

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
AGENDA**

**August 13, 2015
6:00 p.m.**

I. COMMISSION BUSINESS

- A. Approval of July invoices
- B. Approval of July 9, 2015 minutes
- C. Approval of July 14, 2015 minutes
- D. Approval of August agenda
- E. Items for postponement or withdrawal
- F. Consent Agenda

II. OLD BUSINESS

- A. ZMA-1015-15 Winding Oaks Cluster Subdivision – Zone Change request for a cluster subdivision with twenty-nine (29) residential cluster lots, one preserved tract, and two (2) non-buildable HOA lots on 150.51 acres zoned A-1, located on the south side of Ironworks Road east of Cane Run Road. PUBLIC HEARING
- B. PDP-2015-17 Oakleaf Townhomes – Preliminary Development Plan for 19 townhomes on individual lots zoned R-3 PUD, located south of Colony Blvd., east of Lafayette Dr. POSTPONED

III. NEW BUSINESS

- A. PDP-2015-21 CNG Fuel Station – Preliminary Development Plan for the construction of a compressed natural gas (CNG) vehicle fueling station, located on the south side of the Cherry Blossom Way Spur.
- B. PSP-2015-22 Golf Townhomes of Cherry Blossom, Phase 5 – Preliminary Development Plan and Subdivision Plat for 29 single-family and townhome units, located east of Riviera Drive, west of Lanes Run Creek, northwest of Old Oxford Road.
- C. FSP-2015-24 Hill-n-Dale Final Subdivision Plat – Final Subdivision Plat for a parcel of 24.56 acres from a parent tract of 124.68 acres currently zoned A-1 and R-2 PUD, located at 252 McClelland Circle.
- D. PDP-2015-23 Hill-n-Dale Preliminary Development Plan – Preliminary Development Plan for 295 apartment units on 24.56 acres zoned R-2 PUD, located at 252 McClelland Circle.

IV. OTHER BUSINESS

- A. Update of previously approved projects and agenda items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
July 9, 2015**

The regular meeting was held in the Scott County Courthouse on July 11, 2015. The meeting was called to order by Chair Rob Jones at 6:00 p.m. Present were Commissioners Janet Holland, John Shirley, Steve Smith, and Mark Sulski, Director Joe Kane, Planners Megan Chan and Matt Summers, and Attorney Charlie Perkins. Absent were Commissioners Jeff Caldwell, Byron Moran, Regina Mizell, and Frank Wiseman, and Engineer Brent Combs.

Motion by Holland, second by Shirley, to approve the June invoices. Motion carried.

Motion by Sulski, second by Holland, to approve the June 11, 2015 minutes. Motion carried.

Motion by Smith, second by Holland, to approve the July agenda. Motion carried.

Postponements/Withdrawals

The Oakleaf Townhomes application was postponed to the August meeting. Motion carried.

Consent Agenda

A representative of the PDP-2015-20 Toyota Tsusho America, Inc. application agreed with their conditions of approval and there were no concerns expressed by the Commission or public. Motion by Smith, second by Shirley, to approve the one item on the consent agenda. Motion carried.

ZMA-2015-15 Winding Oaks Cluster Subdivision - Zone Change request for a cluster subdivision with twenty-nine (29) residential cluster lots, one preserved tract, and two (2) non-buildable HOA lots on 150.51 acres zoned A-1, located on the south side of Ironworks Road east of Cane Run Road. PUBLIC HEARING

All those intending to speak before the Commission were sworn in by Mr. Perkins. Chairman Jones opened the public hearing.

Mr. Kane first noted that a community attitude survey is available on the Commission's website. The survey was first used for the 1991 Comprehensive Plan, and current results will be compared 25 years later for the 2016 Comprehensive Plan update.

He then reviewed the staff report, including the reasons for the original denial by the Commission and the amendments that have been made in the current proposal. He stated that there is not a Future Land Use Map in place for the unincorporated County, so goals and policies of the Comprehensive Plan are relied upon to guide zoning decisions, as well as environmental policies, the *Zoning Ordinance*, and availability of utilities.

He stated that the fundamental guide for growth in the rural areas is the need to keep the proper balance for allowing community growth while still preserving rural, agricultural, and historic assets. Cluster subdivisions were implemented to achieve this goal.

He reviewed the proposed plan, noting the access off Cane Run Road, the HOA lots, landscape buffer, drainage issues, and the karst and unbuildable areas. He noted the geotechnical report and its recommendations, and the traffic study and its findings. He stated that all utilities are available and a preliminary drainage analysis was completed by Midwest Engineering, which was reviewed by Mr. Combs. Mr. Kane noted the highlights of that study. He pointed out which lots have non-buildable areas and notable drainage areas.

In summary, he stated that the overall 5-acre density is maintained, appropriate buffering is in place, and staff feels that the goals and objectives of the Comprehensive Plan for balancing the need for growth and the need to preserve the agricultural and rural character of the area have been met. He stated that all requirements of the Cluster Subdivision ordinance have been met and the project can be safely developed without harm to the environment. He recommended approval of the zone change from A-1 to A-5 and the Preliminary Subdivision Plat with the eighteen (18) condition of approval. He noted the conditions that the zone change approval is contingent upon Fiscal Court approval, Health Department approval, and the widening of Cane Run Road to 9' from centerline along the property frontage.

Chairman Jones reminded the applicant and the opposition that they did not need to repeat the evidence that was heard at the February meeting.

Bruce Lankford, representing the applicant, agreed with the staff report. He asked that the geotechnical report by Malcom Barrett, the drainage analysis by Andy Homes of Midwest Engineering, and the traffic study by Diane Zimmerman of Jacobs Engineering Group, be incorporated into the record for this meeting.

Tony Barrett of Barrett Partners reviewed the changes to the plan, including the relocation of the entrance to Cane Run Road to preserve the stone wall on Ironworks and the general reconfiguration of the lots and HOA areas.

Gene Thomas of the Wedco District Health Department stated that he performed a soil analysis and excavated nine different holes to depths from 50" to 60", which is deeper than the 42" standard. Of the nine holes, they hit rock at 32" on the hole near the pond closest to Ironworks Road. The other eight test holes had soil to a depth of 42" or greater. He felt confident that there would be no problem installing a leach field on any of the proposed lots. He then explained Group 3 soil.

Mr. Lankford summarized by stating that the application meets all requirements and the applicant will continue to follow all regulations.

Bruce Simpson, representing Kim Jedlicki, adjacent property owner, stated that this application is a new application that has serious impacts not only for the people who are present and in opposition of the proposal, but for the future owners of the 29 residents of the proposed subdivision. He stated that the property is unquestionably environmentally sensitive land with ten documented sinkholes. He also contended that because of the new configuration of the lots, the development will be overlapping an existing regulated waterway, which causes further negative impact to the environment.

Sara Smith, Smith Management Group, performed an environment assessment of the property. She noted that the environmental features that the Comprehensive Plan seeks to protect are present on this property. She reviewed the soil type, sinkholes (showing photographs of newly forming sinkholes on adjacent property), and the impact of septic systems on the North Elkhorn Creek. She showed photographs indicating that a probable intermittent stream crosses three of the southernmost lots, and showed the stream flooded during the recent April rains. She reviewed recent changes to the Clean Water Act that call for a complicated and expensive national permitting process for the construction of the proposed retention pond since the stream flows through it.

Ms. Smith addressed soil erosion, farmland protection, and septic systems. She showed a news report addressing the sinkhole problem in karst areas, and a video showing flooding in the Lancelot subdivision.

Commissioner Sulski asked about the direction of the water flow. Ms. Smith showed the portion of the property that drains to the Jedlicki property.

Commissioner Shirley asked Ms. Smith what area of Scott County that she feels is safe to develop. She replied that the identified sinkholes make this property particularly unsafe to develop.

Teddy Greathouse, Glencrest Farm owner (adjacent property to the west), stated that his property receives all the water that comes from Lancelot subdivision. He pointed out sinkholes on his property that he has farmed for 10-15 years. Mr. Greathouse stated that the sinkholes vary in size, from seeing water bubbling up to being able to walk in one of them. He stated that he crosses Cane Run Road every day with Thoroughbred horses and occasionally cattle, and when a car passes them, he must get off the road.

Mr. Simpson stated that the children that will live in the proposed subdivision will also negatively impact the farming operation. Mr. Greathouse stated that he attended a meeting several years ago where it was stated that this area is the biggest area that Scott County does not want developed, and he is concerned it will set a precedent.

Brad Johnson, Traffic Engineer with CDM Smith, updated the traffic study done by the Jacobs Group that was presented in February. He reviewed his assessment of the daily traffic on Cane Run, which will almost double with the additional 29 homes in this proposed development. He addressed road width, accidents, and site distance on Ironworks. He showed photographs of the poor site distance from Cane Run Road when looking east on Ironworks, the narrowness of Cane Run, the horse crossing 500' south of the development, a recent accident, and others. He also showed photographs of the poor site distance and narrowness of Moores Mill Road, which intersects Cane Run south of the proposed development.

Commissioner Shirley questioned the assessment of 10 trips per household on Saturdays. Mr. Johnson stated that that number is standard, and it means leaving the house five times and returning five times.

Discussion continued on traffic counts on Ironworks. Kim Jedlicki, adjacent property owner, addressed that issue also.

Ms. Jedlicki addressed farmland preservation and the inability of the reserved area to be farmed, drainage and street profile, and whether there is a need for more residential units based on the number of approved lots that already exist in the county.

Mr. Simpson objected to the Planning Commission hearing the case because in his opinion a Preliminary Development Plan was not filed with the current application, thus the applicant did not comply with the law. He submitted exhibits regarding sinkholes that have collapsed, and regulations that he felt were not being complied with by the applicant.

Andrew Burgoon, Locksley Court resident, stated that Lancelot Subdivision homeowners already deal with the clear drainage problem in the area and the problem should not be repeated for future homeowners. He also felt that the proposed reserved tracts are not viable for agricultural use.

Daniel Nahum, Cane Run Road resident, stated that the area is one of the most beautiful areas of Scott County and the agricultural land should be preserved. He also stated that the narrow roads are unsafe and asked that the application not be approved.

Sandy Jors, Knight Court resident, asked the Commission to not approve the application.

Michael Hardy, Moores Mill Road horse farm owner, voiced his objection to the project. He stated that encroaching development is not good for his Thoroughbred operation.

Roy Cornett, Ironworks Estates resident, felt that if an investor buys property, the rules in place at the time of the purchase should be honored.

Emily Gammon, Enid Court resident, felt that the goals of the Comprehensive Plan will not be followed if this plan is approved. She submitted a petition signed by Lancelot residents opposing the application.

Troy Rankin, Scott County farmer, asked the Commission to consider the environment. He felt it is imperative to protect the heavily karst farmland.

Lindsay Hale, Locksley Court resident, researched the geology of the area before purchasing her home, and she was aware of the flooding potential from studying the USGS maps. She felt that the applicant is not developing the property in the best way to mitigate the problems of the sinkholes and stream.

Lynn Martin, Moores Mill Road farmer, felt that the reserved area is not viable for agriculture. He also expressed concern about the increase in traffic.

Mr. Lankford stated that Mr. Kane's staff report addressed all the concerns that have been heard by the residents. He stated that all issues are manageable and have been taken into account.

Mr. Simpson felt that Mr. Cornett was wrong in thinking that it is the landowner's right to use the land in the highest and best use and that use is whatever brings the highest value. He stated that the application must be in compliance with the Comprehensive Plan, and if it is not, then it must meet one of three tests outlined in KRS.100. He felt that no change has occurred since the last application, which was denied, that merits approval of this current application.

Mr. Lankford stated, in response to an earlier objection by Mr. Simpson, that he did not bring his experts in to testify again because the Commission heard the testimony in February. Everything that Mr. Simpson has presented was also heard in February.

Mr. Simpson disagreed with Mr. Lankford.

Mrs. Greathouse, Glencrest Farm, asked if the Commissioners had visited the property. They replied that they did.

Mr. Burgoon felt that it was not the responsibility of the Commission to tell an applicant they cannot bring their experts. Chairman Jones stated that he did tell Mr. Lankford that the Commission did not want to hear repeat evidence.

Chairman Jones asked Mr. Kane to review what improvements will be made to Cane Run Road. Mr. Kane replied that it will be widened along the entire frontage of the property to 9' of pavement per lane and 2' shoulder and ditch. That improvement should be able to be made without removing the trees.

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

Mr. Perkins suggested postponing the application in order to give the Commission time to review the newly submitted findings. He also stated that the four members who are absent have not participated in the hearing, so they should not participate in the next discussion and vote.

Commissioner Holland suggested holding a special meeting to discuss the application. A special meeting was set for Tuesday, July 14 at 6:00 p.m.

Motion by Holland, second by Jones, to continue the Winding Oaks application to a special meeting to be held Tuesday, July 14 at 6:00 p.m. Motion carried 4-1 with Shirley dissenting.

FSP-2015-16 Smith Property – Final Subdivision Plat to create a 6.294-acre tract, leaving a 28.611-acre parent tract, located at 926 Luke Road in Sadieville.

Ms. Chan stated that she spoke with the person at the break who asked to hear the application, and they simply wanted to know what the application was. They had no concerns, and Tony Justice of Trinity Engineering had agreed with the conditions of approval.

Motion by Sulski, second by Smith, to approve the Final Subdivision Plat subject to the seven (7) conditions of approval. Motion carried.

