

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
AGENDA**

**October 13, 2016
6:00 p.m.**

I. COMMISSION BUSINESS

- A. Approval of September invoices
- B. Approval of September 8, 2016 minutes
- C. Approval of October agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

II. OLD BUSINESS

- A. PSP-2016-51 Abbey at Old Oxford (Price Farm) – Preliminary Subdivision Plat for 129 townhomes and 373 single-family lots on 125.69 acres, located on the northwest side of Old Oxford Road. POSTPONED
- B. ZMA-2016-48 Bevins Rural Residential Subdivision Plat – Preliminary review of the Final Subdivision Plat to create 7 tracts from the parent tract, located on the northeast corner of the intersection of New Coleman Lane and Ironworks Road.

III. NEW BUSINESS

- A. PSP-2016-53 Canewood, Unit 1-C, Section 4 Amended – Amended Preliminary Subdivision Plat for 10 lots, located at the termination of The Masters, west of Canewood Blvd.
- B. PDP-2016-54 Georgetown Centre Parcel A – Preliminary Development Plan for a 14,000 sq. ft. retail shop within the parking lot of Georgetown Centre, consisting of 8.73 acres, located at the corner of Paris Pike (U.S. 460 E.) and McClelland Circle (U.S. 460 Bypass).

IV. OTHER BUSINESS

- A. Update of previously approved projects and agenda items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
September 8, 2016**

The regular meeting was held in the Scott County Courthouse on September 8, 2016. The meeting was called to order by Chair Rob Jones at 6:00 p.m. Present were Commissioners Jeff Caldwell, Johnny Cannon, Regina Mizell, Byron Moran, Mark Sulski, and Frank Wiseman, Director Joe Kane, Planners Megan Chan and Matt Summers, Engineer Brent Combs, and Attorney Charlie Perkins. Absent were Commissioners John Shirley and Steve Smith.

Motion by Sulski, second by Mizell, to approve the August invoices. Motion carried.

Motion by Mizell, second by Caldwell, to approve the August 11, 2016 minutes. Motion carried.

Motion by Sulski, second by Caldwell, to approve the September agenda. Motion carried.

Postponements/Withdrawals

Chairman Jones stated that the Haddix Property (PDP-2016-44) application has been withdrawn, and the Abbey at Old Oxford (Price Farm) (PSP-2016-51) application has been postponed to the October meeting.

Consent Agenda

A representative of the Bluegrass Baptist Church (New Coleman Lane) application (PDP-2016-52) agreed to their conditions of approval and there were no comments from the public or Commission. Motion by Sulski, second by Caldwell, to approve the Bluegrass Baptist Church (New Coleman Lane) application. Motion carried.

Amendment to by-laws regarding attendance

Mr. Kane reported that the proposal to amend the by-laws regarding attendance was researched by Mr. Perkins, and it was decided that a clause would be added to Section 3 of Article IV encouraging attendance and that a yearly attendance report would be generated and sent to the appointing body.

Motion by Sulski, second by Moran, to approve the change to Section 3 of Article IV of the by-laws regarding attendance. Motion carried.

Commissioner Mizell had to leave the meeting.

Ward Hall Subdivision - discussion of tree preservation buffer

Mr. Kane reported that the matter was discussed at the workshop. He will get the two parties together to agree to the Commission's resolution, and if they do not agree, it will be brought before the Commission in October.

Carrick Pike Estates Lot 26 - discussion of access

Charles Comer, Spyglass Dr. resident, addressed the Commission about a 5-acre tract at the end of Grable Lane. There is a small barn and fenced-in paddock at the end of the Lane. He stated that if they build a house on the 5-acre tract and use the lane, they would have to tear down the barn or go around it and tear up the fencing. He asked if he can add an entrance to the 5-acre tract along Carrick Pike.

Mr. Comer was sworn in by Mr. Perkins.

Mr. Comer presented an aerial photo showing other nearby entrances.

Mr. Summers stated that the original final plat contains a note stating that lot 26 (the lot in question) must enter from Grable Lane, and he informed Mr. Comer that he would need to appeal that restriction with the Commission. Mr. Summers also stated that the staff report and the conditions of approval indicated that all entrances on Carrick Pike were to be abandoned.

Mr. Perkins stated that safety (site distance) should be considered first. Mr. Comer stated that his proposed entrance would be across from an existing lane, which is at the peak of a rise, so the proposed entrance would provide the same view as the lane. Commissioner Sulski felt that since other requests for entrances onto Carrick Pike have been declined, this request should be declined also.

Kyle Fannin, Grable Lane property owner, was sworn in by Mr. Perkins. He stated that he owns three lots on Grable, and that the traffic is tearing up the road. He stated that he is in favor of allowing Mr. Comer to have an entrance on Carrick Pike because it would take traffic off Grable.

Amy Comer stated that the lot in question is between two lots that already have access to Carrick Pike.

Mr. Combs suggested that the restriction to not allow entrances on Carrick Pike was placed on the plat because Carrick Pike was substandard. He also stated that after the developer defaulted, the Commission called the bond and was able to pave all but the actual bulb of the cul-de-sac. Consequently, it is not up to County specifications, and the County will not accept the road. In these cases, the residents must get together to repair their road. If the Commission allows the Comers access to Carrick Pike, they may not contribute to repair Grable.

Mr. Fannin stated that the HOA covenants require all homeowners to contribute to road repairs, whether or not they have access.

