

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

AGENDA

OCTOBER 10, 2024

6:00 p.m.

I. COMMISSION BUSINESS

- A. Approval of September invoices
- B. Approval of September 12, 2024 minutes
- C. Approval of October 10, 2024 agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

II. OLD BUSINESS

- A. ZMA-2024-31 Kentucky Bluegrass Experience Resort, LLC - WITHDRAWN
- B. ZMA-2024-35 Georgetown Commons - PUBLIC HEARING - Zoning Map Amendment for 99.6 acres I-1 (Light Industrial) and I-1 (ESLI) (Environmentally Sensitive Light Industrial to B-5 (General Commerce Park), C-1 (Conservation) and R-3 (High-Density Residential) located on McClelland Circle (168-40-213.000).

III. NEW BUSINESS

- A. FSP-2024-38 Steven - Aaron Popp Division - Final Subdivision Plat to divide the following tracts from existing Tract 1 and 3: Tract 1 (Parent): 45.21 acres. 1-A: 11.43 acres, 1-B: 5.00 acres, 1-C: 22.42 acres and 1-D: 6.36 acres. Tract 3 (Parent): 32.92 acres 3-A: 5.01 acres, 3-B: 5.0 acres, and 3-C: 22.91 acres located at 1756-1758 Switzer Road.
- B. FSP-2024-39 Victor Perkins Irrevocable Trust Division - WITHDRAWN
- C. FSP-2024-40 Octavio Gomez Correa Property - Final Subdivision Plat to divide one 5.00-acre parcel from a 20.05-acre parcel, leaving a 15.05-acre remainder tract located at 3350 Cincinnati Pike.
- D. FSP-2024-41 Rancho Morera LLC Property - Final Subdivision Plat to divide the following tracts from a 40.67-acre parent parcel leaving a 19.24-acre remainder: Tract1: 5.01 acres, Tract 2: 5.01 acres, Tract 3: 5.0 acres, and Tract 4: 6.41 acres located at 3482 Ironworks Road.
- E. ZMA-2024-42 Kevin Bradley Zone Change - PUBLIC HEARING Zone change request for 0.33 acres from B-1 (Neighborhood Commercial) to B-3 (Central Business District) located at 3285 Main Street, Stamping Ground.
- F. PSP-2024-43 Cherry Blossom Village, Ph 11, Tract II-B - POSTPONED
- G. ZMA-2024-44 & PDP-2024-45 Dearinger Industry Rd Development - PUBLIC HEARING - Zoning Map Amendment for 5.00 acres from A-1 (Agricultural) to I-1 (Light Industrial) and Preliminary Development Plan for two industrial buildings (10,000 SF and 6,400 SF) with associated parking, loading, and unloading areas located on Industry Road (185-30-009.002).
- H. PDP-2024-46 Marketplace Frankfort Pike - Preliminary Development Plan for a 56,585 SF grocery store with attached liquor store and 7,000 SF retail tenant building on a 12.1-acre lot located at 1938, 1962, 1998, and 2010 Frankfort Pike and 101 Ferguson Lane.

- I. PSP-2024-47 Georgetown Commons – Preliminary Subdivision Plat to subdivide a 99.6-acre parcel of two large-scale retail commercial tracts, ten commercial tracts, one general commercial tract, and two residential tracts located on McClelland Circle (168-40-213.000).
- J. PDP-2024-48 Georgetown Commons
 - Commercial East (Tract 1) - Preliminary Development Plan for a 127,500 SF large-scale retailer with 36,200 SF attached retail tenant on a 19.7-ac lot.
 - Commercial West (Tract 2) - Preliminary Development Plan for 110,000 SF two large-scale retailers' space (55,000 SF each), 108,500 SF attached retail tenant(s), and one 38,000 SF freestanding retail tenant on a 25.8-ac lot,
 - Multi-Family (Tract 3) - Preliminary Development Plan for 12 24-unit apartment buildings, totaling 288 units located on McClelland Circle (168-40-213.000).
- K. ZMA-2024-49 & PDP-2024-50 The Paddocks at Jennings Farm - POSTPONED

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
September 12, 2024**

The regular meeting was held in the Scott County Courthouse on September 12, 2024. The meeting was called to order by Chairman Charlie Mifflin at 6:00 p.m. Present were Commissioners James Stone, Dann Smith, Harold Dean Jessie, Duwan Garrett, Mary Singer, David Vest, Jessica Canfield, Brad Green, Planners Elise Ketz and Rhett Shirley, Engineer Ben Krebs, and Attorney Charlie Perkins.

Motion by Vest, second by Singer to approve the August invoices. Motion carried.

Motion by Smith, second by Stone to approve the August 8, 2024 minutes. Motion carried.

Motion by Singer, second by Smith to approve the September agenda. Motion carried.

Postponements/Withdrawals

Chairman Mifflin stated that the application for Kentucky Bluegrass Experience Resort, LLC (ZMA-2024-31) and Georgetown Commons (ZMA-2024-35) have been postponed until the next regularly scheduled meeting in October.

Consent Agenda

A representative of Tract 11B, Thurmond Property (FSP-2024-36) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Smith, second by Vest, to approve the application. Motion carried unanimously.

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

PDP--2024-29 Tee Times – Preliminary Development Plan to add a 1716 sq. ft. expansion onto an existing 1150 sq. ft. building for use as a combination barbershop and indoor golf simulator located at 1040 Paris Pike.

Mr. Shirley stated the site was Top Gun Auto previously. He stated the applicant wants to add an expansion onto the existing building on site. He stated the site is zoned B-2. He stated they are providing more parking spaces than required. He stated landscaping meets requirements.

He stated in the 1960's there was a proposed expansion of US-460 in this area. He stated that has not been done but the state purchased right-of-way for it which is where the existing and proposed parking is located. He stated the rear of the property does slope down and will need significant grading for

expansion. He stated a variance is needed for the building addition since it is within the 50-foot building setback line.

Commissioner Jessie questioned if any neighbors had questions about the application. Mr. Shirley stated one neighbor had called and he sent a copy of the plat along with a letter to her.

Charlie Hall, Thoroughbred Engineering, stated the applicant agrees with all conditions of approval except number eight. He stated he has talked to Robert Baker with KYTC and KYTC wants to hold the right-of-way for a possible pedestrian project. He stated condition eight is basically a handshake deal with Amen House next door to use their fill for this property. He stated his client is requesting to store the fill on site until final development plan approval.

Chairman Mifflin questioned who would be erecting the silt fence. The applicant stated whoever needs to do it. Mr. Hall stated the soil will be moved to the area of the addition.

Mary McIntyre, 718 Bourbon Street, questioned what the application is for. Chairman Mifflin explained the application.

Mr. Shirley stated Ms. McIntyre had a question about traffic flow. He stated the proposed use did not justify a traffic study.

After further discussion, **Motion by Singer, second by Smith to approve (PDP-2024-29) subject to (10) conditions of approval and (1) variance request with condition 8 being amended to allow fill from Amen House to be stored on the lot with silt fence installed. Motion carried unanimously.**

PSP-2024-37 Redwood Townhomes – Preliminary Subdivision Plat for 139 single-family attached lots and one stormwater management lot located at 1202 Old Oxford Road.

Ms. Ketz stated property is zoned R-2 and access to Old Oxford Road via a private drive.

She stated the applicant has requested five variances. She stated this applicant has been before the Commission previously. She stated within the last year they received approval for one lot with several units on it. She stated now the developer is looking to subdivide for individual sale. She stated they are wanting to subdivide along the shared property lines.

She stated the first requested variance is for a reduction of minimum lot size. She stated additional variances to reduce the front yard setback, rear yard setback for interior townhomes buildings, and the minimum lot width and side yard setback for central townhomes units.

She stated she had left condition of approval number 10 which states that a licensed home inspector must inspect the firewall installation before Final Subdivision Plat approval. Attorney Perkins stated that Building Inspection would inspect that during their inspection.

Commissioner Canfield questioned if a traffic study was completed. Mr. Krebs stated a traffic study was completed for the zone change. He stated improvements to Old Oxford Road were also part of the conditions of approval.

Commissioner Jessie questioned if the interior roads are planned to be city streets in the future. Mr. Krebs stated commercial is up front but the residential part will be private streets. Mr. Krebs stated that is allowed in the regulations and a certification will be on the plat stating that the streets are private.

Commissioner Canfield questioned if there were to be improvements to Old Oxford and Connector Road. Mr. Krebs stated not to Connector Road.

Doug Charles, applicant, stated he always intended to make the lots separate but originally the project had underground detention. He stated they reduced the number of units and added a detention pond. He stated the three owners wanted flexibility that they could sell in the future.

Commissioner Green questioned what the timeline for this project is. Mr. Charles stated 70% of the infrastructure is completed. He stated they moved the entrance after hearing the KYTC was going to make changes to Connector Road. He stated moving the entrance to Old Oxford Road interferes with a Columbia Gas line.

Chairman Mifflin questioned the firewall. Mr. Charles stated he bought the property and will do the developing but then will sell the property to a group. He stated he would adhere to whatever the regulations require.

Commissioner Canfield questioned the design of the entrance. Mr. Charles stated there is a turning lane and Old Oxford Road will be widened at the entrance. Mr. Krebs explained the requirements for the entrance.

Commissioner Singer questioned Mr. Charles about the 10th condition of approval. Mr. Krebs explained firewalls when older units are subdivided.

Commissioner Jessie questioned the requested variances. Ms. Ketz explained the variances further.

After further discussion, **Motion by Singer, second by Garrett to approve (PSP-2024-37) subject to (10) conditions of approval and (5) variances. Motion carried 8-1 with Jessie dissenting.**

Rhett Shirley

Motion by Jessie, second by Smith, to approve permanent status for Rhett Shirley. Motion carried.

October 10, 2024 Meeting

Dick Murphy, Heronwood Farm, stated that an adequate meeting room must be provided for the next scheduled meeting. He stated he plans to send out a mailer to everyone that lives within a 2-mile radius that the Bluegrass RV project would affect.

Chairman Mifflin requested that staff check into other locations for the next meeting.

Chairman Mifflin adjourned the meeting.

Attest:

Charlie Mifflin, Chairman

Charlie Perkins, Secretary

GEORGETOWN COMMONS ZONING MAP AMENDMENT

Staff Report to the Georgetown-Scott County Planning Commission October 10, 2024

FILE NUMBER: ZMA-2024-35

PROPOSAL: Zoning Map Amendment for 99.6 acres from I-1 (Light Industrial) and I-1 [ESLI] (Environmentally Sensitive Light Industrial) to B-5 (General Commercial Park), C-1 (Conservation), and R-3 (High-Density Residential)

LOCATION: McClelland Circle (168-40-213.000)

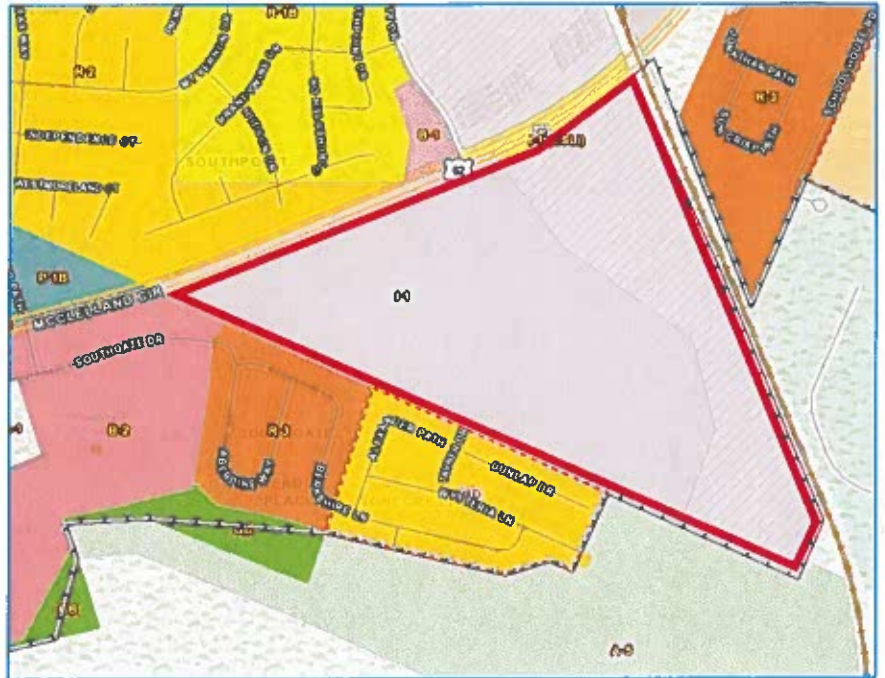
OWNER: Charles Bringardner & Anne Graham

APPLICANT: Hogan Realty and Jon Woodall Esq., McBrayer Law

CONSULTANT: Derek Triplett, Land Design & Development Inc.

STATISTICS:

Zone (Current, at Time of Application):	I-1 [ESLI] (Environmentally Sensitive Light Industrial) I-1 (Light Industrial)
Zone (Proposed):	B-5 (General Commercial Park): 68.0 ac C-1 (Conservation): 3.8 ac R-3 (High-Density Residential): 27.8 ac



Surrounding Zone:	A-1 (Agricultural): East & South A-5 (Rural Residential): South B-1 (Neighborhood Commercial): North B-2 (Highway Commercial): West I-1 [ESLI]: North R-2 (Medium Density Residential): North & South R-3 (High-Density Residential): West & South
Proposed Development [Total]:	Mixed Use Development Area with 2 Large-Scale Retailer lots, 11 Independent Commercial Operator lots, Multi-Family Residential, and Assisted Living Facility
Access:	New Public Street to McClelland Circle [US-460 Bypass] or Tavner Drive New Private Street internal roads

BACKGROUND:

The Project Site is a I-1 and I-1 [ESLI] zoned, 99.6-acre tract located off McClelland Circle between the railway to the east and Aberdine and Stonecrest Subdivisions to the west. The Project Site is annexed into the City of Georgetown. Properties along McClelland Circle are already developed with a mix of commercial, warehousing, single-family and multi-family residential properties and uses.

LEGAL CONSIDERATIONS:

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

Section 100.213 Findings necessary for proposed map amendment – Reconsideration.

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

Part 1:

The Comprehensive Plan provides guidance for consideration of zone change requests. The Future Land Use Map for the currently adopted Comprehensive Plan shows the Project Site inside the Georgetown urban service boundary and planned Mixed Use. The 2024 Comprehensive Plan includes the following description for FLU Mixed Use:

- “This category allows for a mixture of residential and commercial uses designed in a manner allowing the two uses to be mutually supportive. Commercial uses should be designed at a pedestrian scale allowing for minimal automobile reliance to access the district. The types of commercial uses should primarily reflect those retail stores and services which meet the daily

needs of the nearby residential areas. Typically, this includes groceries, restaurants, childcare, banks, coffee shops, etc.”

- “This category allows high density residential uses when designed in a manner that is walkable and bikeable. High density residential uses include townhome and apartment developments. This level of residential density is only allowed in this area when sites are developed with well-planned horizontal or vertical mixtures of commercial and residential development. A well-planned development would be designed sensitive to the context of the site, promote walking and biking for residents to meet many of their daily needs, and be in close proximity to existing or planned community facilities.”

The subject property is within the Urban Service Boundary of the City of Georgetown and is north of Cane Run Creek, the generalized geographic feature defining the Urban Service Boundary limits of the City of Georgetown. There are utilities available to the periphery of the property and urban residential land uses encroaching the property from all directions. There are existing connections to Tavner Drive and the adjoining Stonecrest/Aberdine subdivisions to the west, Southgate Drive, and McClelland Circle.

There is no one zone that functions as “mixed use” within the current *Zoning Ordinance*, so it is not uncommon for users to request multiple zones for their property and in the concept plan express the mixing of uses. The two zones proposed allow for a variety of commercial and residential uses that are concluded to satisfy this mixed-use intent. Furthermore, the B-5 zone offers the highest level of design control and amenities that would ultimately satisfy the expectations and requirements of a FLU Mixed Use area. Finally, per the Comprehensive Plan, all rezoning applications including floodplain and other protected lands shall be rezoned to C-1 Conservation. Karst areas were identified along the railway in Tract 1, and the application proposes rezoning those areas to C-1 to satisfy the requirement.

Staff Findings

The finalized Future Land Use Map for the update of the Comprehensive Plan shows the most appropriate land use to be Mixed Use. The proposed B-5, R-3, and C-1 zoning for the property is also more appropriate given the existing mixes of commercial and residential uses and zones of neighboring properties. Therefore, Part 1 does apply, so we need not consider subsections (a) or (b).

Traffic Study

A traffic study was performed by Diane Zimmerman Traffic Engineering as part of the application for rezoning. The study was performed on May 1, 2024 looking at three intersections:

1. Quality Drive and McClelland Circle
2. Windsor Path/Southgate Drive and McClelland Circle
3. Christian Drive and Southgate Drive

A full version of the study is available for examination in the Planning Commission office. Staff has provided the Commission with a copy of the main analysis portion of the study. The purpose of a Traffic Impact Study for new development is to help the Planning Commission see what impacts the proposed development will have on the existing transportation network, and what steps might be taken to mitigate those impacts if they cause an unacceptable decrease in the Level of Service. As a clarification, we

would not expect a Traffic Impact Study to identify how a new development would solve pre-existing traffic volume or congestion issues.

Table 1: AM Peak Hour Trips

	Location	Proposed Zone	Entering	Exiting	Total Trips
Shopping Center	Tracts 1 & 2	B-5	237	145	382
Multi-Family Residential, 1 to 3 Floors	Tracts 3	R-3	28	88	116
Gym	Tract 4	B-5	27	25	52
Assisted Living Facility	Tract 5	R-3	11	7	18
TOTAL TRIPS			303	233	568

Table 2: PM Peak Hour Trips

	Location	Proposed Zone	Entering	Exiting	Total Trips
Shopping Center	Tracts 1 & 2	B-5	542	587	1,129
Multi-Family Residential, 1 to 3 Floors	Tracts 3	R-3	95	55	150
Gym	Tract 4	B-5	77	59	136
Assisted Living Facility	Tract 5	R-3	9	15	24
TOTAL TRIPS			723	716	1,439

The tables above (Table 1 & 2) show the anticipated AM & PM peak hour trips generated by the development when built out.¹ The trip information was supplied by the Applicant to the consultant and checked against the ITE Trip Generation Manual. If the site were proposed to be developed differently than the Concept Plan or redeveloped, staff would request an updated Traffic Impact Study.

The traffic study concluded that, at full build-out, the proposed entrance at Quality Drive and McClelland Circle requires left and right turn lanes with sufficient queue space. Furthermore, improvements to McClelland Circle at Quality Drive would be required, specifically the lengthening of the left turn lane for westbound traffic on McClelland Circle and a deceleration and right turn lane for eastbound traffic on McClelland Circle. Additional improvements are proposed at a new road connection between Outlot #8 and #9 with the installation of a designated left turn lane for westbound traffic on McClelland Circle and a right turn lane for eastbound traffic on McClelland Circle. This would alleviate potential development pressures onto other intersections and should allow sufficient movement to and from the properties.

¹ This data is from the Traffic Impact Study performed by Diane Zimmerman Traffic Engineering.

CONCEPT PLAN REVIEW

The concept plan depicts a proposal to develop the property as five tracts, Tracts 1 and 2 with large-scale retailers and outlots, Tract 3 with multi-family residential, Tract 4 with a community facility or gym, and Tract 5 with an assisted living facility. Over 500,000 SF of commercial use buildings are proposed on Tracts 1, 2, and 4. A public road is proposed to connect Tavner Drive to McClelland Circle and private roads are proposed to serve as internal roadway connections between users and uses.

Access & Circulation

The concept plan shows the expansion of an existing access point to McClelland Circle across from Quality Drive and the construction of a new access point 1,200 feet south and west of the existing access point. The intersection of Quality Drive and McClelland Circle already has an existing traffic light, which is proposed to be expanded to a four-way lighted intersection that would serve as the most direct access point for the commercial users. For those approaching along McClelland Circle, the plan shows a left-turn lane for motorists traveling from north/east to south/west and a right turn lane with deceleration lane for motorists traveling from south/west to north/east.

The concept plan also shows a new access point located approximately 1,200 feet south/west of the existing access point. Any new access point onto McClelland Circle requires local approval prior to being constructed. The plan shows the construction of two improvements to McClelland Circle, a right-turn lane for those motorists traveling north/east for deceleration before turning into the property and a left-turn lane for those motorists traveling south/west. The exit lane is proposed to be a right-out only. A median is proposed at the end of the proposed left-turn entry lane to limit improper use of the turning lane and to prevent exiting motorists from making a left-turn across multiple lanes of traffic for those intending to travel south/west on McClelland Circle.

Landscape & Land Use Buffers

Multiple property perimeter landscape areas are required as part of this development, specifically between commercial and residential zones, between residential and/or commercial zones and railways, and between residential and/or commercial and agricultural zones. A recent Agricultural Buffer Ordinance passed by the City/County would apply to this property. That Ordinance requires a six-foot high wire no-climb fence where the property adjoins an agricultural zone. The landscape buffer required by this Agricultural Buffer Ordinance is 50' with the plantings to be those non-harmful to livestock to be planted far enough off the property line so as to not overhang the boundary.

Big Box Retail Standards

The large-scale retailers shown exceed 50,000 SF and such developments are subject to the “Big Box Development and Regulations” guidelines and standards in addition to the requirements of the *Zoning Ordinance*. The *Big Box Development & Regulations* include guidelines and standards for the following items:

1. Aesthetic Character	2. Site Design & Relationship to the Surrounding Community
a. Fascades & Exterior Walls b. Smaller Retail Stores c. Detail Features d. Roofs e. Materials & Colors f. Entryways	a. Entrances b. Parking Lot Orientation c. Back & Sides d. Outdoor Storage, Trash Collection, & Loading Areas e. Pedestrian Flows f. Central Features & Community Spaces

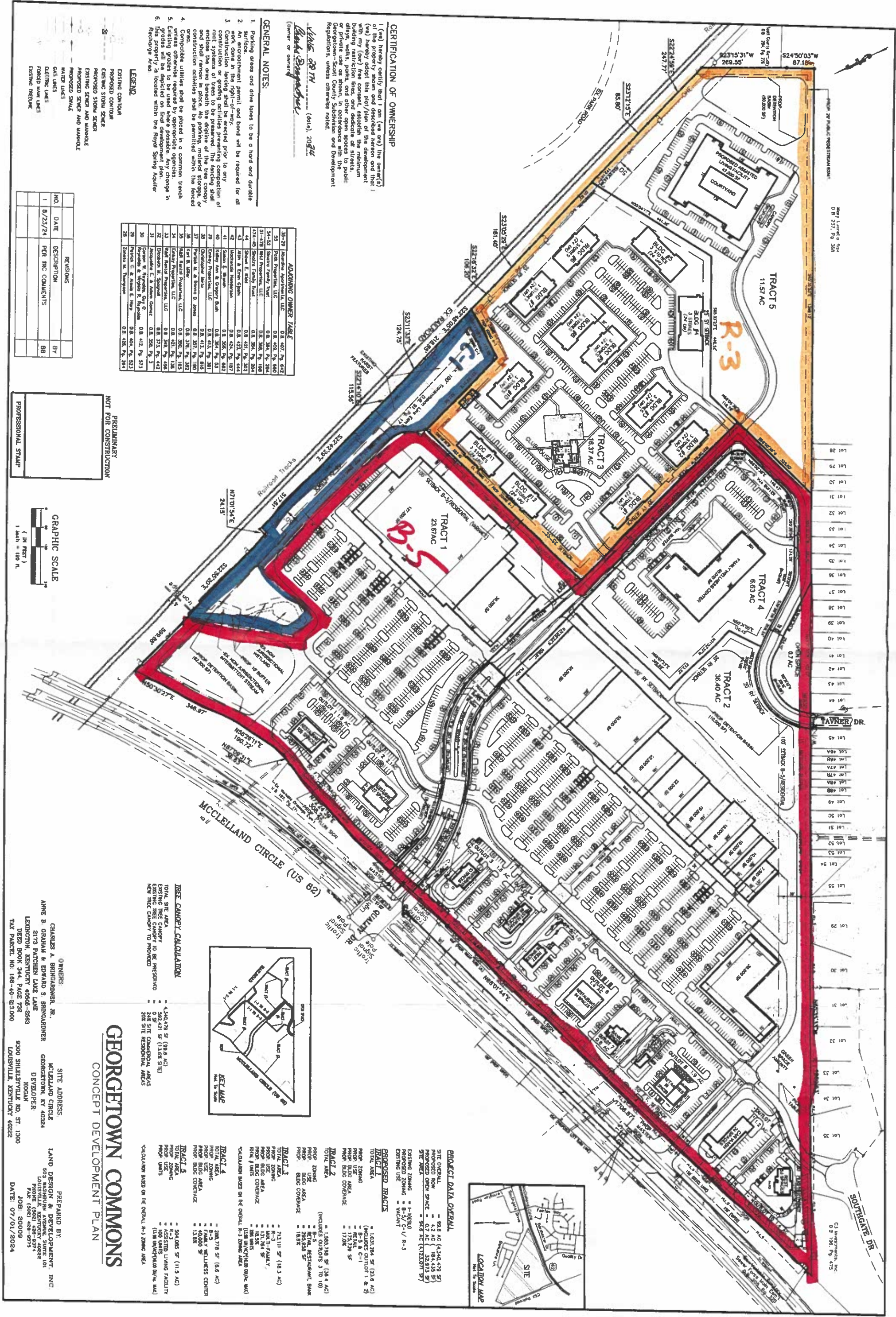
The proposed concept plan and any commercial development of this property shall meet the requirements of the *Big Box Development & Regulations*. Important items of note include (but are not limited to) varying and high-quality exterior building design features and materials, roof line variations and the concealment of flat roofs with architectural features, distinct and well-defined entryways, installation of pedestrian walkways throughout the property, and the screening of the back and sides of buildings and storage, trash, and loading areas from rights-of-way and adjoining residential areas.

RECOMMENDATION:

Based on the findings that the requested zone change does satisfy the requirements of KRS 100.213; staff recommends **Approval** of the zone change request for 99.6 acres located at McClelland Circle (168-40-213.000). If the Commission recommends approval of this application, staff recommends the following conditions be attached:

Conditions of Approval:

1. The Applicant shall return to the Planning Commission for Preliminary Development Plan approval.
2. All applicable requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations*.
3. The applicant shall be responsible for all offsite road and public water and sewer improvements required to serve the proposed development.
4. The approval of the zone change includes approval of the general Concept Plan proposed for the property. A Preliminary Development Plan shall be submitted and approved by the Planning Commission following the general layout of the submitted Concept Plan.



CERTIFICATION OF OWNERSHIP
 I (we) hereby certify that I am (we are) the owner(s) of the property shown and described herein and that (we) hereby adopt this plan of the development with my (our) free consent, establish the minimum building restriction lines, and dedicate all streets, alleys, easements, and other open spaces to public use, and I (we) agree to comply with the Regulations of the Scott County Subdivision and Development Regulations, unless otherwise noted.

Wade R. H. (owner or owner)
 (Date: 08/17/2024) (Date: 2024)

ADJOINING OWNER TABLE

30-32	Landmark Properties, LLC	0.8 407' Pk 437'
33	First Properties, LLC	0.8 420' Pk 460'
34-32	Shapiro Family Trust	0.8 380' Pk 304'
31-47B	Walt Properties, LLC	0.8 308' Pk 108'
47A-45	Shapiro Family Trust	0.8 304' Pk 204'
31	Shapiro Family Trust	0.8 421' Pk 444'
43	Allen & Ewing Group	0.8 421' Pk 444'
42	Hickman Henderson	0.8 426' Pk 187'
41	Sutton & Watson	0.8 304' Pk 442'
40	Wiley Ann & Gregory Smith	0.8 413' Pk 413'
39	Emercy Properties, LLC	0.8 413' Pk 413'
38	October 20th	0.8 307' Pk 187'
37	Parsons & DeWitt D. Jones	0.8 378' Pk 382'
36	Karl B. Shaw	0.8 300' Pk 185'
35	EMR Realty Properties, LLC	0.8 421' Pk 187'
34	Emercy Properties, LLC	0.8 348' Pk 448'
33	Hickman Henderson	0.8 372' Pk 442'
32	October 20th	0.8 308' Pk 308'
31	October 20th	0.8 308' Pk 308'
30	Carson W. Reynolds, Gary D. Reynolds & Virginia R. Reynolds	0.8 412' Pk 513'
29	Parsons & DeWitt D. Jones	0.8 426' Pk 333'
28	Parsons & DeWitt D. Jones	0.8 428' Pk 284'

GENERAL NOTES:

1. Parking areas and drive lanes to be a hard and durable surface.
2. An encroachment permit and bond will be required for all work done in the right-of-way.
3. Construction fencing shall be erected prior to any construction of trees to be preserved. The fencing shall enclose the trees to be preserved. The tree canopy shall remain in place. No parking, mowings, or other construction activities shall be permitted within the fenced area.
4. Compatible utilities shall be placed in a common trench.
5. Changes otherwise required by appropriate agencies. Contractors shall be used where possible. Any change in grades shall be indicated on the site plan.
6. This property is located within the Royal Springs Subdivision Recharge Area.

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING STORAGE SENSORS
- PROPOSED STORAGE SENSORS
- EXISTING SENSORS AND MOUNTS
- PROPOSED SENSORS AND MOUNTS
- WATER LINES
- SEWER LINES
- ELECTRIC LINES
- FORCED AIR LINES
- EXISTING TREELINE

REVISIONS

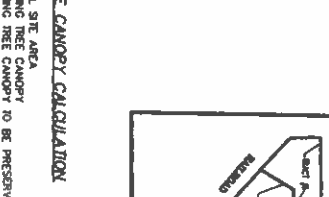
NO.	DATE	DESCRIPTION	BY
1	8/23/24	PER INC COMMENTS	BB

NOT FOR CONSTRUCTION
 PRELIMINARY
 PROFESSIONAL STAMP



TREE CANOPY CALCULATION

TOTAL SITE AREA = 4,340,479 SF (98.8 AC)
 EXISTING TREE CANOPY TO BE PRESERVED = 392,421 SF (1.68 AC SITE)
 NEW TREE CANOPY TO PROVIDED = 202 SITE RESIDENTIAL AREAS



PROJECT DATA OVERALL

SITE OVERALL = 99.8 AC (4,340,479 SF)
 PROPOSED ROW = 4.2 AC (184,433 SF)
 PROPOSED OPEN SPACE = 0.7 AC (32,913 SF)
 SITE AREA = 94.9 AC (4,123,133 SF)

EXISTING ZONING = R-1 (RES)
 PROPOSED ZONING = B-3/C-1/R-3
 EXISTING USE = VARIANT
 PROPOSED USE = VARIANT

PROPOSED TRACTS

TRACT 1
 TOTAL AREA = 1,031,284 SF (23.6 AC)
 PROPOSED ROW = 1,031,284 SF (23.6 AC)
 PROPOSED OPEN SPACE = 1,031,284 SF (23.6 AC)
 PROPOSED BLDG COVERAGE = 17,000 SF

TRACT 2
 TOTAL AREA = 1,584,398 SF (36.4 AC)
 PROPOSED ROW = 1,584,398 SF (36.4 AC)
 PROPOSED OPEN SPACE = 1,584,398 SF (36.4 AC)
 PROPOSED BLDG COVERAGE = 16,800 SF

TRACT 3
 TOTAL AREA = 713,111 SF (16.3 AC)
 PROPOSED ROW = 713,111 SF (16.3 AC)
 PROPOSED OPEN SPACE = 713,111 SF (16.3 AC)
 PROPOSED BLDG COVERAGE = 13,000 SF

TRACT 4
 TOTAL AREA = 289,778 SF (6.6 AC)
 PROPOSED ROW = 289,778 SF (6.6 AC)
 PROPOSED OPEN SPACE = 289,778 SF (6.6 AC)
 PROPOSED BLDG COVERAGE = 13,000 SF

TRACT 5
 TOTAL AREA = 504,006 SF (11.5 AC)
 PROPOSED ROW = 504,006 SF (11.5 AC)
 PROPOSED OPEN SPACE = 504,006 SF (11.5 AC)
 PROPOSED BLDG COVERAGE = 100 UNITS (118 UNITS/LOT OR 100 UNITS/LOT)

CALCULATED BASED ON THE OVERALL R-3 ZONING AREA

OWNERS: CHARLES A. BRUNDAUER, JR., W. McCLELLAND CIRCLE, GEORGETOWN, KY 40324

DEVELOPER: HOGAN

SITE ADDRESS: McClelland Circle, Georgetown, KY 40324

LAND DESIGN & DEVELOPMENT, INC.
 603 N. MAIN STREET, SUITE 101
 LOUISVILLE, KENTUCKY 40202
 PHONE: (502) 482-2974
 FAX: (502) 482-2974
 JOB: 80009
 DATE: 07/01/2024

PREPARED BY: LAND DESIGN & DEVELOPMENT, INC.