PDP-2015-18 Double R Development – Amended Development Plan for a 4,000 sq. ft. addition to an existing 15,000 sq. ft. building zoned I-1, located at 401 Triport Road.

Ms. Chan reviewed the staff report, including the issue regarding the 4-1/2 acre gravel truck parking lot that is in violation of the original approval. She stated that the total building area is well below the maximum allowed in I-1, more parking is being provided than required, and there will be no additional impervious area.

Regarding landscaping, the perimeter VUA screening that was required with the preliminary approval in 1998 was never installed. This applicant is showing the required VUA perimeter landscaping on the amended development plan.

The gravel parking lot was then discussed. Ms. Chan stated that a determination needs to be made whether the gravel lot is creating a problem in the area, and if not, does it need additional screening or other ways to mitigate negative impacts. The applicant has requested a waiver to allow the gravel parking lot. She stated that there is other gravel in the area, but she had limited success finding approvals for it.

Charles Arthur, developer of the original building, stated that the additional space is very much needed, and five more people will be employed. He stated that if the gravel area must be paved, it will more than double the cost of the proposed project and make it unfeasible. He stated that Triport is a clean road that has not been made dusty or dirty by the other gravel lots in the industrial park.

Randy Collins, owner of Double R Development, apologized for not installing the trees that were requested. He stated that he did the mowing of the corner of East Yusen and Triport, and felt that they have the nicest green areas on Triport Road. Regarding the gravel lot, he stated that there is other gravel in the industrial park and no one ever complained.

Douglas Mynear, ECSI engineering firm, stated that the original plan was phased and did not show the gravel parking area. He estimated that paving the lot would cost over \$400,000.

Randy Hurst, also representing the applicant, stated that the original plan was from KC, and their plan was changed.

Commissioner Smith guessed that it would not be feasible for other industries on Triport to pave their entire parking lots.

Chairman Jones stated that he cannot support approving a project that did not comply with their original conditions.

Mr. Arthur stated that they could add recycled asphalt to the gravel lot. Whether it would drain properly was discussed.

Mr. Perkins suggested conditioning the approval upon review and approval of upgrades to the gravel by Brent Combs, Planning Commission Engineer. Ms. Chan stated that Mr. Combs has reviewed the plan and stated that because there was no additional impervious area, no additional drainage study is required.

Commissioner Shirley partially agreed with Chairman Jones, but stated that he would support an approval as long as there is a plan to bring the parking lot into compliance with our requirements.

Mr. Mynear addressed the recycled asphalt option.

Commissioner Sulski felt that the waiver should be denied because allowing the gravel lot will set a precedent for asking forgiveness. He also felt that the landscaping should be bonded.

Commissioner Smith asked Mr. Sulski if he feels that recycled asphalt should be required.

Mr. Perkins felt that there is blame on both sides, and it serves no purpose to make land unusable. The Commission needs to make sure it is made usable in an appropriate way. He suggested not allowed a Certificate of Occupancy until Mr. Combs approves the drainage plan.

Motion by Smith, second by Holland, to approve the Amended Development subject to the eight (8) conditions of approval, and with the additional condition (#9) that the Planning Commission Engineer approve the drainage and make recommendations, if any, on additional coverage of the existing gravel parking lot. Motion carried 4-1 with Jones dissenting.

PDP-2015-19 VanMeter Property – Preliminary Development Plan for the construction of a 9,600 sq. ft. building located on 1.186 acres zoned I-1 on the north side of Bourbon Street, east of Chambers Avenue.

Mr. Summers reviewed the staff report, including the two requested variances regarding landscaping and the third requested variance to allow gravel instead of pavement behind the building.

He stated that the first landscape waiver to replace the perimeter screening along Bourbon Street is reasonable because the applicant will replace it with a 4' sidewalk, the landscaping would reduce visibility for vehicles exiting the site, and the property to the south is Industrial. The second landscape waiver to reduce the number of interior VUA trees from six to three is reasonable because of the difficulties in fitting six trees into the landscaped area.

He recommended approval of the Preliminary Development Plan subject to the eight (8) conditions of approval, and the two requested variances regarding landscaping. He stated that overall, this plan brings the site into much greater conformance with the *Zoning Ordinance* than it was previously.

Commissioner Sulski asked the applicant if the difference in cost between gravel and recycled asphalt would be significant. The applicant replied that it is not significant. Commissioner Sulski stated that because of the surrounding homes, requiring recycled asphalt should be considered.

Mr. McCain stated that they agree with the conditions of approval with the exception of #4 regarding lighting. He stated that the lighting will be wall packs on the building. There will be no pole lighting that would require a photometric plan. It will be shielded from the neighbors, aimed down at the building.

He stated that Mr. Van Meter is agreeable to constructing the sidewalk. He stated that the gravel in the rear will be compacted gravel with curb around it, and the truck comes only once per week, so there will be no major dust problem. He felt that constructing the sidewalk offsets the gravel in the rear.

Tony McIntyre, owner of the home on the corner of Bourbon and Payne, adjacent to this property, asked how far the fence will be extended. Mr. McCain stated that it be extend about 20' behind his property line. Mr. McIntyre asked if the new owner plans to upkeep the area from the fence to the property line and expressed concern about the neighbors (his family members) on Prospect Street being boxed in by the fence. He asked how close the fence will be to Prospect Street. Mr. McCain stated that the fence will be just inside the property line, which will make it approximately

five feet from Prospect Street. Mr. McIntyre felt that was incorrect. Mr. McCain stated that a survey was done by a licensed surveyor.

Mr. McIntyre asked what type of fence will be constructed. Mr. McCain stated that it will be a wood privacy fence. Ms. Chan stated that it would not be allowed to block sight distance. Mr. McIntyre expressed concern about traffic. Mr. McCain stated that one truck per week will make a delivery, the trash truck will empty the dumpster, and there will be 15 employees.

Mr. McCain stated that Mr. Van Meter is not opposed to not installing the fence if the Commission wishes to make that a waiver. Mr. Summers felt that the fence is needed for screening from the residential district and also for security. Mr. Perkins suggested that since the site will be improved, and the neighbors prefer to see the site than have a fence which takes away from visibility, a waiver might be appropriate. Mr. Summers stated that the building will be closer to the neighbors than it was previously because the front setback was increased.

After further discussion on the fence, it was agreed that Mr. McIntyre would obtain a letter from the adjoining neighbors stating that they do not want a fence to be constructed. Then the fence will be taken back to the extent that they agree.

Mr. McIntyre stated that he worked at the industrial operation that was previously on the site for eleven years. He stated that they dumped at least 55 gallons of oil per day on the ground. Justin Van Meter, applicant, stated that he has owned the property for eight years and they produce about 250 gallons of waste oil per year, and it gets pumped out by an EPA compliant oil company. He stated that one of their waste oil containers was hit by a truck shortly after he obtained the company. They dug up the back of the lot, had the EPA test it, and had new ground put in.

Motion by Smith, second by Sulski, to approve the Preliminary Development Plan, subject to the eight (8) conditions of approval, a ninth condition regarding the neighbors' consent to remove the privacy fence to the extent agreed upon, and including the two requested variances regarding landscaping, and the third variance to allow recycled asphalt instead of gravel behind the building. Motion carried.

PDP-2015-20 Toyota Tsusho America, Inc.

Alfred Tackett, adjoining property owner of 25 acres, was not present when the application was approved on the Consent Agenda. He stated that when he bought his property, it was with the intent to develop it into five-acre tracts. He is concerned

now that tracts next to this expansion would be unsellable. He spoke with a person at Toyota Tsusho about them purchasing his property. The person stated that they might consider it, but would be concerned about getting it zoned industrial. Mr. Tackett asked if it would be possible for them to construct an access road to his property so that he could move forward to have it rezoned. His property fronts on Rogers Gap Road.

Mr. Kane stated that in order to expand the industrial park, the Urban Service Boundary would have to be expanded. He pointed out areas where expansion of the industrial park has been considered and where likely access roads would be constructed.

Update of previously approved projects and agenda items

Mr. Kane reported that the Landscape Ordinance will go before City Council on Monday, July 13 for first reading.

He invited the Commission to take the Community Attitude Survey that is on the website and encouraged them to inform others to fill out the survey also.

He recognized Megan Chan for the receiving the annual Outstanding Young Planner award from APA-KY.

The meeting was then adjourned.

Respectfully,

Rob Jones, Chair

Attest:

Charlie Perkins, Secretary

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
SPECIAL MEETING
MINUTES
July 14, 2015**

The special meeting was held in the City Hall Council Chambers on July 14, 2015. The meeting was called to order by Chairman Rob Jones at 6:00 p.m. Present were Commissioners Janet Holland, John Shirley, Steve Smith, and Mark Sulski, Director Joe Kane, Planners Megan Chan and Matt Summers, and Attorney Charlie Perkins. Absent were Commissioners Jeff Caldwell, Regina Mizell, Byron Moran, and Frank Wiseman.

ZMA-1015-15 Winding Oaks Cluster Subdivision – Zone Change request for a cluster subdivision with twenty-nine (29) residential cluster lots, one preserved tract, and two (2) non-buildable HOA lots on 150.51 acres zoned A-1, located on the south side of Ironworks Road east of Cane Run Road.

Mr. Perkins reported that a motion was received on this day asking the Commission to deny the zone change for a breach of due process. The specific violation of due process that is alleged is that the proponent of the zone change put experts' reports into the record and the attorney for the opponent was not allowed to cross examine those experts. Mr. Perkins stated that the question was asked at the Commission's workshop if they needed to hear the experts' reports again at the July meeting, and he replied that they did not.

However, the reports had been updated and the opponents have the right to cross examine the experts about their reports. He recommended continuing the meeting until the regular August 13, 2015 meeting at which time the three expert witnesses will be available for cross examination by Mr. Simpson.

Bruce Simpson, attorney for the opponent, wished to speak. Bruce Lankford, attorney for the applicant, objected, stating that the hearing was closed.

Motion by Shirley, second by Holland, to continue the matter to the August 13, 2015 meeting for the sole purpose of the proponent providing the three expert witnesses so that Mr. Simpson can cross examine them. Motion carried.

The meeting was then adjourned.

Attest:

Respectfully,

Charlie Perkins, Secretary

Rob Jones, Chairman

CNG FUEL STATION
Staff Report to the Georgetown-Scott County Planning Commission
August 13, 2015

FILE NUMBER: PDP-2015-21

PROPOSAL: Preliminary Development Plan for the construction of a compressed natural gas (CNG) vehicle fueling station.

LOCATION: South of Cherry Blossom Way Spur

APPLICANTS: American Natural Gas
125 High Rock Ave.
Saratoga Springs, NY 12866

ENGINEER: Thomas Reynolds, PE
355 Essjay Road, Suite 200
Amherst, NY 14221



STATISTICS:	
Zone	B-2
Surrounding Zones	B-2 to the east and west; A-1 to the north and south
Acreage	3.352 acres
Water/sewer available	Yes/Yes
Access	Access via Cherry Blossom Way Spur
Waivers Requested	1. Waiver to eliminate the sidewalk 2. Waiver to eliminate the need for interior landscaped area 3. Waiver to move the trees from the interior landscaped area to other locations on the project site.

BACKGROUND:

The subject property is a 3.352-acre parcel, zoned B-2. The subject property is located south of Cherry Blossom Way Spur, and east of exit 129 of I-75. The adjacent properties are: B-2 to the east and west, and A-1 to the north and south. The A-1 zoning to the north is comprised of a strip of property entirely within the right of way for Cherry Blossom Way and Cherry Blossom Way Spur. The proposed use for the subject property is for a compressed natural gas vehicle fuel station. The proposed use is permitted in the B-2 district.

Layout:

The proposed development will have a vehicle fueling area covered by a 20 FT x 50 FT overhead lighted canopy. The canopy is proposed to be 25 FT tall. The fuel dispensers will be protected from vehicular contact by concrete filled bollards.

The fueling dispensers will be fed from the compression station located north of the vehicular use area (VUA). This area will contain the equipment necessary to receive an underground gas line, compress and dry the natural gas, and store it in a series of tanks with different pressures. This series of tanks will feed to the dispensers for the fueling of vehicles. The compression station will be protected by concrete filled bollards spaced a maximum of 4 FT apart. There will also be an 8 FT chain link fence with barbed wire topping surrounding the compression station. A separate concrete pad to the west of the compression station will house the disconnect switch.

Safety

For information regarding the safety of the proposed fueling station, please see the included pages provided by the Applicant.

Parking and Circulation:

There are no proposed parking spaces with this development since there is no store to shop in or employees who would require parking spaces.

The traffic will be one-way through the VUA, with traffic entering on the west, and exiting on the east.

The Applicant is requesting a waiver to install a sidewalk along Cherry Blossom Way Spur. There are no existing sidewalks along the spur for a sidewalk to connect to, and many of the businesses cater primarily to the motoring public.

Landscaping:

The southern portion of the property borders agriculturally zoned property, and requires a 15 FT landscaping buffer containing one tree per forty feet and a six foot high hedge. The southern property line is shown to be screened in accordance with the *Landscape Ordinance*.

The eastern and western portions of the vehicular use area are shown to be screened by group A trees spaced 50 feet apart and a continuous 3 FT hedge. The northern side of the VUA is shown to be screened by group A trees spaced 50 feet apart and a continuous 18" hedge. The VUA is screened in accordance with the requirements of the landscape ordinance.

