICATION

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

 (OWNER'S SIGNATURE)

CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL

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

 (CHAIRMAN, SCOTT JOINT PLANNING COMMISSION)

CERTIFICATION OF GEORGETOWN DEVELOPMENT AUTHORITY APPROVAL

I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN OR SUBDIVISION PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE GEORGETOWN DEVELOPMENT AUTHORITY GUIDELINES, INCLUDING ANY CONDITIONS OF APPROVAL OR EXCEPTIONS NOTED HEREON.

DATE _____
 DEVELOPMENT AUTHORITY CHAIRPERSON _____

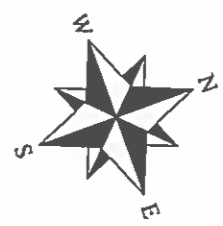
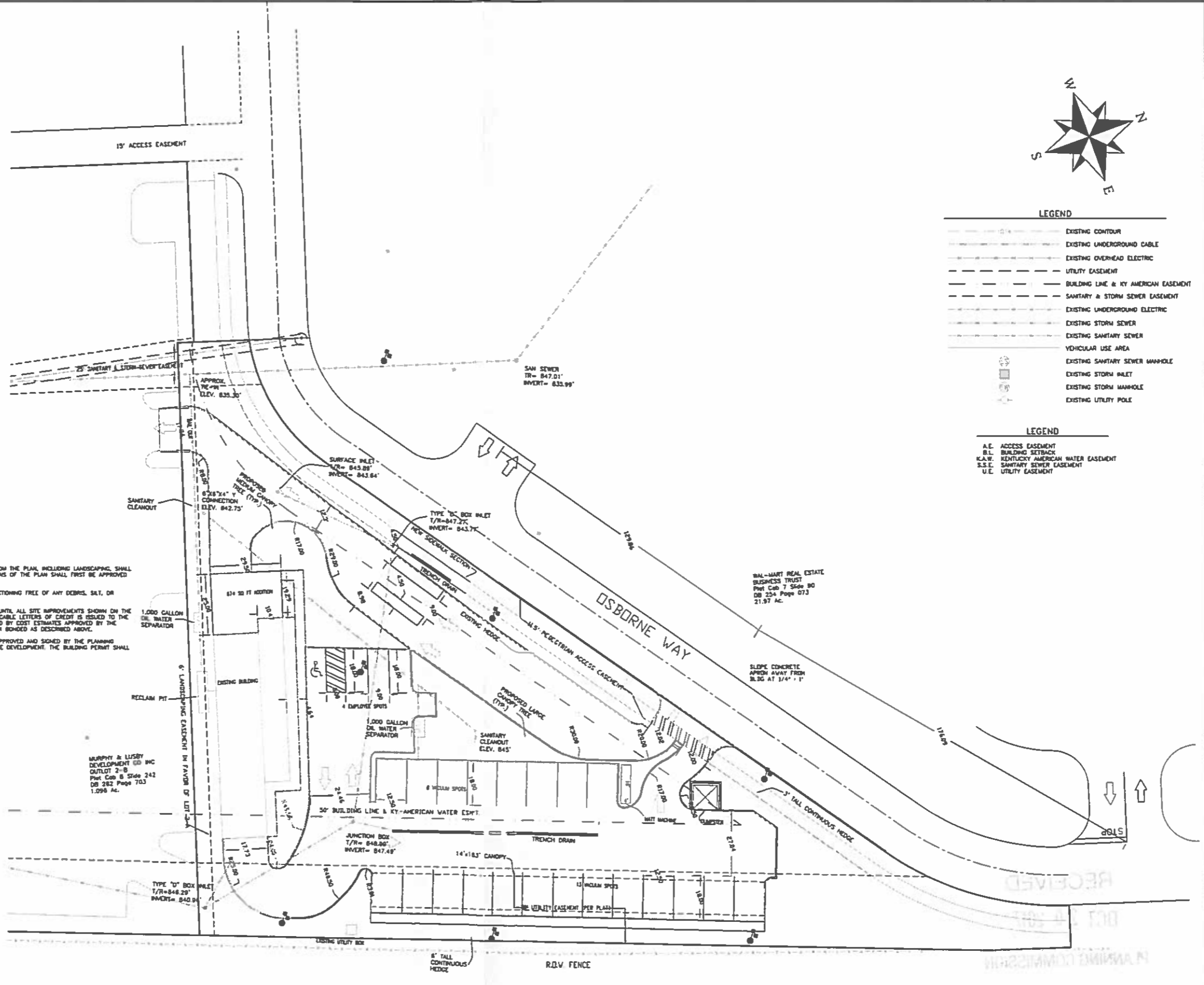
STORMWATER MANAGEMENT PLAN

NO GRADING, EXCAVATING, STRIPPING, FILLING OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE PRIOR TO APPROVAL OF AN EROSION CONTROL PLAN.

CERTIFICATION OF FIRE DEPARTMENT APPROVAL

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

 (SIGNATURE AND TITLE OF FIRE DEPT. REPRESENTATIVE)

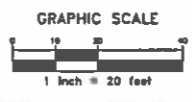


LEGEND

- EXISTING CONTOUR
- EXISTING UNDERGROUND CABLE
- EXISTING OVERHEAD ELECTRIC
- UTILITY EASEMENT
- BUILDING LINE & KY AMERICAN EASEMENT
- SANITARY & STORM SEWER EASEMENT
- EXISTING UNDERGROUND ELECTRIC
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- VEHICULAR USE AREA
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM INLET
- EXISTING STORM MANHOLE
- EXISTING UTILITY POLE

LEGEND

- A.E. ACCESS EASEMENT
- B.L. BUILDING SETBACK
- K.A.W. KENTUCKY AMERICAN WATER EASEMENT
- S.S.E. SANITARY SEWER EASEMENT
- U.E. UTILITY EASEMENT



OWNER:
 DAVID LUSBY
 1515 WALKER WAY
 GEORGETOWN, KY

APPLICANT:
 MIKE ROPER
 TIME TO SHINE CAR WASH, INC.
 106 SOUTH KILBOUR AVENUE
 OAK RIDGE, TN 37360

**PRELIMINARY DEVELOPMENT PLAN
 SITE PLAN
 TIME TO SHINE CAR WASH INC.
 104 OSBORNE ROAD
 SCOTT COUNTY, KENTUCKY**

**THOROUGH BREED
 ENGINEERING**
 SURVEYORS • ENGINEERS • PLANNERS
 110 E. MAIN ST. SUITE 206 GEORGETOWN, KY. 40324 (502) 883-1756

PROJECT NO.	DRAWING NO.
15000	00000
DATE	SCALE
SEPTEMBER, 2017	AS SHOWN

OWNER'S NAME
 Time to Shine
 Osborne Road PDP.dwg

DRAWN BY
 J.R.D.