GEORGETOWN COMMONS
 CONCEPT DEVELOPMENT PLAN

final report

June 27, 2024

Traffic Impact Study

Georgetown Commons
McClelland Circle (US 460 Bypass)
Georgetown, KY

Prepared for

Georgetown Scott County Planning Commission
Kentucky Transportation Cabinet



DIANE B. ZIMMERMAN
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INTRODUCTION

The concept plan for Georgetown Commons on McClelland Circle (US 62) in Georgetown, KY shows a mix of retail and residential uses. Figure 1 displays a map of the site. Access to the site will be from two entrances on McClelland Circle and two connections to adjacent stub streets – Southgate Drive and Tavner Drive. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of McClelland Circle with Christian Avenue, Quality Drive, and Pleasant View; and Christian Avenue at Southgate Drive.



Figure 1. Site Map

EXISTING CONDITIONS

McClelland Circle, US 62, is maintained by the Kentucky Transportation Cabinet (KYTC) with an estimated 2024 ADT of 20,400 vehicles per day between US 25 and KY 1962 as estimated from the 2023 count at KYTC station B11. The road is a four-lane highway with twelve-foot lanes with ten-foot paved shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 55 mph. There are no sidewalks. The intersection with Quality Drive is controlled with a traffic signal. The intersection has an eastbound left turn lane on and a westbound right turn lane. There is a westbound left turn lane for the existing farm entrance. Quality Drive has a left and right turn lane. The intersections with Christian Avenue and Pleasant View are controlled with stop signs. There are left and right turn lanes on McClelland Circle at both intersections. Christian Avenue and Pleasant View have a left and a right turn lane. Windsor Path is a single exit lane.

The intersection of Southgate Drive with Christian Avenue is controlled as a three-way stop. There is a sidewalk along McDonald's frontage. Southgate Drive is approximately 28 feet wide. The posted speed limit is 25 mph.

Peak hour traffic count for the intersections were obtained on Wednesday, May 1, 2024. The a.m. peak varied and the p.m. peak hour was 4:30 to 5:30. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

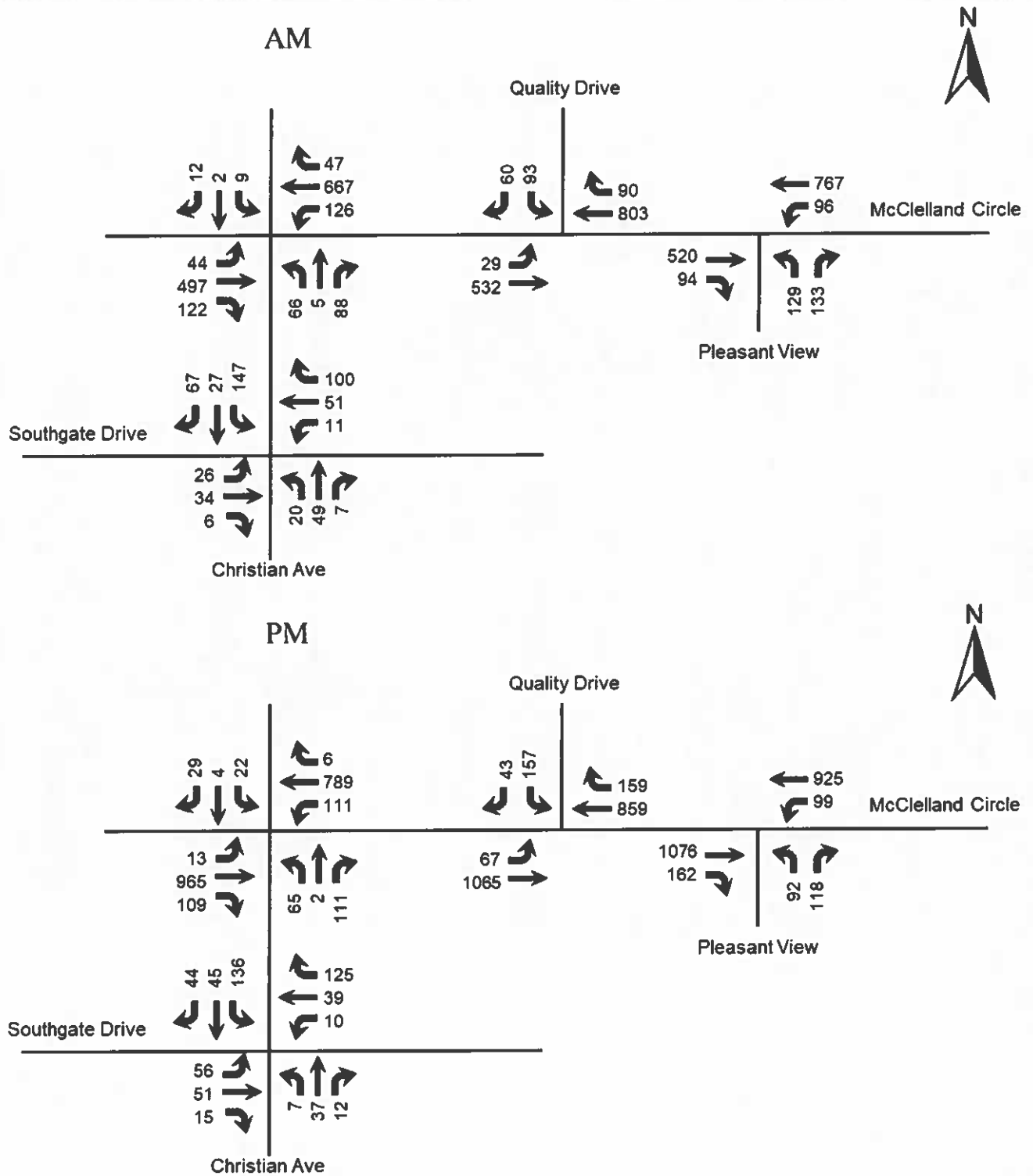


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The projected completion year for this development is 2027. To predict traffic conditions in 2027, 1.3 percent annual growth in traffic was applied to the 2024 volumes. This growth is based upon a review of the historical count data at the KYTC count station B11, 257, and 281. **Figure 3** illustrates the 2027 traffic volumes without the development.

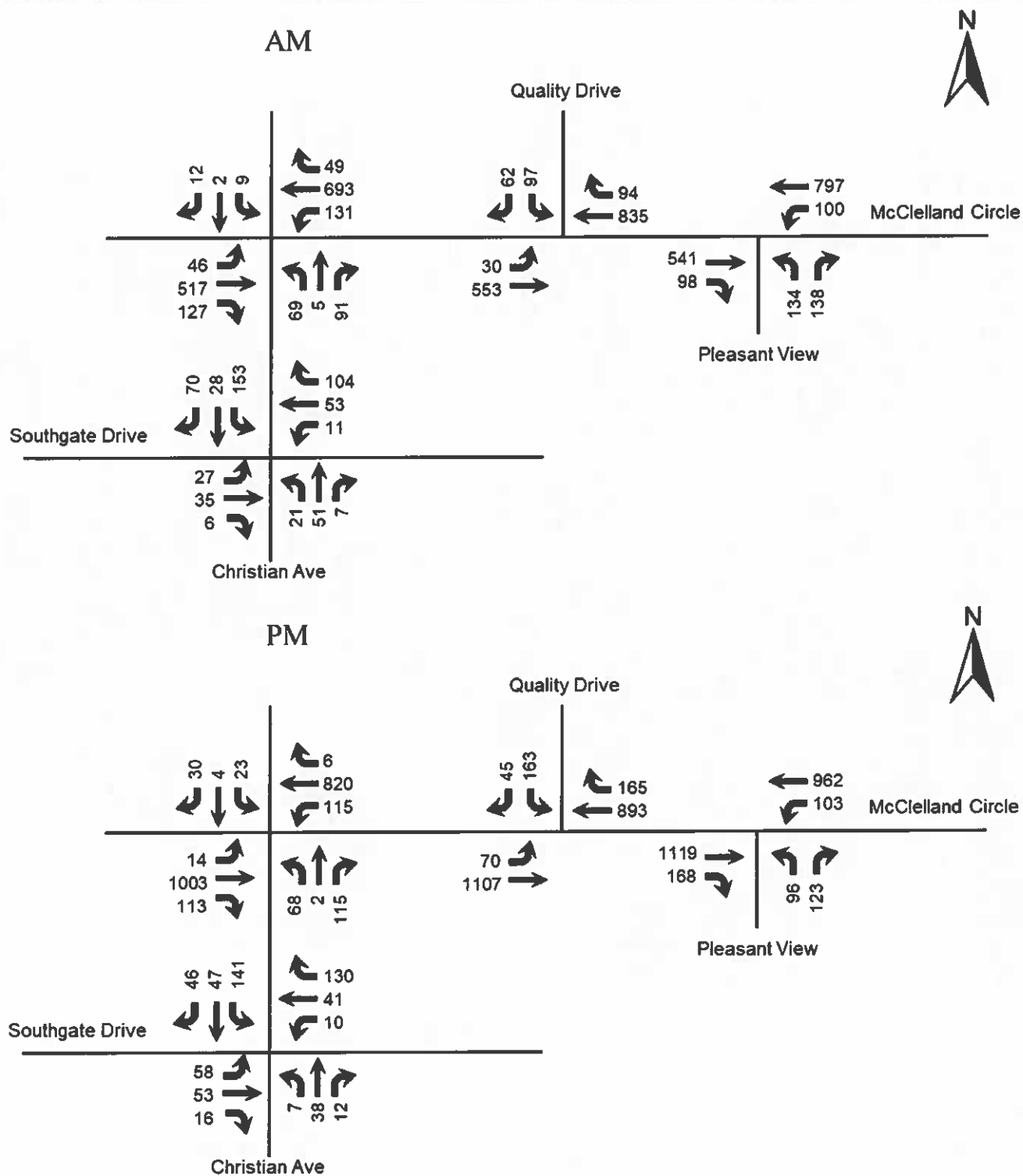


Figure 3. 2027 Peak Hour No Build Volumes

TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual, 11th Edition contains trip generation rates for a wide range of developments. The land uses listed in Table 1 were reviewed and determined to be the best match. The trip generation results are listed in Table 1. The trips were assigned to the highway network with the percentages shown in Figure 4. The trips were assigned to the entrances with 80% of the retail using the first entrance approached. Pass-by trips were assigned according the directional traffic flow on McClelland Circle. The western entrance will be 1/3 access, with no left exit traffic allowed. U-turns will be allowed at the Quality Drive intersection.

Figure 5 shows the trips generated by this development and distributed throughout the road network during the peak hours. Figure 6 displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

AM Peak Hour

Land use	ITE Code	Intensity	Rate/EQ	% IN	% Out	Total Trips			Pass-by Trips		New Trips		
						In	Out	Total	%	Volume	In	Out	Total
Shopping Center	820	421,400 sf	$T = 0.59(X) + 133.55$	0.62	0.38	237	145	382	0%	0	237	145	382
Gym	492	40,000 sf	$T = 1.31(X)$	0.51	0.49	27	25	52	0%	0	27	25	52
Assisted Living	254	100 units	$T = 0.18(X)$	0.6	0.4	11	7	18	0%	0	11	7	18
Multi-Family (1-3)	220	300 units	$T = 0.31(X) + 22.85$	0.24	0.76	28	88	116	0%	0	28	88	116
Total						303	265	568	0.0%	0	303	265	568

PM Peak Hour

Land use	ITE Code	Intensity				Total Trips			Pass-by Trips		New Trips		
						In	Out	Total	%	Volume	In	Out	Total
Shopping Center	820	421,400 sf	$\ln(T) = 0.72\ln(X) + 3.02$	0.48	0.52	763	827	1,590	29%	461	542	587	1,129
Gym	492	40,000 sf	$\ln(T) = 0.67\ln(X) + 2.44$	0.57	0.43	77	59	136	0%	0	77	59	136
Assisted Living	254	100 units	$T = 0.24(X)$	0.39	0.61	9	15	24	0%	0	9	15	24
Multi-Family (1-3)	220	300 units	$T = 0.43(X) + 20.55$	0.63	0.37	95	55	150	0%	0	95	55	150
Total						944	956	1,900	24.3%	461	723	716	1,439

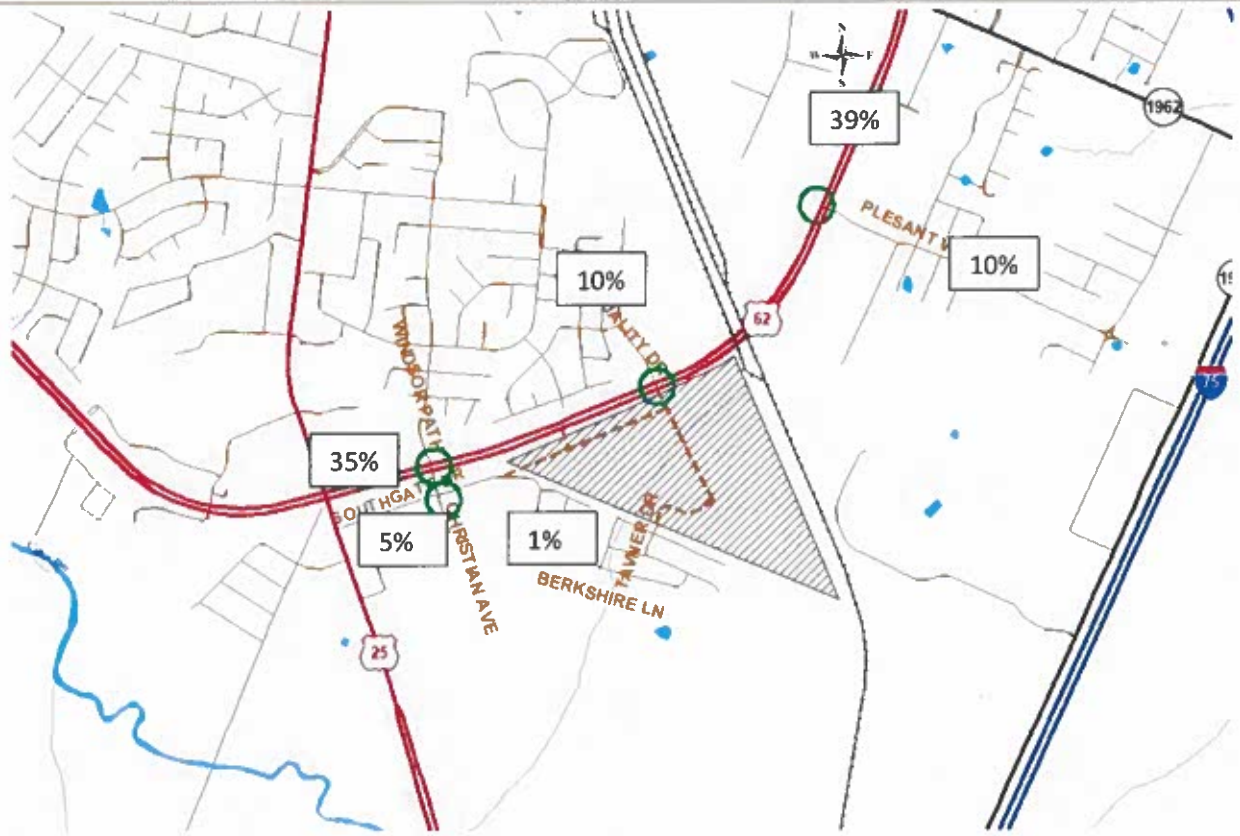


Figure 4. Trip Distribution Percentages

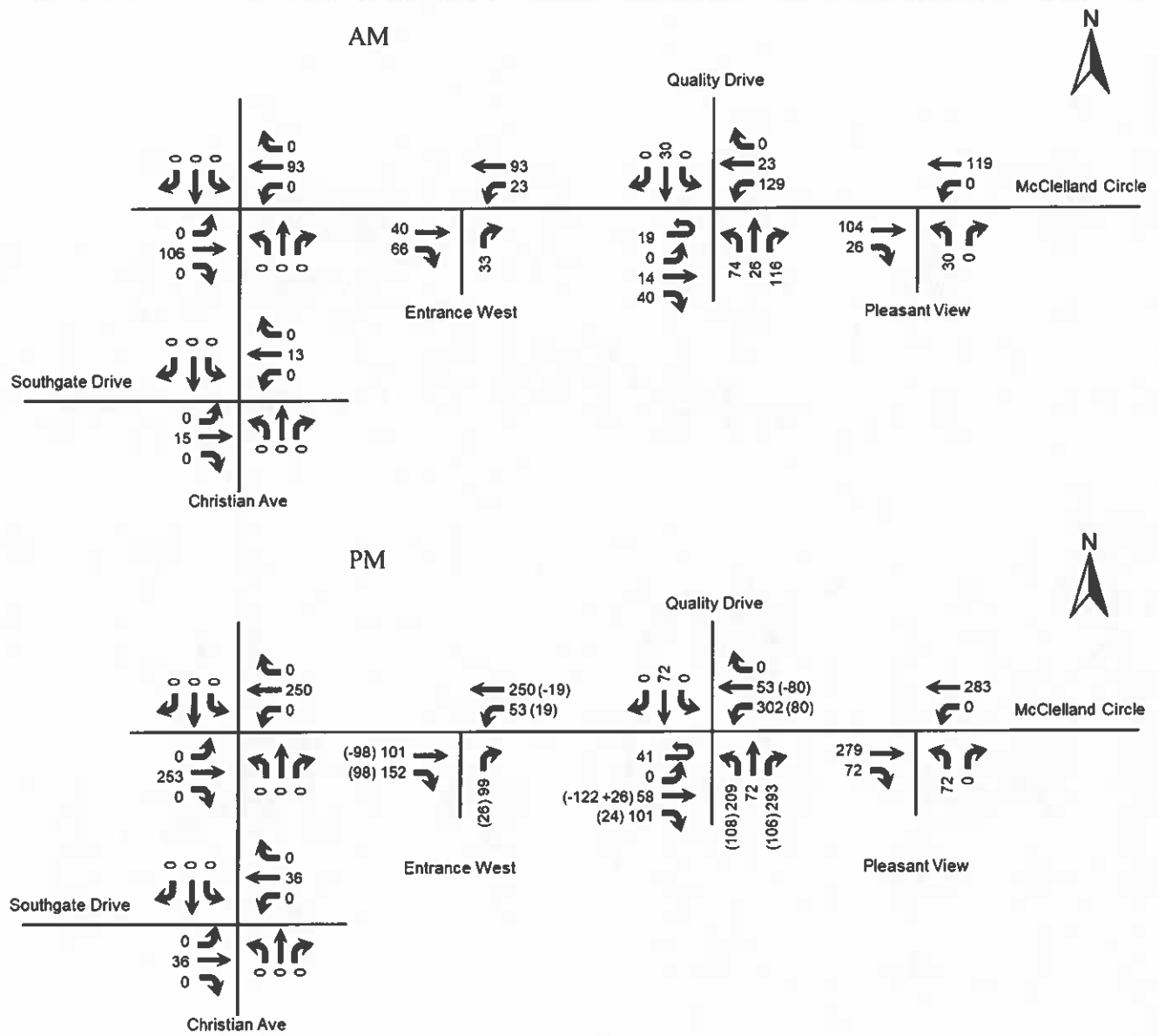


Figure 5. Peak Hour Trips Generated by Site

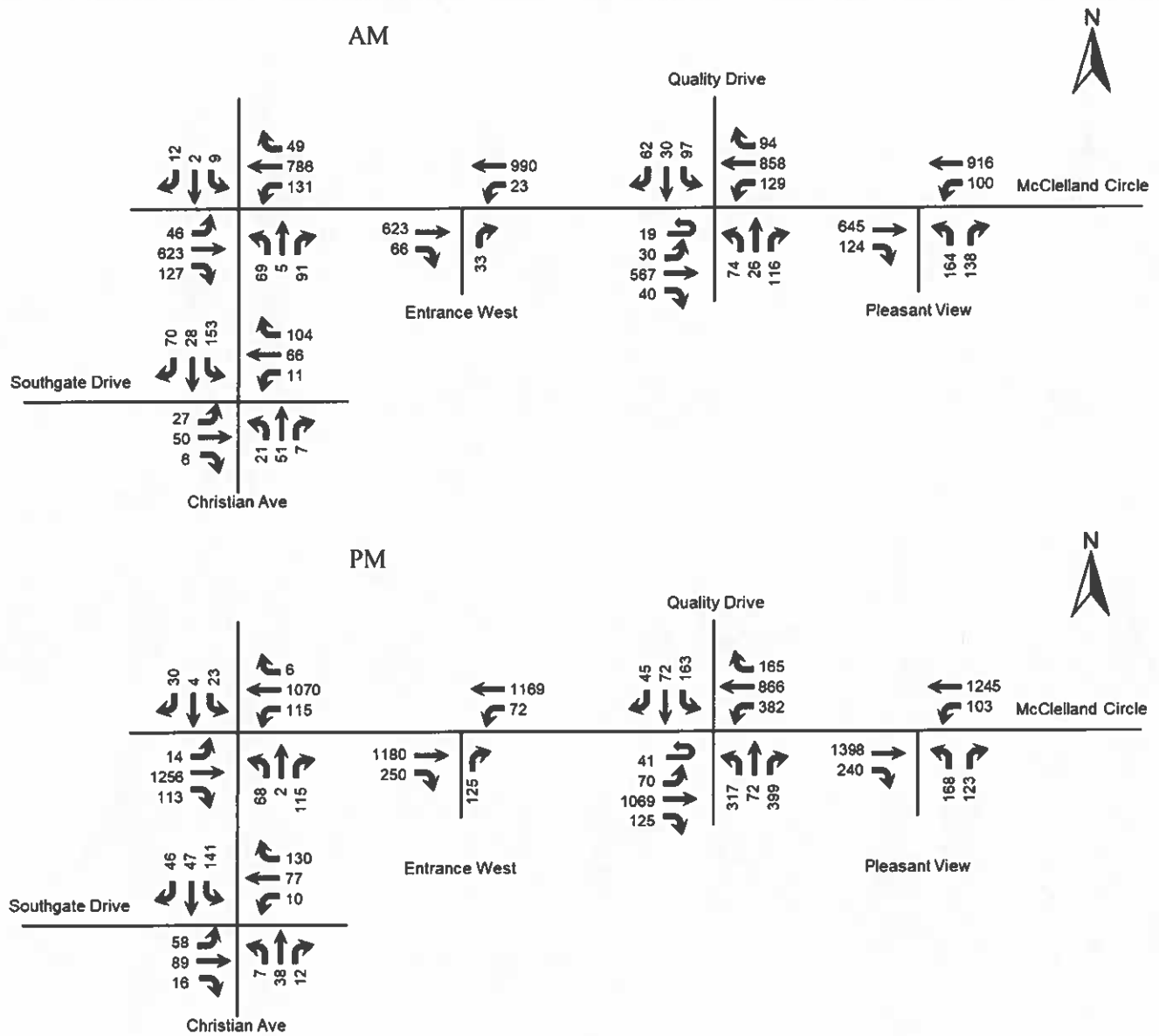


Figure 6. Build Peak Hour Volumes

ANALYSIS

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service". Level of Service is a ranking scale from A through F, "A" is the best operating condition and "F" is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced at an intersection.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the Highway Capacity Manual, 7th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets and TWSC (version 2024) software. The delays and Level of Service are summarized in **Table 2**. There is not an analysis procedure for the 3-way stop condition at the intersection of Christian

Avenue and Southgate Drive. The results reflect a 2-way stop condition with the north-south as the major street. The intersection of Pleasant View has been assumed to meet the traffic signal warrant with additional development along Pleasant View.

Table 2. Peak Hour Level of Service

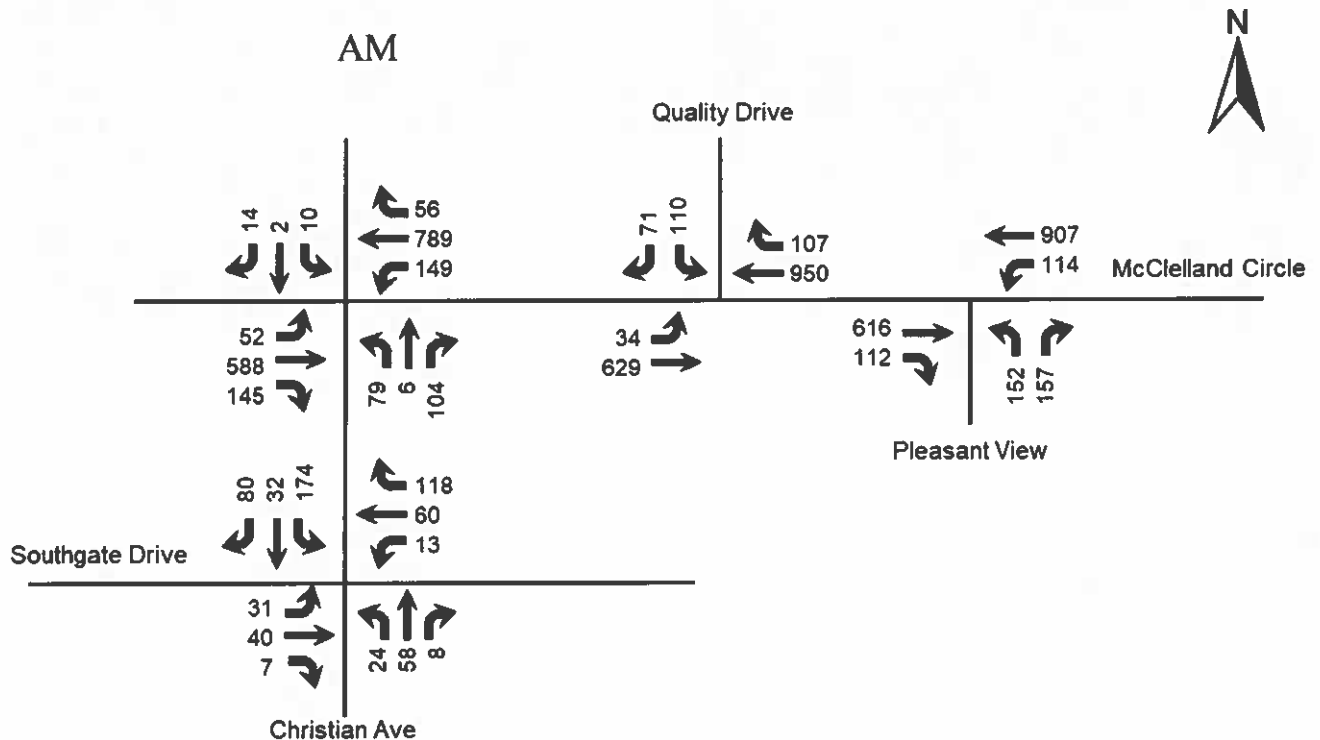
Approach	A.M.			P.M.		
	2024 Existing	2027 No Build	2027 Build	2024 Existing	2027 No Build	2027 Build
McClelland Circle at Christian Avenue						
McClelland Eastbound (left)	A 9.4	A 9.5	A 9.9	B 12.1	B 12.3	C 15.4
McClelland Westbound (left)	A 9.5	A 9.7	B 10.2	B 12.0	B 12.4	B 15.0
Christian Avenue Northbound	C 20.4	C 22.2	D 26.9	D 27.0	D 30.2	F 55.1
Windsor Path Southbound	C 19.5	C 20.6	C 23.5	D 27.1	D 29.9	F 53.6
McClelland Circle at Entrance West						
McClelland Westbound (left)			A 9.3			B 14.2
Entrance West Northbound			B 10.7			C 16.4
McClelland Circle at Quality Drive	A 8.8	A 8.9	C 23.3	A 9.6	A 9.9	D 44.3
McClelland Eastbound	A 2.4	A 2.5	B 12.2	A 4.2	A 4.5	D 48.0
McClelland Westbound	A 5.3	A 5.5	B 12.8	A 7.0	A 7.3	C 30.3
Entrance Northbound			E 67.9			D 53.7
Quality Drive Southbound	D 52.6	D 52.6	E 73.4	D 53.8	D 53.7	E 70.2
McClelland Circle at Pleasant View			B 12.7			B 11.6
McClelland Eastbound			A 7.3			B 11.4
McClelland Westbound	A 9.5	A 9.6	A 4.7	B 13.0	B 13.5	A 6.0
Pleasant View Northbound	C 20.9	C 22.8	D 53.6	D 29.4	D 33.3	D 38.4
Christian Avenue at Southgate Drive						
Southgate Drive Eastbound	C 19.0	C 20.2	C 21.5	C 19.0	C 20.1	C 24.4

Georgetown Commons
Traffic Impact Study

Approach	A.M.			P.M.		
	2024 Existing	2027 No Build	2027 Build	2024 Existing	2027 No Build	2027 Build
Southgate Drive Westbound	B 14.0	B 14.5	B 15.7	B 11.7	B 12.0	B 14.1
Christian Avenue Northbound	A 7.5	A 7.5	A 7.5	A 7.6	A 7.6	A 7.6
Christian Avenue Southbound	A 7.7	A 7.7	A 7.7	A 7.6	A 7.6	A 7.6

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet Highway Design Guidance Manual dated July, 2020. The traffic impact policy requires using volumes for ten years beyond build-out, or 2037. The 2037 volumes were determined applying a 1.3 percent annual growth rate from 2027. **Figure 7** illustrates the 2037 No Build volumes. **Figure 8** illustrates the 2037 Build Volumes. Using the volumes in Figure 8, the volume warrant is satisfied for a right turn lane at the entrances. **Table 3** summarizes the delay and Level of Service for 2037. No additional lane improvements are required.