The Applicant is proposing 26,090 SF VUA, which would require 2,609 SF of interior landscaped area and 11 interior trees. Given the proposed land use, and design of the site, it does not make sense to force the Applicant to install landscaped islands or peninsulas. Staff does recommend the Planning Commission grant the Applicant a waiver to plant the required interior trees elsewhere on the project site. There are many areas south of the VUA where the Applicant could easily fit the required 11 trees. Staff also recommends the Planning Commission waives the requirement for interior landscaping area on the project site.

During the application process, the City of Georgetown has passed canopy requirements for all new development within the city limits. The Applicant is showing many trees on the project site are to be preserved during development. A calculation of the canopy area of the trees to be preserved shows roughly 13% of the project site will be covered by existing trees. This means the Applicant will need to

provide 12% canopy coverage through the planting of new trees. Planting the ten trees shown on the development plan will only provide roughly 11% canopy coverage. If the Planning Commission requires the Applicant to plant the 11 trees discussed in the previous paragraph, the Applicant will have provided more than enough trees to satisfy the canopy requirements of the Landscape Ordinance.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plan for the construction of a CNG vehicle fueling station on the 3.352-acre lot. As part of that approval, staff suggests that the Planning Commission attach the following waivers and conditions:

Variance/Waiver:

1. Waive the sidewalk requirement
2. Waive the interior landscape area
3. Waive the location of the interior landscape area trees to allow them to be moved elsewhere on the project site.

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. The Applicant shall provide a lighting and photometric plan along with the Final Development Plan. Lighting shall be directed away from adjoining property and not have any off-site impact.
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. The Final Development Plan will require a species specific landscape plan.
7. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.
8. 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.



June 17, 2015

Compressed Natural Gas (CNG) Fueling Station Overview - Operation and Safety Features

**405 Cherry Blossom Way Spur
Georgetown, Kentucky**

General Overview of Facility Components and Operation

- The following summarizes how natural gas flows through and is processed by the facility from the point of supply (natural gas main located at the street) to the point of dispensing into the vehicle.

When a demand is placed on the system (i.e. a vehicle fuels), natural gas flows from the supply main to an equipment train comprised of four (4) pieces of equipment. The first three (3) are located on a concrete equipment pad that is surrounded by concrete-filled bollards for vehicle protection and is enclosed by an eight-foot (8') tall chain link fence with locked access to prevent unauthorized access. The equipment train is as follows:

- 1) **Dryer** - The first piece of equipment in the train is the dryer which removes excess moisture and impurities from the incoming natural gas supply. The dryer uses a desiccant (medium of beads or pellets) which absorbs the moisture and removes impurities.
- 2) **Compressors** - After passing through the dryer, the natural gas flows to the compressors which compress the natural gas and boost its pressure to 4,500± pounds per square inch (psi), which is the industry standard for storage and fueling. This pressurized natural gas discharges from the compressor(s) to the above-ground storage vessels. In the event the pressure in the storage vessels (as described below) is depleted below the required fill pressure during a fueling event the compressors will also provide direct fill to the fueling vehicle.
- 3) **Storage Vessels** - Storage vessels are configured in what is known as a cascading arrangement which provides low, mid and high bank pressurized storage to fill vehicles. Initial vehicle fill is provided through low bank storage and as the pressure equalizes between the vehicle tank and low bank storage the fill switches to mid-bank storage until pressure equalization is reached again and then final top-off (at 3,600 psi±) is provided by high bank storage. This fill sequencing is controlled by a Priority Panel. The storage vessels are cylindrical steel (20" diameter and 38' long) and are specifically designed for CNG storage as certified by the American Society of Mechanical Engineers (ASME). These above-grade storage vessels are configured horizontally (lengthwise) and stacked three (3) high in cradles designed specifically for that purpose. Once reaching a pressure of 4,500± psi in the storage vessel array, the compressor(s) turn off. The storage vessels and compressor(s) are piped to

dispensers, located outside the equipment pad and beneath the customer canopy. Depending on the demand placed on the system (i.e. volume of fill required, concurrent or back-to-back filling events) the compressor(s) may run during the filling operation to directly fill vehicles if the necessary fill pressure is depleted in the storage vessels.

- 4) CNG Dispensers - Once a vehicle connects the dispenser hose to the vehicle, payment is made via a card reader (no different than that used on a traditional gasoline dispenser) and the dispenser fill switch is activated, the dispenser will fill the vehicle fuel tank to a maximum pressure of 3,600± psi, which is the industry standard.

When 3,600± psi is reached in the vehicle fuel tank the dispenser ends the fueling operation automatically. The operator then disconnects the pressure hose connection, replaces the fill hose on the dispenser and obtains a receipt for the transaction if desired.

Safety Features

- **General** - The CNG fueling station (the "Station") is to be designed, constructed and operated in accordance with all applicable federal, state and local codes, including but not limited to the latest edition of the "National Fire Prevention Association (NFPA) 52 - Vehicular Gaseous Fuel Systems Code" and "New York State Uniform Fire Prevention and Building Code," including all applicable referenced codes (i.e. NYS Fuel Gas Code, NYS Mechanical Code, etc.).
- **Monitoring** - The Station operation is monitored remotely at ANG's office via a data communication connection to the operation panel at the station. The CNG equipment train is fitted with various detectors along the flow route to monitor operation and provide notice to ANG's office and personnel (via email, telephone and mobile phone) in the event any problems or anomalies are detected with the facility operation (i.e. methane leak detection, compressor over-pressurization, Station shut-down, etc.) so appropriate corrective action can be implemented.

The station is also equipped with video surveillance enabling ANG to remotely observe Station operations in real-time.

- **Description of Safety Features** - The following detection, safety and shut-down devices are located along equipment train:
 - a) Compressors: The compressor skids are equipped with the following safety features to respond to leaks as well as prevent over-pressurization:
 - Leak Detection: Each compressor skid is enclosed to protect the equipment from the elements. As such, each skid is equipped with methane detection which will

shut-down the compressor skid and activate a purge fan in the event a natural gas leak is detected.

In the event of this type of shut-down, a representative of ANG must physically go to the site to restart the Station. Prior to restarting the Station the reason for the shut-down will be investigated and remedied as needed. Furthermore, a thorough check of all system operations will be made prior to and in concert with restarting the Station.

- **Over-pressurization:** To ensure the compressors do not over-pressurize the storage vessels, the compressors are equipped with two electronic pressure transducers (providing redundancy as only one needs to work) to detect excess pressure which will shut down the compressor(s). Failure of one of these transducers (resulting in an open circuit) will also shut down the compressor(s). In the event both of these electronic devices fail, the pressure relief valves on the Storage Vessels would be activated (see below).

In the event of this type of shut-down, the Station can be re-started remotely. This would only be done if the over-pressurization event can be diagnosed and corrected remotely. If not, a representative of ANG would physically go to the Station to troubleshoot and remedy the problem before re-starting the Station.

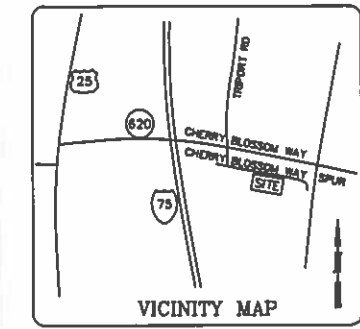
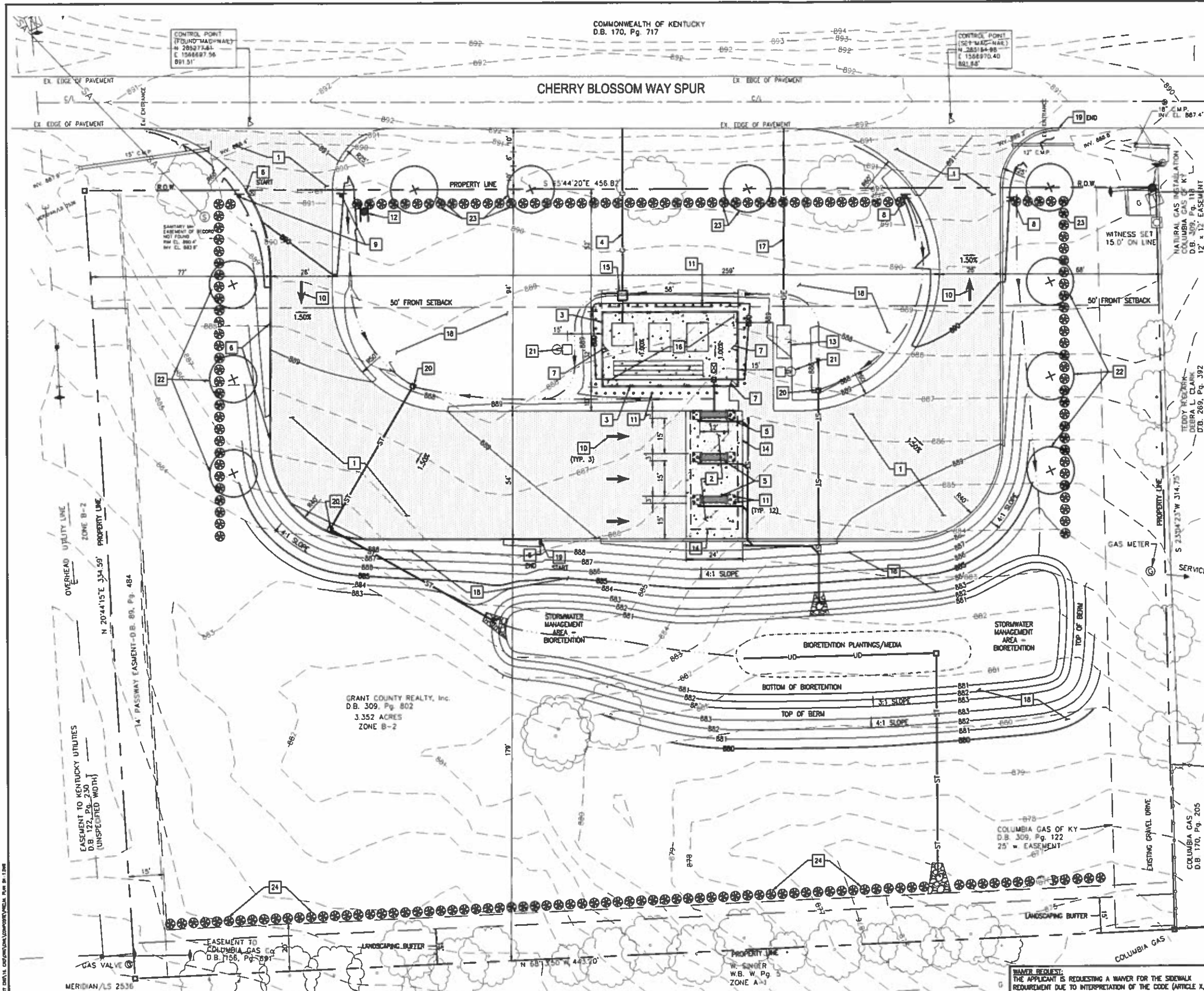
Under both of these events, leak or over-pressurization, a notice would be transmitted to ANG's office via the methods outlined in the Monitoring section above.

- b) **Storage Vessels:** As noted in a previous section above, the compressors discharge natural gas to achieve a pressure of 4,500± psi in the storage vessel array. These ASME-certified storage vessels are designed to withstand a pressure of 8,200 psi, well in excess of the 4,500 psi they will experience under normal operation. To ensure the storage vessels do not become over-pressurized, the vessels are equipped with mechanical pressure relief valves (no power required to operate) set at 5,500 psi.
- c) **Emergency Shut-Off Devices (ESDs):** ESDs are located at each dispenser location, at the electric panel located outside the fenced equipment pad enclosure and on each compressor located within the fenced enclosure to enable immediate shut-down of the entire Station. In the event an ESD is activated, ANG is notified through the Monitoring system described above and a representative of ANG must physically go to the site to restart the Station. Prior to restarting the Station, the reason for the ESD shut-down is investigated and remedied by ANG if needed, Furthermore, a thorough check of all system operations is made prior to and in concert with the restarting the Station.
- **Canopy Design** - The underside of the canopy overtop the dispensers is V-shaped (center lower than ends) so in the event natural gas escapes at the dispenser location it cannot accumulate under the canopy and become a potential hazard . Rather it would dissipate to

the atmosphere. Consequently, the canopy is not equipped with a traditional overhead fire suppression system used at gasoline fueling stations. A fire extinguisher is provided at the dispensing location pursuant to NFPA 52.

- **Power Outage** - When power is lost to Station the entire compression train and ability to dispense fuel ceases unless ANG connects a portable generator to the Station's transfer switch. When power is restored the Station automatically resumes normal operation with no need to be reset or restarted.