CHECKED BY
 J.R.D.

DATE
 SEPTEMBER, 2017

SCALE
 AS SHOWN

PROJECT NO.
 15000

FOX RUN SUBDIVISION
Staff Report to the Georgetown-Scott County Planning Commission
November 9, 2017

FILE NUMBER: PSP-2017-43

PROPOSAL: Preliminary Subdivision Plat to create 121 single-family residential lots.

LOCATION: South of Lemons Mills Road, between Harmony Ridge and Sutton Place

Owner: Bill Perkins Family, LLC
209 East Main Street
Georgetown, KY 40324

Consultant: Rory Kahly, EA Partners
3111 Wall Street
Lexington, KY 40513



STATISTICS:	
Zone	R-1C (PUD)
Surrounding Zones	R-2 PUD to the south and east; R-1C PUD to the south and west; A-1 to the north and east
Acreage	33.44 acres
Acreage of R.O.W.	6.12 acres
# of D.U. proposed	121
Net Density	4.43 dwelling units / acre
Minimum Lot Size:	5,394 square feet
Average Lot Size:	7,029 square feet
New Street Required:	Yes
Water/sewer available	Yes/Yes
Access	Pleasant View Drive & Rose Street
Variance Requested	<ol style="list-style-type: none">1. Reduce the minimum lot size2. Increase the maximum density by 0.03 dwelling units per acre3. Reduce the minimum lot width to 55 feet4. Reduce the front and side yard setbacks to 25 and 7.5 feet respectively5. Reduce the rear yard setback for lots 56-71 to 5 feet.

BACKGROUND:

The applicant is requesting approval to develop a maximum of 121 single-family lots on 33.44 acres. The net density of this proposal is 4.43 dwelling units per acre. The previously approved Preliminary

Development Plan for this site (PSP-2008-21) was for 135 single-family lots. This property was zoned R-1C (PUD) Single Family Residential in 2007.

Circulation:

The Project Site can be accessed by Pleasant View Drive from both Harmony Ridge and Sutton Place. It can also be accessed via Meadowcrest Drive and Rose Street. The cross section for Meadowcrest does not match the cross section in Sutton Place. The right of way width is the same, the difference is the applicant is proposing an additional foot of paved roadway above what has been platted for Sutton Place. The other three street cross sections match the adjoining properties. All of the proposed streets are wide enough to allow for parking on one side. On-street parking is typically permitted on the opposite side of the street from the fire hydrants.

The Applicant is showing a traffic calming feature along the street segment longer than 1,000 feet. There is an additional traffic calming feature on the proposed eastern intersection of Pleasant View Drive. These features will improve the vehicular safety in the neighborhood by reducing the speed of traffic.

The Planning Commission Engineer has noted the typical cul-de-sac detail needs to be altered to show a 55-foot right of way. There is only one cul-de-sac proposed with this subdivision. The result of this increase will be the building area on the lots surrounding the cul-de-sac will be somewhat reduced. Lots 28-32 will be most impacted by this change. All of these lots, except lot 32 are larger than the minimum lot size for the zoning district, 7,500 square feet.

Pedestrian traffic will be served by a sidewalk network throughout the proposed development. The proposed development has a high level of connectivity with many internal and external connections.

Construction access will not be allowed access through Harmony Ridge. This was a condition placed when the Project Site was rezoned to R-1C PUD.

PUD Analysis:

The list of variances on page 1 are the proposed deviations from the traditional R-1C standards the Applicant is requesting for this Planned Unit Development. Table 1, below, compares the R-1C standards, the standards approved for this property in 2008, and the currently proposed project.

	R-1C Standards	PSP-2008-21	Proposed Project	Variance Requested
Maximum Building Height	Two (2) Stories	Two (2) Stories	Two (2) Stories	None
Minimum Lot Area	7,500 SF	5,388 SF	5,394 SF	2,106 SF
Max Density	4.4 DU/Net Acre	6.79 DU/Net Acre	4.43 DU/Net Acre	0.03 DU/Net Acre
Max Building Coverage	40%	40%	40%	None
Min Lot Width (Feet)	70	65	55	15
Front Yard Setback (Feet)	30	25	25	5
Side Yard Setback (Feet)	10	7.5	7.5	2.5
Rear Yard Setback (Feet)	25	20	25	None

Table 1 (PUD Analysis)

Examining the table above, there are no variances requested to the building heights, maximum building coverage for the lots, and the rear yard setbacks. It is common for PUD developments to reduce the minimum lot size, width, and the setbacks in exchange for open space or other amenities. This proposal includes 5.08 acres (15.2%) of open space, some of which will be used to meet stormwater requirements.

Lot Size

This application features a variety of lot sizes. The smallest proposed residential lot is 5,394 square feet, and 71 of the proposed lots are under the 7,500 square foot minimum lot size. The average size of residential lots in the proposed subdivision is 8,003 square feet. There are 20 lots proposed to be larger than 10,000 square feet. Calculating only based on building coverage and not setbacks, these lots could potentially support homes ranging from 2,158 square feet to 5,909 square feet.

Density

The proposed development will have a density of 4.43 dwelling units per net acre. The maximum density for the R-1C zoning district is 4.4 dwelling units per net acre. Section 2.32-1 (B) of the *Zoning Ordinance* allows the Planning Commission to approve densities higher than those permitted by the zoning district for PUDs. Additionally, the proposed development has a substantially reduced density from the previously approved development, which was roughly 6.8 dwelling units per net acre.

Lot Width

Most of the lots in this application are at least 60 feet wide at the building line. The listed minimum lot width at the building line is 55 feet. Typically, the lots with the smallest lot width are those located in cul-de-sacs.

	Proposed	Harmony Ridge	Sutton Place	Lake Forest
Width (feet)	60	56	54	65
Depth (feet)	120	120	140	85
Setbacks				
Front (feet)	25	25	25	20
Side (feet)	7.5	7.5	7.5	7.5
Rear (feet)	25	25	15	20

Table 2 (Typical Lot Dimensions)

Looking at the data in Table 2, regarding lot widths and setbacks, the residential development proposed with this application is very similar to that in the neighboring developments.

Setbacks

The setbacks being requested with this development are reasonable, and compare favorably to the setbacks in the adjoining developments. The Applicant is requesting a reduction in the rear yard setback from 25 feet to 5 feet for lots 56-71. These lots have a depth of 90 feet, and back up to the 5.08-acre open space. The open space behind these lots provides a buffer to prevent such a setback reduction from becoming a nuisance to neighboring residences, but purchasers of these lots would have very limited backyard space if homes are built to this reduced setback line. If approved, staff would not

recommend approval of any further variances to the setbacks for lots 56-71. Care will need to be taken by the HOA to prevent encroachment by the homeowners of lots 56-71 into the open space, as has happened in other developments.