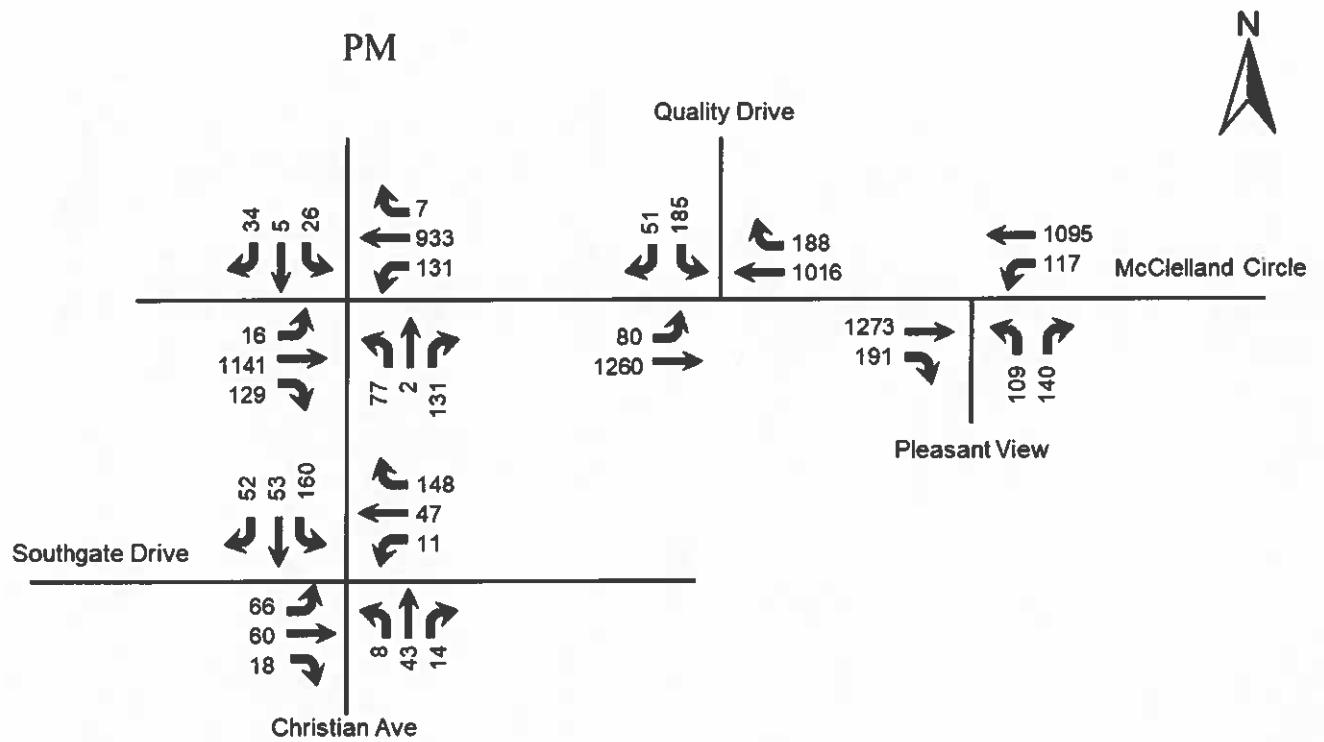
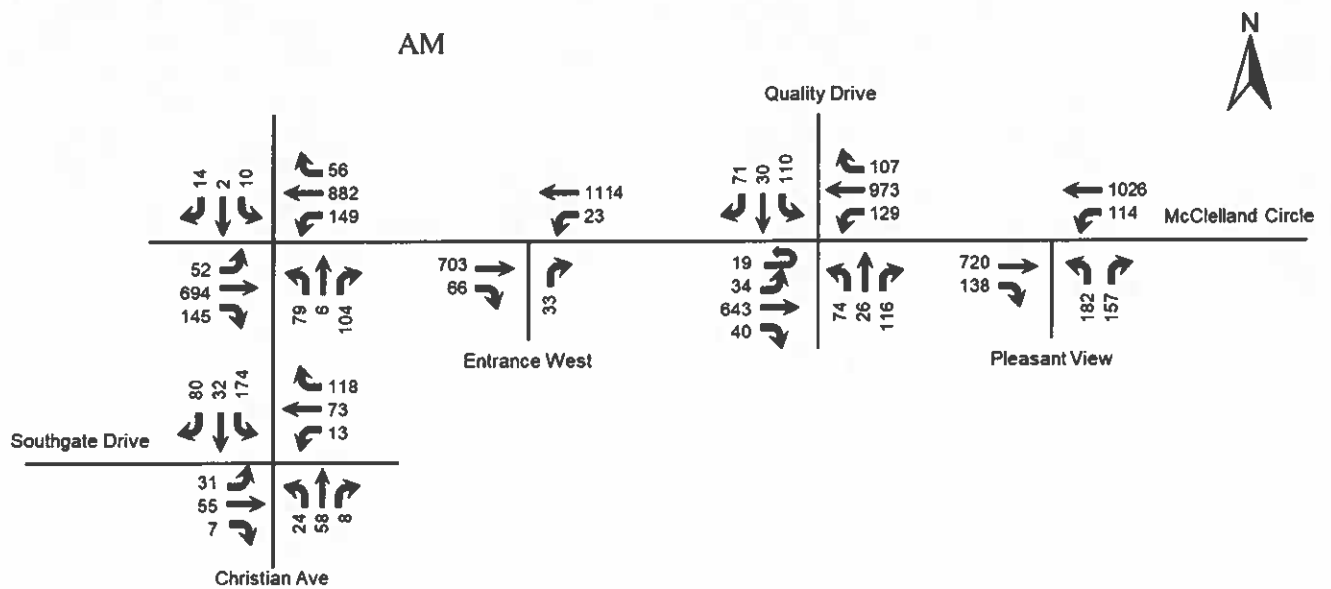


Figure 7. 2037 No Build Peak Hour Volumes



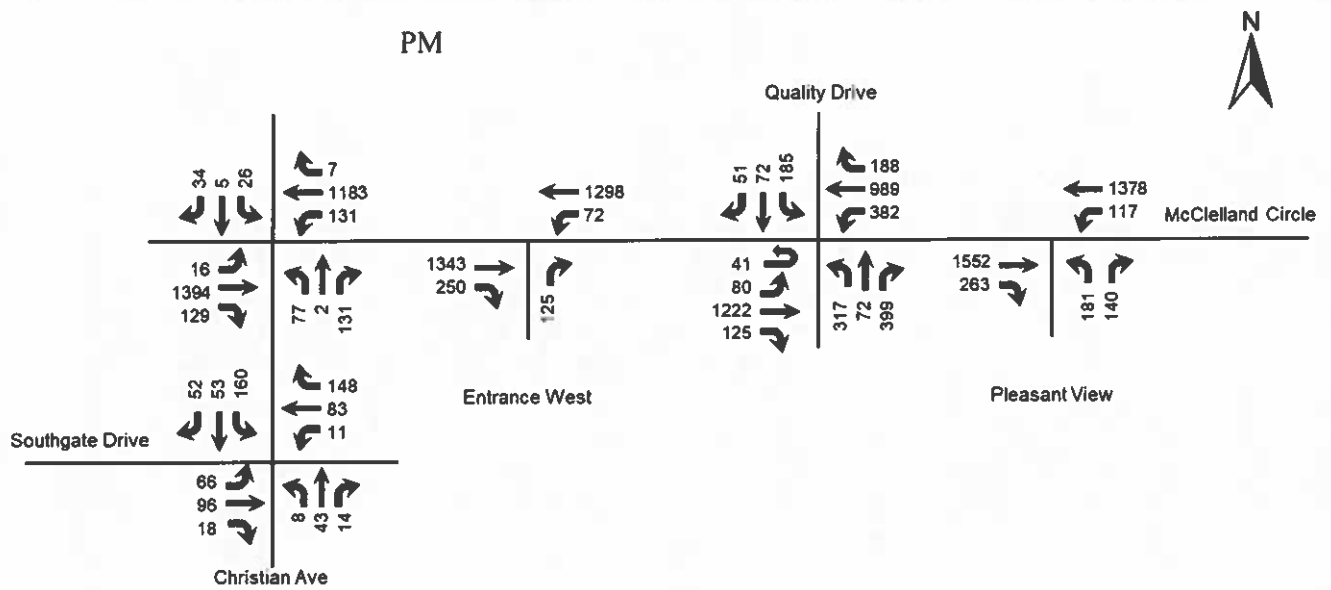


Figure 8. 2037 Build Peak Hour Volumes

Table 3. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2024 Existing	2037 No Build	2037 Build	2024 Existing	2037 No Build	2037 Build
McClelland Circle at Christian Avenue						
McClelland Eastbound (left)	A 9.4	B 10.0	B 10.5	B 12.1	B 13.2	C 16.7
McClelland Westbound (left)	A 9.5	B 10.3	B 10.9	B 12.0	B 14.2	C 17.8
Christian Avenue Northbound	C 20.4	D 32.7	E 43.4	D 27.0	F 50.4	F 109.0
Windsor Path Southbound	C 19.5	D 25.1	D 29.5	D 27.1	F 51.3	F 160.7
McClelland Circle at Entrance West						
McClelland Westbound			A 9.6			C 16.1
Entrance West Northbound			B 11.1			C 18.7

Approach	A.M.			P.M.		
	2024 Existing	2037 No Build	2037 Build	2024 Existing	2037 No Build	2037 Build
McClelland Circle at Quality Drive	A 8.8	A 9.5	C 23.9	A 9.6	B 10.8	D 52.7
McClelland Eastbound	A 2.4	A 2.8	B 13.2	A 4.2	A 5.4	E 59.0
McClelland Westbound	A 5.3	A 6.3	B 14.2	A 7.0	A 8.4	C 32.5
Entrance Northbound			E 68.4			E 66.7
Quality Drive Southbound	D 52.6	D 52.4	E 73.0	D 53.8	D 53.6	F 87.0
McClelland Circle at Pleasant View			B 13.6			B 12.7
McClelland Eastbound			A 8.0			B 12.8
McClelland Westbound	A 9.5	B 10.2	A 5.5	B 13.0	C 15.9	A 7.0
Pleasant View Northbound	C 20.9	D 34.4	D 54.4	D 29.4	F 59.0	D 39.3
Christian Avenue at Southgate Drive						
Southgate Drive Eastbound	C 19.0	C 26.0	D 28.5	C 19.0	D 26.6	E 36.0
Southgate Drive Westbound	B 14.0	C 17.1	C 19.1	B 11.7	B 13.1	C 16.0
Christian Avenue Northbound	A 7.5	A 7.5	A 7.5	A 7.6	A 7.6	A 7.6
Christian Avenue Southbound	A 7.7	A 7.8	A 7.8	A 7.6	A 7.6	A 7.6

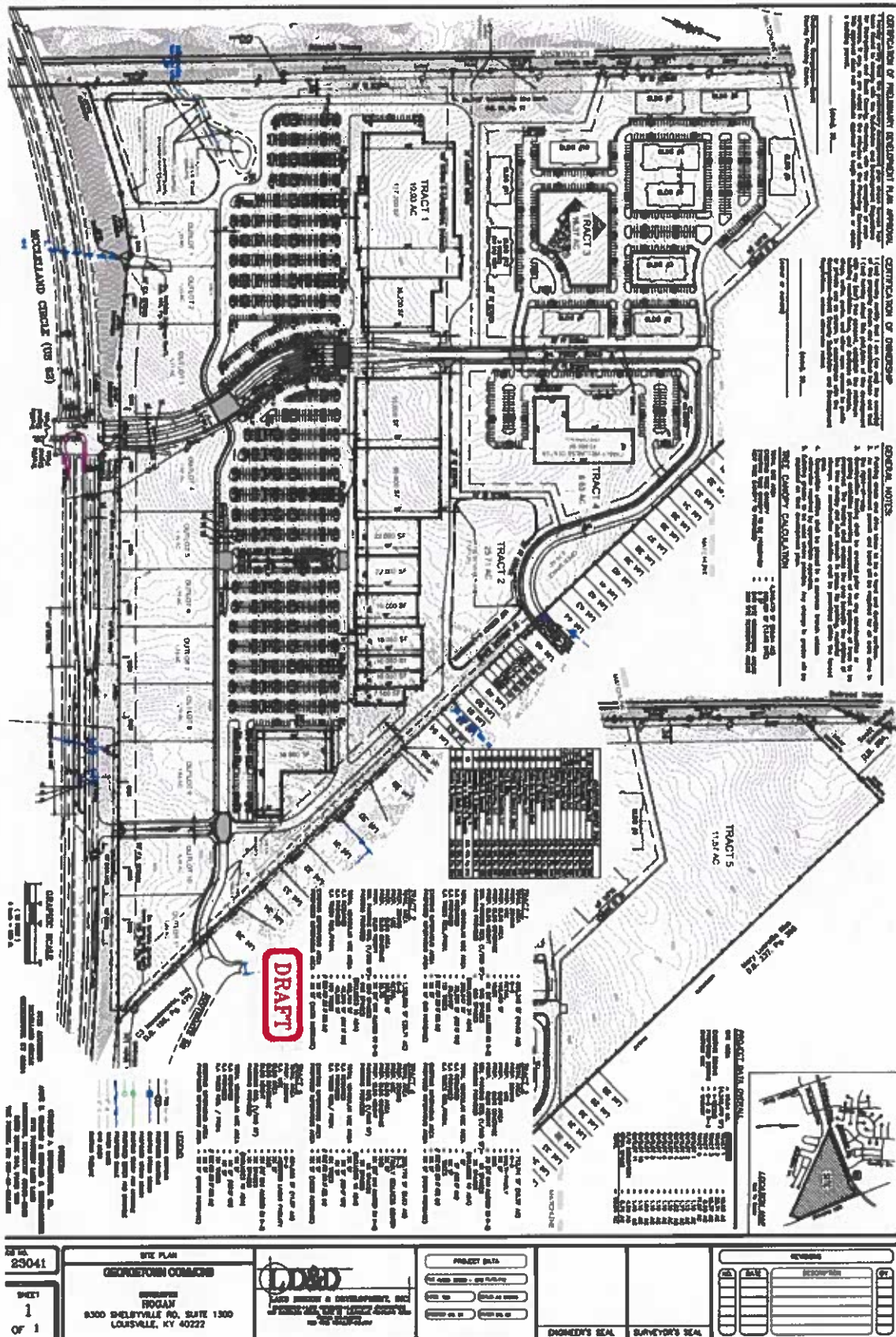
Key: Level of Service, Delay in seconds per vehicle

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2037, there will be an impact to the existing highway network, with Levels of Service remaining within acceptable ranges. Left and right turn lanes will be required at the entrances. The existing westbound left turn lane at Quality Drive will be lengthened to accommodate the queue storage. The intersection of Christian Avenue will need to be monitored for sufficient traffic to meet the traffic signal warrant.

APPENDIX

Georgetown Commons
Traffic Impact Study



**POPP PROPERTY
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission
October 10, 2024**

FILE NUMBER: FSP-2024-38

PROPOSAL: Final Subdivision Plat to divide the following tracts from existing Tracts 1 and 3:
Tract 1 (Parent): 45.21 acres
1-A: 11.43 acres
1-B: 5.00 acres
1-C: 22.42 acres
1-D: 6.36 acres
Tract 3 (Parent): 32.92 acres
3-A: 5.01 acres
3-B: 5.0 acres
3-C: 22.91 acres

LOCATION: 1756-1758 Switzer Road
Stamping Ground KY 40379

OWNER: Steven & Cindy Popp

CONSULTANT: Robert Semones

STATISTICS:

Zone:	A-1 Agricultural
Surrounding Zone:	A-1
Proposed Lot Acreage:	1-A: 11.43 acres
	1-B: 5.00 acres
	1-C: 22.42 acres
	1-D: 6.36 acres
	3-A: 5.01 acres
	3-B: 5.0 acres
	3-C: 22.91 acres

Access (Direct):	Switzer Road [KY-1689]
Access (Arterial):	Stamping Ground Road [KY-227]



BACKGROUND:

The application before the Planning Commission is a Final Subdivision Plat to divide the seven tracts described above from two parent parcels, leaving no remainders, located at 1756-1758 Switzer Road.

This application is considered a major subdivision as the Project Site was subdivided from a 116.53-acre parent tract in 2021 (Plat Cabinet 13, Slide 49), and any further subdivisions require Planning Commission Board review and approval.

Plat Review:

The proposed plat shows the appropriate setbacks, lot size, and width requirements for each parcel.

Access:

All tracts will be accessed from a shared entry point at Switzer Road. *Subdivision and Development Regulations* state that only 3 parcels or home sites shall be allowed to utilize/share a single unimproved driveway. With 8 total parcels being created through this proposed subdivision, the applicant has been required to provide a paved "bulb" with a 45-foot radius at the head of the shared access point. This will allow for a proper turning radius and access point for emergency services. No work to construct this access point shall occur within the state ROW along Switzer Road. The design of this access point has been derived through advisement and discussions with the Planning Commission engineer, as well as emergency service providers.

Tract 1-D and Tract 2 have dedicated existing or proposed driveways. Two other access easements will serve Tracts 1-A/B/C, and Tracts 3-A/B/C. The previously recorded plat does note a shared maintenance agreement of access easements between the owners of each tract to the extent of each owner's use. However, with the creation of a common access point, new tracts, and access easements, an updated agreement shall be noted on the plat prior to recording.

Tracts 1-A/C, and 3-C are eligible for future division given their total acreage. However, staff recommends that any future division shall require new parcels be rezoned as A-5, and they shall be required to adhere to all standards as set forth by the zoning ordinance. This shall be noted on the plat prior to recording.

Access to Elkhorn Creek to the south of the property is granted for each parcel through 3 access easements noted on the plat. The Planning Commission does not have any standards regarding these easements, but they will grant and protect rights of access for each tract once the plat has been recorded.

Utilities:

The parcels will be served by Kentucky Utilities for electric, and GMWSS for water service only. GMWSS holds and maintains a 15-foot waterline easement along the frontage of Switzer Road. Being as there is no municipal sewer service to this site, each parcel must receive Health Department approval for private sewerage systems.

A 30-foot general utility easement is also provided along the frontage of Switzer Road, originating outside of the 30-foot right of way reserved for future improvement or expansion of the roadway. The plat provides for a 150-foot wide "blanket area" for the origination of utility easements serving the interior parcels at the frontage of Tract 1-D.

Utility easements serving the individual tracts from their origination along Switzer Road are generally located within the 50-foot building lines for each tract, or along the access easements. Tracts 1-A/D, Tract 2, and Tract 3-C are impacted by overhead utility easements, resulting in additional unbuildable area within each tract. However, there remains ample, suitable building area within each tract.

Care must be taken during the construction and maintenance of access easements within and beneath these utility easements.

Floodplain and Hydrology:

The Elkhorn Creek runs along the southern property boundaries of Tract 2 and Tract 3-C, and as a result both are affected by 100-year floodplain areas. There shall be no construction or disturbance in these areas without a permit issued by the Floodplain Manager. These areas are designated as unbuildable on the plat. In the event of rezoning of these affected parcels, the floodplain zones must be rezoned as C-1 Conservation District Zoning.

RECOMMENDATION:

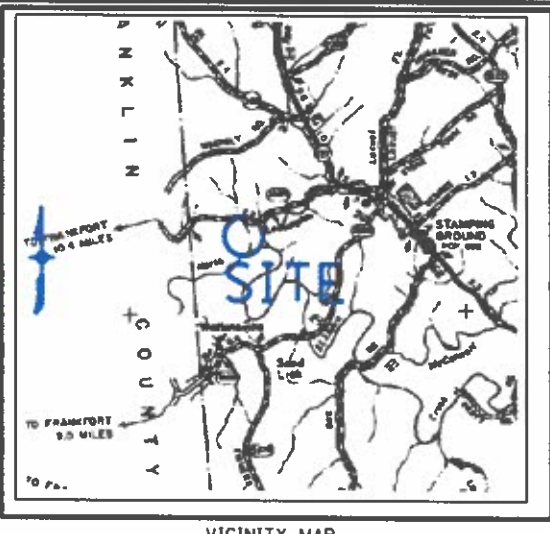
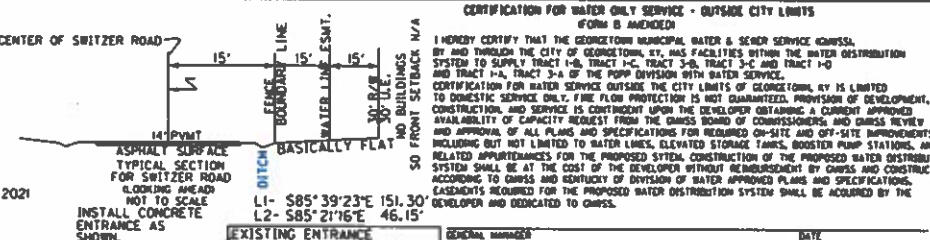
Staff recommends **Approval** of the Final Subdivision Plat. If the Planning Commission approves the application, staff recommends including the following waivers, variances, and conditions of approval:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Final Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
4. This Final Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
5. A maintenance agreement for shared access easements and the common access point shall be noted on the plat prior to recording.
6. Any further division shall require new parcels to be rezoned as A-5, and they shall be required to adhere to all standards as set forth by the zoning ordinance. This shall be noted on the plat prior to recording.
7. If the A-5 rezoning is triggered by further division, floodplain areas must be rezoned to C-1 Conservation District Zoning.

NOTES

THERE ARE NO DEDICATED RIGHT OF WAY PLANS FOR SWITZER ROAD. SINCE SWITZER ROAD IS STATE ROUTE, 30' R/W IS BEING DEDICATED THIS SURVEY FOR ROADWAY MAINTENANCE AND ANY FUTURE WIDENING OF KY 1689 (SWITZER ROAD)...



CERTIFICATION OF UTILITY EASEMENT DESCRIPTION. I HEREBY CERTIFY THAT THE UTILITY EASEMENT PLANS SHOWN HEREON HAVE BEEN REVIEWED AND FOUND TO COMPLY WITH THE DIGITAL SUBMITTAL REQUIREMENTS SET FORTH IN THE SUBDIVISION AND DEVELOPMENT REGULATIONS.

CERTIFICATION OF GIS DEPARTMENT APPROVAL. I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN OR SUBDIVISION PLAN SHOWN HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE DIGITAL SUBMITTAL REQUIREMENTS SET FORTH IN THE SUBDIVISION AND DEVELOPMENT REGULATIONS.

REFERENCE BEARING. FROM GRID COORDINATES DERIVED FROM GPS METHOD USING A SPECTRA GEOSPATIAL SP8S RECEIVER. SERIAL NUMBER 549500090 UTILIZING TRIMBLE ACCESS AS A VRS NETWORK ROVER - DIRECT GPS OBSERVATION LINKED TO KY COORS STATION - CORRECTION RECEIVED VIA AT&T WIFI MODEM AND ARE MAD03 KY SINGLE ZONE.

GIS INFORMATION. KENTUCKY SINGLE ZONE STATE PLANE 1983 LOCAL DATUM - NAD 1983 (CONUS) (M) GLOBAL REFERENCE DATUM - MAD03 (2011) GEOID MODEL - GEOID10 (CONUS) FIXED DISPLACEMENT MODEL - MTP V3.2.9

JESSE & AMANDA PALMER. 1800 SWITZER ROAD STAMPING GROUND DB 449 PG 448 PVA 007-00-009.000 ZONED A-1

NATHAN & ANDREW KENT. 2032 SWITZER ROAD C/O JAMES KENT 2014 BROOKVIEW DRIVE NASHVILLE, TN 37214 DB 398 PG 069 PVA 008-00-002.000

ZONING CLASSIFICATION - A-1. BUILDING LINE SETBACKS. FRONT - 50' FROM EDGE OF 30' R/W LINE. SIDE - 50'. REAR - 50'.

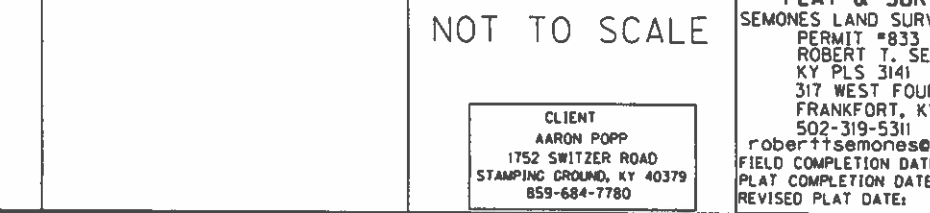
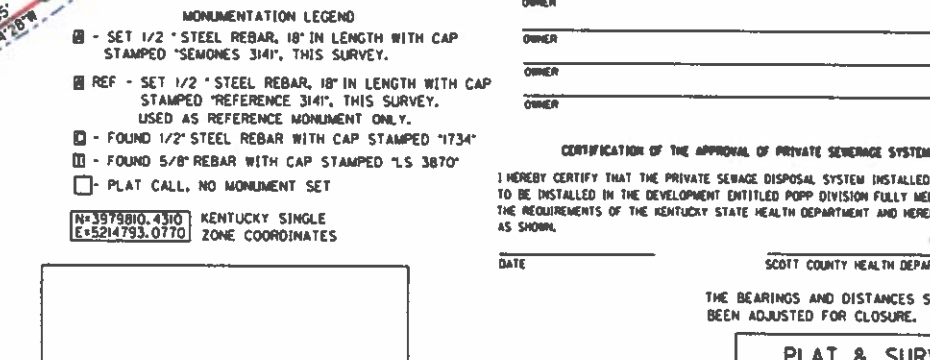
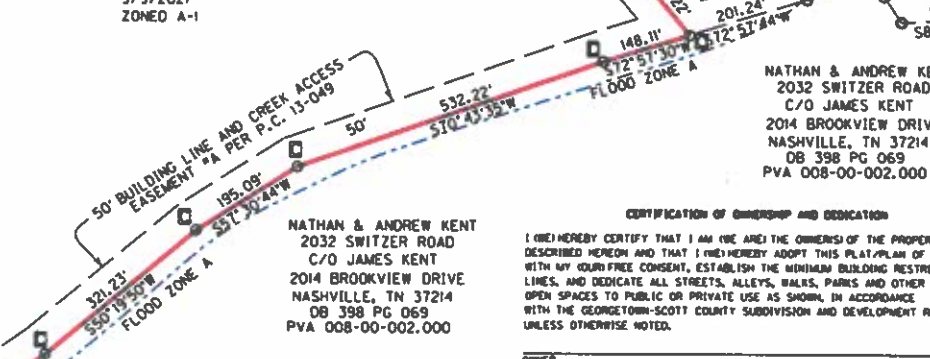
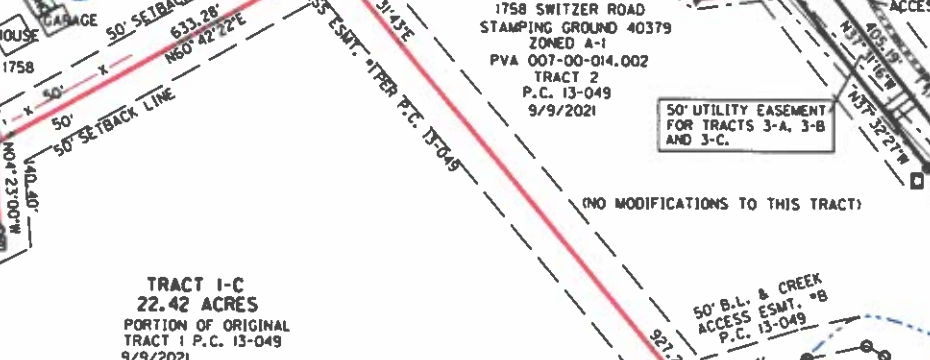
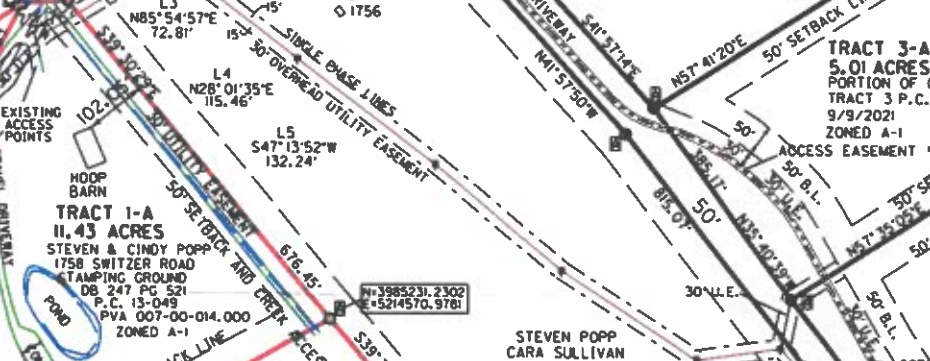
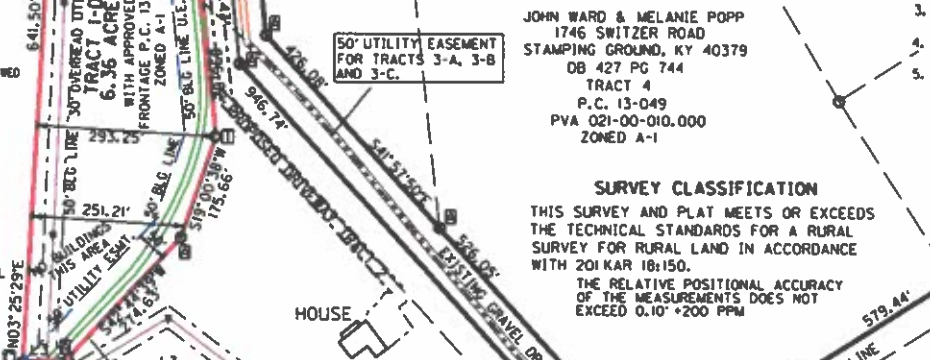
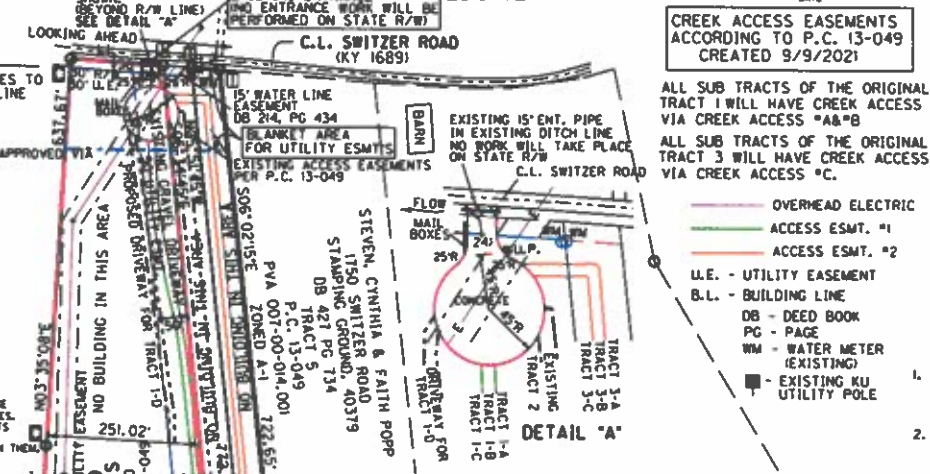
CERTIFICATION OF FIRE DEPARTMENT APPROVAL. I HEREBY CERTIFY THAT THE FINAL SUBDIVISION PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE SCOTT COUNTY FIRE DEPARTMENT REGULATIONS, INCLUDING ANY CONDITIONS OF APPROVAL OR EXCEPTIONS, NOTED HEREON.

EXCEPTIONS TO SURVEY. THIS SURVEY IS SUBJECT TO ALL RIGHTS OF WAYS, EASEMENTS, CONVEYANCES AND RESTRICTIONS THAT A TITLE EXAMINATION WOULD REVEAL. NO TITLE REPORT WAS PROVIDED TO THE SURVEYOR FOR THIS SURVEY.

CERTIFICATION OF AVAILABILITY OF UTILITY SERVICES. I HEREBY CERTIFY THAT KENTUCKY UTILITIES ELECTRIC SHALL SUPPLY TRACT I-A, TRACT I-B, TRACT I-C AND TRACT I-D OF THE STEVEN & CINDY POPP DIVISION AND TRACTS 3-A, 3-B AND TRACT 3-C OF THE AARON & JULIE POPP DIVISION WITH ELECTRIC/GAS/TELEPHONE SERVICES AND THAT THE PROPOSED UTILITY EASEMENTS OF SAID DEVELOPMENT MEET THE REQUIREMENTS OF THIS AGENCY AND ALL OTHER APPLICABLE REQUIREMENTS.

CERTIFICATION OF ACCURACY. I HEREBY CERTIFY THAT THE PLAT SHOWN AND DESCRIBED HEREON IS TRUE AND CORRECT SURVEY AND THE ACCURACY OF THE MEASUREMENTS IS AS SET FORTH BY THE KENTUCKY SURVEYING ACT AND REGULATIONS FOR PROFESSIONAL ENGINEERS AND SURVEYORS AS DESCRIBED IN STANDARDS OF PRACTICE ADOPTED 18/150 DATED DECEMBER 3, 2010.

CERTIFICATION OF OWNERSHIP AND DEDICATION. I 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 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.



PURPOSE OF PLAT. 1. TO ILLUSTRATE THE DIVISION OF TRACT I-A (11.43 ACRES) TRACT I-B (5.00 ACRES) TRACT I-C (22.42 ACRES) TRACT I-D (16.36 ACRES) FRONTAGE ON SWITZER ROAD AS SHOWN IN P.C. 13 SLIDE 049 FROM THE ORIGINAL TRACT 1 OF THE STEVEN & CINDY POPP DIVISION AS SHOWN IN P.C. 13 SLIDE 049 DATED 9/9/2021. NO RESIDUAL OF TRACT 1 REMAINS.