CHERRY BLOSSOM WAY SPUR



SITE DATA TABLE	
PROPERTY LOCATION:	CHERRY BLOSSOM WAY SPUR GEDRGTOWN, SCOTT COUNTY, KENTUCKY
LOT AREA:	3.352 AC. (TOTAL AREA)
CURRENT ZONING:	B-2 - COMMERCIAL
EXISTING USE:	VACANT LOT
PROPOSED USE:	COMPRESSED NATURAL GAS FUELING STATION
VEHICLE USE AREA (VUA):	28,090 SQ. FT.
LOT AND AREA REQUIREMENTS:	
MAX. HT. OF STRUCTURES:	REQUIRED: 75 FT. PROPOSED: 25 FT.
REQUIRED SETBACKS:	
STRUCTURES:	
FRONT:	50 FT. (MIN) 51 FT. ±
W. SIDE:	0 FT. (MIN) 215 FT. ±
E. SIDE:	0 FT. (MIN) 181 FT.
REAR:	0 FT. (MIN) 174 FT. ±
LOT COVERAGE:	
PER ZONING:	50% 22%
LOADING REQUIREMENTS:	
DRIVE AISLE WIDTH:	24' (MIN) 26'-34'

- IMPROVEMENT NOTES:**
- HEAVY DUTY ASPHALT PAVEMENT.
 - HEAVY DUTY CONCRETE PAVEMENT (AT PUMP ISLAND), RE. 2, CS00. CONTRACTOR SHALL BE RESPONSIBLE FOR SLAB-ON-GRADE JOINTING AND ADDITIONAL SLAB REINFORCEMENT AT CURBS, CATCH BASINS, MANHOLES, ETC. SMOOTH JOINTS AND ADDITIONAL REINFORCEMENT SHALL BE PROVIDED PER SPECIFICATIONS AND INDUSTRY STANDARDS. SEE GEOTECHNICAL REPORT FOR ADDITIONAL REQUIREMENTS.
 - 6" CHAIN LINK FENCE WITH BARBED WIRE TOPPING. FENCE POSTS TO BE CORED INTO AND 6-INCHES FROM EDGE OF CONCRETE PAD.
 - NEW UNDERGROUND GAS PIPING, SEE NOTE "A" HEREOF.
 - NEW CONCRETE DISPENSER ISLANDS, SEE DETAILS BY OTHERS.
 - NEW CONCRETE CURB.
 - 3' WIDE, LOCKABLE, SINGLE LEAF SWING GATE, DETAILS BY OTHERS.
 - STOP SIGN / DO NOT ENTER SIGN PER GRAPHICS NEXT TO NOTE (TYP OF 2). SIGN POLE.
 - ONE WAY SIGN (TYP OF 2). SIGN POLE.
 - DIRECTIONAL PAVEMENT ARROW (TYP.).
 - CONCRETE FILLED BOLLARD. MAXIMUM SPACING BETWEEN BOLLARDS IS 4'.
 - POLE ENTRANCE SIGN PER ZONING REQUIREMENTS, MAXIMUM HEIGHT 25', SETBACK 10FT MIN. REFER TO DETAIL BY OTHERS.
 - CONCRETE PAD FOR DISCONNECT SWITCH, MOTOR CONTROL CENTER, COMMUNICATIONS CABINET AND TRANSFER SWITCH. REFER TO SEPARATE PLANS BY OTHERS FOR DETAILS.
 - 20' X 50' OVERHEAD CANOPY WITH LED LIGHTING. REFER TO SEPARATE PLANS BY OTHERS FOR DETAILS.
 - GAS UTILITY METER SET, SEE NOTE "A" HEREOF.
 - CNG EQUIPMENT AREA.
 - NEW ELECTRIC SERVICE, SEE NOTE "A" HEREOF.
 - TOPSOIL (6" MIN. DEPTH) AND SEED ALL DISTURBED AND GRADED AREAS.
 - 1' WIDE PEA GRAVEL DIAPHRAGM FOR BIORETENTION.
 - 2'X2' CATCH BASIN.
 - L.E.D. AREA LIGHT MOUNTED ON 20' POLE. EACH LIGHT CONTROLLED BY SWITCH MOUNTED ON POLE.
 - "GROUP A" PLANTING AND 3' HEDGE PER GEORGETOWN/SCOTT COUNTY LANDSCAPE ORDINANCE.
 - "GROUP A" PLANTING AND 18" HEDGE PER GEORGETOWN/SCOTT COUNTY LANDSCAPE ORDINANCE.
 - 6' HEDGE TO BE PROVIDED ALONG EDGE OF COLUMBIA GAS EASEMENT.

NOTES:
THIS DOCUMENT, AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF WENDEL. NO ARCHITECTURE, ENGINEERING, SURVEYING AND LANDSCAPE ARCHITECTURE, P.E. AND IS NOT TO BE USED IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF WENDEL. UNAUTHORIZED REVISION OR ALTERATION OF THIS DRAWING, DESIGN, SPECIFICATION, PLAN OR REPORT IS A VIOLATION OF SECTION 208, PARAGRAPH 2 OF THE NEW YORK STATE EDUCATION LAW.

NO.	REVISIONS	DATE
CC1	REVISED PER TOWN COMMENTS	7/27/15

DATE	06/23/15
SCALE	AS SHOWN
DRAWN BY	CC1
CHECKED BY	TCW
PROJ. NO.	484203
DWG. NO.	

- CNG EQUIPMENT NOTES:**
- FINAL LOCATIONS OF GAS, ELECTRIC, AND COMMUNICATION LINES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE NECESSARY UTILITY COMPANIES. AS-BUILT DRAWINGS SHOWING THE FINAL LOCATIONS WILL BE PREPARED AT THE COMPLETION OF CONSTRUCTION.
 - REFER TO SEPARATE DRAWINGS PREPARED BY OTHERS FOR CNG EQUIPMENT DETAILS.

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 OF THE DEVELOPMENT WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS SHOWN, IN ACCORDANCE WITH THE GEORGETOWN-SCOTT COUNTY SUBDIVISION AND DEVELOPMENT REGULATIONS, UNLESS OTHERWISE NOTED.

July 22 (DATE), 2015

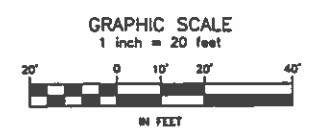
 (OWNER OR OWNERS)

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.

(DATE), 20____
 CHAIRMAN, GEORGETOWN-SCOTT COUNTY PLANNING COM.

1 SITE PLAN
SCALE: 1" = 20'



- NOTES:**
- SURVEY WAS COMPLETED BY MERIDIAN ASSOCIATES, LLC SURVEYORS.
 - HORIZONTAL DATUM IS REFERENCED TO KENTUCKY STATE PLACE COORDINATE SYSTEM (NAD 83), NORTH ZONE.

GOLF TOWNHOMES OF CHERRY BLOSSOM, PHASE 5
Staff Report to the Georgetown-Scott County Planning Commission
August 13, 2015

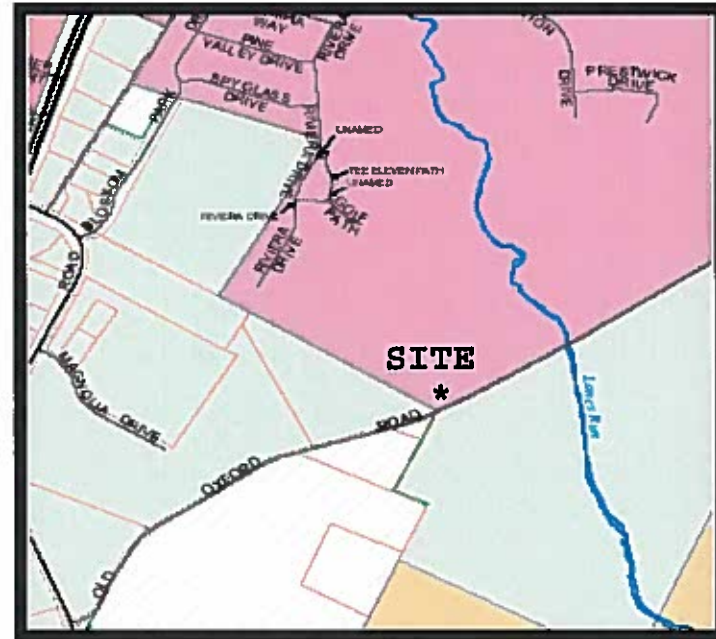
FILE NUMBER: PSP-2015-22

PROPOSAL: Preliminary Development Plan and Subdivision Plat for Golf Townhomes of Cherry Blossom, for 29 single-family and townhome units.

LOCATION: East of Riviera Drive, west of Lanes Run Creek, northwest of Old Oxford Road.

APPLICANT: Golf Townhomes of Cherry Blossom, LLC

**ENGINEER/
SURVEYOR:** EA Partners, Inc.
Rory Kahly



STATISTICS:

Zone	R-2 PUD
Surrounding zones	R-2 PUD
Development Area	5.3 Acres
Number of dwelling units	29
Density	5.5 gross du/acre
New street required	Yes, 950 L.F. new roadway
Water/sewer available	Yes/Yes
Access	Access is via Ikebana Drive, local residential roads with approximately 28' wide BOC to BOC.
Variances	Reduction of required front yard setback.

BACKGROUND:

The subject property is part of the Cherry Blossom Multi-Family area approved for R-2 (PUD) zoning at the time of original zone change approval for the Cherry Blossom community. Development of the multi-family area has occurred incrementally, with four previous phases approved. The Preliminary approval of phase five will bring the total number of units approved in the multi-family area to ninety-nine (99).

It was determined at the time of the approval for phase four, that the road connection to Old Oxford would occur concurrent with development of the section that contained the 100th lot. The

basis of this finding was the access section of the *Subdivision Regulations*, which requires two entrances for any multi-family development greater than 100 units. The second connection could hypothetically come through Ikebana Drive and the Commercial section of the Howard Property. It would be preferable, however, for the second connection to be from Old Oxford Road, particularly since the approved Concept Plan shows a circuitous system of local roads serving the multi-family area. Emergency access for police and fire protection, construction access, and city services needs a direct secondary connection from a major road, which an entrance from Old Oxford could provide. It would also allow diffusion of traffic onto the local area roads reducing congestion on Connector Road.

Previous phases of the multi-family area have been built mainly with an attached townhome product, both one and two story, with both front and rear loading garages. Phase One was constructed on private roads, Shadow Creek Path and Bethpage Path. The remaining phases have been on public roads. Shadow Creek Path intersects with Ikebana Drive in this phase. There has been a desire expressed by the residents of Shadow Creek Path that construction access not be permitted to cut through their street since they are responsible for its upkeep and maintenance. In fact, they have already installed a gate to restrict access to Shadow Creek Path from Ikebana Drive. This is another reason additional access and connections will be needed to future phases in the multi-family area.

The proposal for phase 5 is a combination of triplex townhomes and single-family or duplex townhomes, similar to what exists in the area. The proposed layout for Phase 5 closely follows the previously approved Concept Plan.

The Preliminary Plat submitted contains fourteen lots, and the Preliminary Development Plan contains fifteen attached triplex townhome units. The lots are on average 50-feet wide and conform to the density and area allowed under R-2 PUD zoning. A front yard setback variance from 30 to 20 feet is being requested on both the lots and the triplex townhomes. Approval of the front yard setback would be in keeping with what has been built in the earlier phases. The townhomes are similar in size and layout to the townhomes built on Shadow Creek Path. Parking is being provided in front loading two-car garages. Sidewalks are shown on both sides of all public streets. The single-family/duplex lots also require a variance to the lot width and area requirements for the R-2 district. Earlier phases maintained a minimum 50' lot width and it is recommended this minimum continue for all single-family lots in this and subsequent phases. All the lots proposed, with the exception of lots 19, 42 and 50A are 50' in width or wider at the building envelope.

The development is a Planned Unit Development, so adherence to the underlying zoning setback requirements is flexible as long as the change does not adversely affect the public health, safety or welfare and will not alter the essential character of the general vicinity. A reduction in the front setback would bring the front façades closer to the street and would increase the sense of enclosure of the street appropriate for an urban location. It would match the front setbacks of the townhomes on Riviera and the homes and duplexes on the built portions of Ikebana. A reduction of the front setback would render the smaller, urban-scale lots more usable and not alter the general character of the area.

Staff is concerned with the lot widths of lots 19, 42 and 50A. With the required 7-1/2' side yard, these lots may only be suitable for duplexes with one zero lot line. Otherwise, due to their restricted buildable area, the units constructed could be out of character with the surrounding area. Lot 19 appeared on the

plat for the previous phase, but is being reconfigured and shown on this plat. Staff would recommend that lots 19, 42 and 50A be a minimum of 50' wide at the building envelope similar to previous phases. In addition, there is an existing mature tree line, natural drainage area and a variety of easements on lots 20 and 21, which make those lots difficult to build. Lot 21, being a corner lot, adjoining built townhomes is especially problematic.

Stormwater will be handled through an area wide stormwater plan and easements are shown on this plan. The stormwater management plan shall be approved by the Planning Commission Engineer. A homeowners association will be required for the maintenance of common areas and facilities.

The private section of Shadow Creek Path should end at the existing property line. This would allow for a turnaround area for the public road at the intersection of Shadow Creek Path and Ikebana. This would also insure that the new corner lots in phase 5 would not access the private street. Additionally, any gate should be setback on Shadow Creek Path at least 50 feet from the proposed intersection.

The construction of Ikebana Path east from Riviera Drive to Old Oxford Road along with the construction of the entrance at Old Oxford Road and the required improvements to Old Oxford Road should be completed in coordination with Planning and Engineering staff and in conformance with a future Master Plan for the multi-family area. Connection to Old Oxford Road should occur prior to or in conjunction with Final Plat approval of the 100th lot or unit in the multi-family area of Cherry Blossom.