Mr. Comer then stated that the owner of the property refused their offer that was contingent upon receiving approval for the Carrick Pike access. Mr. Perkins then stated that since the owner refused his offer, Mr. Comer does not have the authority to ask for the entrance, and the Commission does not have the authority to approve it. The only people who can make such a request are the owner, a person who has a contract, or a person who has an affidavit authorizing that person to act on behalf of the owner. Mr. Comer stated that he will discuss that with the owner.

Comprehensive Plan Goals & Objectives special meeting scheduling

It was agreed to schedule a special meeting on Thursday, September 29, 2016 at 6:00 in the Fiscal Court Room to review and endorse the Goals and Objectives of the Comprehensive Plan.

The meeting was then adjourned.

Attest:

Respectfully,

Charlie Perkins, Secretary

Rob Jones, Chair

BEVINS RURAL RESIDENTIAL SUBDIVISION PLAT
Staff Report to the Georgetown-Scott County Planning Commission
August 11, 2016

FILE NUMBER: ZMA-2016-48

PROPOSAL: Preliminary review of the Final Subdivision Plat to create 7 tracts from the parent tract.

LOCATION: Northeast corner of the intersection of New Coleman Lane and Ironworks Road

APPLICANT: James B. Bevins



STATISTICS:

Existing Zone	A-5 (Rural Residential)
Surrounding Zones	A-1 (Agricultural), B-2 (Highway Commercial)
Acreage	53.5 acres
New street required	No
Water/sewer available	Yes/No
Access	New Coleman Road & Ironworks Road
Variance Requested	Removal of the condition to improve New Coleman Lane to County standards.

BACKGROUND:

The subject property is a 53.5-acre tract located northeast of the intersection of New Coleman Lane and Ironworks Road (KY 1973). The proposed subdivision will create 7 new tracts out of the parent tract. The smallest proposed tract is 5.07 acres, and the largest is 11.49 acres. The subject property and the property to the east, south, and west are zoned A-1 Agricultural. The tract to the north of the Project Site is zoned B-2 Highway Commercial.

This application is considered a major subdivision and required to be reviewed by the Planning Commission because it has been previously subdivided since 1999, and there are more than three (3) tracts being created. The project site was created by a minor subdivision plat in January 2014 (Cabinet 11, Slide 106).

The Project Site was rezoned by Scott County Fiscal Court Ordinance Number 16-07. At the August Planning Commission meeting, the Applicant proposed returning to the Planning Commission prior to final plat approval. The Applicant has submitted an adjusted subdivision plat showing one fewer lot than the plat brought to the August meeting.

Site Layout:

The proposed subdivision divides the 53.5-acre parent tract into seven (7) tracts. These tracts are labeled 1 through 7 on the Final Subdivision Plat. The tracts are 7.46 acres, 11.14 acres, 5.27 acres, 5.07 acres, 5.10 acres, 7.98 acres, and 11.49 acres respectively.

Access:

Tracts 1 and 2 will have access from New Coleman Lane via existing entrances. These two existing entrances used to serve houses on the Project Site, but these houses were removed several years ago. The existing entrance for Tract 3 is located at the intersection of New Coleman Lane and Ironworks Road. The existing entrance has been in place serving the existing mobile home for many years. The Applicant has indicated a proposed new entrance for Tract 3 from Ironworks Road. This new entrance will become the access point for Tract 3 once the existing mobile home is removed. Tracts 4 through 7 will have new entrances located on Ironworks Road.

The Subdivision and Development Regulations Article I, Section 165, Sufficiency of Infrastructure states, *"The Planning Commission may deny approval of any proposed development for which infrastructure sufficient to serve the needs generated by the proposed development is neither available nor planned to be constructed as part of the proposal or as part of the capital improvement program of the providing agency."*

New Coleman Lane is currently 15 feet wide along the Project Site. The County standard is for 18 feet of paved width. The Applicant will be required to widen New Coleman Lane along their frontage to 9 feet from centerline and reshape the ditch to meet county ditch profile standards. This would require an amount of site work that the Applicant feels is unjustified based on the amount of traffic impact anticipated by their subdivision. The Applicant has reconfigured the proposed subdivision to minimize the number of entrances onto New Coleman Lane. The ITE manual for single family dwelling units estimates 7 dwelling units will generate roughly 41-93 trips per weekday.

Fencing:

The A-5 zoning district states, *"Each major (A-5) subdivision development shall be fenced along the perimeter of all lots that abut Agriculturally (A-1) zoned land. Fencing shall be installed prior to final plat approval, and shall consist of #9 diamond mesh wire or equivalent with 16' fencing plank on top, and post spacing 8' on center. A note is required on the final plat regarding this requirement. A note is also required that prospective owners of any property are subject to any requirements of the Kentucky Fence Law (KRS 256.10 et. Seq.). The required fence may not be bonded."*

At the previous meeting, it was discussed that the existing fence along the boundary with the Wise property would suffice to meet the fencing requirement even though it does not meet the above requirements. Any new fence installed to meet the fencing requirement should meet the requirements described for the A-5 zoning district.

Landscaping:

The A-5 zoning district states, *"A landscape buffer shall be provided along the perimeter of all major (A-5) subdivision lots abutting Agriculturally (A-1) zoned land in conformance with the requirements of the*

Landscape and Land Buffers Ordinance. Required trees shall be native species." The landscaping buffer for rural residential lots is:

- A minimum 50-foot tree preservation easement along the property lines delineating the zoning boundary between the A-1 and proposed A-5 districts.
 - Where no existing vegetation could be removed/disturbed, unless demonstrated to be sick or dead.
 - The preservation area shall also include required or additional landscaping/buffering as determined by the following formula:
 - There shall be a double row of evergreens/deciduous trees 40' on centers and fencing.
 - The ratio of evergreens and deciduous trees shall not exceed 2:1.
 - All proposed landscaping shall exclude any species of trees and shrubs that may be deemed harmful to livestock.