Open Space

This Preliminary Subdivision Plat shows 5.08 acres of open space/stormwater detention. The public can access this space from Meadowcrest Drive. Eighteen (18) lots (lots 53 & 55-71) will have direct access to this open space. This open space would protect an existing spring, as shown on the Preliminary Subdivision Plat. This 5-acre tract will adjoin an open space/stormwater detention area designated on the plat for Sutton Place, creating roughly 8.96 acres of combined open space. The open space will also provide an area for recreation

Stormwater/Water Features:

The Project Site shows a proposed detention/open space area on a 5.08-acre parcel in the northeastern portion of the Project Site. The Final Development Plan for the Project Site will need to include a Final Stormwater Management Plan that complies with the Stormwater Manual. There is an existing spring that has been identified on the Preliminary Subdivision Plat. There is also a possible stream that will need further study to determine the classification and jurisdiction before any construction can proceed.

Landscaping

The Applicant has indicated the 15% canopy coverage requirements will be met by planting two (2) large trees per residential lot, and fifty (50) large trees on the HOA/open space lot.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Subdivision Plat for 121 single-family lots. As part of the planned unit development, staff recommends that the Planning Commission approve the following variances and attach the following conditions:

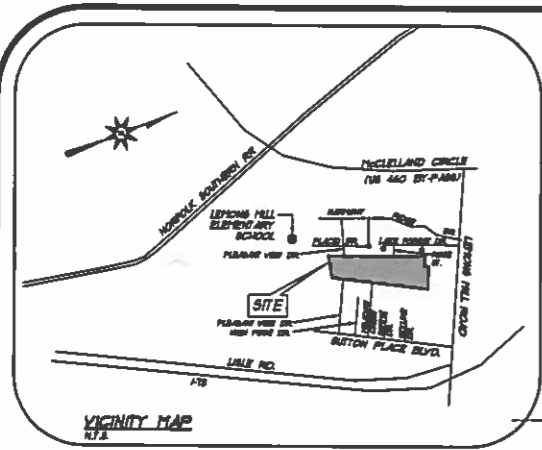
Variance:

1. Reduce the minimum lot size
2. Increase the maximum density by 0.03 dwelling units per acre
3. Reduce the minimum lot width to 55 feet
4. Reduce the front and side yard setbacks to 25 and 7.5 feet respectively
5. Reduce the rear yard setback for lots 56-71 to 5 feet

Conditions of Approval:

1. Any revisions or amendments to the approved development must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
2. All applicable requirements of the *Subdivision & Development Regulations*.
3. All applicable requirements of the *Zoning Ordinance*.
4. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.

5. The Final Stormwater Management Plan and calculations shall be reviewed and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.
6. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the Applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
7. All applicable requirements of the Georgetown Fire Department.
8. All applicable requirements of Georgetown Municipal Water and Sewer Service.
9. All traffic calming devices shall be approved by the Georgetown City Engineer and Georgetown Fire Department.
10. Provide documentation on whether the noted stream area falls under USACE jurisdiction and if so, provide necessary permits prior to construction approval.
11. Construction access shall not directly or indirectly enter or exit through Harmony Ridge.
12. Prior to Final Subdivision Plat approval, applicant shall submit road names in accordance with the *Street Name & Numbering Ordinance*.
13. This preliminary subdivision plat is valid for a period of two years in accordance with Section 306 of the *Subdivision and Development Regulations*.



CERTIFICATION OF OWNERSHIP AND DEDICATION
 I (we) hereby certify that I (we are) the owner(s) of the property shown and described herein and that I (we) hereby adopt the plat/plan of the development with our free consent, establish the various building restriction lines, and dedicate all streets, alleys, walks, parks and other open spaces to public or private use as shown, in accordance with the Georgetown-Scott County subdivision and development regulations, unless otherwise noted.

CERTIFICATION OF PRELIMINARY PLAN APPROVAL
 I hereby certify that the preliminary development plan shown herein has been found to comply with the subdivision and development regulations for Georgetown and Scott County, Kentucky, with the exception of such variances, if any, as are noted in the minutes of the planning commission. This approval does not constitute approval to begin construction or obtain a building permit.