RECOMMENDATION:

Approval of the Preliminary Development Plan and Subdivision Plat for the Golf Townhomes of Cherry Blossom, Phase 5, with the following variance and conditions:

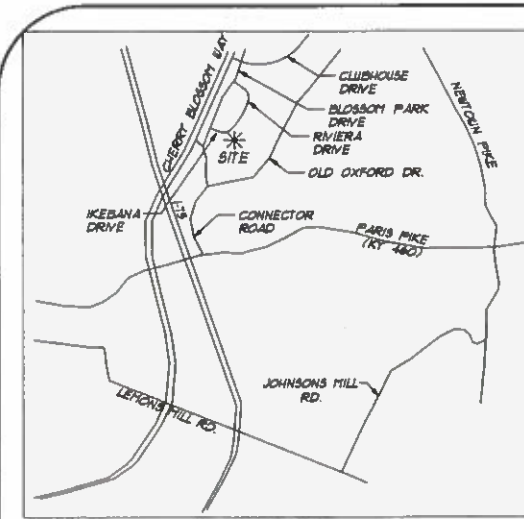
Variances:

1. Reduction of the front setback from 30 feet to 20 feet.
2. Reduction of the minimum width for single-family lots to 50' at building envelope.
3. Reduction of minimum lot area for single-family lots to 5,000 sf

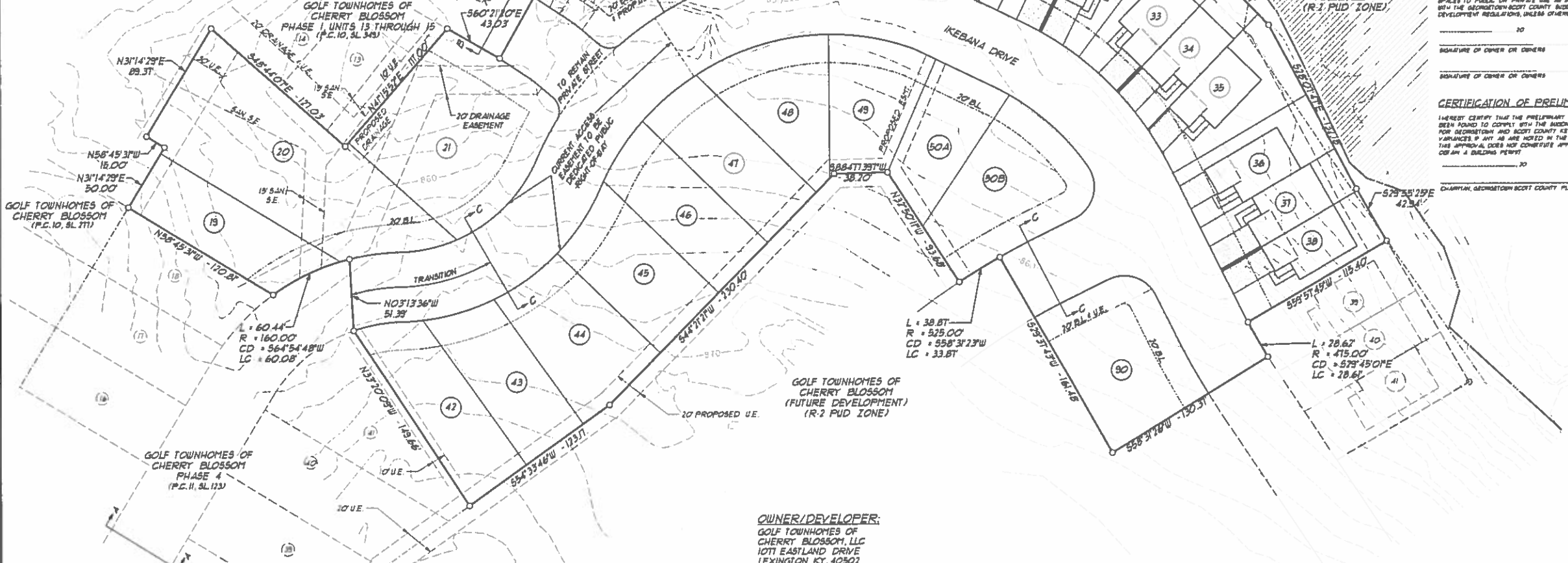
Conditions:

1. Any further Final Development Plan or Final Subdivision Plat Approvals for multi-family units in the multi-family area of Cherry Blossom will not be permitted beyond 100 units until the connection to and improvements to Old Oxford Road along the subdivision frontage are constructed as per Article X of the *Georgetown-Scott County Subdivision and Development Regulations*.
2. All requirements of GMWSS regarding sanitary sewer services.
3. All requirements of Georgetown Fire Department.
4. Prior to Final Subdivision Plat approval providing the City Engineer with a street lighting plan in accordance with the adopted ordinance.
5. There shall be no grading or construction on the site until required plans (i.e., drainage plans) including Construction Plans and Final Development Plans have been reviewed and approved by the City Engineer and Planning Commission Engineer.
6. All single-family lots shall be a minimum of 50' at the building envelope.
7. Prior to Final Plat approval provide the building footprints proposed on lots 20 and 21.
8. HOA documents shall be submitted for review and be recorded with the Final Subdivision Plat.

9. Any revisions or amendments to the approved development plan must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
10. All applicable requirements of *Zoning Ordinance*, *Landscaping Ordinance*, and *Subdivision & Development Regulations*.
11. 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 development plan.



VICINITY MAP
(NOT TO SCALE)



PURPOSE OF PLAN:
 • ESTABLISH THE NEXT PHASE OF RESIDENTIAL DEVELOPMENT; CREATING 15 TOWNHOMES AND 14 SINGLE FAMILY LOTS.
 • LOT 19 WAS PREVIOUSLY RECORDED AND IS NOW BEING RECONFIGURED.

- GENERAL NOTES**
1. SHORT WATER RETENTION WILL BE ADDRESSED WITH THE CONSTRUCTION PLANS.
 2. SHORT SEWERS, STORM WATER RETENTION BASINS, AND SANITARY SEWERS SHALL MEET THE SPECIFICATIONS AND APPROVAL OF THE PLANNING COMMISSION ENGINEER.
 3. ALL AREAS THAT HAVE BEEN DISTURBED BY GRADING SHALL HAVE TEMPORARY VEGETATIVE COVER PROVIDED. SUCH COVER WILL CONSIST OF ANNUAL GRASSES OR PERENNIAL GRASSES EXCEEDING 41" SHALL HAVE ADDITIONAL PROTECTION OF ADEQUATE MULCHING OR SOIL IN ORDER TO PREVENT EROSION.
 4. THIS PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED ON A RECORDED SUBDIVISION PLAN.
 5. FINISHED FLOOR ELEVATIONS TO BE ESTABLISHED ON THE FINAL SUBDIVISION PLAN, IF NECESSARY.
 6. UTILITY COMPANIES SHALL HAVE ACCESS TO ALL OPEN SPACE AREAS FOR THE PROVISION AND MAINTENANCE OF SERVICES ON THE TOWNHOME UNITS. EASEMENTS SHALL BE ESTABLISHED ON THE FINAL SUBDIVISION PLAN.
 7. A CONSOLIDATION PLAN SHALL BE REQUIRED BETWEEN THE GOLF TOWNHOMES OF CHERRY BLOSSOM AND THE CHERRY BLOSSOM GOLF CLUB, PRIOR TO RECORDING THE FINAL SUBDIVISION PLAN FOR LOTS 33-36.
 8. ENTRY FEATURES MUST BE PROVIDED ON LOTS 31 AND 34 TO SANITARY PRIVATE STREET.
 9. LOTS 33 AND 34 MAY BE DEVELOPED AS EITHER SINGLE FAMILY DETACHED OR ATTACHED (DUPLEX) UNITS.
 10. THESE LOTS WILL BE PART OF THE EXISTING HOMEOWNERS ASSOCIATION.

CERTIFICATION OF OWNERSHIP AND DEDICATION

I, THE UNDERSIGNED, HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I DO HEREBY ADOPT THIS PLAN OF THE DEVELOPMENT WITH ITS FOUR (4) PAGES CONSENT, ESTABLISH THE PROPERTY BOUNDARY LINES, AND DEDICATE ALL STREETS, ALLEYS, BACKYARDS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS SHOWN IN ACCORDANCE WITH THE GEORGETOWN-SCOTT COUNTY SUBDIVISION AND DEVELOPMENT REGULATIONS, UNLESS OTHERWISE NOTED.

 SIGNATURE OF OWNER OR OWNERS

 SIGNATURE OF OWNER OR OWNERS

CERTIFICATION OF PRELIMINARY PLAN APPROVAL

I HEREBY CERTIFY THAT THE PRELIMINARY SUBDIVISION 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 NOTED IN THE NOTES OF THE PLANNING COMMISSION. THIS APPROVAL DOES NOT CONSTITUTE APPROVAL TO BEGIN CONSTRUCTION OR OBTAIN A BUILDING PERMIT.

 CHAIRMAN, GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

LOT No.	AREA (s.f.)
19	6,000
20	15,415
21	12,718
24	10,760
25	3,730
26	9,006
27	5,218
28	3,695
29	5,716
30	4,882
31	3,734
32	4,875
33	4,875
34	3,789
35	5,702
36	4,811
37	3,875
38	4,741
42	6,671
43	5,833
44	6,576
45	6,356
46	6,035
47	6,131
48	6,147
49	5,675
50A	4,910
50B	8,726
50	8,714

PRELIMINARY SUBDIVISION PLAN AND
 PRELIMINARY DEVELOPMENT PLAN
GOLF TOWNHOMES OF CHERRY BLOSSOM
 PHASE 5
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

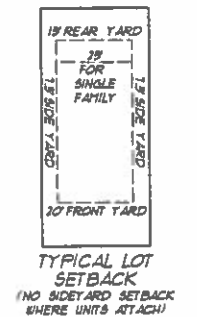
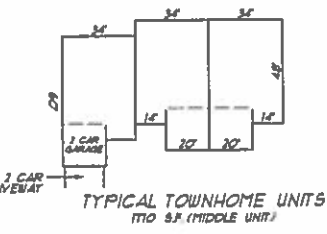
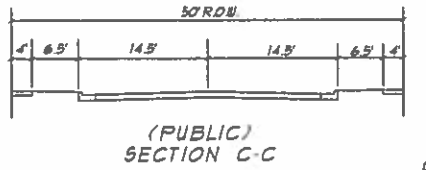
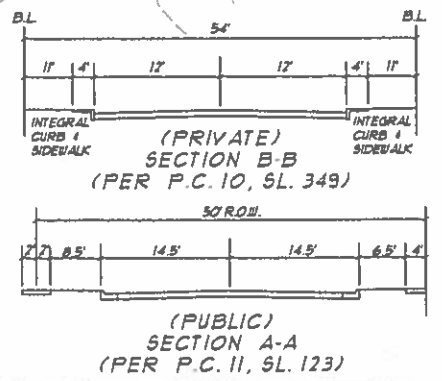
DRAWN
 DATE 07/01/15
 CHECKED
 REVISION 07/29/15

SHEET
1

OWNER/DEVELOPER:
 GOLF TOWNHOMES OF CHERRY BLOSSOM, LLC
 1071 EASTLAND DRIVE
 LEXINGTON, KY 40502

TOWNHOME STATISTICS:
 No. OF UNITS = 15 (FIVE TRIPLEXES)
 No. OF LOTS = 15
 BEDROOMS PER UNIT = 3
 PARKING REQUIRED = 31 (2.5 SPACES PER UNIT)
 PARKING PROVIDED = 60 (2 GARAGES + 2 DRIVEWAY PER UNIT)
 MAX. BUILDING COVERAGE = 40% PER LOT
 TYPICAL BUILDING COVERAGE = 36% (TWO 3' PER UNIT)
 VARIANCE REQUESTED FOR MIDDLE UNITS, 49% COVERAGE.

SITE STATISTICS:
 SITE AREA = 5.30 ACRES
 ZONE = R-2 (PUD)
 AREA OF PUBLIC R.O.W. = 1.15 ACRES
 NO. OF UNITS = 23
 DENSITY = 8.9 UNITS PER ACRE
 NO. OF LOTS = 29 (15 TOWNHOMES + 14 SINGLE FAMILY LOTS)
 SIDE YARD SETBACK = 7.5' (WHERE NOT ATTACHED TO ADJOINING UNIT)
 REAR YARD SETBACK = 25' (15' FOR TOWNHOME UNITS)
 SMALLEST LOT = 28 (3,699 s.f.)
 LENGTH OF STREET = 950' +/- L.F. PUBLIC ROW



SOURCE OF CONTOURS:
 GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION G/5

RECEIVED

JUL 29 2015

PLANNING COMMISSION

HILL-N-DALE FINAL SUBDIVISION PLAT
Staff Report to the Georgetown-Scott County Planning Commission
August 13, 2015

FILE NUMBER: FSP-2015-24

PROPOSAL: Final Subdivision Plat for a parcel of 24.56 acres from a parent tract of 124.68 acres currently zoned A-1 and R-2 (PUD)

LOCATION: 252 McClelland Circle in Georgetown

APPLICANT: Sikura Properties, LLC

ENGINEER: Rory Kahly, EA Partners



STATISTICS:

Zone	R-2 PUD (Medium Density Residential PUD)
Surrounding Zones	A-1 (Agricultural), C-1 (Conservation), R-1A (Low Density Residential), and B-5 (General Commercial Park) across McClelland Circle to the north.
Acreage	New Tract 1: 24.56 acres, zoned R-2 PUD Parent Tract 2 (original): 124.68 acres, zoned A-1 and R-2 PUD Parent Tract 2 (remainder): 100.17 acres, zoned A-1
Proposed Use	295 Apartment units; see concurrent case PDP-2015-23
Water/sewer available	Yes/Yes
Access	1) Existing access via McClelland Circle at stoplight to Kroger Marketplace, 2) Secondary access proposed to connect to Bevins Lane with church and commercial/medical offices to east, shown on PDP-2015-23.
VariANCES	None Requested 1 variance existing on site (to allow up to 28 units per building)

BACKGROUND:

The subject property is located on the southwest side of McClelland Circle (U.S. 460 Bypass) and approximately one-third mile west of U.S. 25. The property to be subdivided is a 24.56-acre portion of the parent tract of 124.68 acres. This portion to be subdivided is located within the Urban Service Boundary and zoned R-2 PUD (Medium Density Residential). The 100.17-acre remainder of the parent tract is zoned A-1 (Agricultural). The current zoning was recommended for approval by the Planning Commission in April 2015, with application ZMA-2015-07 Hill-n-Dale Zone Change Amended. The zoning of adjacent properties includes A-1 (Agricultural), C-1 (Conservation), R-1A (Low Density Residential), and B-5 (General Commercial Park) across McClelland Circle to the north.