SHIRLEY BURNETTE. 1586 SWITZER ROAD WB 23 PG 394 PVA 021-00-014.000 ZONED A-1

AARON & JULIE POPP. 1752 SWITZER ROAD STAMPING GROUND DB 427 PG 741 TRACT 3, P.C. 13-049 PVA 021-00-010.004 ZONED A-1

STEVEN POPP CARA SULLIVAN. 1758 SWITZER ROAD STAMPING GROUND 40379 ZONED A-1 TRACT 2 P.C. 13-049 9/9/2021

NATHAN & ANDREW KENT. 2032 SWITZER ROAD C/O JAMES KENT 2014 BROOKVIEW DRIVE NASHVILLE, TN 37214 DB 398 PG 069 PVA 008-00-002.000

STEVEN & CINDY POPP. 1758 SWITZER ROAD STAMPING GROUND DB 247 PG 521 P.C. 13-049 PVA 007-00-014.000 ZONED A-1

STEVEN POPP. 1758 SWITZER ROAD STAMPING GROUND 40379 ZONED A-1 TRACT 2 P.C. 13-049 9/9/2021

STEVEN & CINDY POPP. 1758 SWITZER ROAD STAMPING GROUND DB 247 PG 521 P.C. 13-049 PVA 007-00-014.000 ZONED A-1

STEVEN & CINDY POPP DIVISION. 1758 SWITZER ROAD STAMPING GROUND, KY 40379

AARON & JULIE POPP DIVISION. 1756 SWITZER ROAD STAMPING GROUND, KY 40379

PROPERTY LOCATED AT 1756 & 1758 SWITZER ROAD STAMPING GROUND, KY 40379

TITLE REFERENCE DEED BOOK 247 PAGE 521 DEED BOOK 427 PAGE 738 P.C. 13-049. ZONED A-1. GIS PVA ID: 007-00-014.002 021-00-010.004

PLAT & SURVEY BY: SEMONES LAND SURVEYING, PLLC PERMIT #833 ROBERT T. SEMONES KY PLS 3141 317 WEST FOURTH STREET FRANKFORT, KY. 40601 502-319-5311 roberttsemones@gmail.com FIELD COMPLETION DATE: 9/25/2024 PLAT COMPLETION DATE: 9/26/2024 REVISED PLAT DATE:

CLIENT: AARON POPP 1752 SWITZER ROAD STAMPING GROUND, KY 40379 859-684-7780

NOT TO SCALE

ROBERT T. SEMONES KY PLS 3141. LICENSED PROFESSIONAL LAND SURVEYOR. DATE: 9/26/2024

CORREA PROPERTY FINAL SUBDIVISION PLAT

Staff Report to the Georgetown-Scott County Planning Commission October 10, 2024

FILE NUMBER: FSP-2024-40

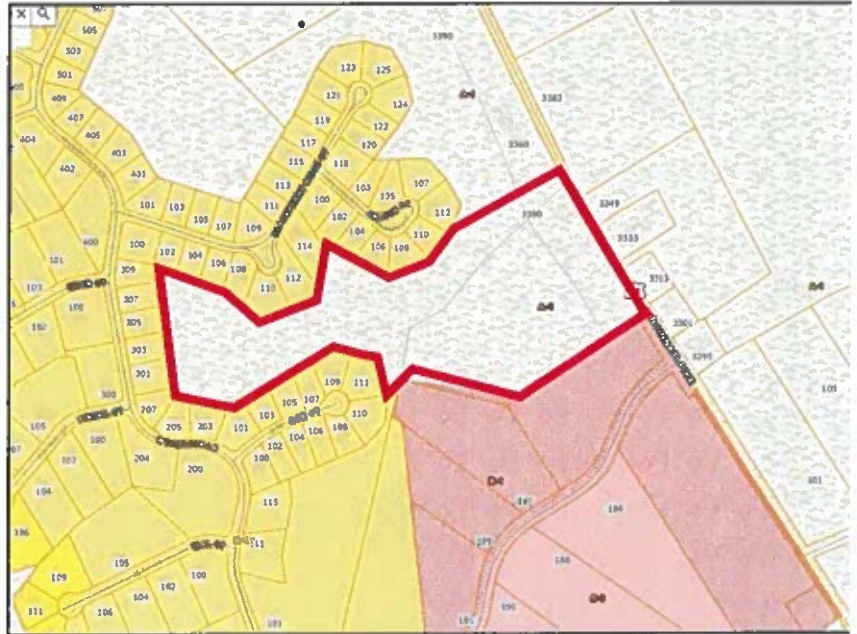
PROPOSAL: Final Subdivision Plat to divide one 5.00 acre parcel from a 20.05 acre parcel, leaving a 15.05 acre remainder tract

LOCATION: 3350 Cincinnati Pike
Georgetown KY 40324

OWNER: Octavio Gomez Correa

CONSULTANT: Zach Heath

STATISTICS:



Zone: A-1 Agricultural
Surrounding Zone: A-1
Proposed Lot Acreage: 5.0 Acres, 15.05 Acre Remainder
Access (Direct): Cincinnati Pike [US-25]
Access (Arterial):

BACKGROUND:

The application before the Planning Commission is a Final Subdivision Plat to divide one 5.00-acre parcel from a 20.05 acre parcel, leaving a 15.05 acre remainder tract located at 3350 Cincinnati Pike. This application is considered a major subdivision as the Project Site was subdivided from a 71.27-acre parent tract in 2018 (Plat Cabinet 12, Slide 119), and any further subdivisions require Planning Commission Board review and approval.

Plat Review:

The proposed plat shows the appropriate setbacks, lot size, and width requirements.

Access:

The parent parcel will continue to use an existing entrance from US-25 (KYTC Permit #07-2018-00010). The newly created parcel will utilize a new access onto US-25 approximately 350 feet south of the existing entrance, pending KYTC approval. Approval of this new entrance must be demonstrated on the plat once submitted for final approval. These entrances meet the separation requirements set forth by the *Subdivision and Development Regulations*.

Utilities:

All parcels are impacted by utility easements held and maintained by GMWSS (20 foot) and Kentucky American Water (30 foot) that parallel US-25 along the frontage of the project site, as noted on the plat. There is also a 25-foot sanitary sewer easement running north to south through the project site that originates 200 feet within the project site, west of US-25. Care must be taken when constructing or improving access to the parcels within these easements.

If any parcels are unable to be served by municipal sanitary sewer, Health Department approval is required for the installation of private sewerage systems.

Floodplain and Hydrology:

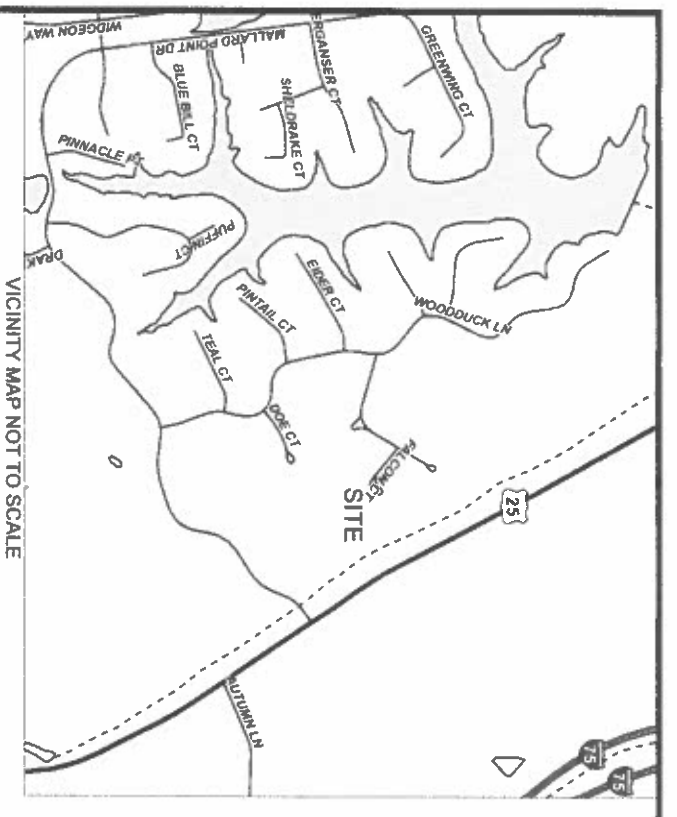
Both the parent parcel and the new tract are affected by a 40-foot drainage easement running north to south on the eastern portion of the property, inset approximately 150 feet from the right of way along US-25. The applicant or future owner of the new parcel must consult with the Kentucky Department of Water regarding construction of any new crossing of the drainage easement. This stipulation is noted on the plat. This drainage easement, the 25-foot sewer easement, and those held by GMWSS and Kentucky American Water result in a 225-foot building setback on the eastern part of the new parcel (US-25 "frontage"). Even with this considered, there remains a sufficient amount of buildable area on the parcel. There are no floodplain areas within this project site.

RECOMMENDATION:

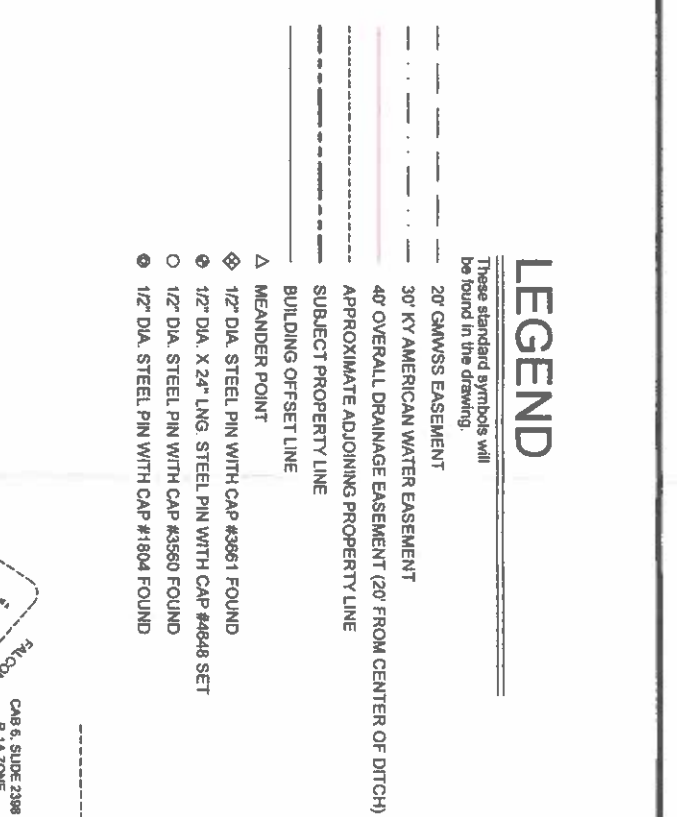
Staff recommends **Approval** of the Final Subdivision Plat. If the Planning Commission approves the application, staff recommends including the following waivers, variances, and conditions of approval:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Final Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
4. This Final Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.

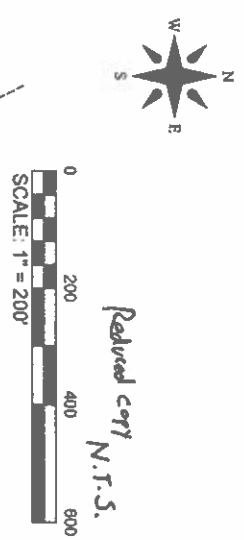


FLOOD NOTE:
 THIS PROPERTY DOES NOT
 LIE IN A FLOOD ZONE PER
 FIRM MAP #21209C0125C
 DATED 1/8/2014

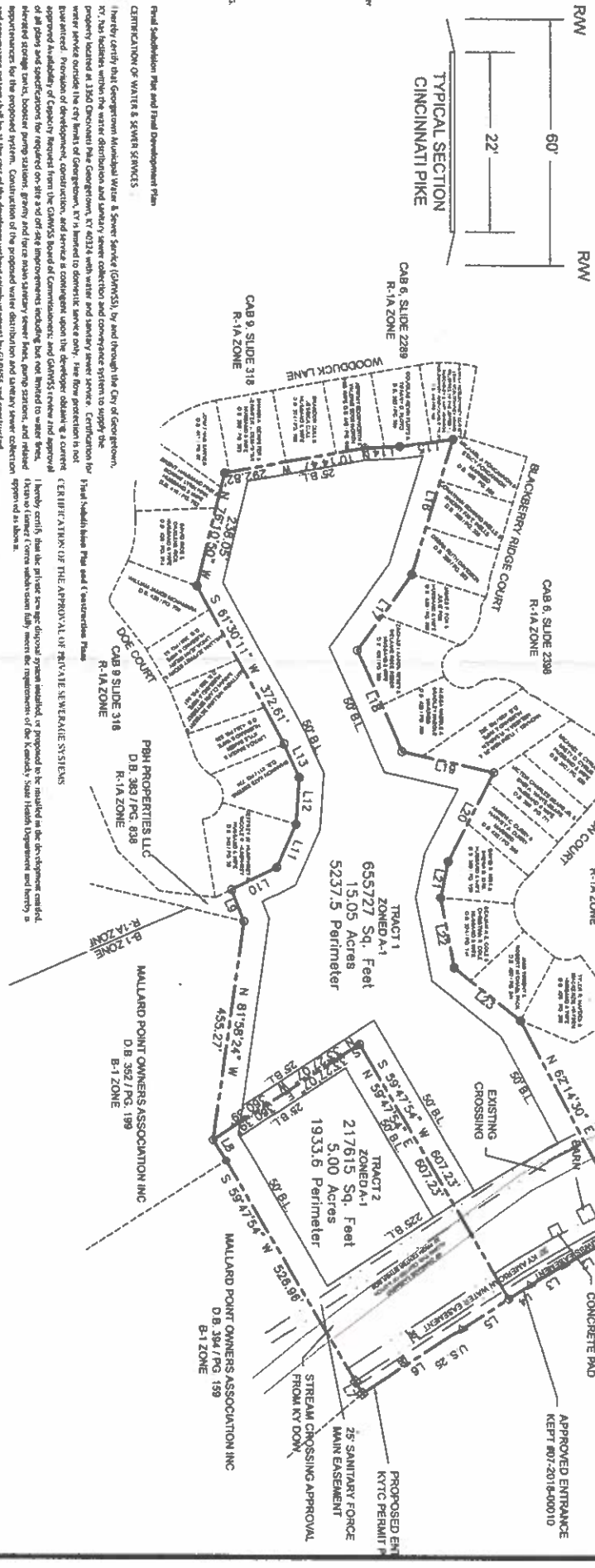


LEGEND

- These standard symbols will be found in the drawing.
- 20' GMMSS EASEMENT
 - 30' KY AMERICAN WATER EASEMENT
 - 40' OVERALL DRAINAGE EASEMENT (20' FROM CENTER OF DITCH)
 - APPROXIMATE ADJOINING PROPERTY LINE
 - SUBJECT PROPERTY LINE
 - BUILDING OFFSET LINE
 - MEANDER POINT
 - 1/2" DIA. STEEL PIN WITH CAP #3661 FOUND
 - 1/2" DIA. X 24" LONG STEEL PIN WITH CAP #4848 SET
 - 1/2" DIA. STEEL PIN WITH CAP #3560 FOUND
 - 1/2" DIA. STEEL PIN WITH CAP #1804 FOUND



THE PURPOSE OF THIS PLAT IS TO
 DIVIDE THE GOMEZ PROPERTY
 INTO TRACT 1 AND TRACT 2 AS SHOWN



LINE	BEARING	DISTANCE
L1	S 26°45'17" E	72.03
L2	S 29°28'42" E	83.00
L3	S 30°48'21" E	81.67
L4	S 33°00'24" E	52.73
L5	S 33°00'24" E	114.64
L6	S 32°00'00" W	248.51
L7	S 67°48'52" W	50.84
L8	S 67°48'52" W	70.55
L9	N 67°25'22" W	103.58
L10	N 65°52'12" W	97.32
L11	N 65°01'24" W	97.55
L12	S 65°26'02" W	75.80
L13	N 07°45'34" W	71.53
L14	N 07°45'34" W	110.19
L15	S 72°58'32" E	288.70
L16	S 54°21'13" E	192.37
L17	S 54°21'13" E	228.24
L18	N 65°31'44" E	228.24
L19	N 12°48'51" E	193.31
L20	S 63°01'11" E	207.23
L21	S 67°23'28" E	76.55
L22	N 16°07'20" E	148.07
L23	N 38°48'34" E	174.20

Final Subdivision Plat and Development Plan
 CERTIFICATION OF THE DEPARTMENT APPROVAL

I hereby certify that the development plan shown herein has been reviewed and found to comply with the latest edition of the Kentucky Department of Transportation regulations, including any conditions of approval or exception, noted herein.

Date _____

(Signature and title of the Dept. representative)

- Survey notes:**
- SOURCE OF TITLE: OCTAVIO GOMEZ CORREA
 - A GROUND READING SURVEY WAS CONDUCTED FOR THE SURVEY AND ALL DATA SHOWN CONFORMS WITH SAID READING.
 - THE READING DATA WAS COLLECTED IN 2014.
 - THE PROPERTY SHOWN HEREON IS CONSIDERED A BOUNDARY SURVEY.
 - THE SURVEY WAS PERFORMED USING A TOTAL STATION WITH DUAL FREQUENCY RECEIVERS IN BURNING WOOD TRAIL COMMUNITY (EIT). THE HORIZONTAL DATUM USED WAS NAD83. THE VERTICAL DATUM USED WAS MAMDRI.
 - THE GROUND READING SURVEY FOR THIS SURVEY IS 1:87 = 1:9.94.
 - THE SURVEY WAS PERFORMED IN ACCORDANCE WITH THE SURVEYING ACT OF 1979.
 - THE PROPERTY IS SUBJECT TO ANY EASEMENTS AND ZONING REGULATIONS, SUBORDINATION REGULATIONS OR APPROVALS.
 - NO TITLE SEARCH WAS PERFORMED, AND THIS SURVEY IS SUBJECT TO THE RECORDS OF SUCH.
 - THE WATER RIGHTS DESCRIBED ON THE PROPERTY OWNED BY THE RIDGE WORK FIRM 2014 IS 100 HOURS PER YEAR THROUGHOUT THE YEAR.
 - ORIENT MEASUREMENTS WERE TAKEN THROUGH THE SOCIAL DISTANCE OF THE PROPERTY.
 - THE PROPERTY SHOWN HEREON IS SUBJECT TO ALL THE RIGHTS RESERVED BY THE STATE OF KENTUCKY, COUNTY, LOCAL GOVERNMENT, AND RESOLUTIONS OF RECORD AND NOT OF RECORD BY ANY APPLICABLE FEDERAL, STATE, COUNTY, LOCAL GOVERNMENT, AND RESOLUTIONS OF RECORD.
 - ANY TITLING EASEMENTS OF THE PROPERTY MUST BE APPROVED BY THE GEORGETOWN, KENT COUNTY PLANNING DEPARTMENT.
 - THIS PLAN REPRESENTS A BOUNDARY SURVEY THAT WAS PERFORMED BY ACCORDANCE WITH 201 KRS 19.150.

CERTIFICATION OF OWNERSHIP AND DEED ATTESTATION

I, the undersigned, being the owner of the property, have read and described herein and that I (we) hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF ACTIVITY

I hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF FINAL SUBDIVISION PLAT APPROVAL

I hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF UTILITY EASEMENTS

I hereby certify that I (we) hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF FINAL SUBDIVISION PLAT APPROVAL

I hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF GIS DEPARTMENT APPROVAL

I hereby certify that the development plan or subdivision plat shown herein complies with the digital data requirements in 2014 of the Department of Transportation and its approved regulations.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF UTILITY EASEMENTS

I hereby certify that I (we) hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF FINAL SUBDIVISION PLAT APPROVAL

I hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF UTILITY EASEMENTS

I hereby certify that I (we) hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

CERTIFICATION OF FINAL SUBDIVISION PLAT APPROVAL

I hereby certify that the plan shown and described herein is a true and correct copy of the documents required by the Kentucky Department of Transportation, Planning, Construction and that the documents have been placed in the records of the Planning, Construction and other relevant offices.

9-24-2024 Date

Zachary W. Heath KY #4648

STATE OF KENTUCKY

Zachary W. Heath

PROFESSIONAL SURVEYOR

LICENSE # 4648

1 OF 1 SHEET

REV	DATE

FINAL SUBDIVISION PLAT FOR:

PARCEL OWNER / PARCEL LOCATION:
 OCTAVIO GOMEZ CORREA
 3350 CINCINNATI PIKE
 GEORGETOWN, KY 40324

CLIENT:
 OCTAVIO GOMEZ CORREA
 100 ANDERSON COURT
 RICHMOND, KY 40475

HEATH LAND SURVEYING LLC
ZACHARY W. HEATH KY PLS #4648
 P.O. BOX 985 GEORGETOWN, KY 40324
 CELL: (270) 331-7250

MORERA PROPERTY FINAL SUBDIVISION PLAT

Staff Report to the Georgetown-Scott County Planning Commission October 10, 2024

FILE NUMBER: FSP-2024-41

PROPOSAL: Final Subdivision Plat to divide the following tracts from a 40.67 acre parent parcel leaving a 19.24 acre remainder:
Tract 1: 5.01 acres
Tract 2: 5.01 acres
Tract 3: 5.0 acres
Tract 4: 6.41 acres

LOCATION: 3482 Ironworks Pike
Georgetown KY 40324

OWNER: Rancho Morera

CONSULTANT: Zach Heath

STATISTICS:

Zone:	A-1 Agricultural
Surrounding Zone:	A-1
Proposed Lot Acreage:	Tract 1: 5.01 acres Tract 2: 5.01 acres Tract 3: 5.0 acres Tract 4: 6.41 acres
Access (Direct):	Ironworks Pike [KY-1973]
Access (Arterial):	Paynes Depot [US-62]



BACKGROUND:

The application before the Planning Commission is a Final Subdivision Plat to divide the parcels described above from a 40.67 acre parent parcel, leaving a 19.24 acre remainder, located at 3482 Ironworks Pike.

This application is considered a major subdivision as the Project Site was subdivided from a 46 acre parent tract in 2022 (Plat Cabinet 13, Slide 120), and any further subdivisions require Planning Commission Board review and approval.

Plat Review:

The proposed plat shows the appropriate setbacks, lot size, and width requirements for each parcel.

Access:

Tracts 1 and 2 will share an entrance from Ironworks Pike, which has received KYTC District 7 approval (Permit #07-2024-00505). This entrance will originate on the frontage of Tract 2 and serve Tract 1 via the 50-foot building setback along the frontage at Ironworks Pike. This entrance is located 400 feet east of an existing entrance that serves a parcel not included in this project site, and 300 feet west of the existing entrance that will continue to serve Tracts 3 and 4. Tract 4 will be served by this entrance via the 50-foot building setback along the frontage at Ironworks Pike. The remainder to the south of the new parcels will be accessed by an existing entrance on Cane Run Road. These entrances meet the separation and approval requirements set forth by the *Subdivision and Development Regulations*.

The plat does note a shared maintenance agreement of said easements between the owners of each tract to the extent of each owner's use.

Utilities:

Care must be taken during construction and maintenance of these access easements as there are two waterline easements along the frontage of all parcels, held and maintained by Kentucky American Water (30 foot) and GMWSS (20 foot). Both of these easements exist within the 50 foot building line along the frontage of Ironworks Pike.

All tracts are affected by a 30-foot-wide overhead electric easement that parallels Ironworks Pike, which is inset roughly 210 feet into each parcel. No building of structures shall take place beneath this easement. Tracts 2 and 3 are also affected by offshoots of this easement, as noted on the plat. No building of structures shall occur under these sections of overhead easement. Though this overhead easement reduces buildable area on each parcel, there is still enough usable building area on each parcel.

Being as there is no municipal sewer service to this site, each parcel must receive Health Department approval for private sewerage systems.

Floodplain and Hydrology:

No floodplain areas or significant drainageways exist within the project site.

RECOMMENDATION:

Staff recommends **Approval** of the Final Subdivision Plat. If the Planning Commission approves the application, staff recommends including the following waivers, variances, and conditions of approval:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Final Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plat.
4. This Final Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.

3285 MAIN STREET, STAMPING GROUND ZONE MAP AMENDMENT

Staff Report to the Georgetown-Scott County Planning Commission August 8, 2024

FILE NUMBER: ZMA-2024-42

PROPOSAL: Zone change request for 0.33 acres from B-1 (Neighborhood Commercial) to B-3 (Central Business District).

LOCATION: 3285 Main Street, Stamping Ground KY

APPLICANT: Kevin Bradley

CONSULTANT:

STATISTICS:

Existing Zone:	B-1 (Neighborhood Commercial)
Site Acreage:	0.33 acres
Proposed Zone:	B-3 (Central Business District)
Surrounding Zone(s):	B-1, R-2, R-1A
Proposed Use:	Commercial / Short Term Rental
Access:	Main Street, Stamping Ground
New Street Required:	No
Future Land Use Designation:	Commercial



BACKGROUND:

The subject property is a 0.33-acre B-1 zoned parcel located on the north side of Main Street in Stamping Ground, east of Springview Drive. The Applicant is seeking to rezone the property from B-1 to B-3 to accommodate their prospective use (combination residential and commercial), which is not allowable in the property's current B-1 Zone.

The B-3 Zoning sets forth these standards [Zoning Ordinance 4.43]:

The purpose of this district is to provide commercial activities in a concentrated area with an emphasis on large scale and specialty establishments. This will enable the public to participate in many types of commercial activities at one time without depending upon motor transportation for mobility.

Staff concludes these standards would be suitable and beneficial for the project site as well as surrounding properties.

Zoning Ordinance 4.431 - Permitted Uses - B-3 Zone

A. These include all specialty stores, department stores, places of amusement and entertainment. But those businesses which may be detrimental to the purpose of the Central Business District, i.e., any commercial activity which would cater primarily to the motoring public should be discouraged. Some examples are service stations, motels, drive-in restaurants, drive-in theaters, automobile dealerships and used car lots.

B. Planned development projects for Commercial and High Density Residential Use Only: The procedure under Section 2.32 shall be followed.

C. Outdoor advertising signs (off-premise): Only signs which are flush with a building or which are generally intended to improve the street should be encouraged. Free-standing billboards are not permitted.

However, while the applicant has submitted conceptual information regarding their intended use, staff must consider the zone change itself and its long-term impact with respect to the following factors:

LEGAL CONSIDERATIONS:

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

Section 100.213 Findings necessary for proposed map amendment

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

The Comprehensive Plan provides guidance for consideration of zone change requests. The Future Land Use Map for the currently adopted Comprehensive Plan shows this property and those to the north and west as proposed Commercial, with Quasi-Public, Mixed Use, and Low Density Residential in the expanded areas along the Main Street and Springview Drive corridor. Therefore, the proposed change is consistent with the Comprehensive Plan Future Land Use Map for the area.

Also, the Goals and Objectives of the Comprehensive Plan do speak to and support the Zone Change request:

Community Form

CF 2 Maintain and enhance our built environment's form and character.

CF 2.1 Allow for flexibility in land use and design pattern within projects that provide public amenities or other community benefits.

CF 3.4 Protect the quality and integrity of existing structures and support preservation efforts.

CF 4 Focus revitalization efforts in existing centers of activity.

This goal (CF4) is focused on renewal of our community and preservation of those places that make it unique.

CF 4.1 Invest in downtown Georgetown, Sadieville, and Stamping Ground as the heart of each city.

CF 4.4 Require infill and redevelopment projects to be ... compatible with the existing character and long-term goals for the surrounding area.

Economic Growth

EG 1 Diversify the Scott County Economy.

EG 1.1 Support the Economic Strategic Plan's initiatives to diversify the Scott County economy.

EG 2 Create more local business and job opportunities.

EG 2.1 Encourage long-term incremental local business development to benefit the community.

EG 2.2 Encourage small-scale commercial and temporary businesses to increase entrepreneurship and provide access to a wider range of local goods, services, and capital.

Heritage

HE 1.1 Highlight and enhance the historic quality of downtown Georgetown, Sadieville, and Stamping Ground and their surrounding neighborhoods to attract businesses and support economically viable commercial districts.

Staff concludes that the proposed zoning is appropriate for the use and is suitable for future users as it provides for orderly development of commercial activities so that adverse impacts on adjacent property(s) and traffic flow can be limited. It also encourages an orderly and systematic development design providing rational placement of activities, parking, landscaping, pedestrian circulation, loading, and access.

CONCEPTUAL PLAN REVIEW:

Site Layout:

The Applicant proposes to remodel and repurpose the current building and site. Exact dimensions and layout have not been provided with this application but will be required if a development plan process becomes necessary.

Future parking and traffic safety will be evaluated during the development plan process if so warranted.

Landscaping:

This property will be subject to all VUA landscaping and screening requirements as set forth by the Zoning Ordinance. The extent and makeup of such shall be determined during the development plan process.

RECOMMENDATION:

Based on the findings that the requested zone change does satisfy the requirements of KRS 100.213, staff recommends **Approval** of the zone change request for 0.33 acres located at 3285 Main Street, Stamping Ground.

If the Commission recommends approval of this application, staff recommends the following conditions be attached:

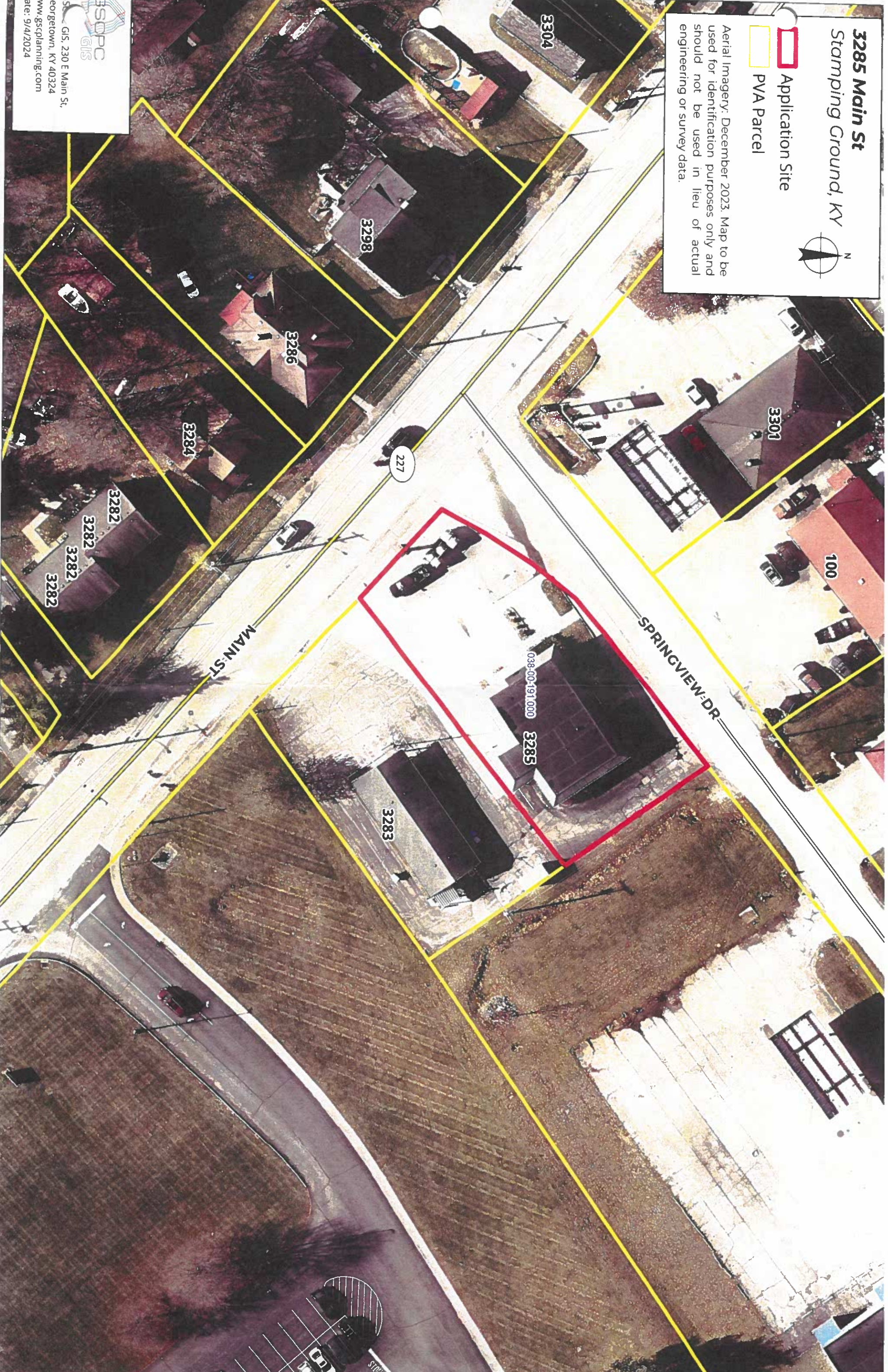
1. All applicable requirements of the *Zoning Ordinance and Subdivision and Development Regulations*.
2. The Applicant shall return to the Planning Commission for Preliminary Development Plan approval.

3285 Main St
Stamping Ground, KY



-  Application Site
-  PVA Parcel

Aerial Imagery: December 2023. Map to be used for identification purposes only and should not be used in lieu of actual engineering or survey data.



GIS, 230 E Main St,
Georgetown, KY 40324
www.gscplanning.com
Date: 9/4/2024

DEARINGER - INDUSTRY ROAD DEVELOPMENT ZONING MAP AMENDMENT

**Staff Report to the Georgetown-Scott County Planning Commission
October 10, 2024**

FILE NUMBER: ZMA-2024-44

PROPOSAL: Zoning Map Amendment for 5.00 acres from A-1 (Agricultural) to I-1 (Light Industrial)

LOCATION: Industry Road (185-30-009.002)

OWNER: Two Alpha LLC

APPLICANT: Rick Dearing

CONSULTANT: Steve Baker, Midwest Engineering



STATISTICS:

Existing Zone:	A-1 (Agricultural)
Proposed Zone:	I-1 (Light Industrial)
Surrounding Zone:	A-1: South & West I-1: North & East
Site Area:	5.0 acres
Proposed Use:	Light Industrial
New Street Required:	No
Access:	Access easement to Industry Road (Direct) Cherry Blossom Way [KY-620] (Arterial)



BACKGROUND:

The Project Site is an A-1 zoned; 5.00-acre tract located at the end of Industry Road. The Project Site located west of Industry Road in the northern Georgetown USB, north of the Toyota Plant. The Applicant has submitted a preliminary development plan for this project at the time of rezoning. Properties along Industry Road are a patchwork of developed and undeveloped, industrial and non-industrial, and annexed and unannexed parcels. Since this is an urban zoning district, the entire Project Site will need to be annexed into the City of Georgetown when sewer service becomes available.

LEGAL CONSIDERATIONS:

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

Section 100.213 Findings necessary for proposed map amendment – Reconsideration.

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

Part 1:

The Comprehensive Plan provides guidance for consideration of zone change requests. The Future Land Use Map for the currently adopted Comprehensive Plan shows the Project Site inside the Georgetown urban service boundary and planned Industrial. The property is also accessed from Industry Road, a County Road, which serves a number of existing Industrial businesses. The property is within the Georgetown Urban Service Boundary, so should eventually be annexed, when city sewer is available to the area.