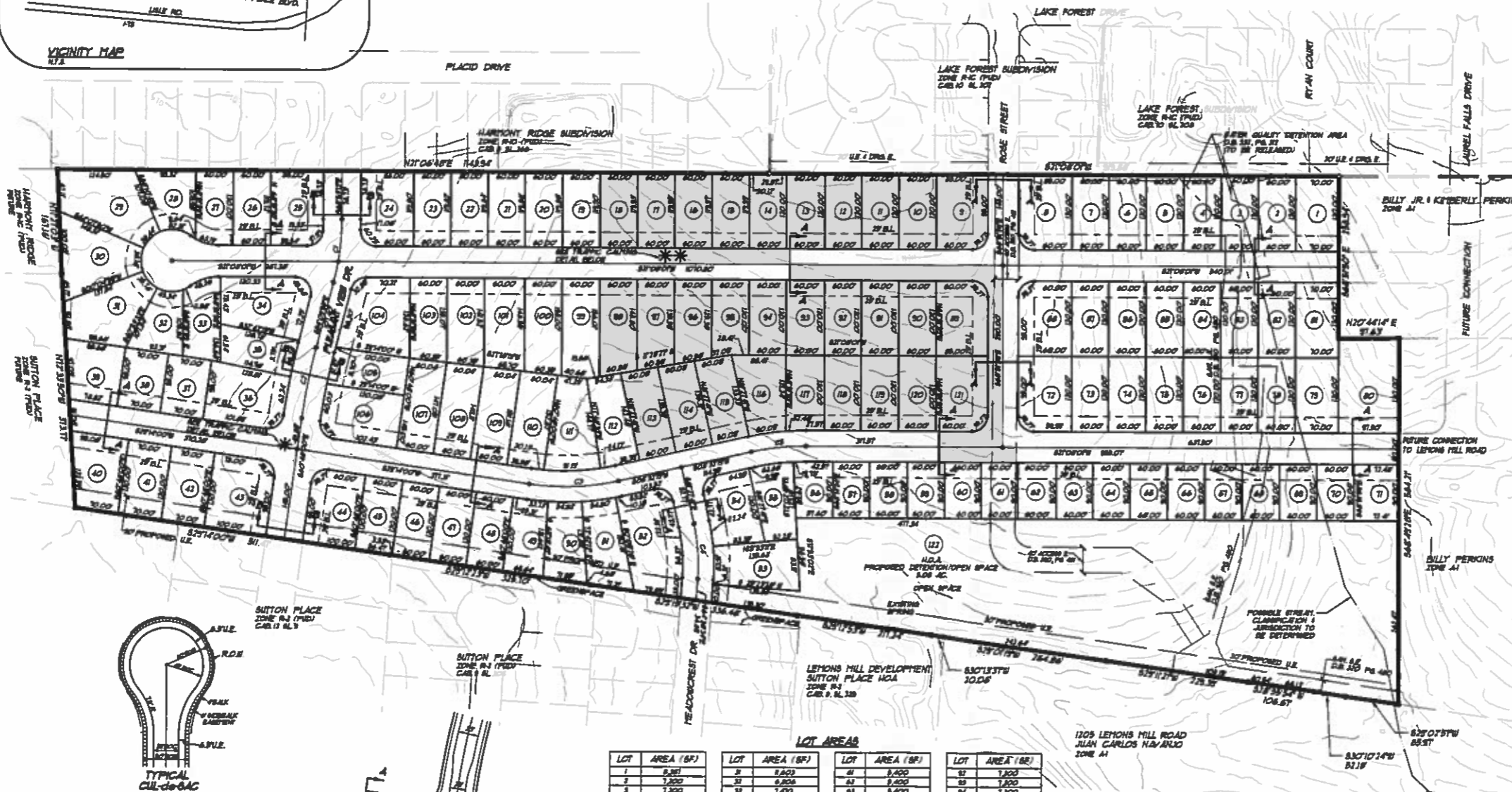
OWNER _____ DATE _____ CHAIRMAN GEORGETOWN-SCOTT PLANNING COMMISSION DATE _____

- DEVELOPMENT NOTES:**
- All applicable requirements of the subdivision regulations shall be met.
 - All requirements of Georgetown Municipal Water and Sewer shall be met for service.
 - Landscaping shall conform to the Georgetown-Scott County Zoning Ordinance pertaining to the requirements for R-1C(PUD) Zoning.
 - Construction documents must be approved prior to any construction.
 - Utility locations shown are subject to further review by utility companies and shall be revised at their direction on final subdivision plat.
 - Prior to final subdivision plat approval, street names shall be submitted in accordance with article 10 of the subdivision regulations.
 - A homeowners association will be established for the ownership and maintenance of all open areas and common features.
 - A temporary easement turnaround shall be constructed at the end of a road 150' or longer between adjacent construction phases, the turnaround shall be 14'(width) x 12'(depth) and shall be made of No. 2 stone to the approval of the Georgetown Fire Department.
 - Fire hydrant locations to be approved by the Georgetown Fire Department prior to approval of final subdivision plat.
 - Corner lots shall access secondary roads where practical.
 - Lots backing up to a detention area shall have a minimum finished floor elevation 2' higher than flood stage. This will be denoted on final subdivision plat.
 - Street lights layout and bond is required with city engineer prior to final subdivision plat approval. Trenching and conduit will be provided by the developer for installation of streetlights.
 - KITC encroachment permit, if needed, must be received prior to final plan approval.
 - Access shall be listed as indicated on this plan.
 - Storm sewers and storm sewer detention basins shall meet the Georgetown storm water manual.
 - All areas that have been disturbed by grading shall have temporary vegetative cover provided. Such cover will consist annual grasses or soil grains. Slopes exceeding 4:1 shall have additional protection of adequate matting or sod in order to prevent erosion.
 - There are no significant areas of tree clusters remaining on this property. Effort shall be made to preserve existing perimeter trees.
 - This preliminary subdivision plan shall not be used as a basis for sale of the property.
 - A construction access plan shall be required with the construction documents. The construction traffic shall not directly or indirectly enter or exit the Harmony Ridge subdivision.
 - Tree canopy for site is 18% required new plant material, no preserved canopy reduction. This requires 2 large species trees per buildable lot and 30 large trees on Lot 123 (H.D.A. area).
 - A septic to reduce the rear yard setback from 25' to 8' for lots 56-71 was approved by the Planning Commission at their November 9, 2011 public hearing.
 - Construction documents shall address possible "Blue-Line" areas, spring and land topography.

OWNER:
 BILL PERKINS FAMILY, LLC
 208 E. MAIN STREET
 GEORGETOWN, KY. 40324

DEVELOPER:
 BYNDALE DEVELOPMENT, LLC
 101 STABLE BAY
 NICHOLASVILLE, KY. 40356

EA Partners, PLLC
 CIVIL ENGINEERS - LAND SURVEYORS - LANDSCAPE ARCHITECTS
 1111 WALL STREET, SUITE 101
 LEICESTER, KY 40341
 PHONE: 606.758.7887
 FAX: 606.758.7887



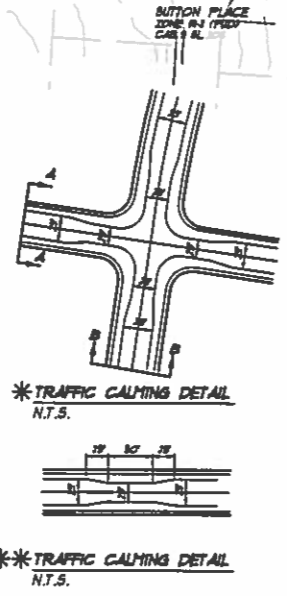
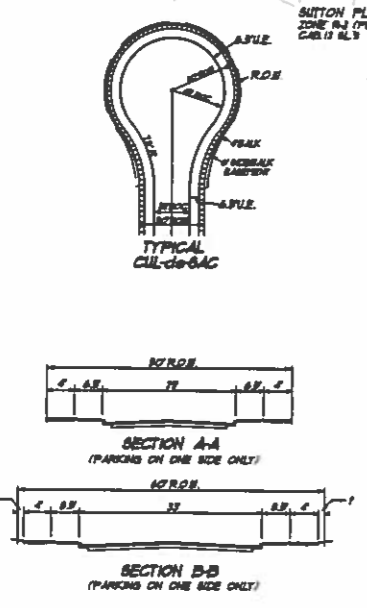
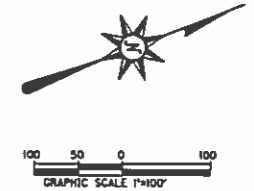
PURPOSE OF AMENDMENT:
 • REVISE SINGLE FAMILY LAYOUT
 • ENLARGE TYPICAL LOT SIZE

SITE STATISTICS:
 ZONE = R-1C (PUD)
 AREA = 33.44 AC. GROSS & 21.37 AC. NET
 AREA WITHIN R.O.W. = 6.12 AC.
 NO. OF LOTS = 121 BUILDABLE (1 H.D.A.)
 DENSITY = 3.62 GROSS ACRE & 4.43 NET ACRE
 TYPICAL LOT SIZE = 60' X 120'
 SMALLEST LOT: LOTS 51-70 (5,350 S.F.)
 LENGTH OF STREET: 5,005 LF.