This Final Subdivision Plat application has been submitted concurrently with PDP-2015-23, the Preliminary Development Plan for a proposed apartment complex with 295 units in 15 buildings.

Plat Review:

The plat shows sufficient building setbacks; 100 foot front yard along McClelland Circle (Georgetown Bypass), 50-foot side yard setbacks, and a 30-foot rear yard setback, as proposed with the concept plan submitted at the zone change. These setbacks exceed the standard R-2 setbacks, and are in place to provide additional buffering from the surrounding A-1 and C-1 properties along with the required landscape buffers.

The Applicant has shown tree preservation/landscape buffer areas on the east, south, and west property boundaries. The existing access easement to the pump station is shown. This easement will remain on lot, but may potentially be added to or removed at a later date with the final construction plans for the development of the property.

The Bradley Property is incorrectly listed in zone R-1A. The correct zoning is A-1 and will be shown on the Final Plat before recording.

Access:

The site has an existing access point from the signalized intersection on McClelland Circle at Marketplace Circle which leads to the Kroger Marketplace. As part of the proposed apartment development, PDP-2015-23, the applicant shows a secondary access point to connect to Bevins Lane on the east side of the property. That access point can be reviewed and discussed with the development plan.

Pedestrian access and trail are an element of discussion with the Preliminary Development Plan. Per the results of that discussion, an easement may need to be established on this Final Plat for the future construction of a mutli-use trail.

RECOMMENDATION:

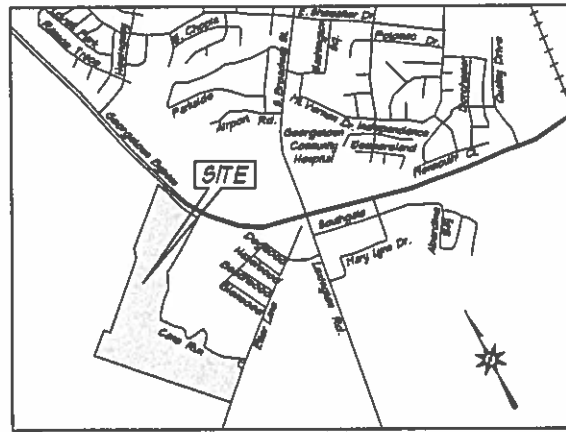
Based on the findings that the requested final subdivision plat complies with the requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*, **Staff recommends approval** of the Final Subdivision plat to create the new Tract 1 at 252 McClelland Circle, for the 24.56 acres currently zoned R-2 PUD, with the following conditions of approval.

Conditions of Approval:

1. The zoning for the Bradley Property to the west of the parcel will be updated to A-1.
2. 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).
3. All applicable requirements of the *Zoning Ordinance*.
4. All applicable requirements of the *Subdivision & Development Regulations*.
5. 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.

Additional condition if deemed appropriate with concurrent application PDP-2015-23:

6. A ____-foot wide easement will be shown on the project site Final Subdivision Plat for the future construction of a mutli-use trail connecting the Southern Greenbelt to the traffic signal at McClelland Circle. Location per discussion at the Planning Commission hearing.



VICINITY MAP
(NOT TO SCALE)

PURPOSE OF PLAT:
TO CREATE LOT 1, LOT 2
REPRESENTS REMNANT PARCEL
FROM PARENT TRACT, DEED
BOOK 329, PAGE 82.

- NOTES:**
1. WAIVER GRANTED BY THE PLANNING COMMISSION ON APRIL 9, 2015 ARTICLE IV, 4.33.B, ALLOW THE MAXIMUM NUMBER OF DWELLING UNITS PER BUILDING TO INCREASE FROM 8 TO 28 FOR LOT 1 ONLY.
 2. LOT 1 SHALL BE DEVELOPED IN ACCORDANCE WITH THE DEVELOPMENT PLAN (PDP 2015-23) OR AS AMENDED.
 3. UTILITY CERTIFICATIONS SHALL BE OBTAINED WITH THE FINAL DEVELOPMENT PLAN APPROVAL.

CERTIFICATE OF GIS DEPARTMENT APPROVAL

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

_____, 2015

GIS Analyst/Technician, Georgetown-Scott County Planning Commission

CERTIFICATE OF PRELIMINARY PLAN APPROVAL

I HEREBY CERTIFY THAT THE PRELIMINARY SUBDIVISION 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.

_____, 2015

CHAIRMAN, GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

CERTIFICATION OF OWNERSHIP AND DEDICATION

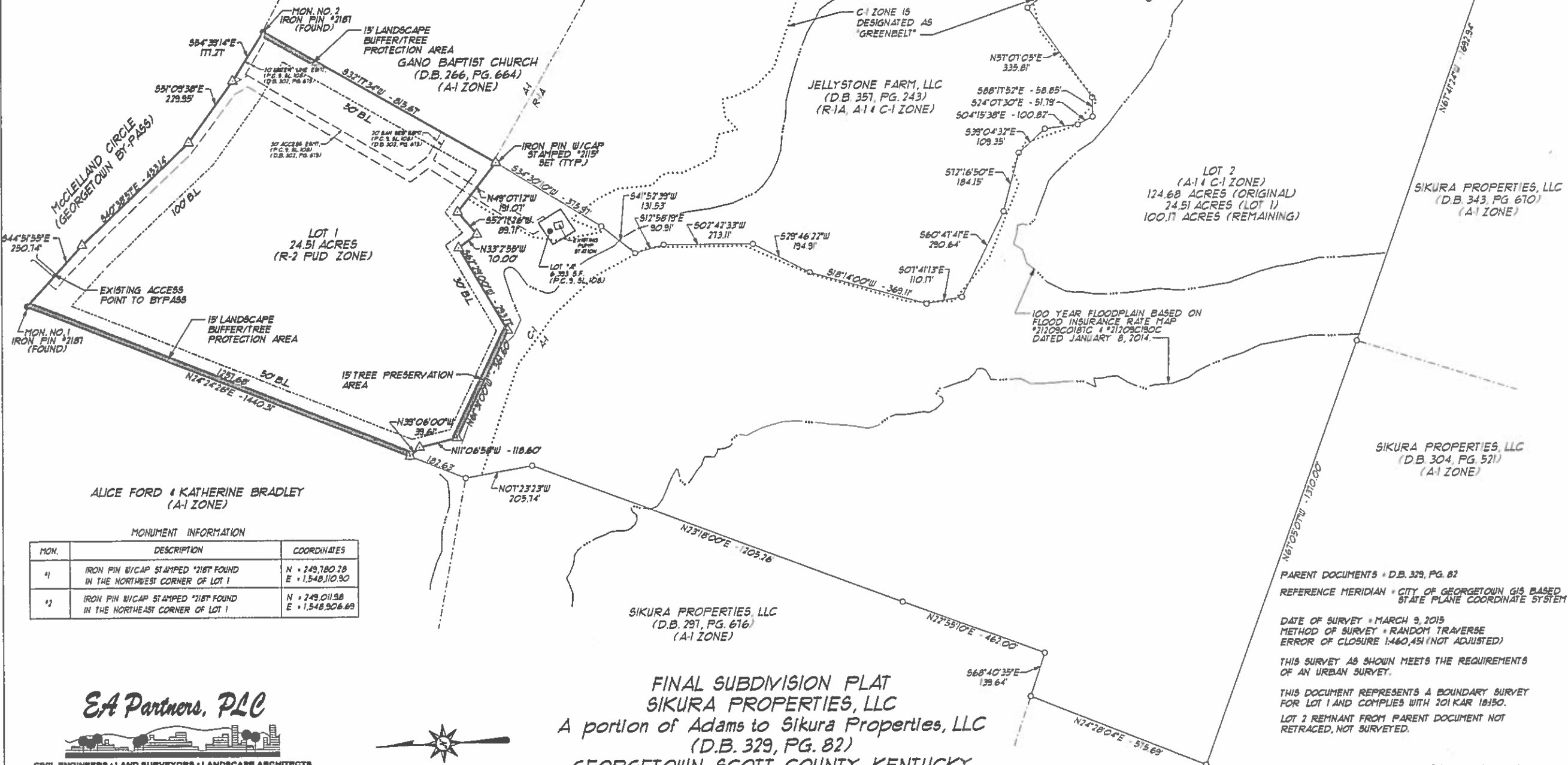
I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) HEREBY ADOPT THIS PLAT/PLAN OF THE DEVELOPMENT WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN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

SIGNATURE OF OWNER OR OWNER(S) _____ DATE _____

CERTIFICATE OF ACCURACY

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

_____, 2015

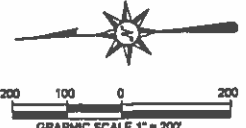


MONUMENT INFORMATION

MON.	DESCRIPTION	COORDINATES
#1	IRON PIN W/CAP STAMPED *2187 FOUND IN THE NORTHWEST CORNER OF LOT 1	N = 249,780.78 E = 1,548,110.90
#2	IRON PIN W/CAP STAMPED *2187 FOUND IN THE NORTHEAST CORNER OF LOT 1	N = 249,011.98 E = 1,548,906.69

EA Partners, PLLC

CIVIL ENGINEERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS
3111 WALL STREET
LEXINGTON, KENTUCKY 40513
PHONE (859) 296-8089
FACSIMILE (859) 296-0687



FINAL SUBDIVISION PLAT
SIKURA PROPERTIES, LLC
A portion of Adams to Sikura Properties, LLC
(D.B. 329, PG. 82)
GEORGETOWN, SCOTT COUNTY, KENTUCKY
JULY 2015

OWNER:
SIKURA PROPERTIES, LLC
640 NORTH YARNALLTON ROAD
LEXINGTON, KY 40511

DELBERT & JOY CONLEY
(D.B. 241, PG. 470)
(A-1 ZONE)

SIKURA PROPERTIES, LLC
(D.B. 343, PG. 670)
(A-1 ZONE)

SIKURA PROPERTIES, LLC
(D.B. 304, PG. 521)
(A-1 ZONE)

PARENT DOCUMENTS = D.B. 329, PG. 82
REFERENCE MERIDIAN = CITY OF GEORGETOWN GIS BASED
STATE PLANE COORDINATE SYSTEM

DATE OF SURVEY = MARCH 9, 2015
METHOD OF SURVEY = RANDOM TRAVERSE
ERROR OF CLOSURE = 1:460,451 (NOT ADJUSTED)

THIS SURVEY AS SHOWN MEETS THE REQUIREMENTS
OF AN URBAN SURVEY.

THIS DOCUMENT REPRESENTS A BOUNDARY SURVEY
FOR LOT 1 AND COMPLIES WITH 201 KAR 18.150.

LOT 2 REMNANT FROM PARENT DOCUMENT NOT
RETRACED, NOT SURVEYED.