Staff Findings

The finalized Future Land Use Map for the update of the Comprehensive Plan shows this entire property within the urban service boundary, and for the most appropriate land use to be industrial. The proposed I-1 zoning for the property is also more appropriate given the existing industrial use of the Project Site and the uses and zoning of neighboring properties. Therefore, Part 1 does apply, so we need not consider subsections (a) or (b).

CONCEPTAL PLAN REVIEW

Preliminary Development Plan

The proposal is to construct two industrial buildings, the eastern-most measuring 6,400 SF and the western-most measuring 10,000 SF. The Project Site is proposed to be accessed through an access easement to Industry Road. Industry Road is a county-maintained road that whose public

maintenance ends 500 feet south of the proposed entrance. The access easement measures 60-foot-wide and is located on the Ohnheiser and Co LLC (185 Industry Road) property. Private streets may be used by commercial and industrial users as long as they meet the standards set forth by the *Subdivision & Development Regulations*.

At the time of zone change application, public sewer service is not available. Staff recommends a condition of approval that when it does become available, the property shall connect to sewer service and be annexed into the city limits.

Landscape & Land Use Buffers

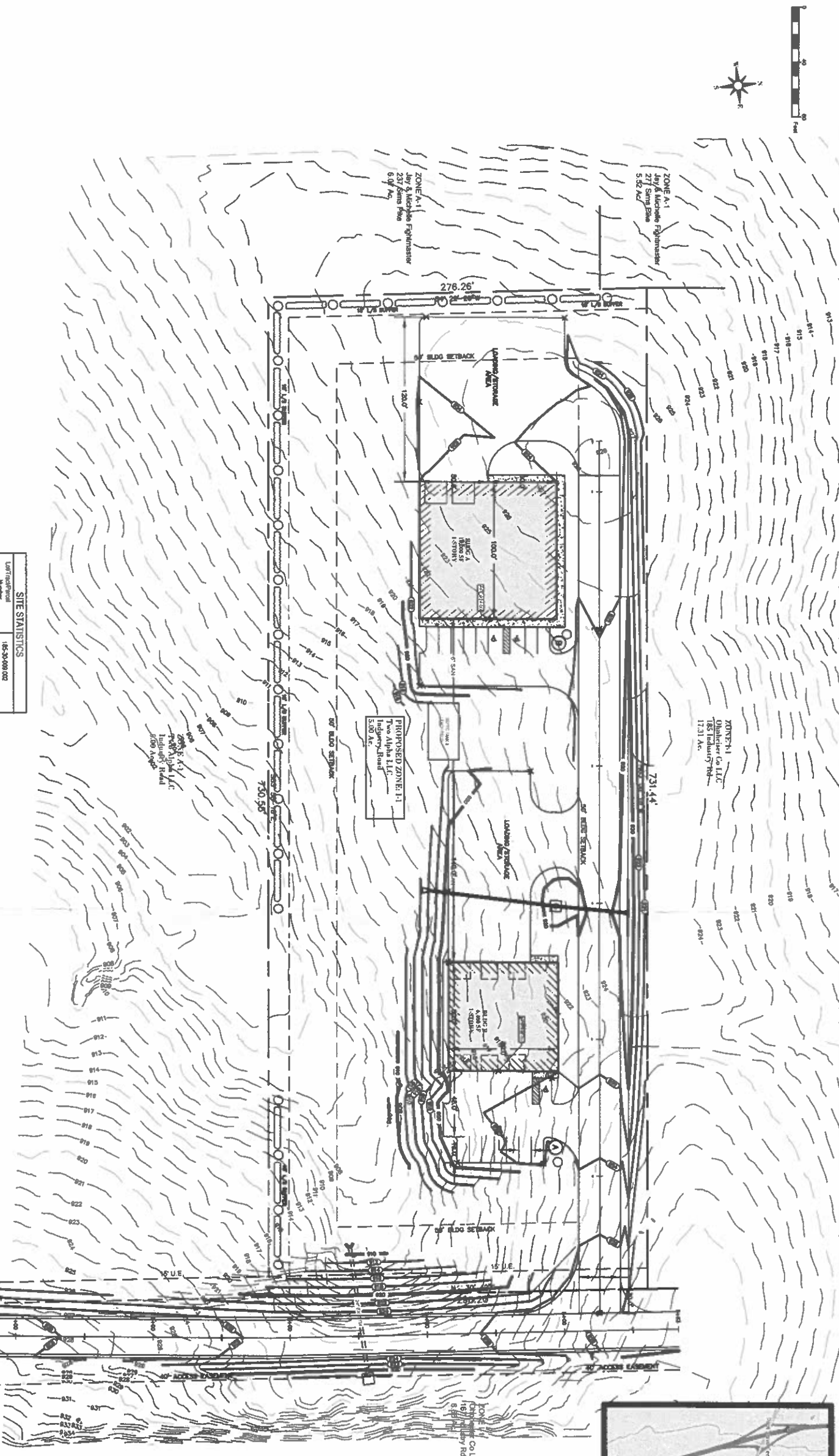
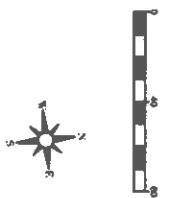
The *Landscape & Land Uses Buffers Ordinance* requires a landscaping buffer between industrially zoned property and agriculturally zoned property. A recent Agricultural Buffer Ordinance passed by the County would apply to this property if it were not annexed. That Ordinance requires a six-foot high wire no climb fence where the property adjoins an agricultural zone. A chain link fence would comply as a no-climb fence. The landscape buffer required by this Agricultural Buffer Ordinance is 50' with the plantings to be those non-harmful to livestock to be planted far enough of the property line to not overhang the boundary.

RECOMMENDATION:

Based on the findings that the requested zone change does satisfy the requirements of KRS 100.213; staff recommends **Approval** of the zone change request for 5 acres located at Industry Road (185-30-009.002). If the Commission recommends approval of this application, staff recommends the following conditions be attached:

Conditions of Approval:

1. The Applicant shall be annexed into the City of Georgetown when city services, including public sewer is available to the property.
2. The Applicant shall return to the Planning Commission for Preliminary Development Plan approval.
3. All applicable requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations*.



VICINITY MAP

CERTIFICATION OF PRELIMINARY PLAN APPROVAL

I hereby certify that the preliminary development plan shown herein has been prepared in accordance with the provisions of the Planning Commission Ordinance and that I am a duly licensed professional engineer in the State of Kentucky. I am not a party to the development and I have not been involved in the preparation of the plan. I have not been involved in the preparation of the plan. I have not been involved in the preparation of the plan.

CERTIFICATION OF OWNERSHIP AND REDUCTION

I hereby certify that I am the owner of the property shown herein and that I have read and understand the provisions of the Planning Commission Ordinance and that I have agreed to the terms and conditions of the plan. I have not been involved in the preparation of the plan.

Owner(s)
 (Name)
 (Address)

GENERAL NOTES:

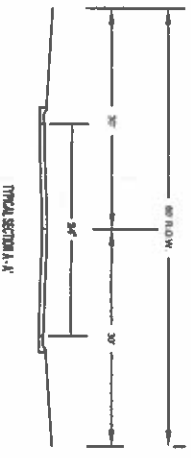
1. THIS DEVELOPMENT PLAN MAY BE AMENDED WITH THE APPROVAL OF THE PLANNING COMMISSION. A DIGITAL SUBMITTAL IS REQUIRED, AND WILL BE PROVIDED AT THE TIME OF FINAL DEVELOPMENT PLAN.
2. ALL AREAS THAT HAVE BEEN DISTURBED BY EXISTING DEVELOPMENT SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION. VEGETATION COVER PROVIDED SHALL COVER WILL CONSIST OF ANNUAL GRASSES OR SMALL GRAINS. SLOPES EXCEEDING 4:1 SHALL HAVE ADDITIONAL PROTECTION OF ADEQUATE MULCHING OR SOO IN ORDER TO PREVENT EROSION.
3. THIS PRELIMINARY PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED ON A RECORDED FINAL SUBDIVISION PLAT.
4. THE PURPOSE OF THIS PLAN IS TO SHOW PROPERTY.
5. GROUNDWATER RECHARGE STORM WATER QUALITY AND DETENTION WILL BE ADDRESSED AT THE FINAL DEVELOPMENT STAGE.
6. THIS DEVELOPMENT SHALL COMPLY WITH ALL STORM WATER MANAGEMENT REQUIREMENTS INCLUDING A FUTURE MAINTENANCE AGREEMENT.
7. THE PROPOSED BUILDING SHALL BE CONNECTED TO SEWER MAIN WHEN IT BECOMES AVAILABLE.

SITE STATISTICS	
Lot/Tract/Parcel Number	16-00-000 002
Proposed Zone	Light Industrial
Area of Lot, Acreage	5.00 AC
Area of Lot, Square Feet	0
Area of Imp. Slope	16,000 SF
Area of Additional Paved Area (SF)	51,511 SF
Area of Additional Paved Area (Sq. Yards)	5,890
# of ADA Parking Spaces Provided	23
# of ADA Parking Required	2
# of ADA Parking Provided	3
Area of Landscape Required (Sq. Ft. of V.A.)	4,833 SF
Area of Landscape Provided	6,000 SF
Existing Tree Canopy (SF)	0
Proposed Tree Canopy (SF)	22,800 SF
Net Change in Tree Canopy (SF)	22,800 SF

INTERIOR LANDSCAPING AREAS (SF)	
A	3,000
B	3,800
TOTAL	6,800

VARIANCE REQUEST #1

A variance is requested to eliminate the requirement of perimeter trees along the north property line of the subject property.



MIDWEST ENGINEERING INC.
 MIDWESTENGINEERING.NET
 PH (888) 300-3002
 E steve@midwestengr.com

Project: 2422
 Date: 9/24/24
 Scale: 1" = 40'

PDP

DEARINGER INDUSTRIAL DEVELOPMENT
 INDUSTRY ROAD
 GEORGETOWN, KY 40324

PRELIMINARY DEVELOPMENT PLAN / CONCEPT PLAN

DEARINGER - INDUSTRY ROAD DEVELOPMENT PRELIMINARY DEVELOPMENT PLAT

Staff Report to the Georgetown-Scott County Planning Commission October 10, 2024

FILE NUMBER: PDP-2024-45

PROPOSAL: Preliminary Development Plan for two industrial buildings (10,000 SF and 6,400 SF) with associated parking, loading, and unloading areas

LOCATION: Industry Road (185-30-009.002)

OWNER: Two Alpha LLC

APPLICANT: Rick Dearing

CONSULTANT: Steve Baker, Midwest Engineering

STATISTICS:

Existing Zone:	A-1 (Agricultural)
Proposed Zone:	I-1 (Light Industrial)
Surrounding Zone:	A-1: South & West I-1: North & East
Site Area:	5.0 acres
Proposed Development:	Light Industrial 10,000 SF (Building A) and 6,400 SF (Building B)



Proposed VUA:	41,866 SF (Loading, unloading & storage) 9,645 SF (Parking and circulation)
Access:	Access easement to Industry Road (Direct) Cherry Blossom Way [KY-620] (Arterial)
Variances:	1. Waiver to property perimeter landscaping requirement along south property line.

BACKGROUND:

The Project Site is an A-1 zoned, 5.00-acre tract located at the end of Industry Road. An application to rezone the property to I-1 Light Industrial was filed at the same time as the preliminary development plan. Preliminary development plan approval is contingent on the rezoning of the property as the agricultural zone does not permit light industrial uses. Properties along Industry Road are a patchwork of developed and undeveloped, industrial and non-industrial, and annexed and unannexed parcels. The property adjoining the Project Site to the north was rezoned and annexed into the City of Georgetown in February 2020.

SITE PLAN REVIEW

The proposal is to construct two industrial buildings, the eastern-most measuring 6,400 SF and the western-most measuring 10,000 SF, that would cover 7.52% of the total site area. The development plan complies with the requirements of the *Zoning Ordinance*. The proposed use of light industrial is a permitted use in the I-1 District.

Access & Circulation

The Project Site is proposed to be accessed through an access easement to Industry Road. Industry Road is a county-maintained road whose public maintenance ends 500 feet south of the proposed entrance. The access easement measures 60-foot-wide and is located on the Ohnheiser and Co LLC (185 Industry Road) property. The recorded plat for the property (dated 2013) notes that the responsibility for maintaining the road is split amongst the three users of the easement. Private streets may be used by commercial and industrial users as long as they meet the standards set forth by the *Subdivision & Development Regulations*. The Final Development Plan shall include plans for roadway improvements that shall be completed as part of this development. The Final Development Plan shall contain all relevant notes and signoffs pertaining to use and maintenance. It is recommended that the pavement width match the existing Industry Road section for potential future maintenance by Scott County Roads but should be noted that there is no obligation for Scott County Roads Department to ever accept the road for maintenance however it is built.

Pedestrian facilities or sidewalks are non-existent along either side of Industry Road. There are also no urban residential or commercial developments in the area around the Project Site that would make it reasonable for the Planning Commission to require the Applicant to construct pedestrian facilities or sidewalks at this time.

Parking

Per the *Subdivision & Development Regulations*, manufacturing and/or industrial users require two spaces for every three employees during any major employment shift. The Preliminary Development Plan shows 23 parking spaces, three of which are designated for ADA use. Without the staff count known additional spaces may be required.

Landscape & Land Use Buffers

Section 6.12: Property Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 50-foot-wide buffer area adjacent to all common boundaries (excluding street frontage) between industrial and agriculturally zoned properties, and for those areas to be populated with 1 tree per 40 feet of linear boundary planted at least 35 feet from the property line. A recent Agricultural Buffer Ordinance passed by the County would apply to this property if it were not annexed that would also require a six-foot high wire no climb fence where the property adjoins an agricultural zone. A chain link fence would comply as a no-climb fence. Any plantings installed as part of this requirement shall be non-harmful to livestock and be planted far enough of the property line to not overhang the boundary.

The preliminary landscape plan shows appropriate landscaping along the west property line that will need to be amended to satisfy the 35-foot from property line requirement. The preliminary landscape plan also shows landscaping along the south property line with exception of a gap of plantings around an existing low area. The Applicant requests a waiver for this requirement for the gap as the plantings may interrupt the drainage of the property. Furthermore, the Applicant has stated that the property to the south is undeveloped at this time, but notes that given the surrounding uses they expect the property to be developed as industrial. Per available records, the area in question does not contain a defined hydrology line nor a drainage easement defined on a plat that would confirm this statement. Staff recommends denying this request until a study of this area to determine if the area is a drainage easement before requesting this variance.

Section 6.13: Vehicular Use Area Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 3 to 5-foot-wide buffer area between a vehicular use area (VUA) and an adjoining public or private street, right-of-way, access road or service road, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus a 3-foot-tall continuous buffer. The parking area for the eastern-most building facing the accessway will require additional landscaping to meet this requirement.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape & Land Use Buffers Ordinance* requires for open VUAs of 6,000 SF area (or greater) necessitates interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area. In industrial areas, loading, unloading, and storage VUA areas are excluded from this requirement. After removal of the loading, unloading, and storage areas, the Applicant proposes a VUA area of 9,645 SF, thus necessitating 964 SF of ILA and 4 ILA trees. The preliminary landscape plan shows 680 SF of ILA, within which 2 ILA trees are located. The final landscape plan will need to address these deficits.

Section 6.2215: Minimum Canopy Requirements

As the property will be completely redeveloped and no existing trees will remain, 10% tree canopy will be required on the property. The Applicant proposes the planting of 17,100 SF of tree canopy, equivalent to 7.85% of the total site area. The final landscape plan will need to address this deficit.

ADDITIONAL COMMENT(S)

Each building has an area west of it that is identified as a "Loading/Storage Area". While not under current consideration, it is essential to highlight that outdoor storage in industrial zones is not by-right, instead requiring a conditional use permit for outdoor storage through the applicable Board of Adjustment. Approval of a preliminary or final development plan does not constitute approval of a use permit for this, or any other conditional use in the zone. The Zoning Ordinance requires outdoor storage in the I-1 zone to be:

- Not visible from any right-of-way or adjacent area of different zoning classification.
- The screening utilized to prevent visibility of the outdoor storage may consist of earthen mounds, plantings, fencing, or walls.
- The storage area boundaries must satisfy the minimum setback requirements of the zone.

If proposed or occurring as part of the proposed development, the preliminary development plan will need to satisfy these requirements.

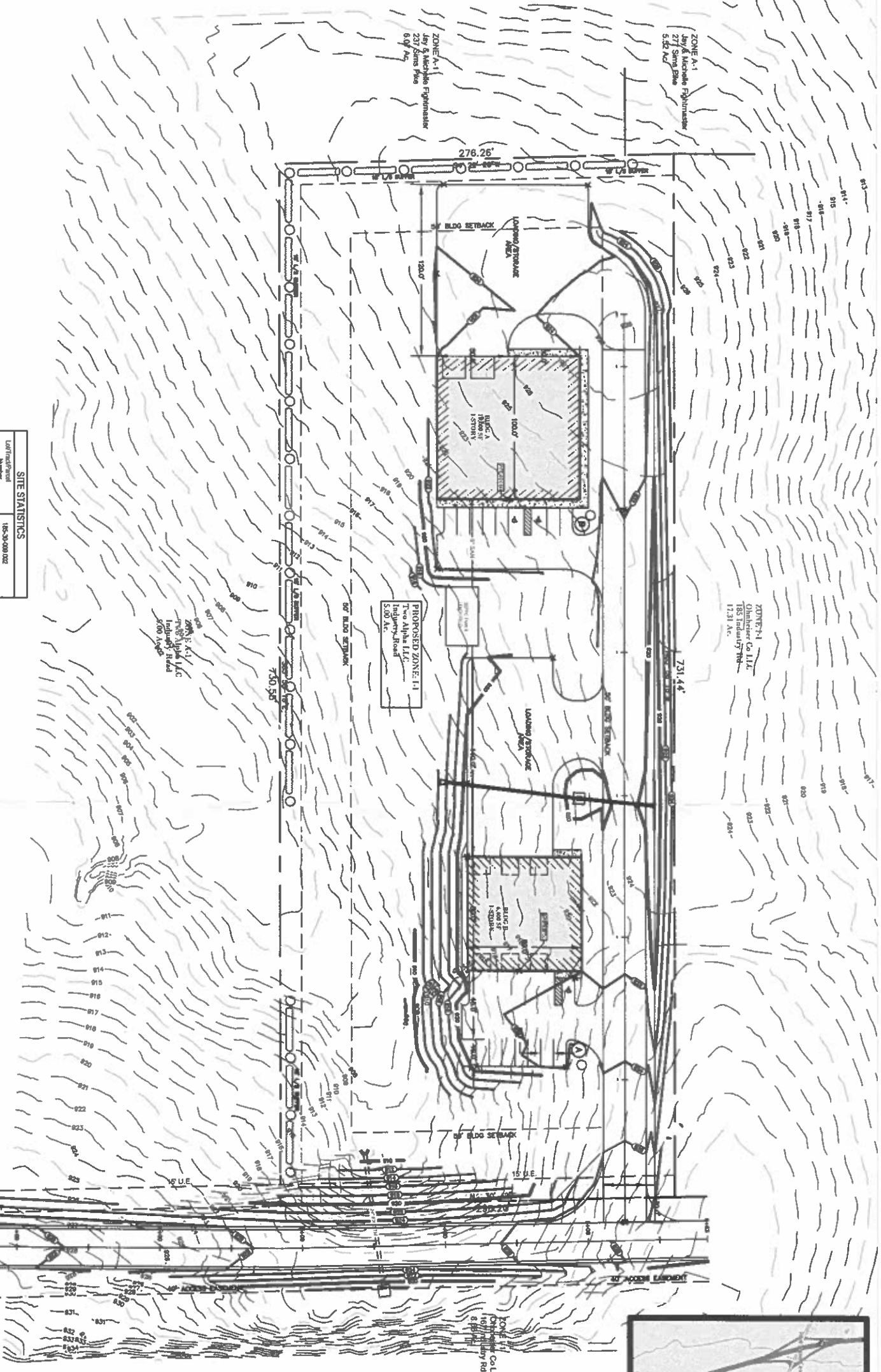
RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plat for the Dearinger Industry Road Development with the following variances, waivers and conditions of approval:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. 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 shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
7. A photometric plan shall be submitted and approved as part of the Final Development Plan. The Applicant shall direct lighting away from adjoining property and not have any off-site impact.

8. A species-specific landscape plan shall be included with the Final Development Plan indicating all trees to be preserved during construction.
9. All requirements of the Fire Department regarding fire hydrant locations and emergency vehicle accessibility.
10. The Final Development Plan shall include plans for private roadway improvements that shall be included in and completed as part of this development.



VICINITY MAP

GENERAL NOTES:

1. THIS DEVELOPMENT PLAN MAY BE AMENDED WITH THE APPROVAL OF THE PLANNING COMMISSION. A DIGITAL SUBMITTAL IS REQUIRED, AND WILL BE PROVIDED AT THE TIME OF FINAL DEVELOPMENT PLAN.
2. ALL AREAS THAT HAVE BEEN DISTURBED BY GRADING SHALL HAVE TEMPORARY VEGETATIVE COVER PROVIDED. SUCH COVER WILL CONSIST OF ANNUAL GRASSES OR SMALL GRAINS. SLOPES EXCEEDING 4:1 SHALL HAVE ADDITIONAL PROTECTION OR REINFORCEMENT INCLUDING OR SOO IN ACCORDANCE WITH THE RELEVANT REGULATIONS.
3. THIS PRELIMINARY PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED ON A RECORDED FINAL SUBDIVISION PLAN.
4. THE PURPOSE OF THIS PLAN IS TO SHOW PROPERTY.
5. GROUNDWATER RECHARGE STORM WATER BUILDINGS, PARKING, AND ACCESS ON THIS PROPERTY.
6. QUALITY AND DETENTION WILL BE ADDRESSED BY THE DEVELOPMENT PLAN.
7. THIS DEVELOPMENT SHALL COMPLY WITH ALL STORM WATER MANAGEMENT REQUIREMENTS INCLUDING A FUTURE MAINTENANCE AGREEMENT.
8. THE PROPOSED BUILDING SHALL BE CONNECTED TO SANITARY SEWER WHEN IT BECOMES AVAILABLE.

SITE STATISTICS

Lot/Frontal Number	186-30-000-002
Area	5.00 Ac.
Proposed Zone	U-1N Industrial
Area of Ex. 200' (S)	0
Area of Ex. 200' (N)	18,000 SF
Area of Addressed Features (SF)	51,511 SF
VA (SF)	5,940 SF (Excludes Loading/Storage areas)
# of Parking Spaces Provided	23
# of ADA Parking	2
# of ADA Parking Provided	3
Area of Landscape Required (as of VA)	483 SF
Area of Landscape Provided	600 SF
Existing Tree Canopy (SF)	0
Proposed Tree Canopy (SF)	52 Existing Trees @ 700 SF + 2 Loading Docks @ 1,000 SF = 1,900 SF

INTERIOR LANDSCAPING AREAS (SF)

A	340
B	340
TOTAL	680

CERTIFICATION OF COMPLETION AND OBSERVATION

I (we) hereby certify that the preliminary development plan shown herein has been prepared in accordance with the Subdivision and Development Regulations for the City of Georgetown, Kentucky, and that the same conform to the requirements of the said regulations. The approval does not constitute approval to begin construction or obtain a building permit.

City of Georgetown, Kentucky Planning Commission

_____ (Date)

VARIANCE REQUEST #1

A variance is requested to eliminate the requirement of perimeter trees along the north property line of the subject property.



TYPICAL SECTION A-A
INDUSTRY ROAD ELEVATION

MARKETPLACE AT FRANKFORT PIKE PRELIMINARY DEVELOPMENT PLAT

Staff Report to the Georgetown-Scott County Planning Commission October 10, 2024

FILE NUMBER: PDP-2024-46

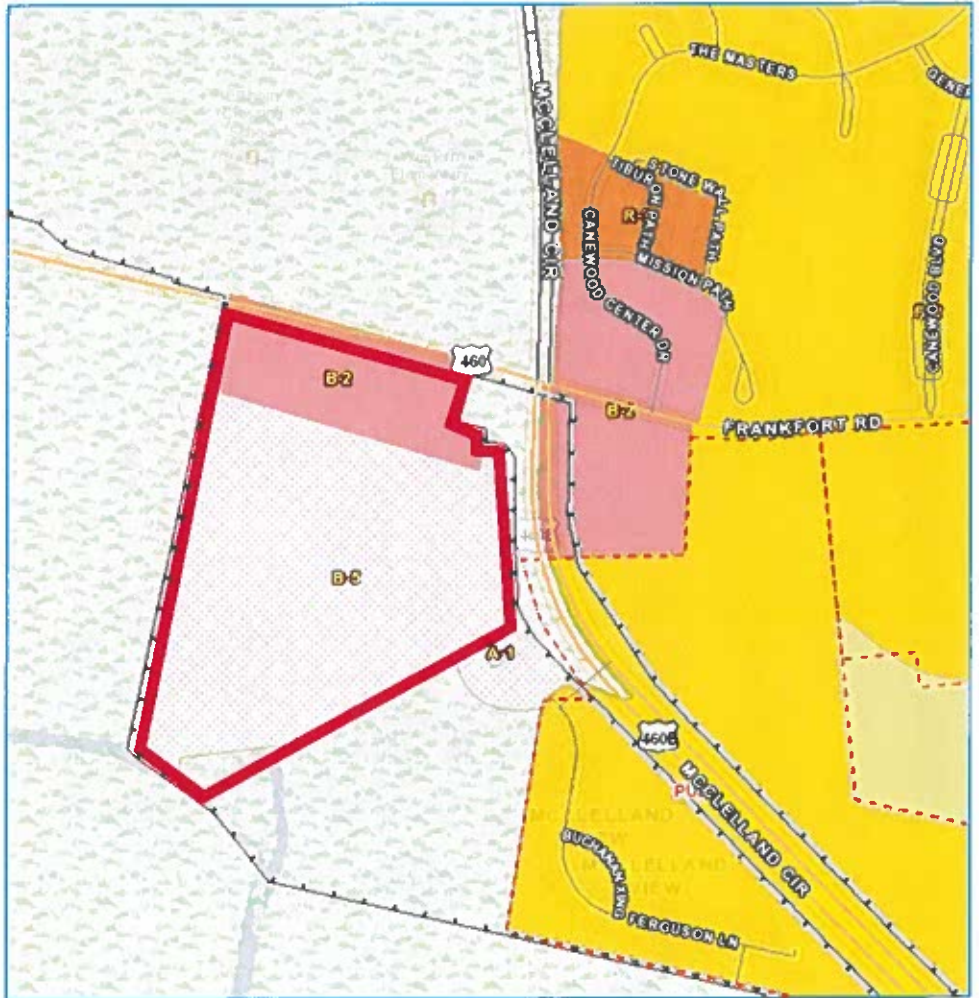
PROPOSAL: Preliminary Development Plan for a 56,585 SF grocery store with attached liquor store and 7,000 SF retail tenant building on a 12.1-acre lot

LOCATION: 1938, 1962, 1998, & 2010 Frankfort Pike and 101 Ferguson Lane

OWNER: Bruce & Linda Lankford, James & Candice Dwyer, JCD Properties, and Northside Christian Church

APPLICANT: Hogan Realty

CONSULTANT: Derek Triplett, Land Design & Development Inc.



STATISTICS:

Zone: A-1 (Agricultural), B-2 (Highway Commercial), & B-5 (General Commercial Park)

Surrounding Zone: A-1: North, South, & West
 B-2: East
 B-5: South
 R-2 (Medium Density Residential): South & East

Site Area [Area of Impact]: 50.5 ac [12.1 ac]

Proposed Development: Grocery Store and Retail Tenant
 53,385 SF (Grocery), 3,200 SF (Liquor Store), & 7,000 SF (Retail Tenant)

Proposed VUA: 301,377 SF

Parking Required [Metric]: 242 spaces with 7 ADA [1 space per 250 SF]

Parking Proposed: 343 spaces with 11 ADA

Access: Private street to Frankfort Pike [US-460W], McClelland Circle [US-460 Bypass], or Ferguson Lane

Variances: 1. Waiver to property perimeter landscaping requirements along arterials and agricultural properties

BACKGROUND:

The Project Site is a series of five parcels zoned A-1, B-2, and B-5 which collectively measures 50.5 acres located at the southeast intersection of Frankfort Road and McClelland Circle. The proposed development ("Anchor Lot") is on a 12.1-acre portion of the parcels that is split zoned B-2 and B-5 located central to the site. The Applicant intends to file a preliminary subdivision plat for the anchor lot, outlots, and potential future development area which is not under consideration at this time.

SITE PLAN REVIEW

The proposal is to construct two commercial buildings, the 56,585 SF grocery with attached liquor store and a 7,000 SF retail tenant building. These buildings cover 2.9% of the total Project Site area, or 12.06% of the area of impact. The uses proposed are permitted uses in both the B-2 and B-5 Districts. As a development with a proposed building measuring over 50,000 SF, development for this plan is subject to the "Big Box Development and Regulations" guidelines and standards in addition to the requirements of the *Zoning Ordinance*. The *Big Box Development & Regulations* include guidelines and standards for the following items:

1. Aesthetic Character	2. Site Design & Relationship to the Surrounding Community
<ul style="list-style-type: none"> a. Fascades & Exterior Walls b. Smaller Retail Stores c. Detail Features d. Roofs e. Materials & Colors f. Entryways 	<ul style="list-style-type: none"> a. Entrances b. Parking Lot Orientation c. Back & Sides d. Outdoor Storage, Trash Collection, & Loading Areas e. Pedestrian Flows f. Central Features & Community Spaces

The proposed development and any further development of this property shall meet the requirements of the *Big Box Development & Regulations*. Important items of note include (but are not limited to) varying and high-quality exterior building design features and materials, roof line variations and the concealment of flat roofs with architectural features, distinct and well-defined entryways, installation of pedestrian walkways throughout the property, and the screening of the back and sides of buildings and storage, trash, and loading areas from rights-of-way and adjoining residential areas.

Traffic Study

The Applicant had a Traffic Impact Study (TIS) performed by Diane Zimmerman Traffic Engineering as the proposed grocery store with commercial outlots does exceed the 100 peak hour trips threshold for requiring a Traffic Study. The study was performed on May 1, 2024 looking three intersections:

1. The driveway across from Elkhorn Crossing School and Frankfort Road,
2. Fincastle Way and McClelland Circle, and
3. McClelland Circle and Frankfort Pike intersections.

A full version of the study is available for examination in the Planning Commission office. Staff has provided the Commission with a copy of the main analysis portion of the study. The purpose of a Traffic Impact Study for new development is to help the Planning Commission see what impacts the proposed development will have on the existing transportation network, and what steps might be taken to mitigate those impacts if they cause an unacceptable decrease in the Level of Service. As a clarification, we would not expect a Traffic Impact Study to identify how a new development would solve pre-existing traffic volume or congestion issues.

Table 1: AM & PM Peak Hour Trips

	Entering	Exiting	Total Trips
AM Peak Hour Trips	187	115	302
PM Peak Hour Trips	372	403	775

The table above (Table 1) shows the anticipated AM & PM peak hour trips generated by the development when built out.¹ The trip information was supplied by the Applicant to the consultant and checked against the ITE Trip Generation Manual. If the site were proposed to be developed differently than the Concept Plan or redeveloped, staff would request an updated Traffic Impact Study.

The traffic study concluded that, at full build-out the entrance across from the school would generate sufficient traffic to meet the KYTC requirements to install a traffic signal. This would alleviate potential development pressures onto other intersections and should allow sufficient movement to and from the properties. The traffic study also concluded that additional improvements included the construction of right turn lanes at the proposed entrance between the proposed light at the school and the existing light at McClelland Circle and Frankfort Pike and at the proposed entrance between the existing intersection of Fincastle Way/Ferguson Lane and McClelland Circle and the existing light at McClelland Circle and Frankfort Pike.

¹ This data is from the Traffic Impact Study performed by Diane Zimmerman Traffic Engineering.

Access & Circulation

Frankfort Pike

The development proposes two new access points onto Frankfort Pike, the western-most across from the existing school driveway and the eastern-most between the school driveway and the intersection of McClelland Circle and Frankfort Pike. As mentioned previously, the Traffic Impact Study identified that a lighted intersection is appropriate in this location to address full build-out traffic conditions. At the western-most intersection, the development shows a three-lane access point, where one lane will be available for motorists entering the property and two lanes (one left and thru lane and one right turn only lane) for those leaving the property. The plan shows the construction of a left-turn lane for motorists traveling from Georgetown along Frankfort Pike. At the eastern-most intersection, the development shows a three-lane access point, with two lanes for entering motorists and one lane for exiting motorists.