This preservation easement will need to be shown on the final subdivision plat. All required landscaping will need to be either installed or bonded prior to approval of the final subdivision plat.

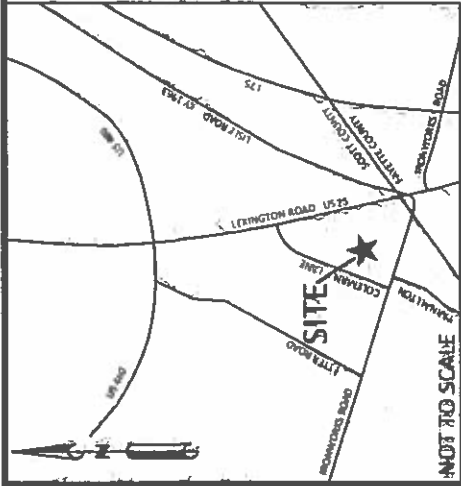
RECOMMENDATION:

Variance: Staff recommends **denial** of the variance to remove the requirement for improvements to New Coleman Lane.

Additionally, staff recommends **approval** of the final subdivision plat creating seven (7) new tracts between 5.07 and 11.49 acres.

Staff recommends the following conditions be attached to any approval from the Planning Commission:

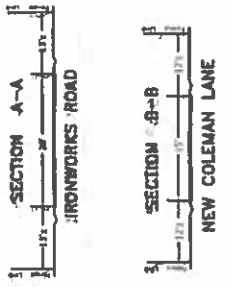
1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. All requirements of the Health Department regarding the provision of septic systems.
3. All requirements of GMWSS regarding the provision of water.
4. The tree preservation easement shall be shown on the final subdivision plat.
5. All landscaping shall be either installed or bonded prior to approval of the final subdivision plat.
6. All fencing is required to be installed prior to approval of the final subdivision plat.
7. All improvements to New Coleman Lane shall be completed prior to the approval of the final subdivision plat.
8. 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).
9. 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.
10. A species specific landscaping plan shall be submitted for approval prior to approval of the final subdivision plat.



VICINITY MAP

- SURVEY NOTES:**
- SURVEY COMPLETED: APRIL 23, 2016
 - PLAT COMPLETED: MAY 7, 2016
 - ALL MONUMENTS ARE IRON
 - BY COUNTY: SCOTT
 - GPS EQUIPMENT USED: TOPCON HPL102L RTK
 - RELATIVE POSITIONAL ACCURACY: DOES NOT EXCEED 0.5"
 - UTM PPM
 - BEARINGS AND DISTANCES ARE NOT BASED ON AN ADJUSTED TRAVERSE
 - HORIZONTAL NATURAL VADERS
 - HORIZONTAL NATURAL VADERS
 - GRID MODEL: NAD 83
 - BASIS OF BEARINGS: GRID NORTH, KY SINGLE ZONE
 - DEED SOURCE: DB 359 PG 319
 - THIS PLAT OF SURVEY REPRESENTS A BOUNDARY SURVEY AND COMPLES WITH 201 KAR 18:150
 - ALL MONUMENTS ARE ESTABLISHED BY GPS UNLESS ANY MONUMENT WITH A *** SYMBOL WAS RE-SCANNED WAS DERIVED FROM SHOESHOTS TAKEN FROM GPS ESTABLISHED CONTROL POINTS.
 - THIS SURVEY WAS CONDUCTED WITHOUT THE BENEFIT OF A TITLE SEARCH AND MAY NOT DISCLOSE ALL INFORMATION DECIDED BY AN ACCURATE AND COMPETENT TITLE REPORT.
 - BEARINGS AND DISTANCES ARE NOT BASED ON ADJUSTED AND BUILDINGS, ROADS, FIELDS AND OTHER TOPOGRAPHIC INFORMATION MAY BE BASED ON AERIAL PHOTOGRAPHY.