LOT STANDARDS:
 FRONT YARD = 25'
 REAR YARD = 25'
 SIDE YARD = 7.5'
 MIN. LOT SIZE = 5,350 S.F.
 MIN. LOT WIDTH = 55' @ B.L.

CURVE DATE

CURVE	LENGTH	RADIUS	CHD. BEARING/DISTANCE
1	103.37	300.00	BK 91°50' - 83' 00"
2	131.77	1000.00	BE 71°00' - 59' 59"
3	141.42	400.00	NE 50°00' - 143.50"
4	86.24	100.00	NE 50°00' - 81.50"
5	87.57	400.00	NE 50°00' - 81.50"



LOT AREAS

LOT	AREA (SF)	LOT	AREA (SF)	LOT	AREA (SF)	LOT	AREA (SF)
1	9,261	28	9,261	55	9,261	82	9,261
2	1,200	29	9,261	56	9,261	83	1,200
3	1,200	30	1,200	57	9,261	84	1,200
4	1,200	31	1,200	58	9,261	85	1,200
5	1,200	32	1,200	59	9,261	86	1,200
6	1,200	33	1,200	60	9,261	87	1,200
7	1,200	34	1,200	61	9,261	88	1,200
8	1,200	35	1,200	62	9,261	89	1,200
9	1,200	36	1,200	63	9,261	90	1,200
10	1,200	37	1,200	64	9,261	91	1,200
11	1,200	38	1,200	65	9,261	92	1,200
12	1,200	39	1,200	66	9,261	93	1,200
13	1,200	40	1,200	67	9,261	94	1,200
14	1,200	41	1,200	68	9,261	95	1,200
15	1,200	42	1,200	69	9,261	96	1,200
16	1,200	43	1,200	70	9,261	97	1,200
17	1,200	44	1,200	71	9,261	98	1,200
18	1,200	45	1,200	72	9,261	99	1,200
19	1,200	46	1,200	73	9,261	100	1,200
20	1,200	47	1,200	74	9,261	101	1,200
21	1,200	48	1,200	75	9,261	102	1,200
22	1,200	49	1,200	76	9,261	103	1,200
23	1,200	50	1,200	77	9,261	104	1,200
24	1,200	51	1,200	78	9,261	105	1,200
25	1,200	52	1,200	79	9,261	106	1,200
26	1,200	53	1,200	80	9,261	107	1,200
27	1,200	54	1,200	81	9,261	108	1,200
28	1,200	55	1,200	82	9,261	109	1,200
29	1,200	56	1,200	83	9,261	110	1,200
30	1,200	57	1,200	84	9,261	111	1,200
		58	9,261	85	9,261	112	1,200
		59	9,261	86	9,261		
		60	9,261	87	9,261		
		61	9,261	88	9,261		
		62	9,261	89	9,261		
		63	9,261	90	9,261		
		64	9,261	91	9,261		
		65	9,261	92	9,261		
		66	9,261	93	9,261		
		67	9,261	94	9,261		
		68	9,261	95	9,261		
		69	9,261	96	9,261		
		70	9,261	97	9,261		
		71	9,261	98	9,261		
		72	9,261	99	9,261		
		73	9,261	100	9,261		
		74	9,261	101	9,261		
		75	9,261	102	9,261		
		76	9,261	103	9,261		
		77	9,261	104	9,261		
		78	9,261	105	9,261		
		79	9,261	106	9,261		
		80	9,261	107	9,261		
		81	9,261	108	9,261		
		82	9,261	109	9,261		
		83	9,261	110	9,261		
		84	9,261	111	9,261		
		85	9,261	112	9,261		

AMENDED PRELIMINARY SUBDIVISION PLAT
FOX RUN SUBDIVISION
 1161 LEMONS MILL ROAD
 GEORGETOWN SCOTT COUNTY KENTUCKY

DRAWN LLW
 DATE 10/02/17
 CHECKED 10/25/17
 REVISED

SHEET
1
 P&P-307-43

SHOPPES AT CHERRY POINT

Staff Report to the Georgetown-Scott County Planning Commission

November 9, 2017

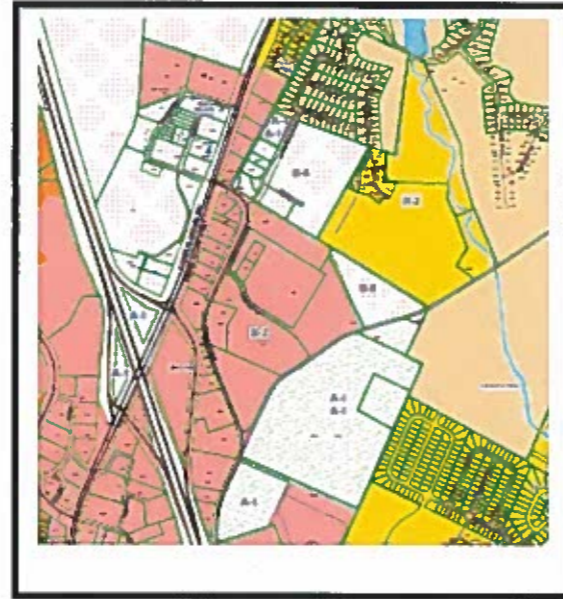
FILE NUMBER: PDP-2017-44

PROPOSAL: Preliminary Development Plan for 20,417 SF fitness center as phase one of a nine-building retail shopping center on 17.32 acres.

LOCATION: NE corner of Blossom Park Drive and Ikebana Drive

APPLICANT: Georgetown Blossom Park, LLC

DESIGNER: Mark McCain, RLA



STATISTICS:

Zone	B-5 Commercial
Surrounding Zones	B-5, R-2, R-1C, A-1
Proposed Use	Fitness Center, General Retail
Site Acreage	17.32 acres
Building Area	20,417 SF (phase 1); 92,089 SF total
Max. Building coverage	50%
Building Coverage	12.21%
Building Height	1-2 stories
Parking Required	528 spaces (1 space per 150 and 200 SF of Building Area)
Parking Provided	678 spaces
New Street Required	No
Water/Sewer Availability	Yes/Yes
Access	Ikebana and Cherry Blossom Park Drive
Variances/Waivers	Variance to driveway offset on Ikebana

BACKGROUND:

The subject property consists of a 17.32-acre tract, zoned B-5, General Commercial Park, northeast of Cherry Blossom Park and Ikebana Drives. The parcel is bordered on the north and east by the Cherry Blossom subdivision. Its main access is from Connector Road, a State controlled roadway.