McClelland Circle

Along McClelland Circle, the development proposes the use of one existing and one new access point. The plan shows improvements to the existing access point at Fincastle Way/Ferguson Lane. Motorists traveling north on McClelland Circle towards Frankfort Pike would have the option to make a right turn onto Fincastle Way before turning onto the private street system that will serve the Project Site. Those exiting the property at this point will only be able to make a right-turn onto McClelland Circle, however the development shows the construction of an RCUT, or a Restricted Crossing U-Turn located approximately 500 feet south of this intersection, which will allow for motorists intending to make a left turn appropriate and safe options to make a left. This style of traffic management is pre-existing along McClelland Circle, specifically between Magellan Lane/Hemingway Path and Marketplace Circle.

The development also proposes a new access point between the existing Fincastle Way/Ferguson Lane and McClelland Circle. Any new access points onto McClelland Circle requires local and state approval prior to being constructed. This improvement would be right-in only with deceleration lane for those motorists travelling southbound on McClelland Circle. A built-up median is proposed to direct motorists taking the turn into the property.

Internal Access

The development plan shows the construction of a 30-foot-wide private road throughout the property. The private access drive will need to meet minimum standards for design of private streets and certification on the Final Development Plan. It is recommended that the pavement width match the existing Ferguson Lane and/or Fincastle Way sections to allow for seamless transition from public to private maintenance.

Parking

Per the *Subdivision & Development Regulations*, general commercial buildings measuring between 30,001 SF and 100,000 SF must provide at minimum 1 space per 250 SF of gross floor area (GFA), 1 space per vehicle operated by the facility, and 1 loading space per 10,000 SF. In this instance, the minimum number of parking spaces required is 242 spaces, 7 of which being ADA accessible spaces. The Preliminary Development Plan shows 343 parking spaces, 11 of which designated for ADA use.

Pedestrian Improvements

The proposed access drive shows a 4-foot-wide walkway on one side of the road. Per the *Big Box Development & Regulations*, 6-foot-wide pedestrian walkways should be provided on all sides of proposed lots that abut private or public rights-of-way, with exception for areas directly abutting McClelland Circle right-of-way. Furthermore, continuous internal pedestrian walkways no less than 5 feet in width should be installed from sidewalk to primary entrances to/from the buildings, as well as to connect "focal points" of pedestrian activity, such as transit stops and street crossings. These pedestrian walkways should be landscaped and kept in good repair. Walkways should be of a material different than that used for vehicles to differentiate the different users. Finally, sidewalks of no less than 5 feet in width located no closer than 6 feet to the building façade should be installed along the full length of the building where customer entrances are located and any façade abutting public private areas, and those areas between façade and sidewalk be landscaped in all areas except when adjoining arches and entryways. The walkway should connect to all off-site sidewalks via marked crosswalks to the existing sidewalks for McClelland View to maximize pedestrian efficiency and safety.

Landscape & Land Use Buffers

Section 6.12: Property Perimeter Requirements

Multiple property perimeter landscape areas are required as part of this development. Along the west and south property lines, the *Landscape & Land Use Buffers Ordinance* requires a 50-foot-wide buffer area adjacent to all common boundaries (excluding street frontage) between commercial and agriculturally zoned properties, and for those areas to be populated with 1 large tree per 40 feet of linear boundary planted at least 35 feet from the property line. A recent Agricultural Buffer Ordinance passed would also require a six-foot high wire no climb fence where the property adjoins an agricultural zone. A chain link fence would comply as a no-climb fence. Any plantings installed as part of this requirement shall be non-harmful to livestock and be planted far enough of the property line to not overhang the boundary. Furthermore, along the north and east property lines, the *Landscape & Land Use Buffers Ordinance* requires a 10-foot-wide buffer area for any double frontage lot in any zone, and for those areas to be populated with 1 medium or large tree per 30 feet of linear boundary plus planting of 6-foot-tall continuous buffer.

The Applicant requests a waiver to the requirements for installation of perimeter landscaping at the time of Anchor Lot review until such time that the outlots and future development areas are developed. The development plan shows that multiple outlots are proposed between the Anchor Lot and the roadways as well as between the Anchor Lot and the agriculturally zoned property. A request of this sort is not uncommon when phasing, outlots, or future development areas are proposed as the individual operators for both the outlots and the future development area have not been determined, so regulations may change depending on the type of user. Staff recommends in favor of this request.

Section 6.13: Vehicular Use Area Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 3 to 5-foot-wide buffer area between a vehicular use area (VUA) and either any property in any zone or an adjoining public or private street, right-of-way, access road or service road, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus a 3-foot-tall continuous buffer. A small tree may be acceptable when abutting any property in any zone, but not when adjoining public or private street.

The preliminary landscape plan satisfies the requirement for portions of the Anchor Lot but does not include landscaping along both sides of all the proposed landscape drives. A waiver would be required to meet this requirement along the proposed access drives that adjoin the future outlot areas. Much like the property perimeter landscaping, the individual operators for both the outlots and the future development area have not been determined and their entrance locations are variable, so regulations may change depending on the type of user. Staff also recommends in favor of this request.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape & Land Use Buffers Ordinance* requires for open VUAs of 6,000 SF area (or greater) necessitates interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area. The development plan shows the construction of 301,377 SF of VUA, which would result in at least 30,138 SF of ILA installed and 121 ILA trees. The preliminary landscape plan shows the installation of 30,603 SF of ILA and 121 ILA trees which satisfies this requirement.

Section 6.2215: Minimum Canopy Requirements

As the Anchor Lot will be completely redeveloped and no existing trees will remain, 24% tree canopy will be required on the property, equivalent to 126,761 SF of canopy. The Applicant proposes the planting of 121 large trees at 750 SF per tree per the adopted *Planting Manual*. The landscaping plan shows tree plantings is equivalent to 90,750 SF of canopy, equivalent to 17.18% of the total site area. The final landscape plan will need to address this deficit.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plat for the Marketplace at Frankfort Pike with the following variances, waivers and conditions of approval:

Variances & Waivers:

1. Waiver to the property perimeter landscaping requirement along non-accessing arterials.
2. Waiver to the property perimeter landscaping requirement between commercially and agriculturally zoned properties.

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*. This shall include all requirements of the *Big Box Development & Regulations*.
2. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).

3. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. 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 shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
7. A photometric plan shall be submitted and approved as part of the Final Development Plan. The Applicant shall direct lighting away from adjoining property and not have any off-site impact.
8. A species-specific landscape plan shall be included with the Final Development Plan indicating all trees to be preserved during construction.
9. All requirements of the Georgetown Fire Department regarding fire hydrant locations and emergency vehicle accessibility.
10. All requirements of GMWSS regarding sanitary sewer services.
11. The Applicant shall obtain approval from KYTC for the new entrance and any fill/grading in the right-of-way.
12. A sidewalk plan shall be submitted along with the Final Development Plan. Sidewalks shall provide safe pedestrian circulation to all the units and off-site parking areas, shared facilities and public streets.

final report

August 29, 2024

Traffic Impact Study

Georgetown Marketplace
Frankfort Pike (US 460)
Georgetown, KY

Prepared for

Georgetown Scott County Planning Commission
Kentucky Transportation Cabinet



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INTRODUCTION

The preliminary development plan for Georgetown Marketplace on Frankfort Pike (US 460) in Georgetown, KY shows a mix of retail with a grocery store. **Figure 1** displays a map of the site. Access to the site will be from two entrances on Frankfort Pike, a right in only from McClelland Circle and Ferguson Lane via Fincastle Way. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Frankfort Pike with KY 227, the entrance to the school campus, and McClelland Circle (US 460 Bypass), and McClelland Circle with Fincastle Way.



Figure 1. Site Map

EXISTING CONDITIONS

Frankfort Pike, US 460, is maintained by the Kentucky Transportation Cabinet (KYTC) with an estimated 2024 ADT of 11,400 vehicles per day between KY 227 and US 460 Bypass as estimated from the 2022 count at KYTC station 544. The road is a two-lane highway with twelve-foot lanes with eight-foot paved shoulders, and a two-way left turn lane through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 55 mph. There are no sidewalks. The intersection with KY 227 is controlled with a traffic signal. All approaches have dedicated left turn lanes. The westbound approach has a right turn lane. At the school campus entrance there is a right turn lane. At

the intersection with McClelland Circle there are left and right turn lanes. The intersection is controlled with a traffic signal. All approaches have left and right turn lanes, except southbound which does not have a right turn lane.

McClelland Circle, US 460 Bypass, is maintained by the Kentucky Transportation Cabinet (KYTC) with an estimated 2024 ADT of 11,700 vehicles per day between US 460 and US 62 as estimated from the 2022 count at KYTC station 506. The road is a four-lane highway with twelve-foot lanes with ten-foot paved shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 55 mph. There are no sidewalks. The intersection with Fincastle Way is controlled with a stop sign. There is a left turn lane on McClelland Circle. Fincastle Way has a left and a right turn lane.

Peak hour traffic count for the intersections were obtained on Wednesday, May 1, 2024. The peak hours varied. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

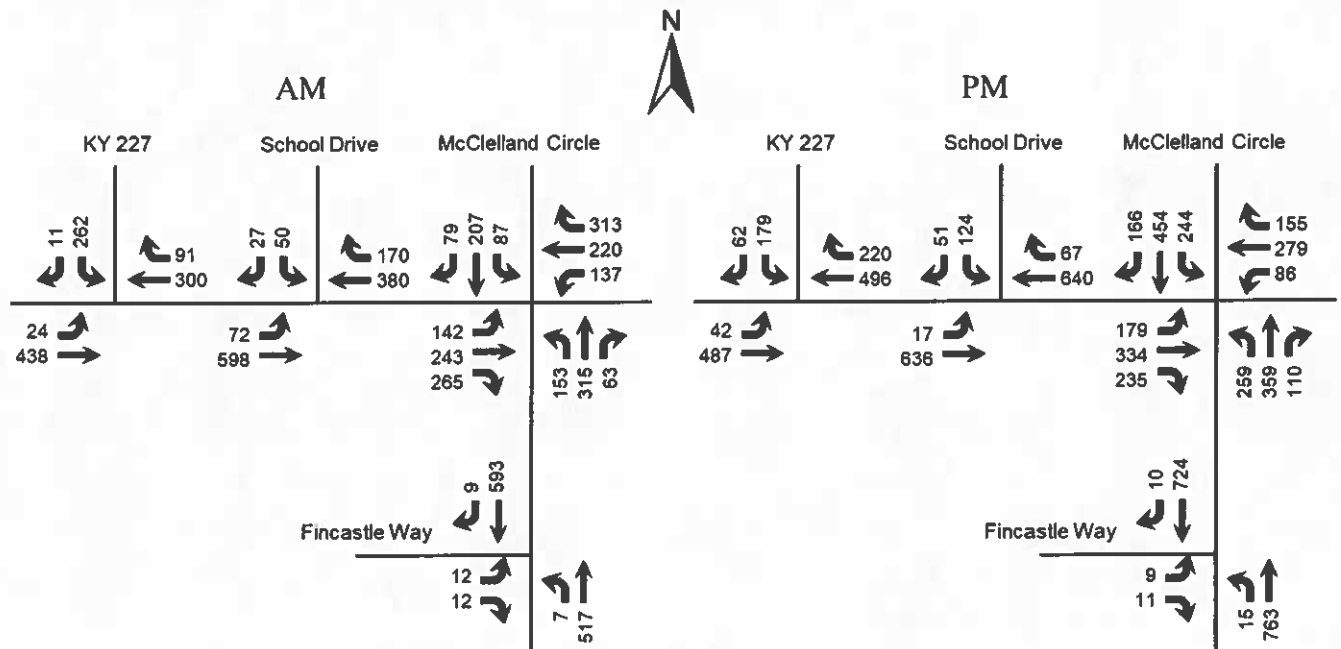


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The projected completion year for this development is 2027. To predict traffic conditions in 2027, 2.0 percent annual growth in traffic was applied to the 2024 volumes. This growth is based upon a review of the historical count data at the KYTC count stations 544, 506, and 501. **Figure 3** illustrates the 2027 traffic volumes without the development.

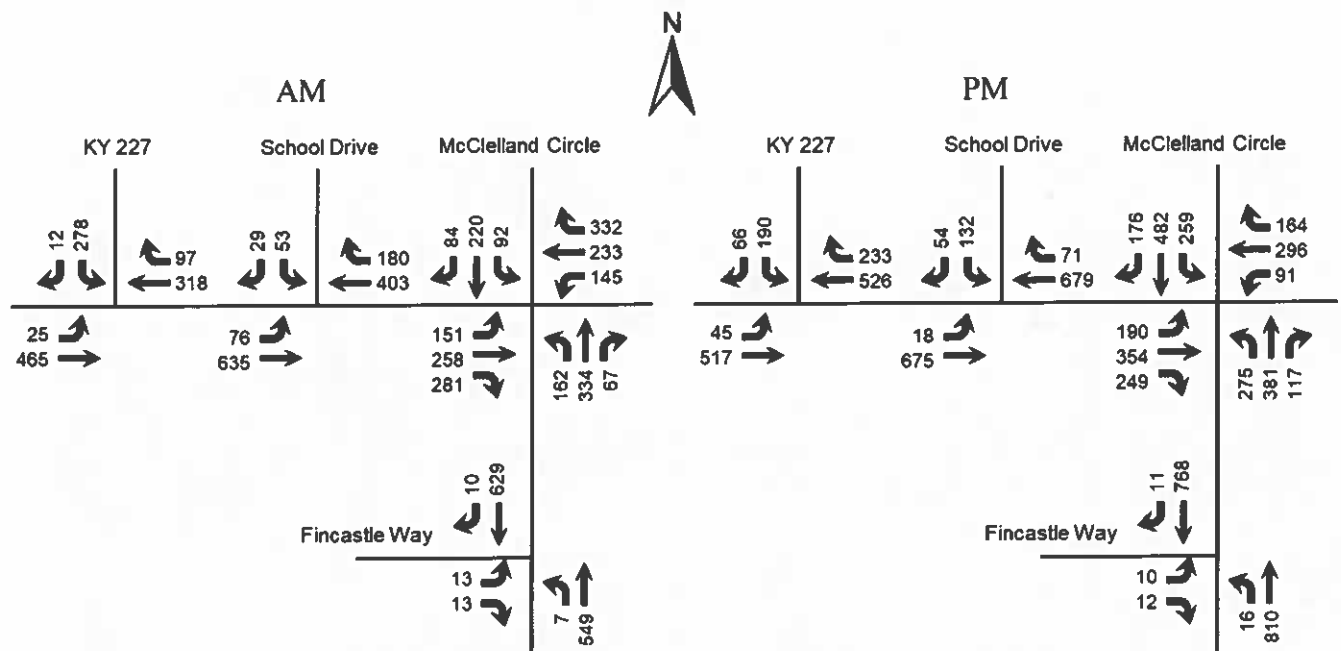


Figure 3. 2027 Peak Hour No Build Volumes

TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual, 11th Edition contains trip generation rates for a wide range of developments. The land use of "Shopping Plaza (40,000 to 150,000 square feet) with a Supermarket (821)" was reviewed and determined to be the best match. The outlots were estimated to total 25,000 square feet. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. The Kentucky Transportation Cabinet has requested the Fincastle Way intersection be $\frac{3}{4}$ access, with no left exit traffic allowed. U-turns will be allowed further to the south on McClelland Circle.

Figure 5 shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Shopping Plaza with Supermarket (85,525 sf)	302	187	115	775	372	403



Figure 4. Trip Distribution Percentages

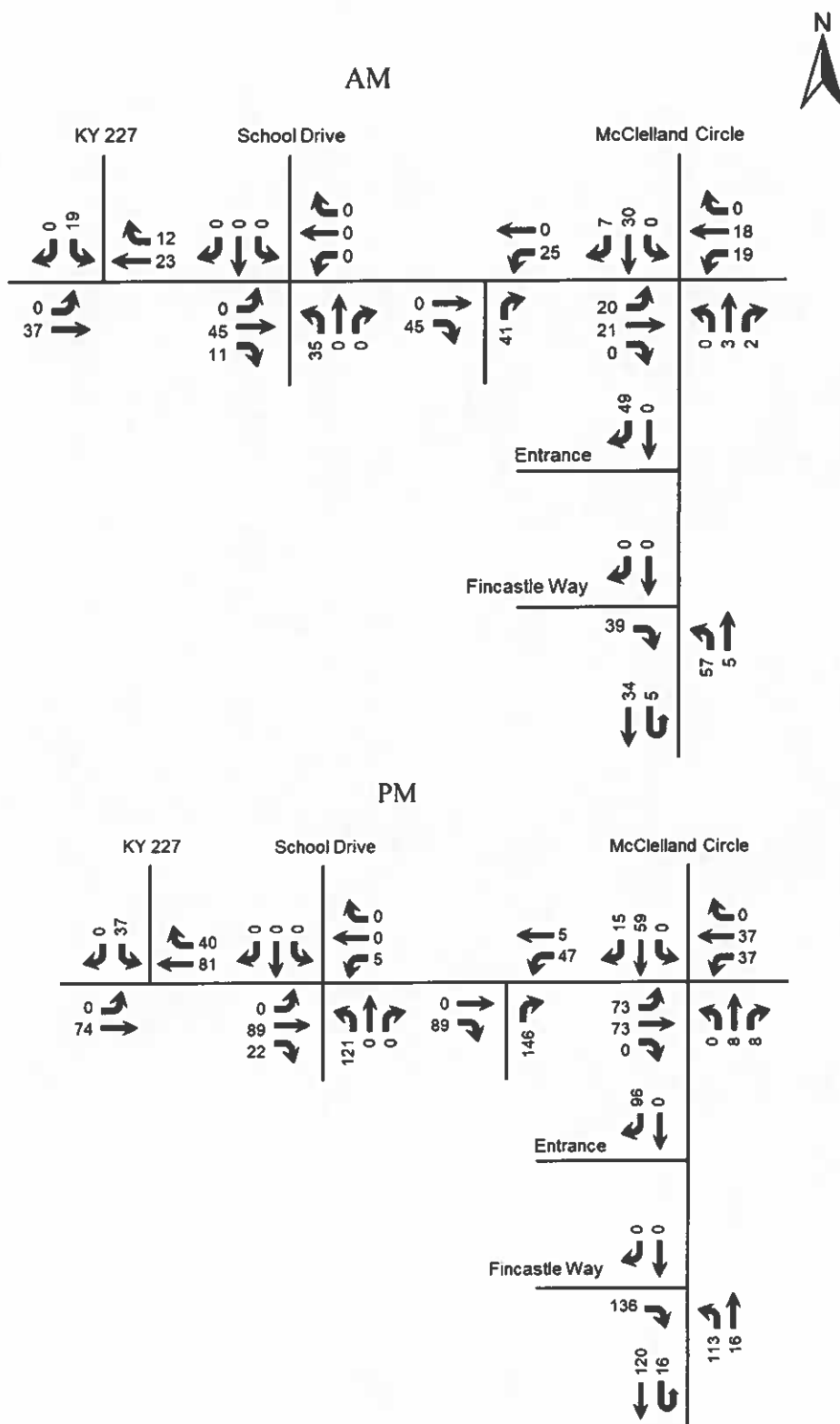


Figure 5. Peak Hour Trips Generated by Site

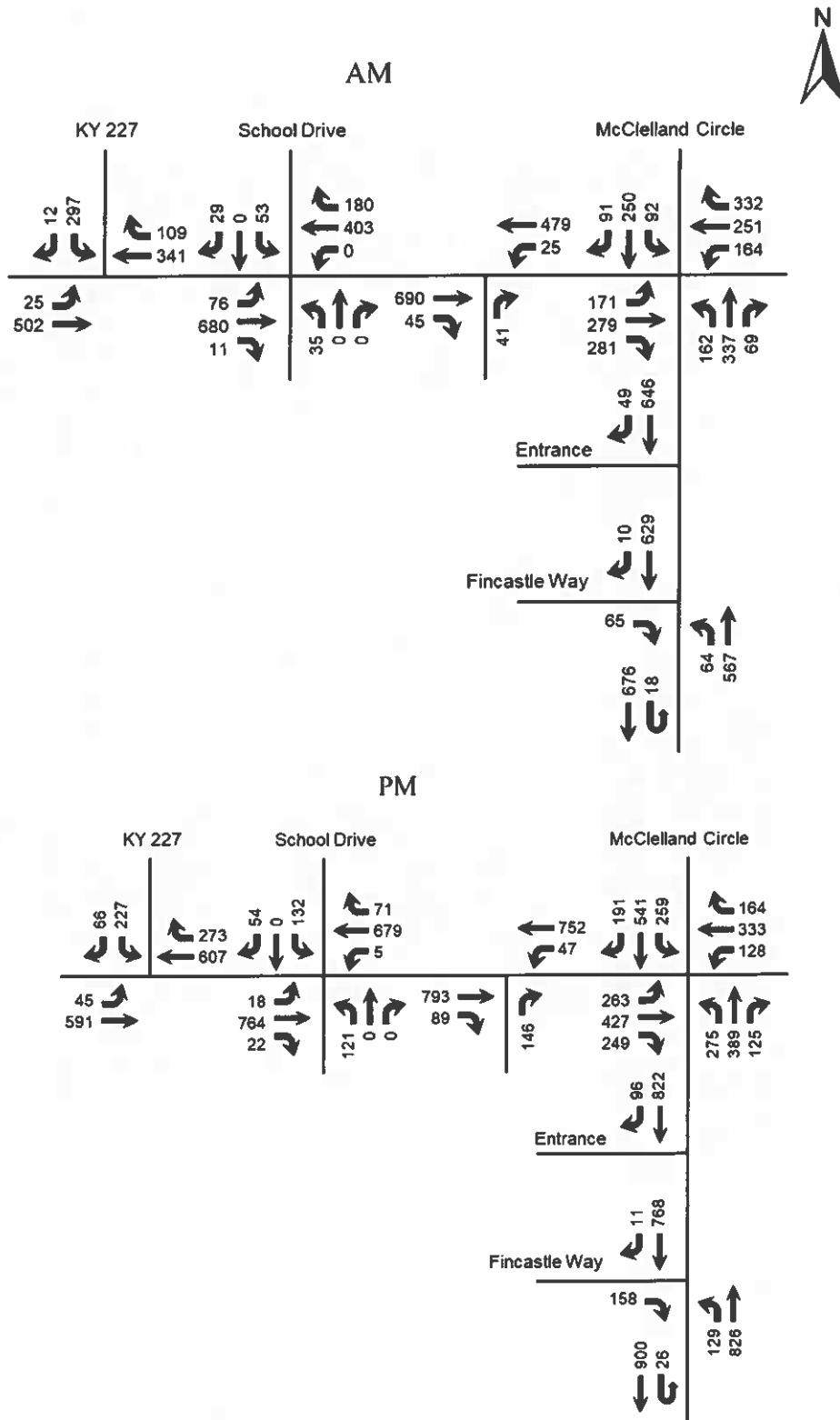


Figure 6. Build Peak Hour Volumes

ANALYSIS

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a “Level of Service”. Level of Service is a ranking scale from A through F, “A” is the best operating condition and “F” is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced at an intersection.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the Highway Capacity Manual, 7th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets and TWSC (version 2024) software. The delays and Level of Service are summarized in **Table 2**.

At full build-out the entrance opposite the school campus will generate sufficient traffic to meet the Kentucky Transportation Cabinet requirements to install a traffic signal. The signal will operate with an acceptable level of service. A left and thru/right turn lane should be provided on the exit. Signal warrant analysis was prepared using the ITE Trip Generation Manual, 11th Edition and the spreadsheet “Vehicle Time of Day Distribution”. The daily trip generation is calculated and then the hourly exiting traffic is calculated. Using Figure 4, 30% of the exiting traffic will exit with a left turn on US 460. The results of the calculations are shown in **Table 3**. Major Street data was not collected between 9 am and 3 pm. The exiting volume will meet Warrant 1A for installing a traffic signal and the capacity results are shown in Table 2 and 5.

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2024 Existing	2027 No Build	2027 Build	2024 Existing	2027 No Build	2027 Build
US 460 at KY 227	A 9.1	A 9.4	A 9.9	A 7.3	A 7.5	A 8.2
US 460 Eastbound	A 7.1	A 7.7	A 8.6	A 6.2	A 6.5	A 6.9
US 460 Westbound	A 5.7	A 6.1	A 6.7	A 5.7	A 5.8	A 6.3
KY 227 Southbound	B 16.6	B 16.5	B 16.5	B 14.3	B 14.5	B 16.8
US 460 at School Entrance			A 7.7			B 11.2
US 460 Eastbound	A 9.1	A 9.3	A 6.5	A 9.3	A 9.5	B 10.3
US 460 Westbound			A 4.0			A 8.7
Entrance Northbound			D 35.1			C 21.5
School Entrance Southbound	C 17.1	C 18.2	C 33.6	C 22.6	D 25.4	B 19.2

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Approach	A.M.			P.M.		
	2024 Existing	2027 No Build	2027 Build	2024 Existing	2027 No Build	2027 Build
US 460 at Entrance						
US 460 Westbound			A 9.6			B 10.2
Entrance Northbound			C 15.3			C 21.4
US 460 at McClelland Circle	C 26.9	C 27.9	C 29.2	C 34.1	C 36.1	D 40.4
US 460 Eastbound	C 22.1	C 23.2	C 25.1	C 31.1	C 33.5	D 37.9
US 460 Westbound	C 23.4	C 25.2	C 27.2	C 32.6	D 35.7	D 42.4
McClelland Northbound	C 31.6	C 31.5	C 31.7	C 34.2	D 36.2	D 39.5
McClelland Southbound	D 35.2	D 35.6	D 36.5	D 37.5	D 38.5	D 42.2
McClelland Circle at Fincastle Way						
Fincastle Way Eastbound	B 13.3	B 13.7	B 11.4	C 15.8	C 16.7	C 15.2
McClelland Northbound	A 9.4	A 9.6	A 9.5	B 10.4	B 10.7	B 11.4

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet Highway Design Guidance Manual dated July, 2020. The traffic impact policy requires using volumes for ten years beyond build-out, or 2037. The 2037 volumes were determined applying a 2.0 percent annual growth rate from 2027. **Figure 7** illustrates the 2037 No Build volumes. **Figure 8** illustrates the 2037 Build Volumes. Using the volumes in Figure 8, the volume warrant is satisfied for a right turn lane at the eastern entrance on US 460 and the northern entrance on McClelland Circle. **Table 4** summarizes the delay and Level of Service for 2037. No additional lane improvements are required.

Table 3. Signal Warrant Analysis

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet Highway Design Guidance Manual dated July, 2020. The traffic impact policy requires using volumes for ten years beyond build-out, or 2037. The 2037 volumes were determined applying a 2.0 percent annual growth rate from 2027. **Figure 7** illustrates the 2037 No Build volumes. **Figure 8** illustrates the 2037 Build Volumes. Using the volumes in Figure 8, the volume warrant is satisfied for a right turn lane at the eastern entrance on US 460 and the northern entrance on McClelland Circle. **Table 4** summarizes the delay and Level of Service for 2037. No additional lane improvements are required.

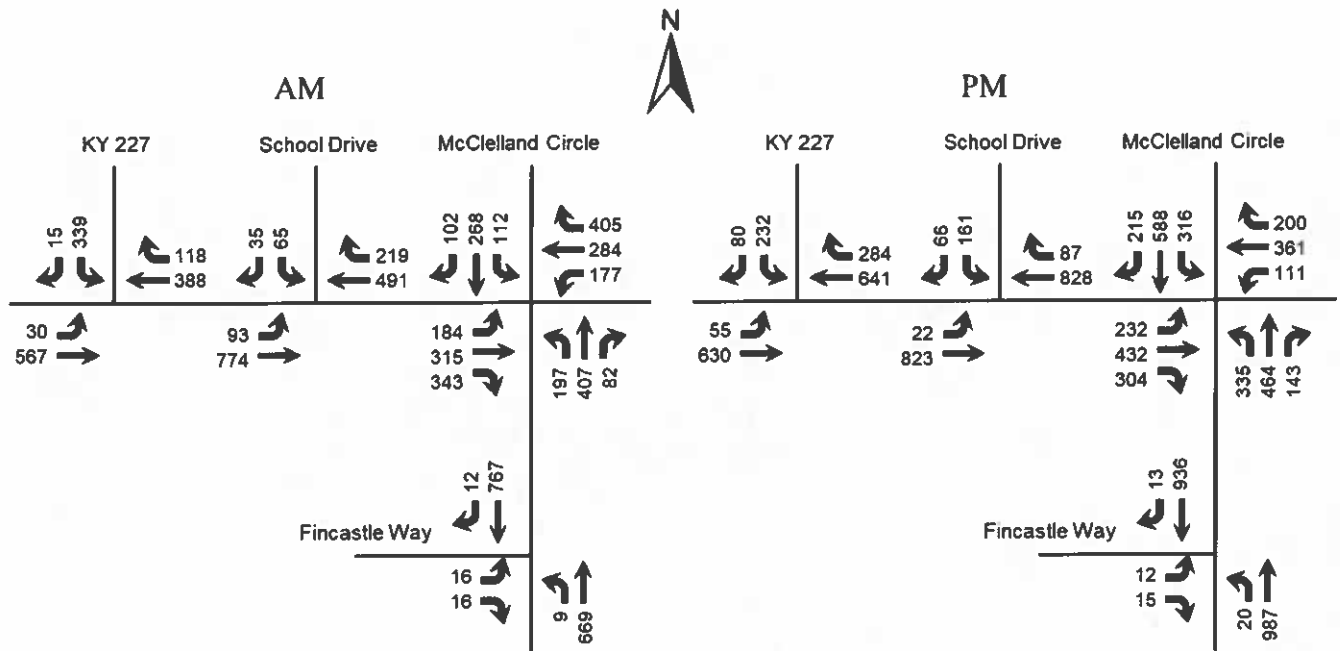


Figure 7. 2037 No Build Peak Hour Volumes

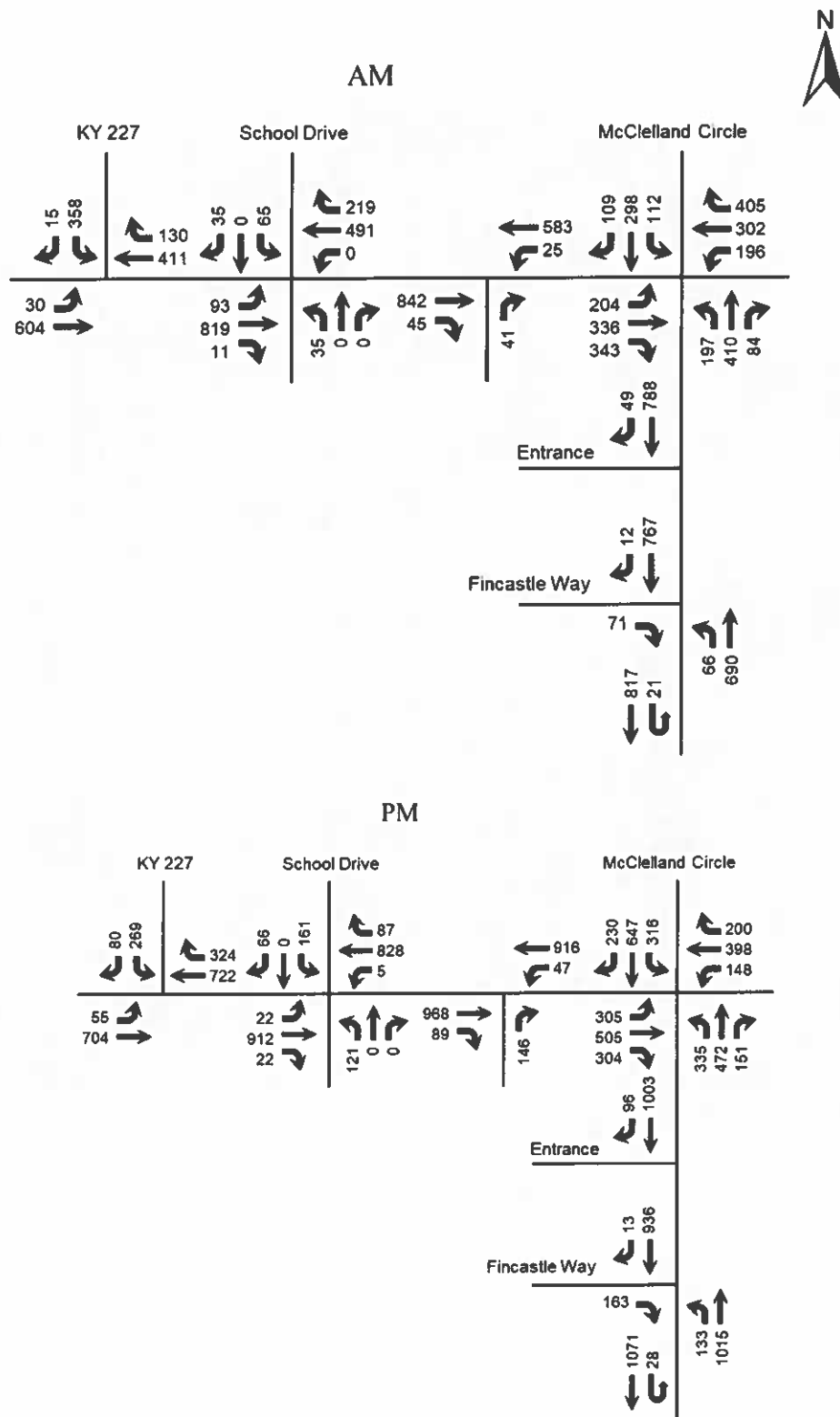


Figure 8. 2037 Build Peak Hour Volumes

Table 4. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2024 Existing	2037 No Build	2037 Build	2024 Existing	2037 No Build	2037 Build
US 460 at KY 227	A 9.1	B 11.2	B 12.2	A 7.3	A 8.4	A 10.2
US 460 Eastbound	A 7.1	B 10.8	B 11.7	A 6.2	A 7.2	A 8.4
US 460 Westbound	A 5.7	A 7.6	A 8.2	A 5.7	A 6.2	A 7.5
KY 227 Southbound	B 16.6	B 16.4	B 18.3	B 14.3	B 17.4	C 22.6
US 460 at School Entrance			A 9.9			B 13.3
US 460 Eastbound	A 9.1	B 10.0	B 10.8	A 9.3	B 10.3	B 12.5
US 460 Westbound			A 5.4			A 9.3
Entrance Northbound			C 25.3		E 48.0	C 29.1
School Entrance Southbound	C 17.1	C 24.6	C 24.3	C 22.6	D 25.4	C 25.9
US 460 at Entrance						
US 460 Westbound			B 10.4			B 11.1
Entrance Northbound			C 18.4			D 30.5
US 460 at McClelland Circle	C 26.9	D 35.6	D 37.9	C 34.1	D 52.3	E 63.5
US 460 Eastbound	C 22.1	C 28.7	C 30.8	C 31.1	D 49.2	E 65.1
US 460 Westbound	C 23.4	C 33.3	D 36.0	C 32.6	D 52.4	E 63.9
McClelland Northbound	C 31.6	D 39.8	D 41.7	C 34.2	D 51.6	E 67.3
McClelland Southbound	D 35.2	D 45.9	D 48.3	D 37.5	E 55.5	E 58.8
McClelland Circle at Fincastle Way						
Fincastle Way Eastbound	B 13.3	C 15.8	B 12.5	C 15.8	C 20.5	C 18.2

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Approach	A.M.			P.M.		
	2024 Existing	2037 No Build	2037 Build	2024 Existing	2037 No Build	2037 Build
McClelland Northbound	A 9.4	B 10.3	B 10.3	B 10.4	B 11.9	B 13.3

Key: Level of Service, Delay in seconds per vehicle

The posted speed limit on US 460 is currently 55 mph. As this section of US 460 becomes more urban in context, the speed limit should be reduced to 45 mph.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2037, there will be an impact to the existing highway network, with Levels of Service remaining within acceptable ranges. Right turn lanes will be required at the eastern entrance on US 460 and the northern entrance on McClelland Circle.