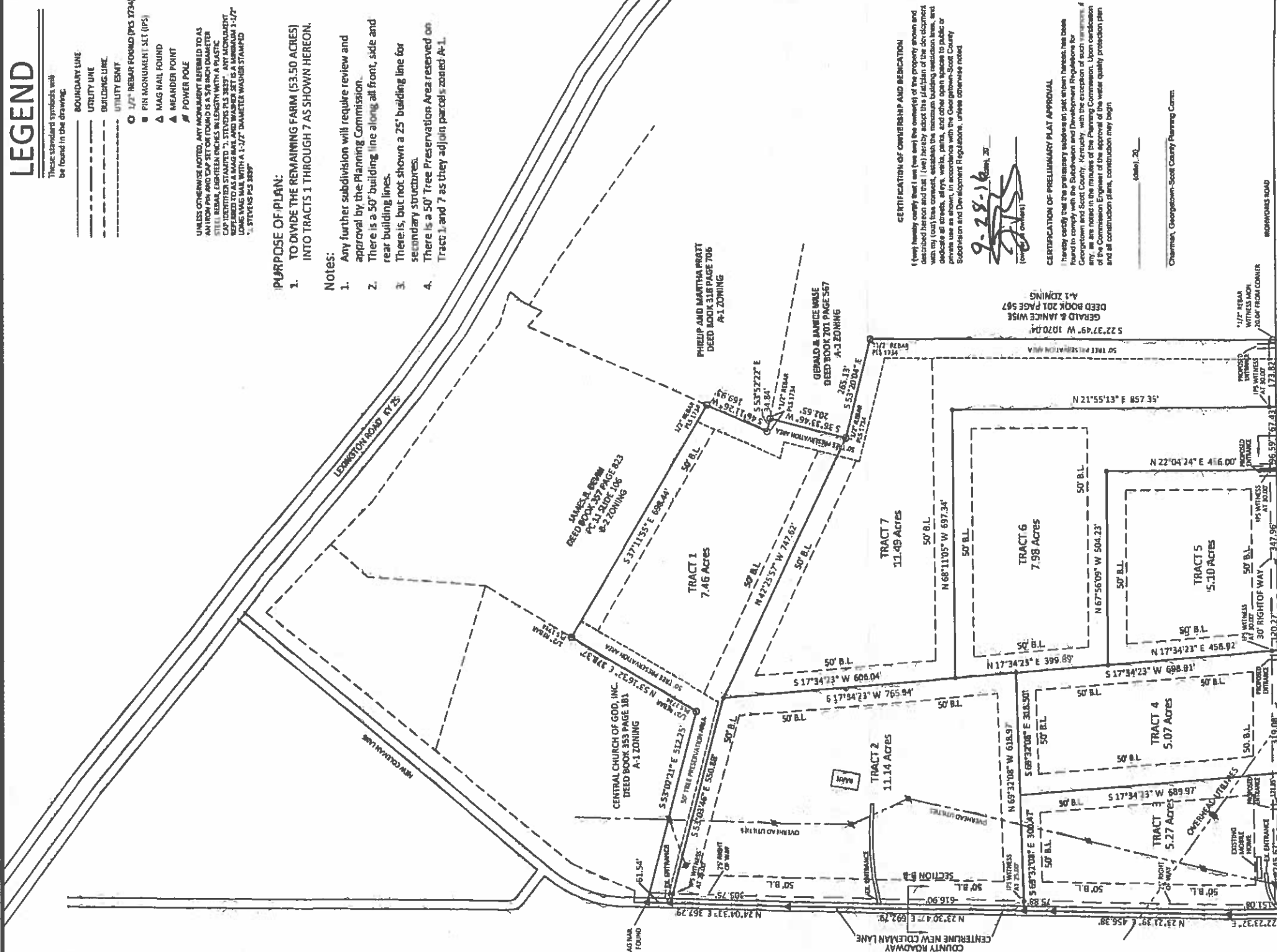
SITE STATISTICS
 EXISTING ZONING: "A-1" AGRICULTURAL DISTRICT
 TOTAL AREA: 53.5 ACRES
 NUMBER OF LOTS CREATED: 7
 AVERAGE LOT SIZE: 7.64 ACRES



- LEGEND**
 These standard symbols will be found in the drawing.
- BOUNDARY LINE
 - UTILITY LINE
 - BUILDING LINE
 - UTILITY EMBANKMENT
 - 1/2" REBAR FOUND (PKS 3734)
 - PIN MONUMENT SET (IPS)
 - MAG NAIL FOUND
 - MEANDER POINT
 - POWER POLE
- UNLESS OTHERWISE NOTED, ANY MONUMENT REBUILT TO AN IRON PIN AND CAP SET OR FOUND TO BE A 5/8" BORE DIAMETER STEEL REBAR, EIGHTEEN INCHES IN LENGTH WITH A PLASTIC CAP IDENTIFIER STAMPED "J. STEVENS PLS 3857". ANY MONUMENT REBUILT TO AN IRON PIN AND CAP SET OR FOUND TO BE A 1/2" BORE DIAMETER MAG NAIL WITH A 1/2" DIAMETER WAUWER STAMPED "J. STEVENS PLS 3857".

PURPOSE OF PLAN:
 1. TO DIVIDE THE REMAINING FARM (53.50 ACRES) INTO TRACTS 1 THROUGH 7 AS SHOWN HEREON.

- Notes:**
- Any further subdivision will require review and approval by the Planning Commission.
 - There is a 50' building line along all front, side and rear building lines.
 - There is, but not shown a 25' building line for secondary structures.
 - There is a 50' Tree Preservation Area reserved on Tract 1 and 7 as they adjoin parcels zoned A-1.



CERTIFICATION OF OWNERSHIP AND REGISTRATION
 I, Jared Stevens, being the owner of the property shown and with my (our) true consent, establish the accuracy, bearing, and describe all streets, alleys, walls, fences, 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.

9-28-16
 Jared Stevens
 (OWNER)

CERTIFICATION OF PRELIMINARY PLAT APPROVAL
 I hereby certify that the preliminary subdivision plat shown herein has been prepared in compliance with the Subdivision and Development Regulations for Georgetown and Scott County, Kentucky, with the exception of such provisions as are noted on the plat. In the event of the approval of the plat by the Commission, the plat shall be deemed to be a final plat, and all construction plans, construction may begin.