RECEIVED
JUL 29 2015
PLANNING COMMISSION

HILL-N-DALE PRELIMINARY DEVELOPMENT PLAN
Staff Report to the Georgetown-Scott County Planning Commission
August 13, 2015

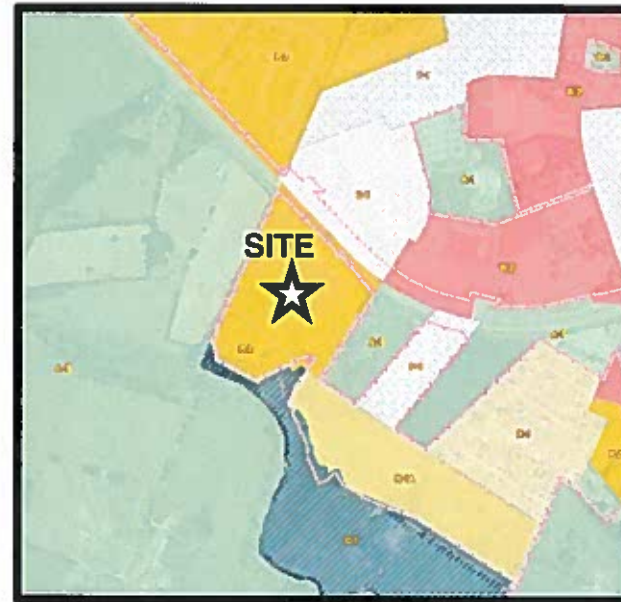
FILE NUMBER: PDP-2015-23

PROPOSAL: Preliminary Development Plan for 295 apartment units on 24.56 acres in R-2 PUD (Medium Density Residential Planned Unit Development)

LOCATION: 252 McClelland Circle in Georgetown

APPLICANT: Sikura Properties, LLC

ENGINEER: Rory Kahly, EA Partners



STATISTICS:	
Existing Zone	R-2 PUD (Medium Density Residential PUD)
Surrounding Zones	A-1 (Agricultural), C-1 (Conservation), R-1A (Low Density Residential), and B-5 (General Commercial Park) across McClelland Circle to the north.
Acreage	24.56 acres
Proposed Use	Two-story apartments, 15 buildings with 295 units, plus clubhouse & pool
Total Bedrooms	489
Density	12 units per acre
Building Coverage	217,300 SF or 15.6%
Building Height	28 feet
Parking	599 spaces (required/proposed)
New street required	Yes (private)
Water/sewer available	Yes/Yes
Access	Via McClelland Circle at stoplight to Kroger Marketplace, secondary access proposed to connect with church and commercial/medical offices to east.
Variance Requested	None Requested 1 variance existing on site (to allow up to 28 units per building)

BACKGROUND:
The subject property is located on the southwest side of McClelland Circle (U.S. 460 Bypass) and approximately one-third mile west of U.S. 25. The subject property is a 24.56-acre parcel within the Urban Service Boundary zoned R-2 PUD (Medium Density Residential). The current zoning was recommended for approval by the Planning Commission in April 2015, with application ZMA-2015-07 Hill-n-Dale Zone Change Amended. The zoning of adjacent properties include A-1 (Agricultural), C-1 (Conservation), R-1A (Low Density Residential), and B-5 (General Commercial Park) across McClelland Circle to the north.

This application has been submitted concurrently with FSP-2015-24, a Final Subdivision Plat to divide the existing 124.68-acre parent tract into two tracts. The proposal would create a new Tract 1 of 24.56 acres for the property currently zoned R-2 PUD and for which this Preliminary Development Plan has been submitted. The parent tract, Tract 2, will be left with a remainder of 100.17 acres zoned A-1.

Site Layout:

The proposed development includes 295 apartment units in 15 buildings. These 28-foot tall buildings range from 14 units to 28 units each. A total of 489 bedrooms are proposed. A waiver was previously granted to increase the allowable number of units per building to 28. This was approved as part of case ZMA-2015-07. The R-2 district typically only permits up to 6 dwelling units per building. This waiver was granted to allow the step-down of intensity and scale of buildings from the bypass to the greenbelt while keeping the overall density within the maximum 12 units/acre. A 1-story clubhouse and pool are provided in the center of the development. The southern portion of the lot contains primarily building types 2 and 3, the smaller of the buildings. There is one type 1 (28 units) building, located on the south half of the property, but not along the edge. The southern boundary does have additional land not used for buildings which can act as additional buffer.

The pump station located south of the subject property is currently accessed by a drive on this property. A portion of this drive would remain, while the Applicant proposes relocating the northern portion of this drive to have a shared use on the private roads of the development.

Vehicular and Pedestrian Access:

The subject property will be accessed from McClelland Circle at the existing traffic light which serves the Kroger Marketplace development on the north side of McClelland Circle. This will be the only direct access onto McClelland Circle from the subject property. It is shown to have dedicated right and left turn lanes at this intersection.

Staff proposes that additional consideration for pedestrian access be considered at this intersection. Currently, a sidewalk extends from the project site on the western side of the proposed new private road. Staff recommends that the sidewalk from the northern side of the property also be extended along the eastern side of this entrance. Additionally, crosswalks would help ensure that additional safety measures are provided for pedestrians crossing the intersection. All proposals would need review and approval from KYTC District 7.

Secondary access is proposed to connect to Bevins Lane and the church and commercial/medical offices to the east. A sidewalk has been extended along the northern side of the access point, but does not extend to the property boundary. The Applicant has indicated intent for the off-site connection to Bevins Lane as to be completed by others rather than the applicant. Based on the requirement for secondary access to be provided in developments of over 100 apartment units (*Subdivision & Development Regulations, Article X, Intersection Standards: P.7.*), Staff recommends that the Applicant be required to build the necessary road and sidewalk connection to Bevins Lane, in effect, creating a second intersection. Although on private roads, staff finds that connection to this existing roadway is

feasible and would fulfill the intent of the *Subdivision & Development Regulations* without requiring access to a second intersection on a public road.

Sidewalks have been provided throughout the development to provide pedestrian circulation. Staff proposes that the central walk could be expanded from 6 feet wide to 8 feet in order to accommodate the multi-use trail discussed in the previous zone change applications.

Multi-Use Trail:

Pedestrian access and circulation was a large consideration in the previous zone change approval. On the 2012 Sikura property concept plan, an 8' wide walk/bike path was shown along the road connecting to Etter Way, but stopping just short of the current site under consideration. As part of the COAs added at the recommendation for approval, the Commission required a path to be continued to the traffic light intersection on McClelland: "The Applicant shall provide a multi-use trail connection from Etter Lane to the McClelland Circle intersection."

The Applicant has shown a potential multi-use trail location located partially on-site (east border) and partially off-site (north border) with this new Preliminary Development Plan submission. Staff believes there are two options that would satisfy the original intent of discussions regarding connection of the proposed trail between the greenbelt and the signalized intersection at McClelland Circle:

- 1) Build the multi-use trail as part of this development. This can be accomplished by expanding the existing pedestrian infrastructure included on this plan. The 6-foot wide sidewalk shown along the entrance, north and east edges of the pool and common area, and then extending south through the parking lots could be expanded to an 8-foot wide multi-use trail.
- 2) The proposed location as shown by the Applicant could be clarified and used to designate location for future development. In this case, staff recommends that the entire trail be located on site rather than through McClelland Circle right-of-way. Additionally, provision of an easement, rather than intent to establish an easement will provide more clarity and expedite the process for any future grant application of City-funded work.

Option 1 provides the most immediate impact, and will directly benefit those living within the site, while also accommodating future connections to the trail. An easement can be shown for future extension from the southern edge of the parking lot to allow flexibility/change in future connections. This option helps solidify the intent of pedestrian access along/through the greenbelt, and it helps provide safe pedestrian access between multiple sites. By locating the trail within the site, residents and those passing through would have added benefits of tree coverage along the vehicle use area. Appropriate signage and low traffic use on these private roads would make for safe use of the trail. Option 2 would allow for future development, but does not provide the immediate impact for residents. Additionally, the location for option 2 would extend the trail through an identified wetland which may be more difficult or more costly, and there may be additional site/grading issues at the site shown.

Landscaping & Greenbelt:

Staff requested a landscape plan to review, but none has been provided. It will be necessary for a thorough review of the landscaping plan at the time of Final Development Plan approval to ensure that the property buffering, vehicle use area, and canopy standards have been met. The Applicant will 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 the *Subdivision & Development Regulations*.

The *Subdivision & Development Regulations* include Arterial Buffering Standards requiring all residential development along the Bypass (U.S. 460) and I-75 to be buffered by landscaping, earth mounds, or walls for visual purposes. Screening should substantially soften visual and noise impacts upon adjacent uses, especially residential. At this time, the applicant has not shown a landscape buffer along the bypass.

Additionally, since the application was submitted, the City of Georgetown has passed an ordinance amending the Landscape ordinance. These changes include a reduction to the number of trees required in the interior vehicle use area (VUA) from 2 trees per 250 SF to 1 tree per 250 SF. New canopy standards have been enacted. On future projects, a landscape plan showing tree preservation and canopy calculations will be required at preliminary filing. Since these rules were not in effect at time of filing, but are in place now, staff requests to see these plans for approval with the Final Development Plan.

RECOMMENDATION:

Based on the findings that the application satisfies the requirements of the *Zoning Ordinance* and the *Subdivision & Development Regulations*, **Staff recommends approval** of the Preliminary Development Plan for 295 apartment units in 15 buildings on 24.56 acres zoned R-2 PUD at 252 McClelland Circle, with the following conditions of approval.

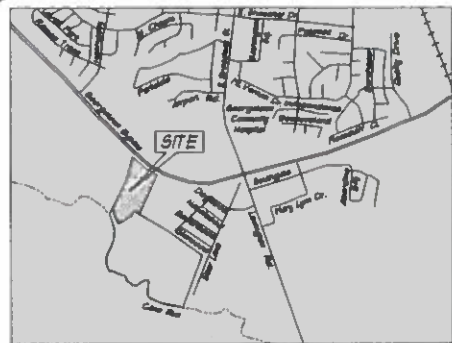
Existing Variance, granted by Commission on April 9, 2015 as part of ZMA-2015-07:

1. Waiver to *Zoning Ordinance*, Article IV, Section 4.33.B to increase the maximum number of units per building from 6 to 28 units/building.

Conditions of Approval:

1. All applicable Conditions of Approval from Zone Change ZMA-2015-07 and ZMA-2012-14.
2. The zoning for the Bradley Property to the west of the parcel will be updated to A-1.
3. A landscape plan/tree protection plan meeting the requirements of the newly amended *Landscape Ordinance* will be required before the Final Development Plan is approved, including:
 - a. Preservation of existing tree lines along the western property line and along the Southern Greenbelt (Further detail in ZMA-2012-14 COA),
 - b. Greenbelt buffering, Property Perimeter buffering, Arterial Road buffering along the Bypass,
 - c. VUA landscaping, including the amended interior tree requirements (1 tree per 250 SF of VUA), and the
 - d. New canopy requirements (15-20% based on breakdown of preserved and new tree canopy).

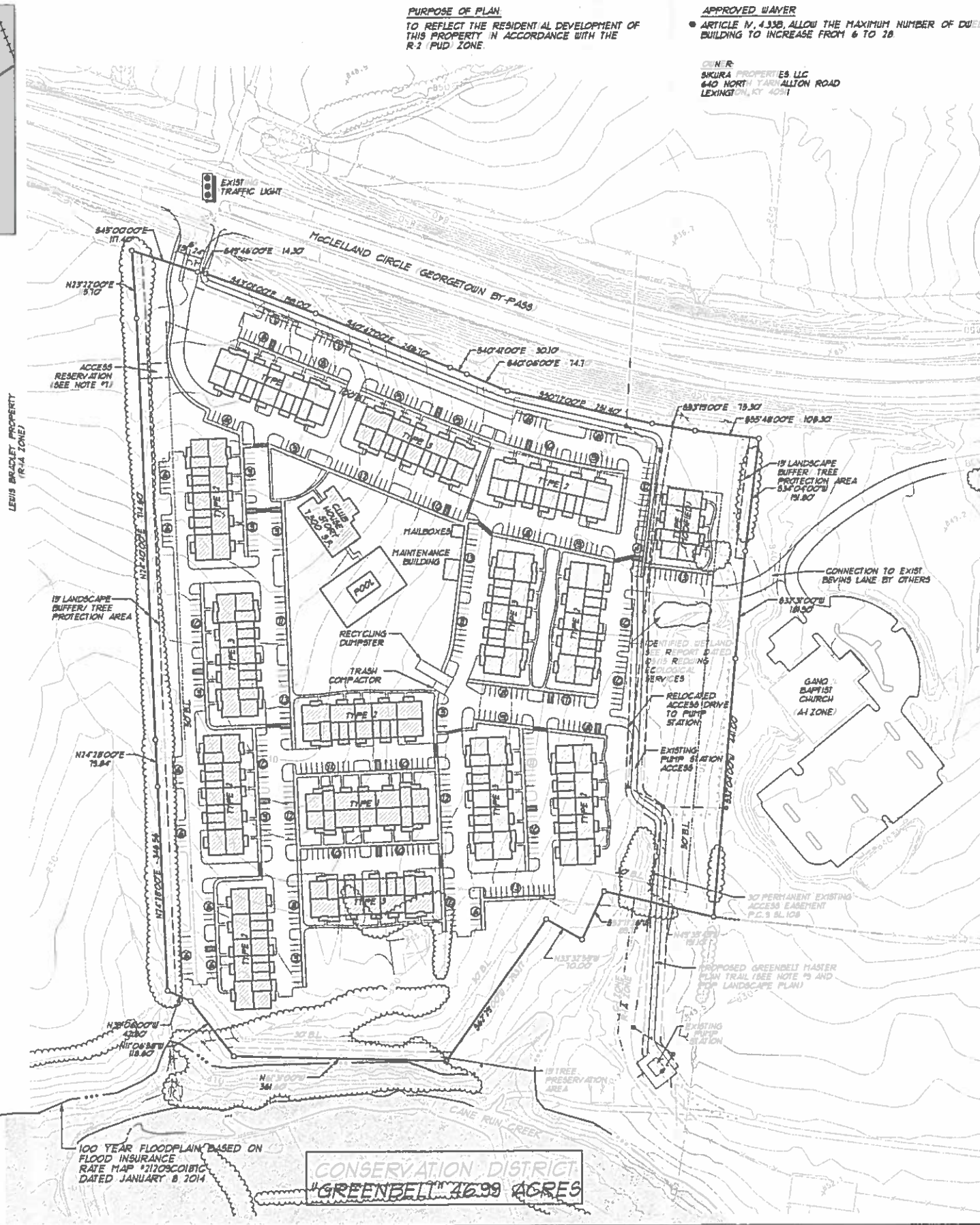
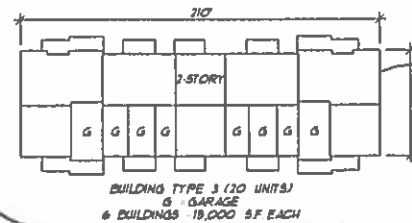
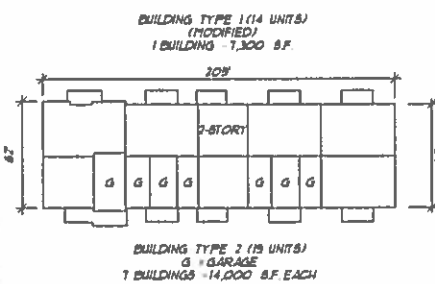
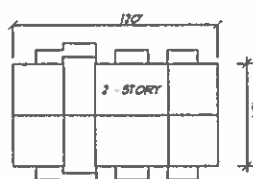
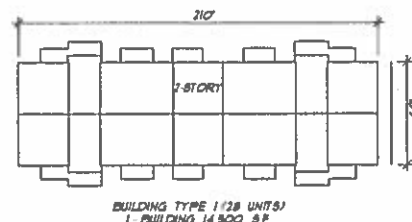
4. Applicant shall be responsible for all off-site roadway improvements for McClelland Circle (per State approval):
 - a. As identified by the submitted traffic study or subsequent traffic study(s).
 - b. Including extending sidewalk along the eastern side of proposed entrance.
 - c. Including striping of crosswalks at the intersection.
5. Applicant shall be responsible for all off-site roadway improvements for the site's second connection to existing Bevins Lane.
 - a. An agreement will be made with the adjoining property owner by Final Development Plan approval.
 - b. Including extension of sidewalk to intersection with Bevins Lane.
6. The Applicant shall provide an 8' wide multi-use trail connection for non-motorized traffic from the Greenbelt to the McClelland Circle intersection.
 - a. This trail will be constructed as part of the development of this site, by the developer, and an easement will be shown for public access on this plan, as well as the Final Subdivision Plat, FSP-2015-24.
OR
 - b. A ____-foot wide easement will be shown on the project site for the Final Subdivision Plat of FSP-2015-24 for the future construction of a multi-use trail connecting the Southern Greenbelt to the traffic signal at McClelland Circle. Location per discussion at the Planning Commission hearing. This easement will also be shown on the Final Development Plan for reference.
7. All stormwater and runoff shall be managed so as not to create additional off-site impacts.
8. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
9. All requirements of GMWSS regarding the provision of sanitary sewer.