The subject property received zoning approval for a change from A-1 to B-5 Commercial Park in February, 2000 (ZMA-2000-06) as part of a larger 27-acre rezoning. The site also later received Preliminary Development Plan approval (PDP-2000-64) for a 236,256 square foot mixed use commercial development on the 27 acres.

The previously approved PDP was for a larger site area than that currently being considered because it included the land between Cherry Blossom Park and Oxford Road and the area that contains the empty Golden Corral restaurant and the adjoining lot south of Ikebana Road.

The adjoining outlots west of Cherry Blossom Park and south of Ikebana Road were developed over time, leaving a remainder of 17 acres north of Ikebana Road and east of Cherry Blossom Park Roads undeveloped.

In 2006, a portion of the 17 acres received Preliminary Development Plan approval for an outlot with a restaurant. In 2008, ICON Properties attempted to rezone a large portion of the site R-3 High-Density Residential for a 248-unit apartment complex. This rezoning was denied and ICON Properties lost the property to bank foreclosure in 2010. The 17 acres has remained vacant and undeveloped since that time. Ikebana Drive was extended through the area to connect to the Cherry Blossom Townhome area and was accepted by the City of Georgetown for public maintenance in 2015 and is now a City street.

Traffic Study

There was a traffic study done for the property in 2006 and 2008 and as part of the Northeast Georgetown Traffic Study. An updated traffic study was provided as part of this proposal. The traffic study looked at complete build-out of the project site, although the only building currently being proposed is the 20,417 square-foot Planet Fitness. There are no plans in the short term to develop the remainder of the property.

The Traffic Study concluded that the existing roadway network could sufficiently handle the proposed development, with the exception of the Cherry Blossom Park and Connector Road intersection. That intersection would experience serious delays for vehicles exiting onto Connector Road and function at level of service F.

The Traffic Study recommended that the findings of the previous Northeast Georgetown Traffic Study for the area should be implemented, including the conversion of the Oxford Road and Connector Road intersection to a right-in and right-out only, the construction of a new road between Oxford Road and Cherry Blossom Park and the addition of signalization to the Cherry Blossom Park and Connector Road intersection.

Traffic concerns are a major issue for this development, particularly the intersection of Blossom Park with Connector Road and the traffic study identifies the impacts and the need for a traffic signal and

work there. The burden lies with the applicant to show that they can make this project work without adding additional congestion onto an intersection that is already functioning at an unacceptable level of service.

Preliminary Development Plan Review:

Setbacks and Building Standards:

The B-5 zone district requires the following standard setbacks:

Front: 25 feet local streets; 50 feet State routes

Side: 10 feet

Rear: 20 feet; 30 feet if serviced from the rear

Periphery Boundary: 50 feet; 100 feet where adjacent to Residential or Agricultural zone

A concept plan was requested by staff for the entire property in order to ensure the property was being developed in a coordinated manner and in order to allow for analysis of the overall stormwater design, building and parking layout, internal traffic circulation, driveway access alignment and overall traffic impact.

The proposed building locations on the Preliminary Development Plan meet the required setback requirements. The Applicant is proposing 92,089 square feet of building area in nine buildings. However, as previously stated, the project will be phased, with the initial phase being a 20,147 square foot, Planet Fitness building, on the northwest corner of the site. The footprint of the proposed structures will cover 92,089 square feet, or 12.2% of the lot area, under the 50% maximum building ground coverage allowed.

Vehicular Access & Pedestrian Circulation:

Driveways & Access: Primary access to the Project Site is from two local roads which intersect with Connector Road south of the project site. The Applicant has indicated they will follow KYTC procedures if a new permit is required for improvements to the Connector Road intersection.

The street layout and pedestrian facilities are thoughtfully designed to encourage a safe and well-connected walkable commercial area that features a main street inspired commercial street and adjoining outlots on a grid of private streets.

Parking Spaces: The parking requirement is determined by uses proposed in the buildings. The general retail requirement is 1 space per 150 SF of area. If the commercial area is easily accessible by foot or other modes of transit, this standard may be reduced. The applicant is proposing more parking than is required and no variances are required. The proposed parking should be sufficient to serve the needs of any future use on the property.

Sidewalks: Internally, the Applicant is proposing sidewalks to convey individuals from the parking spaces to the buildings, and internally along private drives and along the property perimeter street frontage.

Land Use Buffers and Landscaping: The *Landscape Ordinance* provides standards for Property Perimeter Buffers and Vehicle Use Area Landscaping.

Property Perimeter Requirements; Section 6.12:

- The Applicant is proposing a 15-foot landscaping buffer between the Project Site and the adjoining property. This meets the requirements of the *Landscape and Land Use Buffers Ordinance*.

Vehicle Use Area Perimeter Requirements; Section 6.13: Rows 1 and 2

- Requires VUA perimeter screening for areas greater than 1,800 SF or used by 5 or more vehicles.
- Driveways are considered VUA areas.
- VUA perimeter screening is required when facing public and private streets.
- When VUA faces a public or private street right-of-way, access road, or service road, trees must be from Group A, B, or C plus a 3' average height continuous planting, hedge, fence, wall or earth mound or a 3' decrease in elevation from the adjoining property to the vehicular use area (Row 2).

Interior Landscaping for Vehicle Use Areas; Section 6.22:

- Requires interior VUA landscaping for all lots greater than 6,000 SF or used by 20 or more vehicles. Loading areas and driveways are counted since this is not an industrial site.
- For each 100 sq. ft., or fraction thereof, of vehicular use area, ten (10) sq. ft. of landscaped area shall be provided.
- 1 tree/250 SF of interior VUA area is required.

The Applicant has satisfied the requirements from Section 6.22 (listed above).

Section 6.14: Minimum Canopy Requirements

For the 17.32-acre site, a total canopy coverage of 181,070 square feet is required (24% new canopy). A total of 137 interior trees and a double row of trees around the north and east perimeter are being provided, which should be sufficient to meet the required canopy coverage as long as the species proposed on the final plan are similar to those shown on the preliminary landscape plan. The applicant will be required to show they meet the canopy coverage with a specie-specific final landscape plan at the time of Final Development Plan. No variances to the landscaping are being requested or granted.

Stormwater: There is a large detention basin proposed for the Project Site. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer meeting all requirements of the Georgetown Stormwater Manual prior to approval of the Final Development Plan.

Lighting: The photometric plan will be reviewed in detail as part of the Final Development Plan review. Staff recommends that all exterior lighting should be designed to minimize off-site impacts.

Signs: A freestanding sign is proposed as part of the development, but the final location has yet to be determined. All signage will need to comply with the *Sign Ordinance*.