(Date) 2016
 Chairman, Georgetown-Scott County Planning Commission

PRELIMINARY SUBDIVISION PLAT

TRACT 1: TROUGH 7 OF THE JAMES B. BEVINS PROPERTY
 IRONWORKS ROAD, AND NEW COLEMAN LANE DEED BOOK 359 PAGE 319
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

JARED D. STEVENS LAND SURVEYING
 623 MEMORABLE TRAIL
 FRANKFORT, KENTUCKY
 PHONE: 609/250-2689
 EMAIL: jared@stevensurveying.com

PROJECT: BEVINS	NAME: STEVENS	DATE: 9/19/16
SCALE: 1" = 200'	DESIGNED BY: STEVENS	9/19/16
	DRAWN BY: STEVENS	9/19/16
	CHECKED BY: STEVENS	9/19/16
	AS BUILT	

SURVEY FOR:
 JAMES B BEVINS
 1797 LEXINGTON RD.
 GEORGETOWN, KY 40324
 DEED BOOK 359 PAGE 319

PROPERTY LOCATION:
 IRONWORKS RD & COLEMAN LANE
 GEORGETOWN, SCOTT COUNTY, KY

CANEWOOD, UNIT 1-C, SECTION 4
Staff Report to the Georgetown-Scott County Planning Commission
October 13, 2016

FILE NUMBER: PSP-2016-53

PROPOSAL: Amended Preliminary Subdivision Plat for 10 new lots

LOCATION: Canewood Subdivision; at termination of The Masters, west of Canewood Blvd.

APPLICANT: Snap Hook Development, LLC

ENGINEER: Rory Kahly, EA Partners



STATISTICS:

Zone	R-1B, R-2 (PUD)
Surrounding Zones	R-1B, R-2 (PUD)
Acreage	4.08 acres
# of lots proposed	10
Dwelling units per acre	2.45 units/acre
Min. lot size proposed	11,861 sq.ft. (0.27 acres)
Ave. Lot size proposed:	0.36 acres
Ave. Lot width:	72+/- ft. at building line
New street required	Yes
Lineal feet of new street	200 L.F.
Water/sewer available	Yes/Yes
Access	Via The Masters
Variances	None

BACKGROUND:

This application is a request for amendment to a previously approved Preliminary Subdivision Plat for Canewood Unit 1-C, Section 3 (PSP 2001-71) which included 35 single-family lots. The

previous approval for Unit 1-C, Section 3 included lots that extended into the proposed right-of-way for the Georgetown western bypass. At the time of the approval of the previous Preliminary Plat, the exact location of the bypass right-of-way was not finalized. As a result, only fourteen of the thirty-five lots were platted and the road was left stubbed out with a temporary turn-around. The bypass was completed in 2014, the right-of-way location is now established, and a sound barrier wall is constructed on the east side of the right-of-way.

KEY ISSUES/COMMENTS:

The current applicant has reworked the final extension of The Masters roadway and is now proposing ten lots around two cul-de-sacs in what is now being called Unit 1-C, Section 4.

Canewood subdivision is a Planned Unit Development (PUD), with split zoning. A portion is zoned R-1B PUD and a portion is zoned R-2 PUD. All the buildable area of this section is zoned R-1B PUD. R-1B is a low-density single-family zoning district which requires a minimum lot size of 10,000 square feet, with a minimum lot width of 80' at the building line and a maximum density of 3.6 units per net acre. Planned Unit Developments are permitted some flexibility in lot size and configuration and setbacks, with the trade off that the overall neighborhood will have open space, amenities or some other elements of community building within it. The flexibility in lot configuration should serve to ensure improved overall design.

The new lots as proposed are irregularly shaped because they all surround two short cul-de-sac streets. The average width is approximately 72' at the building line, 15,000 sf in area, with an overall net density (gross density – road right-of-way) of 3.58 units per net acre. The lots are compatible in size and width to other lots on the street and are similar in size to the lots previously approved (PSP- 2001-71).

The proposed layout includes an existing detention pond on the back of lots 8 and 9. This detention pond is within an easement, is currently maintained by the golf course according to the applicant, and the intent is for it to be continued to be maintained by the golf course. There is a proposed Tree Protection Area along the back of lots 15 and 16 which adjoin the North Elkhorn Creek and a public Right-of Way. This tree protection area shall be dedicated on the Final Plat with a note that no fences shall be allowed in the tree preservation area and the trees shall not be removed in this area unless dead or deceased.

The homes in this section will be required to join the existing homeowners association of the adjacent lots in section 3. The applicant is proposing to develop the lots with the same setbacks approved on the exiting lots.

In August, the applicant requested approval of a substantially similar plat with a waiver request to reduce the rear yard setback on lots 7 and 12 to fifteen (15) feet. The Planning Commission

denied the application based on the uncertainty of the HOA setback requirements and their concern with these lots being atypical for the street.

With this new request for approval the applicant is no longer asking for the waiver to the rear setback. Other than that, the plat is substantially similar to what was presented to the Planning Commission in August. At the Technical Review Committee meeting in September, it was suggested to the Engineer that he consider the cost/benefit of not building the first cul-de-sac (Snap Hook Court) and reduce the number of lots to eight (8), which all could face the Masters Drive. This could reduce construction costs, potentially satisfy the neighbors and create some higher value, deep lots on the south side of the street. The engineer said he would mention it to the applicant, and would do whatever additional work the applicant directed him to do.

While eight lots may be preferable to ten, the subdivision plat as shown does comply with what was previously approved in PSP-2001-71 and the lots are compatible in size and setbacks to the existing lots on the street.