APPENDIX

Georgetown Marketplace
Traffic Impact Study

Traffic Counts



www.marrtraffic.com

Classified Turn Movement Count || All vehicles

Georgetown, KY (US 460)

Site 3
Driveway
KY-227 Stamping Ground Rd
US-460 Frankfort Pike (West)
US-460 Frankfort Pike (East)

Date
Wednesday, May 1, 2024

Lat/Long
38.210977°, -84.605933°
[Click here for Map](#)

Weather
Fair
69°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)
All vehicles

TIME	Northbound Driveway			Southbound KY-227 Stamping Ground Rd			Eastbound US-460 Frankfort Pike (West)			Westbound US-460 Frankfort Pike (East)			U-Turn	App	Int	Total						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru					Right	U-Turn	App	Total		
	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10					3.11	3.12	Total	3.13	3.14	3.15
0700 - 0715	0	0	0	0	0	48	0	5	0	53	7	84	0	0	91	0	61	27	0	88	232	
0715 - 0730	0	0	0	0	0	84	0	2	0	86	4	92	0	0	96	0	63	29	0	92	274	
0730 - 0745	0	0	0	0	0	82	0	4	0	86	4	112	0	0	116	0	104	27	0	131	333	
0745 - 0800	0	0	0	0	0	59	0	3	0	62	5	108	0	0	113	0	66	25	0	91	266	
Hourly Total	0	0	0	0	0	273	0	14	0	287	20	396	0	0	416	0	294	108	0	402	1105	
0800 - 0815	0	0	0	0	0	57	0	1	0	58	5	96	0	0	101	0	60	20	0	80	239	
0815 - 0830	0	0	0	0	0	64	0	3	0	67	10	122	0	0	132	0	70	19	0	89	288	
0830 - 0845	0	0	0	0	0	38	0	4	0	42	28	103	0	0	131	0	108	32	0	140	313	
0845 - 0900	0	0	0	0	0	36	0	7	0	43	8	87	0	0	95	0	76	32	0	108	246	
Hourly Total	0	0	0	0	0	195	0	15	0	210	51	406	0	0	459	0	314	103	0	417	1086	
Grand Total	0	0	0	0	0	468	0	29	0	497	71	804	0	0	875	0	608	211	0	819	2191	
Approach %	0.00	0.00	0.00	0.00	-	94.16	0.00	5.84	0.00	-	8.11	91.89	0.00	0.00	-	0.00	74.24	25.76	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	21.36	0.00	1.32	0.00	22.68	3.24	36.70	0.00	0.00	39.94	0.00	27.75	9.63	0.00	0.00	37.38	
Heavy Vehicle %	-	-	-	-	-	3	-	31	-	5	0	4	-	-	4	-	12	9	-	0	11	7
PHF	0.00	0.00	0.00	0.00	0.00	0.80	0.00	0.69	0.00	0.79	0.60	0.90	0.00	0.00	0.88	0.00	0.72	0.84	0.00	0.75	0.85	

1430 - 1800 (Weekday 3.5h Session) (05-01-2024)
All vehicles

TIME	Northbound Driveway			Southbound KY-227 Stamping Ground Rd			Eastbound US-460 Frankfort Pike (West)			Westbound US-460 Frankfort Pike (East)			U-Turn	App	Int	Total					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru					Right	U-Turn	App	Total	
	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10					3.11	3.12	Total	3.13	3.14
1430 - 1445	0	0	0	0	0	29	1	3	0	33	3	68	0	0	71	0	82	42	0	124	228
1445 - 1500	0	0	0	0	0	52	0	7	0	59	7	71	0	0	78	0	107	48	0	155	292
1500 - 1515	0	0	0	0	0	35	0	5	0	40	5	82	0	0	87	1	112	44	0	157	284
1515 - 1530	0	1	0	0	1	44	0	6	0	50	3	77	0	0	80	0	113	40	1	154	285
Hourly Total	0	1	0	0	1	160	1	21	0	182	18	298	0	0	316	1	414	174	1	590	1089
1530 - 1545	0	0	0	0	0	33	0	10	0	43	8	110	0	0	118	0	111	43	0	154	315
1545 - 1600	0	0	0	0	0	68	0	25	0	93	8	114	0	0	122	0	125	38	0	163	378
1600 - 1615	0	0	0	0	0	39	0	22	0	61	13	113	0	0	126	0	118	54	0	172	359
1615 - 1630	0	0	0	0	0	37	0	7	0	44	9	139	2	0	150	0	135	63	0	198	392
Hourly Total	0	0	0	0	0	177	0	64	0	241	38	476	2	0	516	0	489	198	0	687	1444
1630 - 1645	0	0	1	0	1	35	0	8	0	43	12	121	0	0	133	0	118	65	0	183	360
1645 - 1700	0	0	0	0	0	34	0	6	0	40	10	135	0	0	145	0	107	43	0	190	335
1700 - 1715	0	0	0	0	0	34	0	7	0	41	5	123	0	0	128	0	92	66	0	158	327
1715 - 1730	1	0	0	0	1	37	0	5	0	42	11	127	1	0	139	0	118	60	0	178	360
Hourly Total	1	0	1	0	2	140	0	26	0	166	38	506	1	0	545	0	435	234	0	669	1382
1730 - 1745	0	1	0	0	1	39	0	5	0	44	6	96	0	0	102	0	101	55	0	156	303
1745 - 1800	0	0	0	0	0	37	0	6	0	43	9	95	0	0	104	1	79	53	0	133	280
1/2 Hourly Total	0	1	0	0	1	76	0	11	0	87	15	191	0	0	206	1	180	108	0	289	583
Grand Total	1	2	1	0	4	553	1	122	0	676	109	1471	3	0	1583	2	1518	714	1	2235	4498
Approach %	25.00	50.00	25.00	0.00	-	81.80	0.15	18.05	0.00	-	6.89	92.92	0.19	0.00	-	0.09	67.92	31.95	0.04	-	-
Intersection %	0.02	0.04	0.02	0.00	0.09	12.29	0.02	2.71	0.00	15.03	2.42	32.70	0.07	0.00	35.19	0.04	33.75	15.87	0.02	0.00	49.69
Heavy Vehicle %	0	50	0	-	25	4	100	12	-	6	2	3	33	-	3	0	6	3	0	5	4
PHF	0.00	0.00	0.25	0.00	0.25	0.66	0.00	0.62	0.00	0.65	0.81	0.88	0.25	0.00	0.89	0.00	0.92	0.85	0.00	0.90	0.95

Big-Box Design Standards

I. Introduction

A growing trend in communities across the country is the development of large retail, or "big-box", design standards. The cities of Fort Collins, Colorado, Tucson, Arizona, Easton, Maryland, and Somerset County, New Jersey have already implemented design standards for large retail establishments. Lexington is currently in the process of adopting design standards.

"Big-box" retail can be defined as large-scale retailers, such as Wal-Mart, Kmart, Meijer, Kroger, Target, Circuit City, or Home Depot, that occupy more than 50,000 square feet and derive their profits from high sales volumes. They may operate as stand-alone facilities, or more commonly they are located in a "power center."

Power centers will usually have some common characteristic such as large rectangular single-story structures, a reliance on auto-borne traffic with large areas of parking, limited mass transit service, and a no frills site plan with little unique community character, mixed-use and pedestrian amenities. Power centers will generally bring together various branches of the "big-box" family, for example, a discount department store, a warehouse club, a supermarket, and smaller outlots.

Examples of power centers in Lexington include Hamburg Place, Beaumont Center, and the new Lowe's/Wal-Mart on Nicholasville Road. In Georgetown, Washington Square, Georgetown Center, and Factory Stores of America could be considered examples of power centers. Although these three sites are much smaller in scale, they all contain "big-boxes" in excess of 50,000 square feet (Kroger with approximately 60,000 sq. ft. and Kmart with approximately 96,000 sq. ft., Factory Stores of America contain a total of 176,000 sq. ft.). The three sites also contain retail establishments with less than 50,000 square feet. The recently approved rezoning of Cherry Blossom Properties (A-1 Agricultural to B-5 General Commercial Park), located between I-75 and 84 Lumber, is designed to be a power center as defined above. The approved conceptual plan shows the site with a "big-box" structure and numerous outlots with a large parking area. The Howard Property, recently rezoned from A-1 to B-5, contains 27.31 acres that is suitable for a "big-box" type of development. Also, the Whitaker Property (225 acres), located north of 84 Lumber and south of Toyota, was recently rezoned from A-1 to B-5. Although this site is proposed for a mixed use of commercial, professional office, limited light industrial, and residential, there is approximately 43 acres suitable for "big-box" development. The site was approved with the Traditional Neighborhood Design in mind, thus the need exists for design standards to be in place to ensure the entire development is coordinated for an overall community design.

1 BIG BOX P1/14
ORDS

The B-5 zone is designed to allow flexibility in the development of compatible mixed-use areas of limited light industrial, professional office, and commercial in a business park or "campus-style" setting. The B-5 zone discourages "strip" commercial development while encouraging internal driveways and pedestrian access in order to minimize traffic movements out of the development. The B-5 is designed to minimize off-site impacts generally associated with standard commercial/B-2 development with increased setbacks and landscape buffers. The B-5 includes higher design standards but does not typically or specifically address "big-box" concerns. As "big-box" development could occur in B-2, B-4, and B-5, these guidelines shall be utilized in any district where "big-box" development may locate.

II. Background and Justification

The basis for development within our community is set forth in the *Zoning Ordinance*, *Subdivision Regulations*, and the *Comprehensive Plan*. Article I, Section 1.3 of the *Zoning Ordinance for Georgetown, Scott County, Sadieville, and Stamping Ground* states, "The purpose of the Zoning Ordinance is to promote the general welfare by establishing and regulating zoning districts... In establishing the zoning districts, this ordinance seeks the general welfare by designating sufficient space for all necessary uses of land, by protecting the permitted uses in each district from the undesirable effects of conflicting uses, and by ensuring the stable value of all permitted development." Article I, Section 105 of the *Subdivision & Development Regulations for Georgetown, Scott County, Sadieville, and Stamping Ground* states, "These regulations are adopted in order to implement the Georgetown-Scott County Comprehensive Plan and to ensure the protection of public health, safety, and welfare." Furthermore, Section I, Subsection B-3 of the *Georgetown-Scott County Comprehensive Plan 1996 Update* states, "Community identity and integrity should be maintained as we grow, and opportunities for community social life should be increased." Subsection B-4 goes on to state, "Scott County cities should maintain their small town character..."

With the tremendous amount of growth occurring in Georgetown and Scott County, it is a matter of time before large retail establishments begin locating in our community and the possibility of existing establishments relocating or expanding. Large retail establishments will locate anywhere, be it a rural town, suburban county, or an urban center. Within a 25 mile radius of Georgetown, there are 7 Wal-Marts (2 superstores) and 7 Kmarts (according to Wal-Mart and Kmart internet store locators).

The residents of Georgetown and Scott County are largely defined by small town characteristics and quality of life. As a community, we should not only be concerned about the economic impact of big-box retailers on our traditional downtown merchants but also on how the appearance of such retail establishments fit in with the community.

² BIG BOX P2 /14
ORDS

Our community does not have to rely on the dull, rectangular boxes of retail giants, with massive amounts of asphalt and limited landscaping and pedestrian amenities.

A growing number of jurisdictions are requiring a much higher level of design standards and implementing procedures that require large retail stores to better relate to the characteristics of the community.

In Fort Collins, CO., there were many public hearings with the community playing a large role in defining the retail standards, and it resulted in a nationally acclaimed ordinance. Staff has reviewed this ordinance and an ordinance adopted by Tucson, AZ. Also, staff has contacted the planning departments in Rockville, MD, Easton, MD, Somerset County, NJ, and Lexington, KY, who are in the process of writing their ordinances. The research indicates that Fort Collins has become the model that communities are basing their design standards and ordinances on.

These proposed guidelines are a response to dissatisfaction with corporate chain marketing strategy, dictating design that is indifferent to local identity and interests. The main goal is to encourage development that contributes to Georgetown-Scott County as a unique place by reflecting its physical character and adding to it in appropriate ways. Large retail developments depend on high visibility from major public streets. In turn, their design determines much of the character and attractiveness of major streetscapes in the city. The marketing interests of many corporations, even strong image-making design by professional designers, can be potentially detrimental to community aspirations and sense of place when they result in massive individual developments that do not contribute to or integrate with the community in a positive way.

The purpose of these guidelines is to augment the existing criteria contained in the B-5 General Commercial Park and those contained in the *Zoning Ordinance* and *Subdivision Regulations*, with more specific interpretations that apply to the design of large retail developments. These guidelines require a basic level of architectural variety, compatible scale, pedestrian and bicycle access, and mitigation of negative impacts.

III. Procedure

The following guidelines are intended to be used as a design aid by developers proposing large retail developments and as an evaluation tool by the staff of the Planning Commission in their review processes. These guidelines shall apply to all projects, which are processed according to the criteria for proposed development plans and to all projects for retail establishments of more than 50,000 square feet. These guidelines are to be used in conjunction with the *Subdivision & Development Regulations*.

³ BIG BOX P3/14
ORDS

IV. Definitions

- Arcade – an area contiguous to a street or plaza that is open and unobstructed, and that is accessible to the public at all times. Arcades may include building columns, landscaping, statuary and fountains. Arcades do not include off-street loading/unloading areas, driveways or parking areas.
- Articulate – to give emphasis to or distinctly identify a particular element. An articulated façade would be the emphasis of elements on the face of a wall including a change in setback, materials, roof pitch or height.
- “As-of-Right Zoning” – uses and development standards that are determined in advance and specifically authorized by the zoning regulations (e.g., a single-family zone would allow single-family housing as of right so long as site development standards are met). This type of zoning is in contrast to cumulative or “pyramidal” zoning.
- Berm – an earthen mound designed to provide visual interest on a site, screen undesirable views, reduce noise or provide a buffer from adjoining uses.
- Breezeway – a structure for the principal purpose of connecting a main building or structure on a property with other buildings.
- Buffer – see also “screen”. An area provided to reduce the conflict between two different land uses. Buffers are intended to mitigate undesired views, noise and glare - effectively providing greater privacy to neighboring land uses. Typical buffers consist of materials that serve this purpose and include, but are not limited to, plant materials, walls, fences and/or significant land area to separate the uses.
- Buffer Strip – a portion of a lot or property used to visually separate one use from another through the use of vegetation, distance or other approved method.
- Building Face, Front – any building face, which can be touched by a line drawn perpendicular to street (public or private).
- Building Face, Public – any building side which is visible from public or private right-of-ways and/or the faces that contain public entry.
- Building Mass – the building’s expanse or bulk and is typically used in reference to structures of considerable size.
- Design Guidelines – statements and graphics intended to direct the planning and development of the built environment in a particular manner or style so that the end result contributes positively to the overall development.
- Dormer – a window set vertically in a gable projecting from a sloping roof.
- Facade – the portion of any exterior elevation on the building extending from grade to the top of the parapet, wall or eaves and extending the entire length of the building.
- Front Yard – the portion of the front yard extending the full width of the lot and measured between the front lot line and a parallel line across the front of the building. Corner and double lots shall adhere to the front yard setback(s) for each frontage.

4BIG BOX P4/14
ORDS

- Gable – a triangular wall section at the end of a pitched roof, bounded by the two roof slopes.
- Hip Roof – roof without gables.
- Parapet – the portion of a wall that extends above the roofline.
- Pedestrian Oriented Development – development designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and buildings/structures rather than on auto access. The buildings/structures are generally located close to the public or private right-of-way and the main entrance(s) is oriented to the street sidewalk. There are generally windows or display cases along building facades. Although parking is provided, it is generally limited in size and location.
- Pedestrian Walkway – a surfaced walkway, separate from the traveled portion of a public or private right-of-way or parking lot/driving aisle.
- Portico – a porch or walkway with a roof supported by columns, often leading to the entrance to a building.
- Public/Private Right of Way – any public or private road, access easement intended to provide public access to any lot/development, but excluding any service road or internal driving aisles (i.e., within parking lots).
- Screen – see also “buffer”. The sole purpose of a screen is to block views. A screen should be constructed of opaque materials and whose height will be effective in obstructing unwanted views.
- Setback – a prescribed distance or an area between one element and another (i.e., a building and the road right-of-way). Within these guidelines, the term also refers to:
 - The minimum distance and the area measured from the property line to the interior of a parcel where buildings may be constructed.
 - The required distance and the area between the edge of the parking lot pavement/curb and the property line or buildings/structures.
 - Placing a building face on a line to the rear of another building line.
- Streetscape – all elements of a development or area that are in view from other points along a street.

5 BIG BOX P5/14
ORDS

V. Design Guidelines

ARTICLE I - AESTHETIC CHARACTER

1. Facades and Exterior Walls

INTENT: Facades should be articulated to reduce the massive scale and the uniform, impersonal appearances of large retail buildings and provide visual interest that will be consistent with the community's identity character, and scale. The intent is to encourage a more human scale that residents of Georgetown-Scott County will be able to identify with their community. The resulting scale will ensure a greater likelihood of reuse of structure by subsequent tenants.

GUIDELINE: Developments with facade over 100 feet in linear length shall incorporate wall projections or recesses a minimum of 3 foot depth and a minimum of 20 contiguous feet within each 100 feet of facade length and shall extend over 20 percent of the facade. Developments shall use animating features such as arcades, display windows, entry areas, or awnings along at least 60 percent of the facade.



6 BIG BOX PL 1/14
ORDS

2. Smaller Retail Stores

INTENT: The presence of smaller retail stores gives a center a "friendlier" appearance by creating variety, breaking up large expanses, and expanding the range of the site's activities. Windows and window displays of such stores should be used to contribute to the visual interest of exterior facades. The standards presented in this section are directed toward those situations where additional, smaller stores, with separate, exterior customer entrances are located in the principal buildings or development site.

GUIDELINE: Where principal buildings contain additional, separately owned stores, which occupy less than fifty thousand (50,000) square feet of gross floor area, with separate, exterior customer entrances:

- a. The street level facade of such stores shall be transparent between the height of three feet and eight feet above the walkway grade for no less than 60 percent of the horizontal length of the building facade of such additional stores.
- b. Windows shall be recessed and should include visually prominent sills, shutters, or other such forms of framing.

3. Detail Features

INTENT: Buildings should have architectural features and patterns that provide visual interests, at the scale of the pedestrian, reduce massive aesthetic effects, and recognize local character. The elements in the following standard should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint.

GUIDELINE: Building facades shall include a repeating pattern that shall include no less than three of the elements listed below. At least one of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than thirty (30) feet, either horizontally or vertically.

- Color change
- Texture change
- Material module change
- Expression of architectural or structural bay through a change in plane no less than 12 inches in width, such as an offset, reveal, or projecting rib.



structural bay layout

Expression of Architectural or Structural Bay.

7 BIG BOX P7/14
ORDS

4. Roofs

INTENT: Variations in roof lines should be used to add interest to, and reduce the massive scale of large buildings. Roof features should compliment the character of adjoining neighborhoods.

GUIDELINE: Roof lines shall be varied with a change in height every 100 linear feet in the building length. Parapets, mansard roofs, gable roofs, hip roofs, or dormers shall be used to conceal flat roofs and roof top equipment from public view. Alternating lengths and designs may be acceptable and can be addressed during the preliminary development plan.



5. Materials and Colors

INTENT: Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and compatible with materials and colors used in adjoining neighborhoods.

GUIDELINE:

- a. Predominant exterior building materials shall be high quality materials. These include, without limitation:
 - Brick
 - Wood
 - Sandstone
 - Other native stone
 - Tinted, textured, concrete masonry units
- b. Facade colors shall be low reflectance, subtle, neutral, or earth tone colors. The use of high intensity colors, metallic colors, black or fluorescent colors is prohibited.
- c. Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be an acceptable feature for building trim or accent areas.
- d. Predominant exterior building materials as well as accents should not include the following:
 - Smooth-faced concrete block
 - Tilt-up concrete panels
 - Pre-fabricated steel panels

8 BIG BOX PB / 14
ORDS

6. Entryways

INTENT: Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The standards identify desirable entryway design features.

GUIDELINE: Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than three of the following:

- canopies or porticos
- overhangs
- recesses/projections
- arcades
- raised corniced parapets over the door
- peaked roof forms
- arches
- outdoor patios
- display windows
- architectural details such as tile work and moldings which are integrated into the building structure and design
- integral planters or wing walls that incorporate landscaped areas and/or places for sitting



9BIG Box P9/14
ORDS

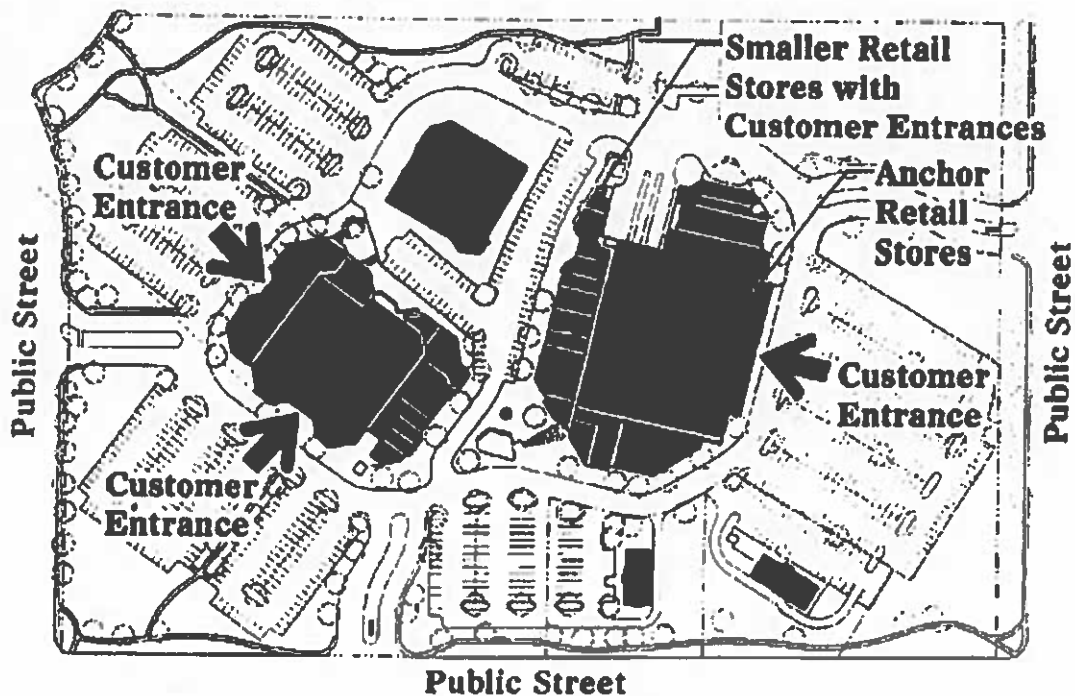
ARTICLE II - SITE DESIGN AND RELATIONSHIP TO THE SURROUNDING COMMUNITY

1. Entrances

INTENT: Large retail buildings should feature multiple entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores, or identified departments in a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.

GUIDELINE: All sides of a principal building that directly face an abutting public or private right-of-way shall feature at least one customer entrance. Where a principal building directly faces more than two abutting public or private rights-of-way, this requirement shall apply only to two sides of the building, including the side of the building facing the primary street, and another side of the building facing a secondary street.

The number of entrances for the principal building shall be addressed at the preliminary development plan stage. Where additional stores will be located in the principal building, each such store shall have at least one exterior customer entrance, which shall conform to the above requirements.



Example of a development with customer entrances on all sides which face a public street.

10 BIG BOX P10/14
ORDS

2. Parking Lot Orientation

INTENT: Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. If buildings are located closer to streets, the scale of the complex is reduced, pedestrian traffic is encouraged, and architectural details take on added importance.

GUIDELINE: No more than 60 percent of the off-street parking area for the entire property shall be located between the front facade within the front yard of the principal building(s) and the primary abutting street unless the principal building(s) and/or parking lots are screened from view by outlot development (such as restaurants) and additional tree plantings and/or berms.

3. Back and Sides

INTENT: The rear or sides of buildings often present an unattractive view of blank walls, loading areas, storage areas, HVAC units, garbage receptacles, and other such features. Architectural and landscaping features should mitigate these impacts. Any back or side of a building visible from a public or private right-of-way shall be built in accordance with Article I. The Planning Commission may waive this requirement as part of the development plan.

GUIDELINE: The minimum setback for any building facade shall be in accordance with the B-5 requirements (*Zoning Ordinance*, Section 4.484, 1- 4). Where the facade faces adjacent residential uses an earthen berm shall be installed, no less than 6 feet in height, containing at a minimum, a double row of evergreen or deciduous trees planted at intervals of 15 feet on center. Additional landscaping may be required by the Planning Commission to effectively buffer adjacent land use as deemed appropriate. All additional landscape requirements of the *Landscape Ordinance* shall apply.

11 Big Box P11/14
ORDS

4. Outdoor Storage, Trash Collection, and Loading Areas

INTENT: Loading areas and outdoor storage areas exert visual and noise impacts on surrounding neighborhoods. These areas, when visible from adjoining properties and/or public streets, should be screened, recessed or enclosed. While screens and recesses can effectively mitigate these impacts, the selection of inappropriate screening materials can exacerbate the problem. Appropriate locations for loading and outdoor storage areas include areas between buildings, where more than one building is located on a site and such buildings are not more than 40 feet apart, or on those sides of buildings that do not have customer entrances.

GUIDELINE:

- a. Areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such uses shall not be visible from public or private rights-of-way.
- b. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public or street, public sidewalk, or internal pedestrian way.
- c. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, and other service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape.
- d. Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or fences. Materials, colors, and designs of screening walls and/or fences and the cover shall conform to those used as predominant materials and colors of the building. If such areas are to be covered, then the covering shall conform to those used as predominant materials and colors on the buildings.
- e. Temporary sales/displays, such as Christmas trees, landscape materials, and fireworks, shall follow all outdoor requirements for B-2, B-4, and B-5 districts as described in the *Zoning Ordinance*. Location and time/duration of such sales/displays shall be reviewed and approved by the Planning Director or appointed designee.

12 BIG BOX P12/14
ORDS

5. Pedestrian Flows

INTENT: Pedestrian accessibility opens auto-oriented developments to the neighborhood, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the center grounds.

GUIDELINE:

- a. Sidewalks at least 6 feet in width shall be provided along all sides of the lot that abut a public or private right-of-way, excluding interstates, Cherry Blossom Way, and McClelland Circle. The Planning Commission may waive this requirement as part of the development plan.
- b. Continuous internal pedestrian walkways, no less than 5 feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length.
- c. Sidewalks, no less than 5 feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks shall be located at least six (6) feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the facade.
- d. Internal pedestrian walkways provided in conformance with Subsection b above, shall provide weather protection features such as awnings or arcades within 30 feet of all customer entrances, constructed parallel to the facade of the building. This is not intended to extend into the driving aisles or parking areas.
- e. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Signs shall be installed to designate pedestrian walkways.

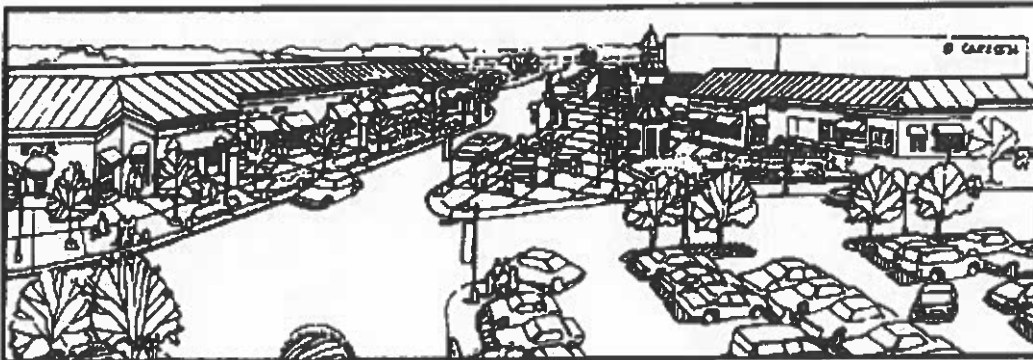
13 BIG BOX P13/14
ORDS

6. Central Features and Community Spaces

INTENT: Buildings should offer attractive and inviting pedestrian scale features, spaces and amenities. Entrances and parking lots should be configured to be functional and inviting with walkways conveniently tied to logical destinations. Bus stops and drop-off/pick-up points should be considered as integral parts of the configuration. Pedestrian ways should be anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, and other architectural elements that define circulation ways and outdoor spaces. The features and spaces should enhance the building and the center as integral parts of the community fabric.

GUIDELINE: Each retail establishment subject to these standards shall contribute to the establishment or enhancement of community and public spaces by providing at least two of the following: patio/seating area, pedestrian plaza with benches, transportation center, window shopping walkways, outdoor play area, kiosk area, water feature, clock tower, steeple, or other such deliberately shaped area and/or a focal feature or amenity that, in the judgement of the Planning Commission, adequately enhances such community and public spaces. Any such areas shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principal materials of the building and landscape.

Although Georgetown does not currently maintain a public bus system, areas should be provided or designed to accommodate possible (future) bus service and the growing number of private bus services (i.e., nursing home/assisted living, Housing Authority, Bluegrass Action Council, etc.)



Example of a center with numerous special features and community spaces.

CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL

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

(date), 20__

Chairman, Georgetown-Scott County Planning Comm.

CERTIFICATION OF OWNERSHIP

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.