Conclusion:

It is readily apparent that the road infrastructure in the immediate vicinity is not sufficient to handle the traffic that would be generated by the entire development. Signalization of the Cherry Blossom Park and Connector Road intersection, along with the conversion of the Oxford Road and Connector Road

intersection to right-in and right-out only and a new road between Oxford Road and Cherry Blossom Park are needed at a minimum to support future commercial build out of this area. However, these improvements are all off-site and will require coordination with the City of Georgetown and Kentucky Transportation Cabinet.

The Planet Fitness is a use that on its own does not generate an enormous amount of traffic. The traffic study estimates that it should generate 26 A.M Peak Hour trips (13 in, 13 out) and 85 P.M. Peak Hour trips (48 in, 37 out). It may benefit the City to allow some development of the property if it would lead to the construction of needed road improvements in the area.

The applicant must demonstrate that they can make this project work without adding additional congestion onto an intersection that is already functioning at an unacceptable level of service (LOS F).

RECOMMENDATION:

If the Planning Commission is satisfied that the applicant has shown that the development is feasible given the traffic study findings. Staff recommends approval the Preliminary Development Plan for a nine-building, retail shopping center, with the following conditions of approval:

Variance:

1. Increase the minimum center line offset distance between access points on opposing sides of the street along Ikebana Drive from +/- 5 to +/- 15 for street C, and to decrease the maximum center line offset distance between access points on opposing sides of the street along Ikebana Drive from +/- 100 to +/- 70 for street D.

Conditions of Approval:

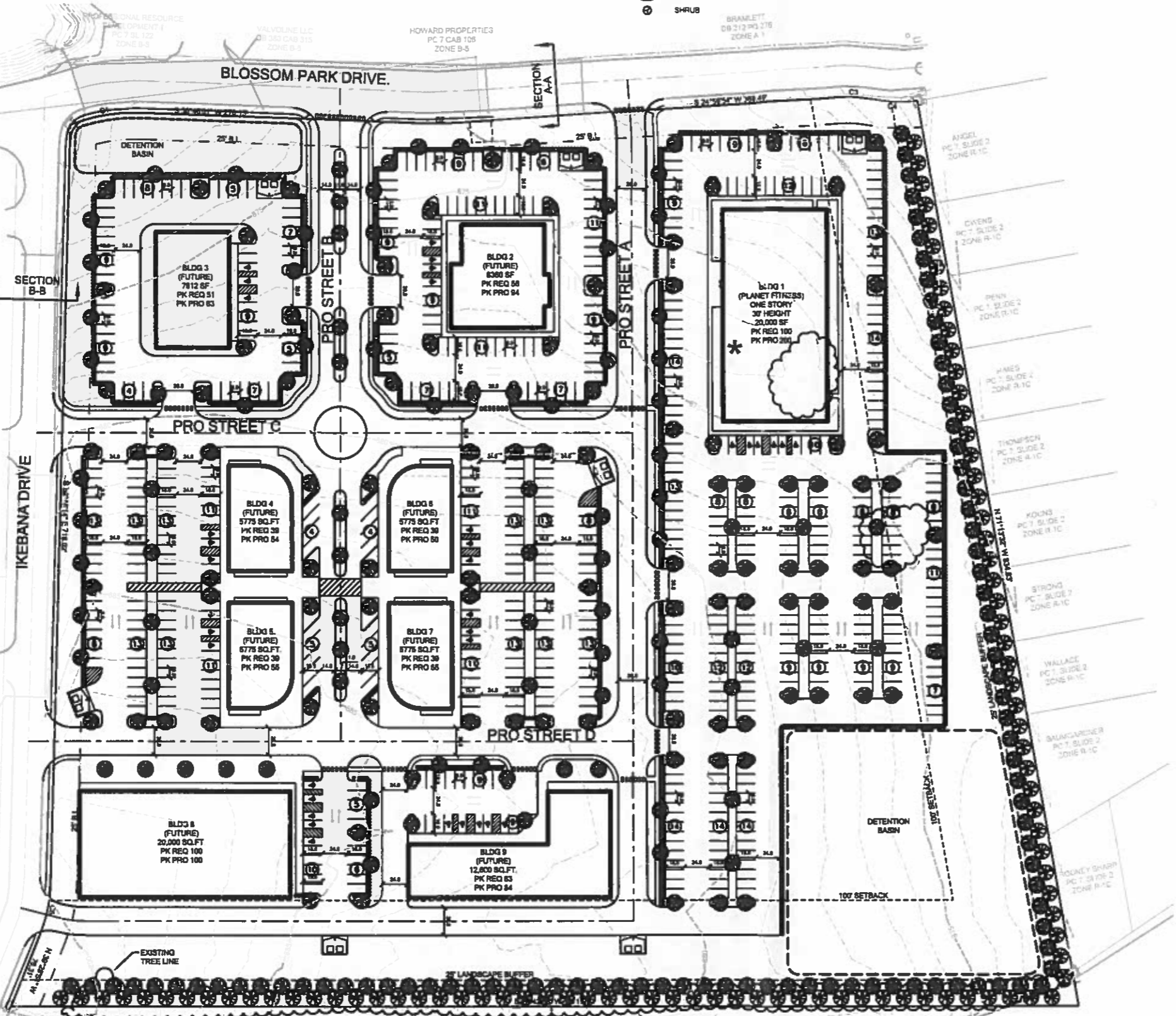
1. Road improvements required to serve the development shall be determined and bonded prior to phase one, Final Development Plan approval.
2. Future Development of the project site, beyond phase one, shall not be approved until required offsite improvements are completed or funded and scheduled for construction.
3. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan. Development must meet all requirements of the Georgetown Stormwater Manual.
4. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
5. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
6. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
7. A final specie-specific landscape plan shall be provided along with the Final Development Plan.