RECOMMENDATION:

Approve the Amended Preliminary Subdivision Plat for ten lots in Canewood, Unit 1C, Section 4, subject to the following conditions:

1. All applicable requirements from previous approvals.
2. Prior to any construction or grading, the applicant shall meet with the Planning Commission Engineer and the Development Inspector to review construction policies and establish inspection schedules.
3. There shall be no grading or construction on the site until Construction Plans have been reviewed and approved by the Planning Commission staff.
4. Any revisions or amendments to the approved Preliminary Plat must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
5. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
6. Lot setbacks shall be maintained at 30' front, 7 1/2' side and 25' rear.
7. Lots shall be required to join the existing HOA of the adjacent section of lots. Compliance with the existing Common Scheme of Development Ordinance passed by the City of Georgetown shall be required.
8. Tree Protection Area shall be designated on the Final Plat.
9. Detention Area maintenance agreement reference or note signed by the proposed maintenance entity shall appear on the Final Plat.
10. Prior to (as part of) the Final Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.

GEORGETOWN CENTRE, PARCEL A
Staff Report to the Georgetown-Scott County Planning Commission
October 13, 2016

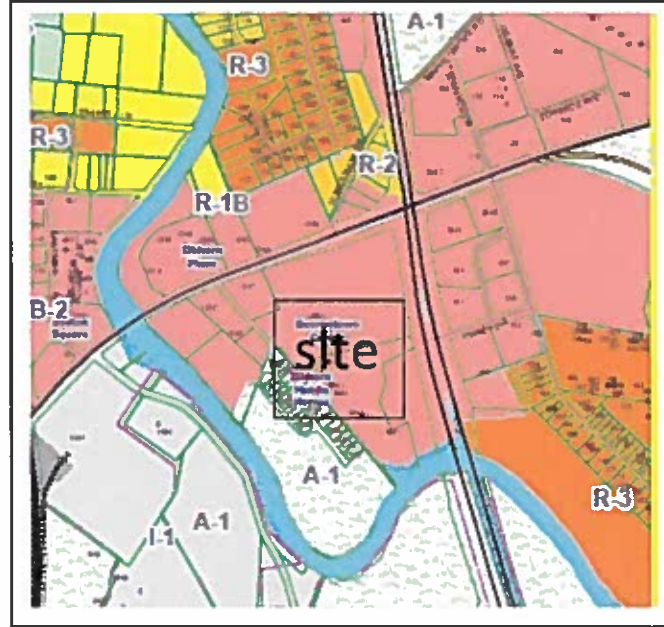
FILE NUMBER: PDP-2016-54

PROPOSAL: Preliminary Development Plan for a 14,000 square foot retail building.

LOCATION: SW corner of Paris Pike and McClelland Circle

APPLICANT: Georgetown Centre Parters, LTD.

CONSULTANT: Arthur Jones, PE
Thoroughbred Engineering



STATISTICS:	
Zone	B-2 Highway Commercial
Surrounding Zones	Primarily B-2 Highway Commercial
Proposed Use	Retail
Site Acreage	8.731 acres
Buidling Area	14,000 Square Feet
Max. Building coverage	50%
Building Coverage	33.7%
Parking Required	438 spaces
Parking Provided	418 spaces; including cross access parking agreement covering Big Lots parking lot
New Street Required	No
Water/Sewer Availability	Yes/Yes
Access	existing entrances Paris Pike, McClelland Circle
Variances/Waivers	parking

KEY ISSUES/COMMENTS:

The subject property is in a large retail center, known as Georgetown Centre, zoned B-2, Highway Commercial on the south side of Paris Pike and west of McClelland Circle. The larger commercial centre is subdivided into three parcels, parcels A, B and C.

This application is requesting preliminary approval to amend the Development Plan for parcel A to add a large retail building in the corner of the existing parking lot. Parcel A is 8.731 acres in size, with Kmart as the only user on site. The Kmart building is 115,128 square feet in size, and includes the Kmart retail store and garden center. Parking for the Kmart store is the surrounding surface parking lot.

The uses on Parcel B include 28,000 square feet of retail shops on 3.478 acres. The use on Parcel C is a Big Lots store (formerly Winn Dixie) approximately 35,000 square feet in size on 4+ acres. The applicant Georgetown Centre Partners, LTD owns Parcels A and B. Parcel C is owned by the Deerfield Company, Inc. According to the applicant there is a blanket cross access and egress easement over the entire property that includes shared parking. The majority of shared parking occurs between Parcels B and C because of those buildings' proximity to each other. The parking lot for parcel C is underutilized.

The subject parcel (parcel A) currently includes 399 parking spaces in front of the building and ninety-nine (99) spaces to the side and rear of the Kmart building. This is approximately 1 space per 200 sf of gross building area. Based on observation of the site over time the lot is vastly underutilized.

Redevelopment of the underutilized parking lot would be preferable to building on a new site at the edge of town, especially if it would help to revitalize this commercial area.

The building proposed is a 14,000 square foot, one story retail building that would face internally to the Kmart lot. No restaurant or drive-thru is proposed at this time. Both are permitted uses in the B-2 district. Because a drive-thru has not been considered in the design, it is recommended that if a drive-thru is proposed at a later date, that it comes back through the Planning Commission Board for review and approval.

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: 0 feet

The proposed building location meets the setback requirements. The 14,000 square foot structure will increase the building area coverage 3.7% to a total of 129,128 square feet or 33.7%. This is under the 50% maximum building ground coverage allowed.

Vehicular Access & Pedestrian Circulation:

Driveways & Access: Primary access to the site is from two existing driveways. One signalized intersection at McClelland Circle and one unsignalized intersection from Paris Pike. There is a secondary unsignalized intersection at the west end of the property from Paris Pike. Raised curb and gutter are shown around the exterior edges of the Vehicle Use Area. There are no sidewalks along the perimeter of the parking lot on the frontages of Paris Pike and McClelland Circle.