VICINITY MAP
(NOT TO SCALE)

SITE STATISTICS:
 SITE AREA = 24.56 ACRES
 EXISTING ZONE = R-2 (PUD)
 TOTAL UNITS = 795
 NO. OF BUILDINGS = 15 (PLUS CLUBHOUSE)
 TOTAL BUILDING COVERAGE = 371,300 SF
 BUILDING HEIGHT = 28 FEET
 DENSITY = 17.0
 TOTAL BEDROOMS = 489
 PARKING PROVIDED = 295 (307 SURFACE)
 HANDICAP SPACES = 23 PROVIDED (31 GARAGES)
 VEHICULAR USE AREA = 5.3 ACRES (230,300 SF)
 V.I.A. LANDSCAPING AREA = 23,090 SF PROVIDED (INTERIOR)
 V.I.A. LANDSCAPING AREA PERIMETER = 140 LF (R-1A ZONE)
 V.I.A. LANDSCAPING AREA PERIMETER = 1,019 LF (GREENBELT)
 PROPERTY PERIMETER SCREENING = 1,125 LF TOTAL

UNIT BREAKDOWN:
 EFFICIENCY = 31 UNITS
 1 BEDROOM = 108 UNITS
 2 BEDROOM = 18 UNITS
 3 BEDROOM = 38 UNITS
 295 TOTAL UNITS



PURPOSE OF PLAN:
 TO REFLECT THE RESIDENTIAL DEVELOPMENT OF THIS PROPERTY IN ACCORDANCE WITH THE R-2 PUD ZONE

APPROVED WAIVER:
 ARTICLE IV, 4.33B, ALLOW THE MAXIMUM NUMBER OF DWELLING UNITS PER BUILDING TO INCREASE FROM 6 TO 20

OWNER:
 SKURA PROPERTIES LLC
 840 NORTH TAYMALLON ROAD
 LEXINGTON, KY 40511

UTILITY EASEMENT DESCRIPTION

EASEMENT GRANT AND CONVEY TO THE KENTUCKY UTILITIES COMPANY DELAWARE COMPANY AND OTHER APPROPRIATE UTILITY COMPANIES THEIR SUCCESSORS, ASSIGNS, AND LESSEES THE RIGHT TO TRENCH OR REMOVE ANY AND ALL TREES, STRUCTURES AND EQUIPMENT LOCATED ON THE EASEMENTS OR IN SUCH PROXIMITY THERE TO THAT IN FALLING THEY MIGHT INTERFERE WITH THE OPERATION AND MAINTENANCE OF SAID FACILITIES. NO BUILDING OR OTHER STRUCTURE SHALL BE ERECTED AND NO LANDFILL OR EXCAVATION OR OTHER CHANGE OF GRADE SHALL BE PERMITTED UPON THE SAID EASEMENT AFTER INSTALLATION OF FACILITIES. THE RIGHT OF INGRESS AND EGRESS IS HEREBY GRANTED TO USERS OF THE UTILITY EASEMENT AS REQUIRED TO CONSTRUCT, OPERATE, MAINTAIN AND REPAIR SAID FACILITIES. EGRESS AND EGRESS SHALL BE PROVIDED ON EACH SIDE OF THE LOT UNLESS OCCUPIED BY A RESIDENTIAL STRUCTURE.

DRAINAGE EASEMENT DESCRIPTION

DRAINAGE EASEMENTS CONTAIN EROSION-CONTROL CHANNELS, STORMWATER STORAGE AREAS, FACILITIES AND ACCESS RIGHTS FOR MAINTENANCE OF SUCH FACILITIES. NO CHANNEL ALTERATION OR CONSTRUCTION THAT WOULD OBSTRUCT THE FLOW OF STORMWATER IS ALLOWED THERE SHALL BE NO STORAGE OR DISPOSAL OF GRASS CUTTINGS, TRASH DEBRIS OR OTHER POTENTIAL OBSTRUCTIONS THAT MAY BEAM INTO STORMWATER CHANNELS OR STORAGE AREAS.

GENERAL NOTES

- INTERIOR CONNECTIVITY: BATHROOMS, STORMWATER MANAGEMENT, ENTRANCE DESIGN AND EXISTING TREES SHALL BE PLANNED WITH THE PRELIMINARY DEVELOPMENT PLAN AND CONSTRUCTION DOCUMENTS. EXISTING TREES SHALL BE PRESERVED TO THE EXTENT FEASIBLE ALONG THE SOUTHERN EASTERN AND WESTERN PROPERTY BOUNDARIES.
- STORMWATER: STORMWATER RETENTION BASINS AND BATHROOM SEWERS SHALL MEET THE SPECIFICATIONS AND APPROVAL OF THE PLANNING COMMISSION ENGINEER.
- ALL AREAS THAT HAVE BEEN DISTURBED BY GRADING SHALL HAVE TEMPORARY VEGETATIVE COVER PROVIDED. SUCH COVER SHALL CONSIST OF ANNUAL GRASSES OR SMALL GRASS BLENDS EXCEPT WHERE THERE IS ADDITIONAL PROTECTION OF AGRICULTURE, FORESTRY OR SOIL IN ORDER TO PREVENT EROSION.
- THIS CONCEPTUAL PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED ON A RECORDED SUBDIVISION PLAN.
- OPENING, BUILDING, FINISH FLOOR ELEVATIONS, U.C. PARKING SPACE LOCATIONS ARE SUBJECT TO CHANGE BASED ON FINAL CONSTRUCTION PLANS.
- NO PROPOSED PUBLIC STREETS.
- ADJOINING LEASOBLIGATORY PROPERTY THAT REQUESTS ACCESS TO THIS TRAFFIC LIGHT DRIVE SHALL BE CONSIDERED AS THE DEVELOPER CURRENTLY HAS ACCESS AT THE INTERSECTION PLACE INTERSECTION.
- STORMWATER MANAGEMENT INCLUDING WATER QUANTITY, QUALITY AND REDUCTION SHALL MEET THE REQUIREMENTS OF THE G.S.C.P. ENGINEER.
- THE DEVELOPER ACKNOWLEDGES THAT THE GREENBELT MASTER PLAN PROPOSES A TRAIL IN THIS GENERAL AREA. THE DEVELOPER WILL WORK WITH THE ENVIRONMENTAL GROUP TO DESIGN AND CONSTRUCT THE TRAIL. THE DEVELOPER WILL OBTAIN AN ENVIRONMENTAL IMPACT STATEMENT TO ENCOMPASS A TRAIL, FENCING, LANDSCAPING, ETC. ASSOCIATED WITH THE TRAIL. THE GENERAL LOCATION SHOWN AT SUCH TIME AS THE TRAIL IS STRUCK.
- THE DEVELOPER SHALL RESERVE A 30' SIDE CORRIDOR ALONG THE EASTERN AND NORTHERN PROPERTY LINES TO ACCOMMODATE A FUTURE 8' SIDE WALKWAY TRAIL. THIS TRAIL SHALL CONNECT TO THE TRAIL SIGNAL ON McCLELLAND CIRCLE.
- ANY NECESSARY IMPROVEMENTS TO McCLELLAND CIRCLE SHALL BE TO THE APPROVAL OF THE KENTUCKY TRANSPORTATION CABINET.

CERTIFICATION OF OWNERSHIP AND DEDICATION

I, THE UNDERSIGNED, CERTIFY THAT I AM THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I HEREBY ACCEPT THIS PRELIMINARY DEVELOPMENT PLAN WITH ALL FREE CONVEYANCE, EASEMENTS, AND RESTRICTIONS, AND I HEREBY DEDICATE ALL STREETS, ALLEYS, EASEMENTS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS SHOWN IN ACCORDANCE WITH THE GEORGETOWN SCOTT COUNTY SUBDIVISION AND DEVELOPMENT REGULATIONS, UNLESS OTHERWISE NOTED.

 SIGNATURE OF OWNER OR OWNERS

 SIGNATURE OF OWNER OR OWNERS

CERTIFICATE OF GIS DEPARTMENT APPROVAL

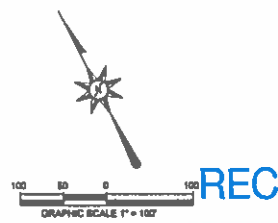
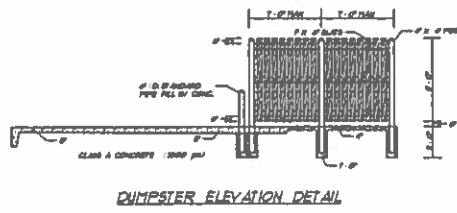
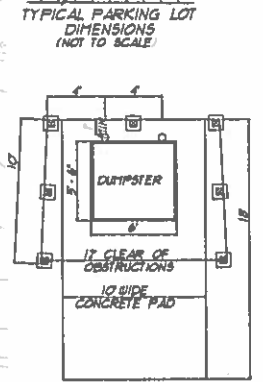
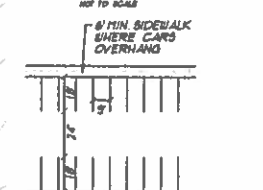
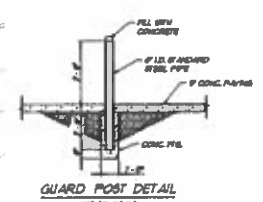
I hereby certify that the development plan or subdivision plan shown has been reviewed and found to comply with the official subdivision requirements set forth in the Subdivision and Development Regulations.

 GIS Analyst/Technician, Georgetown Scott County Planning Commission

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 NOTES OF THE PLANNING COMMISSION. THIS APPROVAL DOES NOT CONSTITUTE APPROVAL TO BEGIN CONSTRUCTION OR OBTAIN A BUILDING PERMIT.

 CHAIRMAN, GEORGETOWN SCOTT COUNTY PLANNING COMMISSION



DEVELOPER:
 BALL HOMES, LLC
 JACOB WALDEN DRIVE
 LEXINGTON, KY 40501

EA Partners, PLLC
 CIVIL ENGINEERS - LAND SURVEYORS - LANDSCAPE ARCHITECTS
 1000 EAST MAIN STREET, SUITE 101
 LEXINGTON, KY 40501
 606.251.1111
 FAX: 606.251.1111

PRELIMINARY DEVELOPMENT PLAN
HILL - N - DALE PLACE
 252 McCLELLAND CIRCLE (A PORTION OF)
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

DRAWN:
DATE: 07/01/15
CHECKED:
REVISED: 07/29/15

SHEET
1

RECEIVED
 JUL 29 2015
 PLANNING COMMISSION

1530/SKURA, GTOWN/ENH/015/POP.DGN