OWNER / DEVELOPER
 GEORGETOWN BLOSSOM PARK, LLC
 445 E. MARKET STREET
 SUITE 310
 LOUISVILLE, KY 40202
 PH: 270-505-1829

CURVE TABLE

CURVE NO.	CHORD BEARING	CHORD LENGTH	ARC BEARING	ARC LENGTH	PIECE POINT
C1	S 10° 21' 38" W	68.99'	S 10° 21' 38" W	68.99'	68.99'
C2	N 28° 00' 28" E	24.56'	N 28° 00' 28" E	24.56'	24.56'
C3	N 31° 52' 58" E	24.00'	N 31° 52' 58" E	24.00'	24.00'
C4	S 31° 17' 55" W	68.91'	S 31° 17' 55" W	68.91'	68.91'
C5	N 49° 58' 05" W	68.00'	N 49° 58' 05" W	68.00'	68.00'



CERTIFICATION OF OWNERSHIP AND DEDICATION
 I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) HEREBY ACCEPT THIS PLAT PLAN OF THE DEVELOPMENT WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS SHOWN, IN ACCORDANCE WITH THE GEORGETOWN-SCOTT COUNTY BUILDING AND DEVELOPMENT REGULATIONS. UNLESS OTHERWISE NOTED, SITE SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLANNING DIRECTOR AND THE COMMISSION ENGINEER. MAJOR MODIFICATIONS OF THE PLAN SHALL BE FIRST APPROVED BY THE PLANNING COMMISSION. STORM DRAINAGE FACILITIES, INCLUDING RETENTION BASINS, SHALL BE MAINTAINED FOR PROPER FUNCTIONING FREE OF ANY DEBRIS, SILT, OR TRASH. A CERTIFICATE OF OCCUPANCY SHALL NOT BE ISSUED AND THE BUILDINGS SHALL NOT BE OCCUPIED UNTIL ALL SITE IMPROVEMENTS SHOWN ON THE FINAL DEVELOPMENT PLAN AND LISTED IN THESE CONDITIONS ARE EITHER INSTALLED, OR A BOND OR IRREVOCABLE LETTER OF CREDIT IS SUBMITTED TO THE PLANNING DIRECTOR FOR 125% OF THE COST OF THE WORK REMAINING TO BE DONE, AS SUBSTITUTED BY COST ESTIMATES APPROVED BY THE PLANNING DIRECTOR. LANDSCAPING MUST BE CERTIFIED AS COMPLETE BY THE LANDSCAPE INSPECTOR OR BONDED AS DESCRIBED ABOVE. THERE SHALL BE NO GRADING OR CONSTRUCTION UNTIL THE FINAL DEVELOPMENT PLAN HAS BEEN APPROVED AND SIGNED BY THE PLANNING COMMISSION, EXCEPT AS CONSTRUCTION DRAWINGS ARE APPROVED BY THE PLANNING DIRECTOR FOR SITE DEVELOPMENT. THE BUILDING PERMIT SHALL NOT BE ISSUED UNTIL THE FINAL DEVELOPMENT PLAN IS APPROVED AND SIGNED.

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

CHAIRMAN, GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

- NOTES**
- NO BUILDING PERMITS SHALL BE ISSUED UNLESS AND UNTIL A FINAL DEVELOPMENT PLAN IS APPROVED BY THE PLANNING COMMISSION.
 - ACCESS SHALL BE LIMITED AS INDICATED ON THIS PLAN.
 - NO GRADING, STRIPPING, EXCAVATION, FILLING OR OTHER DISTURBANCES OF THE NATURAL GROUND COVER SHALL TAKE PLACE PRIOR TO APPROVAL OF AN EROSION CONTROL PLAN.
 - SCREENING AND LANDSCAPING SHALL BE PROVIDED IN ACCORDANCE WITH REGULATIONS OF THE CITY OF GEORGETOWN.
 - THIS DEVELOPMENT PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY.
 - SCREENING FOR DUMPSTER SHALL MEET LANDSCAPE ORDINANCE.
 - EXISTING LANDSCAPE SCREENING ADJACENT TO RESIDENTIAL ZONES SHALL BE SUPPLEMENTED AS REQUIRED IN ARTICLE IV, 4.4.4.
 - NYE ENTRANCE PERMITS ARE NOT REQUIRED FOR THIS DEVELOPMENT.
 - STORM WATER QUALITY AND QUANTITY SHALL BE PROVIDED IN ACCORDANCE WITH THE STORM WATER MANUALS OF THE CITY OF GEORGETOWN.
 - BUILDING ONE WILL BE UTILIZE INTERIOR SPRINKLERS WITH LIFE SAFING DEVICES PER LOCAL AND STATE CODE.
 - PLACEMENT OF FIRE HYDRANTS WILL BE DETERMINED AT THE TIME OF THE FINAL DEVELOPMENT PLAN.
 - * DENOTES POTENTIAL KARST TOPOGRAPHY.

SITE STATISTICS

ZONE	B-3
SITE AREA	
NET	754,332.95 S.F. (17.32 AC)
BUILDING COVERAGE:	
BLDG 1	20,000 S.F.
BLDG 2	8,380 S.F.
BLDG 3	7,812 S.F.
BLDG 4	5,775 S.F.
BLDG 5	5,775 S.F.
BLDG 6	5,775 S.F.
BLDG 7	5,775 S.F.
BLDG 8	20,000 S.F.
BLDG 9	12,800 S.F.
TOTAL	91,872 S.F.
MAXIMUM COVERAGE	50%
PROPOSED COVERAGE	12.15%
PARKING:	
BLDG 1	100 SP (1000 S.F.)
BLDG 2	56 SP (1150 S.F.)
BLDG 3	51 SP (1050 S.F.)
BLDG 4	39 SP (1150 S.F.)
BLDG 5	39 SP (1150 S.F.)
BLDG 6	39 SP (1150 S.F.)
BLDG 7	39 SP (1150 S.F.)
BLDG 8	100 SP (1000 S.F.)
BLDG 9	63 SP (1000 S.F.)
REQUIRED PARKING	526 SP
PROPOSED PARKING	650 SP
VEHICULAR USE AREA:	343,800 S.F.
INTERIOR LANDSCAPE AREA:	
REQUIRED	34,380 S.F. (5% OF VUA)
PROPOSED	35,325 S.F.
INTERIOR TREES:	
REQUIRED	137 (04,300 / 250)
PROPOSED	137

WAIVER REQUEST

- TO INCREASE THE MINIMUM CENTER LINE OFFSET DISTANCE BETWEEN ACCESS POINTS ON OPPOSING SIDES OF THE STREET ALONG IKEBANA DRIVE FROM +/- 5' TO +/- 15', AND TO DECREASE THE MAXIMUM CENTER LINE OFFSET DISTANCE BETWEEN ACCESS POINT ON OPPOSING SIDES OF THE STREET ALONG IKEBANA DRIVE FROM +/- 100 TO +/- 70'



THE SHOPPES AT CHERRY POINT
 BLOSSOM PARK DRIVE
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

AWEDED PRELIMINARY DEVELOPMENT PLAN

Mark McCain, P.L.A.
 LANDSCAPE ARCHITECTURE / SITE DEVELOPMENT
 3213 SUMMIT SQUARE PLACE, LEWINGTON, KENTUCKY 40509
 PHONE (859) 469-8921 EMAIL: SMARCCAIN@GMAIL.COM

JOB NO: 2017.11
 DATE: 10/11/17
 DRAWN BY: SAM
 CHECKED BY: SAM

REVISIONS
 CORRECTIONS 10/25/17

SHEET