Parking Spaces: Based on the parking standard for commercial retail centers, a total of 87 spaces are required for the new building. The construction of the new building will involve tearing up a section of the existing parking lot that is currently underutilized. The drive aisles will be reconstructed around the building as well as the parking in front of the building. Ninety-nine (99) parking spaces will be removed for construction of the new building. Nineteen (19) spaces will be replaced at the front of the building, for a net loss of eighty (80) spaces. The parking count on parcel A after completion of the new building will be 418 spaces or 1 space per 265 SF of gross building area.

The proposed building placement will maintain the existing aisle width and reconstruct end islands for the parking stalls in front of the building. In the rear of the building striped loading and unloading areas are shown. It is recommended that the parking spaces to the rear of the building be diagonal to support one-way traffic and adequate back out room outside the loading zone area.

Sidewalks: Sidewalks are being provided in front of the building. No sidewalk connections are proposed to the adjoining frontage since no sidewalks exist along adjoining roads.

According to the applicant's calculations, the total number of parking spaces required on parcel A is 438 spaces. They are providing 418 spaces. Therefore, a variance is required to allow development of the 14,000 SF building with a reduced number of total spaces. It is recommended that the variance be approved, based on the fact that there is a shared parking agreement between the three parcels and the fact that parcel A has so much vacant and underutilized parking area.

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:

- No property perimeter buffering is required for this application

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

The Applicant has satisfied the requirements from Section 6.13 (listed above). The applicant will be required to replace any missing perimeter VUA trees and shrubs and add trees and landscaping to the proposed new island areas satisfying our requirements.

Section 6.14: Minimum Canopy Requirements

This is a redevelopment of an existing site. Therefore no new canopy requirements are imposed.

Stormwater: There is a stormwater plan for the existing site and the proposed building is going into an area that is already paved. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.

Lighting and Signage: 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.

Signage: The layout of the building and that fact that it is a redevelopment of an existing commercial center means that sign variances will likely be required. Variances to the sign ordinances can only be granted through the Georgetown Board of Adjustment. That can occur anytime prior to the signs being erected and is not tied to Final Development Plan approval. All signage will require a sign permit from the Building Inspection department. It is recommended that no new freestanding signs be allowed, since there are shared entrance signs already erected.

RECOMMENDATION:

Staff recommends approval the Preliminary Development Plan for a 14,000 SF retail building, with the following conditions of approval:

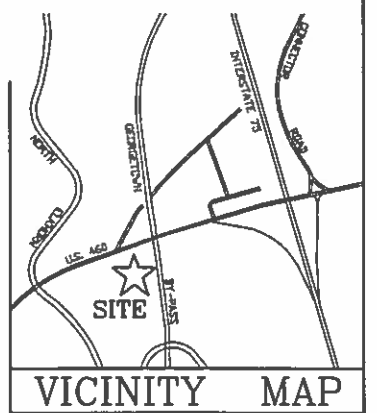
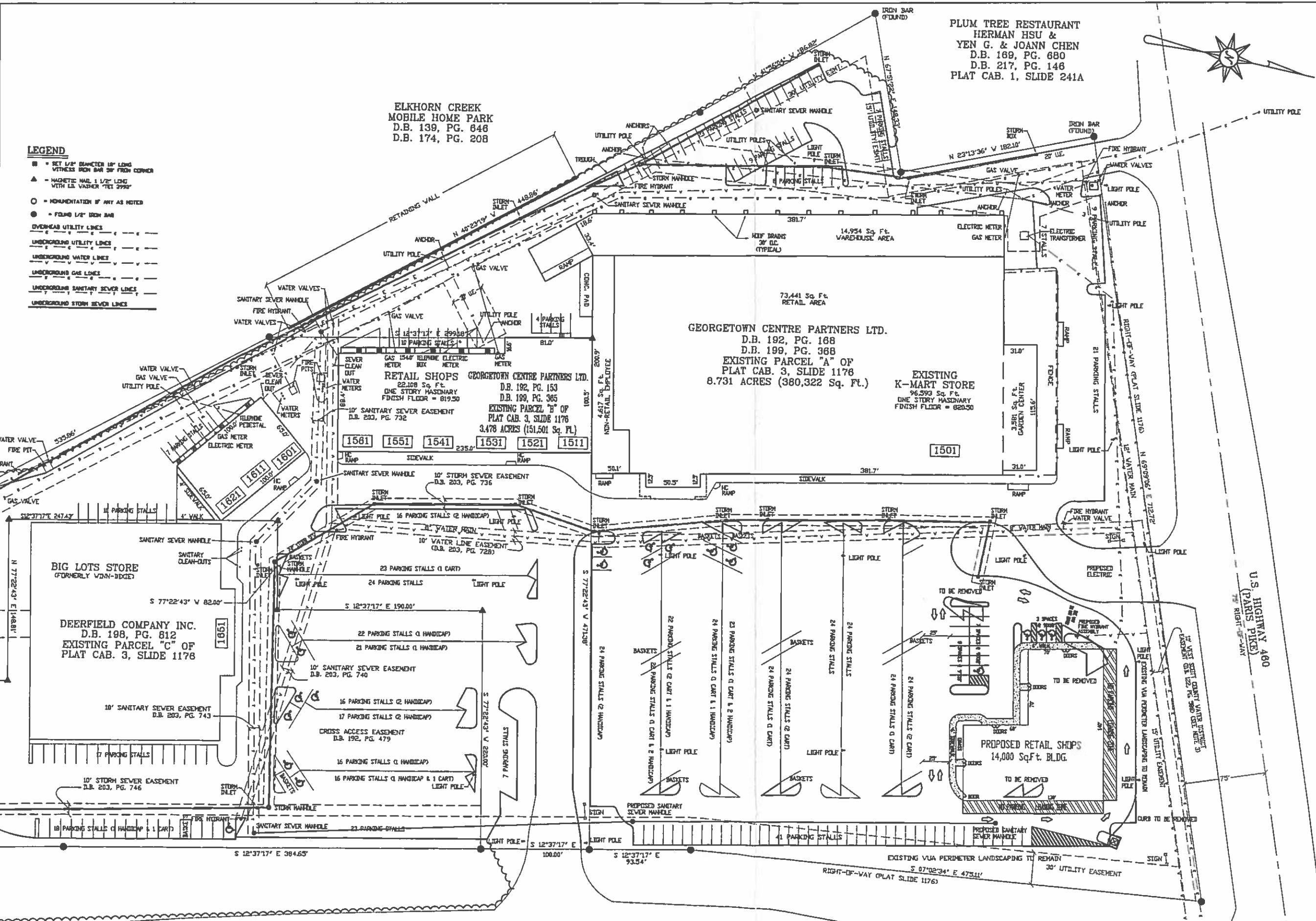
Variance:

1. Reduce the number of parking spaces required on parcel A to 418 as long as it is shown that a valid shared parking agreement is in place.

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.
3. All parking stalls shall have the required aisle width outside any restricted loading areas.
4. No freestanding advertising signs shall be permitted for this building.
5. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
6. 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.



VICINITY MAP

EXISTING PARKING PARCEL "A"
498 SPACES

REQUIRED PARKING RETAIL:
RETAIL AREA = PARKING REQUIRED
0-10,000 Sq.Ft. = 1 SPACE PER 150 Sq. Ft.
10,001 - 30,000 Sq.Ft. = 1 SPACE PER 200 Sq. Ft.
30,001 - 100,000 Sq.Ft. = 1 SPACE PER 250 Sq. Ft.

RETAIL AREA = 73,441 Sq.Ft.
10,000/150 = 67 SPACES
19,999/200 = 100 SPACES
43,442/250 = 174 SPACES
341 SPACES TOTAL REQUIRED FOR RETAIL

REQUIRED PARKING GARDEN CENTER:
1 SPACE PER 1,000 Sq.Ft.
+ 2 SPACES PER 3 EMPLOYEES
+ 1 SPACE PER OPERATION VEHICLES
GARDEN AREA = 3,581 Sq.Ft.
3,581/1000 = 3.58 (4) SPACES
2 SPACES FOR EMPLOYEES
NO OPERATION VEHICLES
TOTAL = 6 SPACES

REQUIRED PARKING WAREHOUSE:
1 SPACE PER 1.5 EMPLOYEES LARGEST SHIFT
6 EMPLOYEES/1.5 = 4 SPACES

REQUIRED PARKING TOTAL:
251 SPACES FOR EXISTING BUILDING

PROPOSED PARKING

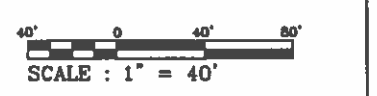
RETAIL AREA = PARKING REQUIRED
0-10,000 Sq.Ft. = 1 SPACE PER 150 Sq. Ft.
10,001 - 30,000 Sq.Ft. = 1 SPACE PER 200 Sq. Ft.

RETAIL AREA = 14,000 Sq.Ft.
10,000/150 = 67 SPACES
3,999/200 = 20 SPACES

REQUIRED PARKING EXISTING = 251 SPACES
REQUIRED PARKING PROPOSED = 87 SPACES
TOTAL REQUIRED = 438 SPACES

EXISTING PARKING LOST = 99 SPACES
NEW PROPOSED PARKING = 19 SPACES
TOTAL LOST = 80 SPACES (498-80=418)
TOTAL PROPOSED = 418 SPACES

1. THERE IS A NONPLATABLE BLANKET CROSS ACCESS EGRESS AND EGRESS EASEMENT OVER THE ENTIRE VEHICULAR AREA INCLUDING PARKING D.B. 192, PG. 479.
2. PRIOR TO FINAL DEVELOPMENT APPROVAL A COMPLETE SET OF CONSTRUCTION PLANS WILL NEED TO BE REQUIRED TO BE REVIEWED AND APPROVED BY THE PLANNING COMMISSION.
3. PRIOR TO FINAL DEVELOPMENT APPROVAL SEWER CONNECTION FEES WILL BE REQUIRED. OTHER SERVICE CONNECTIONS TO BE COORDINATED WITH UTILITY COMPANIES.



GEORGETOWN CENTRE - PARCEL "A"

U.S. 460 (PARIS PIKE) AT GEORGETOWN BY-PASS (McCLELLAND CIRCLE)
1501 PARIS PIKE
GEORGETOWN, SCOTT COUNTY, KENTUCKY

SCALE:	DATE:
1" = 40'	09-01-18
REVISED:	DRAWN BY:
	JRD
ACAD NAME:	JOB NUMBER:
	387



THOROUGHbred ENGINEERING
SURVEYORS • ENGINEERS • PLANNERS
146 SOUTH BROADWAY GEORGETOWN, KY. 40324 (502) 863-1766