(date) 20__

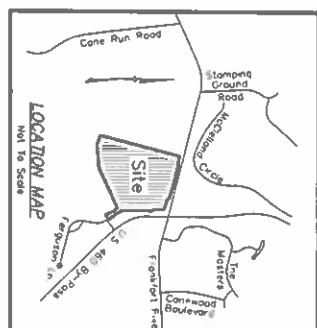
The Northside Christian Church, Inc.

August 29 (date), 20 24

August 29 (date), 20 24

August 29 (date), 20 24

August 29 (date), 20 24



PROJECT DATA OVERALL

SITE OVERALL	= 2,503 AC (2,197,860 SF)
EXISTING ZONING TO REMAIN	= B-2 (1.83 AC)
	= B-3 (107.7 AC)
	= UNZONED / SHELTER
	= GROCERY STORE / RETAIL
EXISTING USE	
PROPOSED FUTURE TRACTS	
FUTURE ANCHOR LOT	= 12.1 AC
FUTURE OUTLOTS	= 2.6 AC
FUTURE OUTLOTS	= 5.1 AC
AGRICULTURAL PARCEL	= 0.7 AC
FUTURE DEVELOPMENT	= 28.1 AC
PROP. BUILDING AREA	(FOOTPRINT) (TOTAL AREA)
GROCERY STORE	= 50,325 SF
ATTACHED LAUNDRY STORE	= 3,200 SF
RETAIL	= 7,000 SF
	= 60,525 SF
PROP. BLDG COVERAGE	= 2.7% OVERALL SITE
EXISTING IMPERVIOUS AREA	= 27,283 SF (1.2% SITE)
FUTURE ANCHOR LOT DATA	
TOTAL AREA	= 528,171 SF (12.1 AC)
PROP. USE	= GROCERY STORE / RETAIL
PROP. BUILDING AREA	(FOOTPRINT) (TOTAL AREA)
GROCERY STORE	= 50,325 SF
ATTACHED LAUNDRY STORE	= 3,200 SF
RETAIL	= 7,000 SF
	= 60,525 SF
PROP. BLDG COVERAGE	= 11.5% FUTURE LOT
PARKING REQ. (250 SF)	= 242 SPACES
PARKING PROVIDED	= 343 SPACES (INCLUDES 11 ADA)
TOTAL VEHICULAR USE AREA	= 301,337 SF
LA REQUIRED	= 30,138 SF (10% OF VUA)
LA PROVIDED	= 31,003 SF
LA RETS REQ./PROV.	= 121 TREES (1 RET REQ 20 SF REQ 14)
EXISTING IMPERVIOUS AREA	= 4,642 SF
PROPOSED IMPERVIOUS AREA	= 379,645 SF (8.7 AC)

GENERAL NOTES:

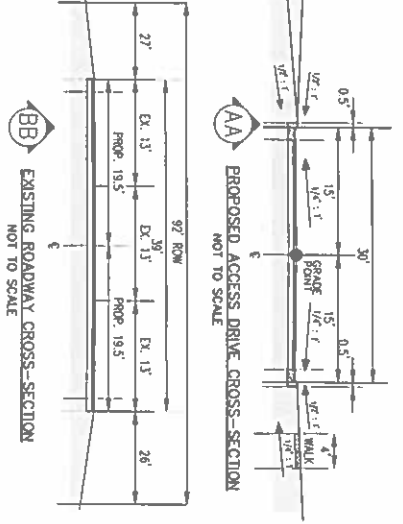
1. Positioning errors and give (unless to be a hard soil) shall be required for all work done in the right-of-way.
2. An environmental permit and bond will be required for all work done in the right-of-way.
3. Construction fencing shall be erected prior to any construction or grading activities preventing compaction of root systems of trees to be preserved. The fencing shall enclose the area beneath the drip line of the tree canopy and shall remain in place for parking, material storage, or construction activities shall be required.
4. Compatible utilities shall be placed in a common trench unless otherwise required by appropriate agencies.
5. Existing grades to be used where possible. Any change in grades will be depicted on final development plan.
6. A portion of the site is within the 100 year flood plain per FEMA Map No. 21209.
7. Geotechnical report to be conducted and appropriate recommendations will be addressed regarding construction activities in the area of potential forest features.
8. Proposed improvements to be coordinated and permitted through KYTC.

TREE CANOPY CALCULATION - OVERALL

100% SITE AREA	= 2,197,860 SF (100.0 AC)
EXISTING TREE CANOPY TO BE PRESERVED	= 207,084 SF (9.43 AC)
TOTAL TREE CANOPY TO BE PRESERVED	= 104,300 SF (4.58 AC)
NEW TREE CANOPY TO BE PROVIDED	= 401,208 SF (18.28 AC)
TOTAL TREE CANOPY TO BE PROVIDED	= 126,799 SF (5.58 AC)

TREE CANOPY CALCULATION - FUTURE ANCHOR LOT

TOTAL SITE AREA	= 528,171 SF (12.1 AC)
EXISTING TREE CANOPY TO BE PRESERVED	= 34,717 SF (1.54 AC)
NEW TREE CANOPY TO BE PROVIDED	= 126,799 SF (5.58 AC)



MARKETPLACE FRANKFORT PIKE

PRELIMINARY DEVELOPMENT PLAN

SITE ADDRESS:
A PORTION OF 101 PEEBLES LANE
AND 1862, 1898 and 2010 FRANKFORT
PIKE, GEORGETOWN, KY 40324

DEVELOPER:
HOGAN
9300 SHELBYVILLE RD, ST. 1300
LOUISVILLE, KENTUCKY 40222

PREPARED BY:
LAND DESIGN & DEVELOPMENT, INC.
505 WASHINGTON AVENUE, SUITE 101
LOUISVILLE, KY 40202
PHONE: (502) 458-8722
FAX: (502) 458-8776

DATE: 08/27/2024

OWNERS:
JAMES H. & CANDACE M. DYER
3657 WOODBINE RD, SUITE 100
LOUISVILLE, KY 40208
PHONE: (502) 458-8722
FAX: (502) 458-8776

ACD PROPERTIES, LLC
3657 WOODBINE RD, SUITE 100
LOUISVILLE, KY 40208
PHONE: (502) 458-8722
FAX: (502) 458-8776

BRUCE B. & LINDA S. LANGRISH
456 E. MAIN STREET, GEORGETOWN, KY 40324
PHONE: (502) 458-8722
FAX: (502) 458-8776

PROPERTY LINE TABLE

L1	N12°13'37"E	24.73'
L2	S76°31'16"E	86.12'
L3	N72°31'16"E	58.31'
L6	S76°30'54"E	170.00'
L7	S73°23'55"E	100.04'
L10	S73°09'54"E	143.06'
L11	S52°07'17"E	75.03'
L12	S73°07'49"E	72.11'
L17	S40°13'56"E	64.89'
L18	S28°23'03"E	128.13'
L21	S42°04'00"E	232.93'
L24	N44°58'02"E	135.50'
L28	N79°40'29"W	211.85'
L29	S47°15'10"E	97.67'

EXISTING EXEMPTION INFORMATION

1	Ex. 30' Gas Pipeline Em't.
2	Ex. 30' Force Main Em't.
3	Ex. 30' Gas Pipeline Em't.
4	Ex. 30' Gas Pipeline Em't.
5	Ex. 50' Drainage Em't.
6	Ex. 50' Drainage Em't.
7	Ex. 50' Drainage Em't.
8	Ex. 50' Drainage Em't.
9	Ex. 50' Drainage Em't.
10	Ex. 50' Drainage Em't.

LEGEND

- 172 --- EXISTING CONTOUR
- 173 --- PROPOSED CONTOUR
- 174 --- EXISTING STORM SEWER
- 175 --- PROPOSED STORM SEWER
- 176 --- EXISTING SEWER AND MANHOLE
- 177 --- PROPOSED SEWER AND MANHOLE
- 178 --- PROPOSED SHALE
- 179 --- WATER LINES
- 180 --- GAS LINES
- 181 --- FIRE HYDRANT
- 182 --- EXISTING LINES
- 183 --- PROPOSED LINES
- 184 --- EXISTING INTERLACE
- 185 --- PROPOSED TREE PRESERVATION AREA

GRAPHIC SCALE



PRELIMINARY
NOT FOR CONSTRUCTION

PROFESSIONAL STAMP

NO.	DATE	DESCRIPTION	BY
1	9/24/24	TRG COMMENTS	BB

STATISTICS:

Zone (Current, at Time of Application):	I-1 [ESLI] (Environmentally Sensitive Light Industrial) I-1 (Light Industrial)
Zone (Proposed):	B-5 (General Commercial Park): 15.9 ac C-1 (Conservation) R-3 (High-Density Residential)
Surrounding Zone:	A-1, A-5, B-1, B-2, I-1 [ESLI], R-2, and R-3
Site Area:	99.64 ac Commercial: <ul style="list-style-type: none">• Tract 1: 19.7 ac, Tract 2: 25.8, Outlots 1-10: 0.8-2.1 ac, & Tract 4: 6.6 ac Residential: <ul style="list-style-type: none">• Tract 3: 16.3 ac & Tract 5: 11.5 ac
Access:	New Public Street to McClelland Circle [US-460 Bypass] or Tavner Drive New Private Street internal roads

BACKGROUND:

The application before the Planning Commission is a Preliminary Subdivision Plat to subdivide the Project Site, a I-1 and I-1 [ESLI] zoned, 99.6-acre tract located off McClelland Circle between the railway to the east and Aberdine and Stonecrest Subdivisions to the west, into two large-scale retailer tracts, one general commercial tract, ten commercial outlots, and two residential tracts. The Project Site is annexed into the City of Georgetown. An application to rezone the Project Site to B-5, C-1, and/or R-3 was filed at the same time as the preliminary development plan and subdivision plat for the property. Properties along McClelland Circle are already developed with a mix of commercial, warehousing, single-family and multi-family residential properties and uses.

The Preliminary Subdivision Plat meets the requirements for lot size, setbacks, and lot width. The streets proposed to provide access are McClelland Circle (US-460 Bypass), Tavner Drive (public), and Southgate Drive (public). The subdivision plat shows the expansion of an existing access point to McClelland Circle across from Quality Drive and the construction of a new access point 1,200 feet south and west of the existing access point. Any new access point onto McClelland Circle requires local and KYTC approval for a new entrance will need to be approved prior to the plat being recorded. Private streets are proposed to serve the outlots and to connect the proposed public road to Southgate Drive. The private access drive will need to meet minimum standards for design of private streets and certification on the Final Development Plan.

RECOMMENDATION:

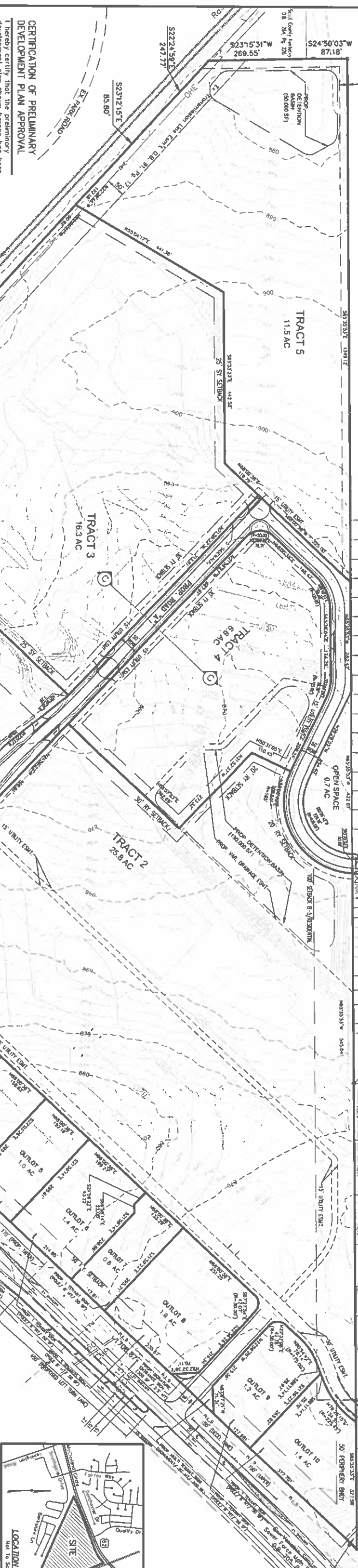
Staff recommends **Approval** of the Preliminary Subdivision Plat for Georgetown Commons with the following variances, waivers and conditions of approval:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance and Subdivision & Development Regulations*.
2. Any revisions or amendments to the approved Preliminary Subdivision Plat shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. This Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
4. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
5. The Final Subdivision Plat shall meet all requirements of the Georgetown Fire Department.
6. The Final Subdivision Plat shall meet all requirements of GMWSS regarding sanitary sewer easements.
7. The Applicant shall obtain approval from KYTC for the new entrance prior to the plat being recorded.

PROF. FOR PUBLIC PROFESSIONAL SEAL
MAY LUCILLE RUS
08/23/74, PG. 308

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CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL

I hereby certify that the preliminary development plan for the subdivision herein shown on the attached sheets and hereunto referred to, in conformity 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
(initials), 20

Cherrom, Georgetown-Scott County Planning Comm.

CERTIFICATION OF OWNERSHIP

I (we) hereby certify that I (we) (we are) the owner(s) of the land shown on the attached sheets and hereunto referred to, and that I (we) hereby adopt this plan/plan of the development with my (our) free consent, establish the maintenance 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.

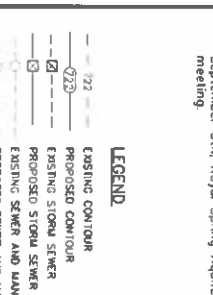
Lines 08/24 (date), 2024
Mick Brinkman (owner or developer)

GENERAL NOTES:

1. Parking areas and drive lanes to be a hard and an asphalt surface and bond will be required for all work done in the right-of-way.
2. Construction of grading activities preventing construction of roof systems of trees to be preserved. The existing shall enclose the area beneath the trees to be preserved.
3. No parking, material storage, or construction activities shall be permitted within the fenced area, unless otherwise required by appropriate agencies.
4. Existing grades to be used where possible. Any change in existing grades shall be shown on the plan.
5. This proposed development was approved at the September 6th, Royal Spring Aquifer Committee meeting.

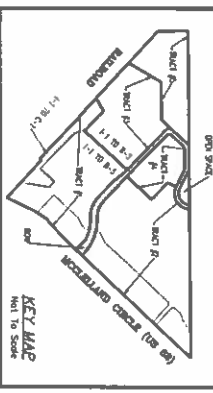
ADJOINING OWNERS TABLE

NO.	ADJOINING OWNER	DEED NO.	PG.
35-28	Asheville Apartments, LLC	08 407	Pg. 642
35	Path Properties, LLC	08 469	Pg. 640
54-52	Stoude Family Trust	08 384	Pg. 204
51-47	Wald Properties, LLC	08 384	Pg. 180
47A-45	Stoude Family Trust	08 384	Pg. 204
44	Shawn E. Hobb	08 421	Pg. 302
43	Allen & Erin Grant	08 421	Pg. 444
42	Walden Meadows	08 424	Pg. 187
41	Steven E. Warren	08 344	Pg. 682
40	Kelley Ann & Gregory Bush	08 413	Pg. 53
39	Gregory Properties, LLC	08 413	Pg. 291
38	Gregory Wito	08 351	Pg. 816
37	Patrick W. & Donna D. Jones	08 351	Pg. 190
36	Scott B. Greer	08 376	Pg. 382
35	ASB Real Estate Properties, LLC	08 355	Pg. 153
34	ASB Real Estate Properties, LLC	08 421	Pg. 138
33	ASB Real Estate Properties, LLC	08 376	Pg. 448
32	Deborah W. Spurgeon	08 372	Pg. 442
31	Deborah E. & Aaron Gomez	08 354	Pg. 3
30	Reynolds & Virginia R. Reynolds	08 412	Pg. 513
29	Patrick C. & Anna E. Hopp	08 404	Pg. 523
28	Zoeana M. Thompson	08 426	Pg. 244



REVISIONS

NO.	DATE	DESCRIPTION	BY
1	8/23/24	PER IRC COMMENTS	BB
2	9/18/24	PER IRC COMMENTS	BB

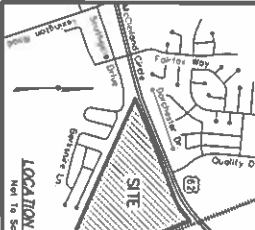


GRAPHIC SCALE

1 inch = 120 ft

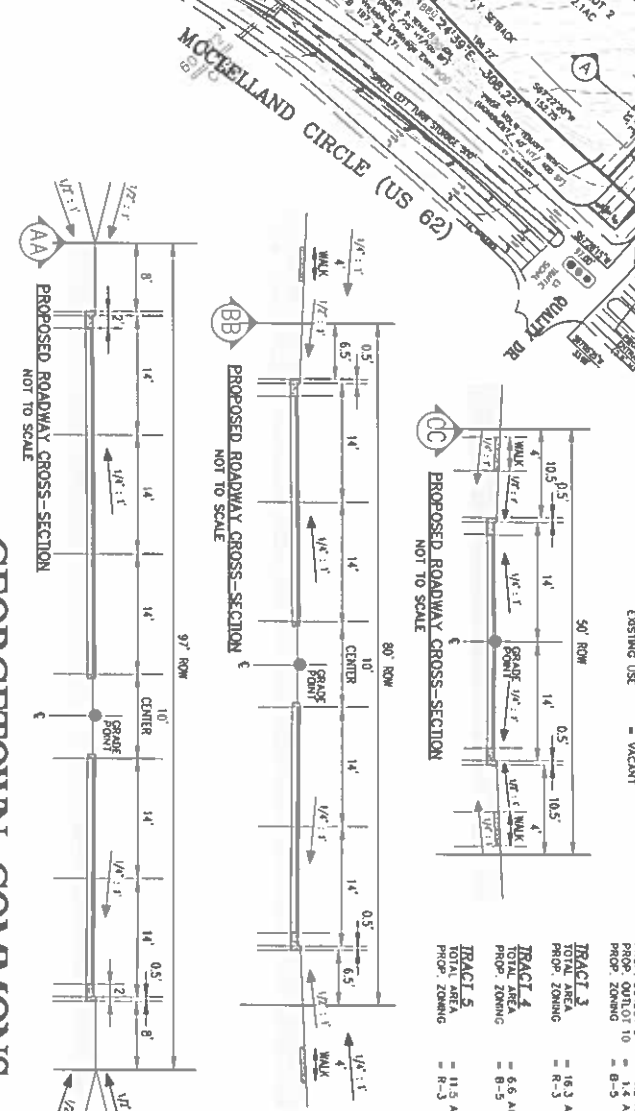
0 10 20 30 40 50 60 70 80 90 100 110 120

NOT FOR CONSTRUCTION
PRELIMINARY
PROFESSIONAL STAMP



PROJECT DATA OVERALL

SITE OVERALL	= 99.6 AC (4,340,478 SF)
PROPOSED ROW	= 42 AC (1,844,335 SF)
PROPOSED OPEN SPACE	= 0.7 AC (32,973 SF)
SITE AREA	= 94.8 AC (4,127,507 SF)
EXISTING ZONING	= L-(RES)
PROPOSED ZONING	= B-5 / C-1 / R-3
PROPOSED ZONING	= VACANT
PROPOSED ZONING	= B-5



GEORGETOWN COMMONS
PRELIMINARY SUBDIVISION PLAN

OWNERS:
CHARLES A. BRINDARDNER, JR.
ANNE B. GRAYHAM & EDWARD S. BRINDARDNER
LENDINGTON, KENTUCKY 40505-2866
DEED BOOK 344, PAGE 792
TAX PARCEL NO: 188-40-213 000

SITE ADDRESS:
MCCLELLAND CIRCLE
GEORGETOWN, KY 40324

PREPARED BY:
LAND DESIGN & DEVELOPMENT, INC.
8900 SHIPLEYVILLE RD, ST. 1300
LOUISVILLE, KENTUCKY 40222
PHONE (502) 428-9374
FAX (502) 428-9375
JOB: 200009
DATE: 07/01/2024

SHEET 5 OF 6

GEORGETOWN COMMONS - COMMERCIAL EAST (TRACT 1) PRELIMINARY DEVELOPMENT PLAT

Staff Report to the Georgetown-Scott County Planning Commission October 10, 2024

FILE NUMBER: PDP-2024-48

PROPOSAL: Preliminary Development Plan for a 127,500 SF large-scale retailer with 36,200 SF attached retail tenant on a 19.7-ac lot

LOCATION: McClelland Circle

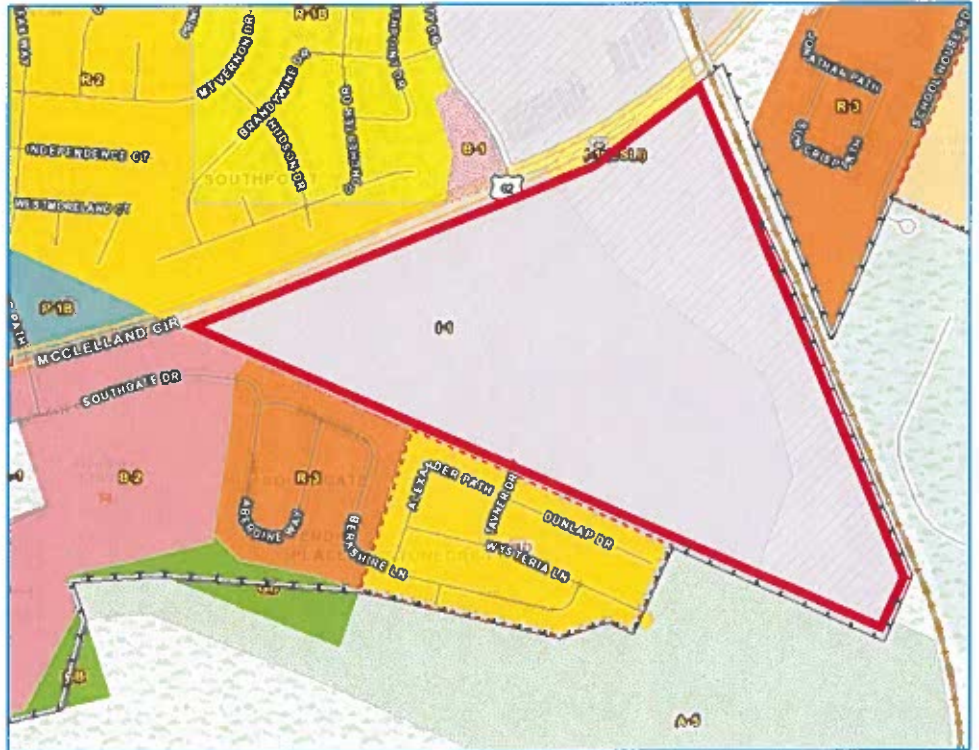
OWNER: Charles Bringardner & Anne Graham

APPLICANT: Hogan Realty and Jon Woodall Esq., McBrayer Law

CONSULTANT: Derek Triplett, Land Design & Development Inc.

STATISTICS:

Zone (Current, at Time of Application):	I-1 [ESLI] (Environmentally Sensitive Light Industrial) I-1 (Light Industrial)
Zone (Proposed):	B-5 (General Commercial Park): 15.9 ac C-1 (Conservation): 3.8 ac
Surrounding Zone:	A-1, A-5, B-1, B-2, I-1 [ESLI], R-2 (Medium Density Residential), and R-3 (High-Density Residential)
Site Area [Area of Impact]:	99.64 ac [19.7 ac]



Proposed Development [Total]:	Large-Scale Retailer and Attached Retail Tenant(s) 127,200 SF (Large-Scale) and 36,200 SF (Tenant) [163,400 SF]
Proposed VUA:	297,053 SF
Parking Required [Metric]:	545 spaces with 11 ADA [1 space per 300 SF]
Parking Proposed:	589 spaces with 24 ADA
Access:	New Public Street to McClelland Circle [US-460 Bypass] or Tavner Drive New Private Street internal roads
Variances:	<ol style="list-style-type: none"> 1. Variance to the rear yard setback from 100 feet to 32 feet. 2. Variances for outlot and tract signs

BACKGROUND:

The Project Site is a I-1 and I-1 [ESLI] zoned, 99.6-acre tract located off McClelland Circle between the railway to the east and Aberdine and Stonecrest Subdivisions to the west. The Project Site is annexed into the City of Georgetown. An application to rezone the Project Site to B-5, C-1, and/or R-3 was filed at the same time as the preliminary development plan and subdivision plat for the property. Properties along McClelland Circle are already developed with a mix of commercial, warehousing, single-family and multi-family residential properties and uses.

The proposed development (“Commercial East”) is on a 19.7-acre portion of the larger property of which 15.9-ac is proposed to be rezoned to B-5 and 3.8 acres of which is proposed to be rezoned C-1. The Applicant intends to file preliminary development plans for the outlots which are not under consideration at this time.

SITE PLAN REVIEW

The proposal is to construct one commercial building with a section measuring 127,200 SF for a large-scale retailer and section measuring 36,200 SF for attached retail tenant(s). The exact breakdown of how many operators will occupy the attached retail space, but the proposed area for the tenant(s) is not expected to vary from what is shown on the preliminary development plan. This building covers 15.8% of the total site (Tract #1) area. The uses proposed are permitted uses in B-5 Districts.

The Applicant requests a variance to the setback between B-5 and residentially zoned properties from 100 feet to 32 feet for the proposed buildings. The Applicant does show the minimum screening required between residential and commercial zones. The preliminary grading shown appears to result in the residential property being located at a higher elevation which would achieve the intended separation of uses from one another. Staff recommends in favor of granting the variance.

As a development with proposed building measuring over 50,000 SF, development for this plan is subject to the “Big Box Development and Regulations” guidelines and standards in addition to the requirements of the *Zoning Ordinance*. The *Big Box Development & Regulations* include guidelines and standards for the following items:

1. Aesthetic Character	2. Site Design & Relationship to the Surrounding Community
<ul style="list-style-type: none"> a. Fascades & Exterior Walls b. Smaller Retail Stores c. Detail Features d. Roofs e. Materials & Colors f. Entryways 	<ul style="list-style-type: none"> a. Entrances b. Parking Lot Orientation c. Back & Sides d. Outdoor Storage, Trash Collection, & Loading Areas e. Pedestrian Flows f. Central Features & Community Spaces

The proposed development and any further development of this property shall meet the requirements of the *Big Box Development & Regulations*. Important items of note include (but are not limited to) varying and high-quality exterior building design features and materials, roof line variations and the concealment of flat roofs with architectural features, distinct and well-defined entryways, installation of pedestrian walkways throughout the property, and the screening of the back and sides of buildings and storage, trash, and loading areas from rights-of-way and adjoining residential areas.

The Applicant has submitted requests for multiple sign variances on several of the tracts and outlots. As the number of users and outlots are not being considered at this time, Staff recommends denial of those requests until such time that those users submit preliminary development plans and/or the number of users are finalized.

Traffic Study

A traffic study was performed by Diane Zimmerman Traffic Engineering as part of the application for rezoning. The study was performed on June 27, 2024 looking three intersections:

- 1. Quality Drive and McClelland Circle
- 2. Windsor Path/Southgate Drive and McClelland Circle
- 3. Christian Drive and Southgate Drive

A full version of the study is available for examination in the Planning Commission office and analysis of said study is discussed in the staff report for application “ZMA-2024-35 Georgetown Commons”. Staff recommends adopting the recommendations of said traffic study for this and any subsequent developments of the property.

Access & Circulation

McClelland Circle

The development plan proposes the expansion of an existing access point to McClelland Circle across from Quality Drive and the construction of a new access point 1,200 feet south and west of the existing access point. The intersection of Quality Drive and McClelland Circle already has an existing traffic light, which is proposed to be expanded to a four-way lighted intersection that would serve as the most direct access point for the commercial users. The development shows a five-lane access point, where two lanes would be available for motorists entering the property and three

lanes (one left only lane, one left and thru lane, and one right turn only lane) for those leaving the property. There appears to be sufficient queuing space for these lanes. The plan shows a left-turn lane for motorists traveling from north/east to south/west and a right turn lane with deceleration lane for motorists traveling from south/west to north/east.

The development also proposes a new access point located approximately 1,200 feet south/west of the existing access point. Any new access point onto McClelland Circle requires local approval prior to being constructed. The plan shows the construction of two improvements to McClelland Circle, a right-turn lane for those motorists traveling north/east for deceleration before turning into the property and a left-turn lane for those motorists traveling south/west. The exit lane is proposed to be a right-out only. A median is proposed at the end of the proposed left-turn entry lane to limit improper use of the turning lane and to prevent exiting motorists from making a left-turn across multiple lanes of traffic for those intending to travel south/west on McClelland Circle.

The development proposes a public road from the access point with McClelland Circle to the road stub of Tavner Drive in the Stonecrest subdivision. The proposed road is proposed to be its' widest with a 97-foot-wide right-of-way including three 14-foot-wide lanes for those traveling towards McClelland Circle and two 14-foot-wide lanes for those traveling from McClelland Circle. At its' narrowest, the road is proposed to have a 50-foot-wide right-of-way, including one 14-foot-wide lane in both directions with 4-foot-wide sidewalks on both sides. The two-lane configuration is proposed to continue to the connection is made with Tavner Drive.

Pedestrian Improvements

Per the *Big Box Development & Regulations*, 6-foot-wide pedestrian walkways should be provided on all sides of proposed lots that abut private or public rights-of-way, with exception for areas directly abutting McClelland Circle right-of-way. Furthermore, continuous internal pedestrian walkways no less than 5 feet in width should be installed from sidewalk to primary entrances to/from the buildings, as well as to connect "focal points" of pedestrian activity, such as transit stops and street crossings. These pedestrian walkways should be landscaped and kept in good repair. Walkways should be of a material different than that used for vehicles to differentiate the different users. Finally, sidewalks of no less than 5 feet in width located no closer than 6 feet to building façade should be installed along the full length of the building where customer entrances are located and any façade abutting public private areas, and those areas between façade and sidewalk be landscaped in all areas except when adjoining arcades and entryways. The walkway should connect to all off-site sidewalks via marked crosswalks to the existing sidewalks for McClelland View to maximize pedestrian efficiency and safety.

Internal Access

The third access point for the Project Site is proposed via private road connection to Stonegate Drive. The private access drive will need to meet minimum standards for design of private streets and certification including notes and signoff on the Final Development Plan. It is recommended that the pavement width match the existing Stonegate Drive sections to allow for seamless transition from public to private maintenance. Once on the property, the development plan shows the construction of a 30-foot-wide private roadways throughout the property.

Parking

Per the *Subdivision & Development Regulations*, general commercial buildings measuring greater than 100,001 SF must provide a minimum 1 space per 300 SF of gross floor area (GFA), 1 space per vehicle operated by the facility, and 1 loading space per 10,000 SF. In this instance, the minimum number of parking spaces required is 545 spaces, 11 of which being ADA accessible spaces. The Preliminary Development Plan shows 589 parking spaces, 24 of which designated for ADA use.

Landscape & Land Use Buffers

Section 6.12: Property Perimeter Requirements

Multiple property perimeter landscape areas are required as part of this development. The *Landscape & Land Use Buffers Ordinance* requires a 15-foot-wide buffer area for properties adjoining railroads, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus planting of 6-foot-tall continuous buffer. Furthermore, the *Landscape & Land Use Buffers Ordinance* requires a 15-foot-wide buffer area for commercially zoned properties adjoining residentially zoned properties, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus planting of 6-foot-tall continuous buffer. The preliminary landscape plan meets these requirements.

Section 6.13: Vehicular Use Area Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 3 to 5-foot-wide buffer area between a vehicular use area (VUA) and either any property in any zone or an adjoining public or private street, right-of-way, access road or service road, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus a 3-foot-tall continuous buffer. In the area where the VUA perimeter and property perimeter landscaping requirements overlap along the northeast property line, the more stringent of the two regulations shall be applied which means in this area property perimeter would be required. The preliminary landscape plan meets these requirements.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape & Land Use Buffers Ordinance* requires for open VUAs of 6,000 SF area (or greater) necessitates interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area. The development plan shows the construction of 301,377 SF of VUA, which would result in at least 30,138 SF of ILA installed and 121 ILA trees. The preliminary landscape plan shows the installation of 30,603 SF of ILA and 121 ILA trees which satisfies this requirement.

Section 6.2215: Minimum Canopy Requirements

As the Anchor Lot will be completely redeveloped and no existing trees will remain, 24% tree canopy will be required on the property, equivalent to 126,761 SF of canopy. The Applicant proposes the planting of 121 large trees at 750 SF per tree per the adopted *Planting Manual*. The landscaping plan shows tree plantings is equivalent to 90,750 SF of canopy, equivalent to 17.18% of the total site area. The final landscape plan will need to address this deficit.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plat for the Georgetown Commons Commercial East with the following variances, waivers and conditions of approval:

Variances & Waivers:

1. Variance to the rear yard setback adjoining residential zones from 100 feet to 32 feet.

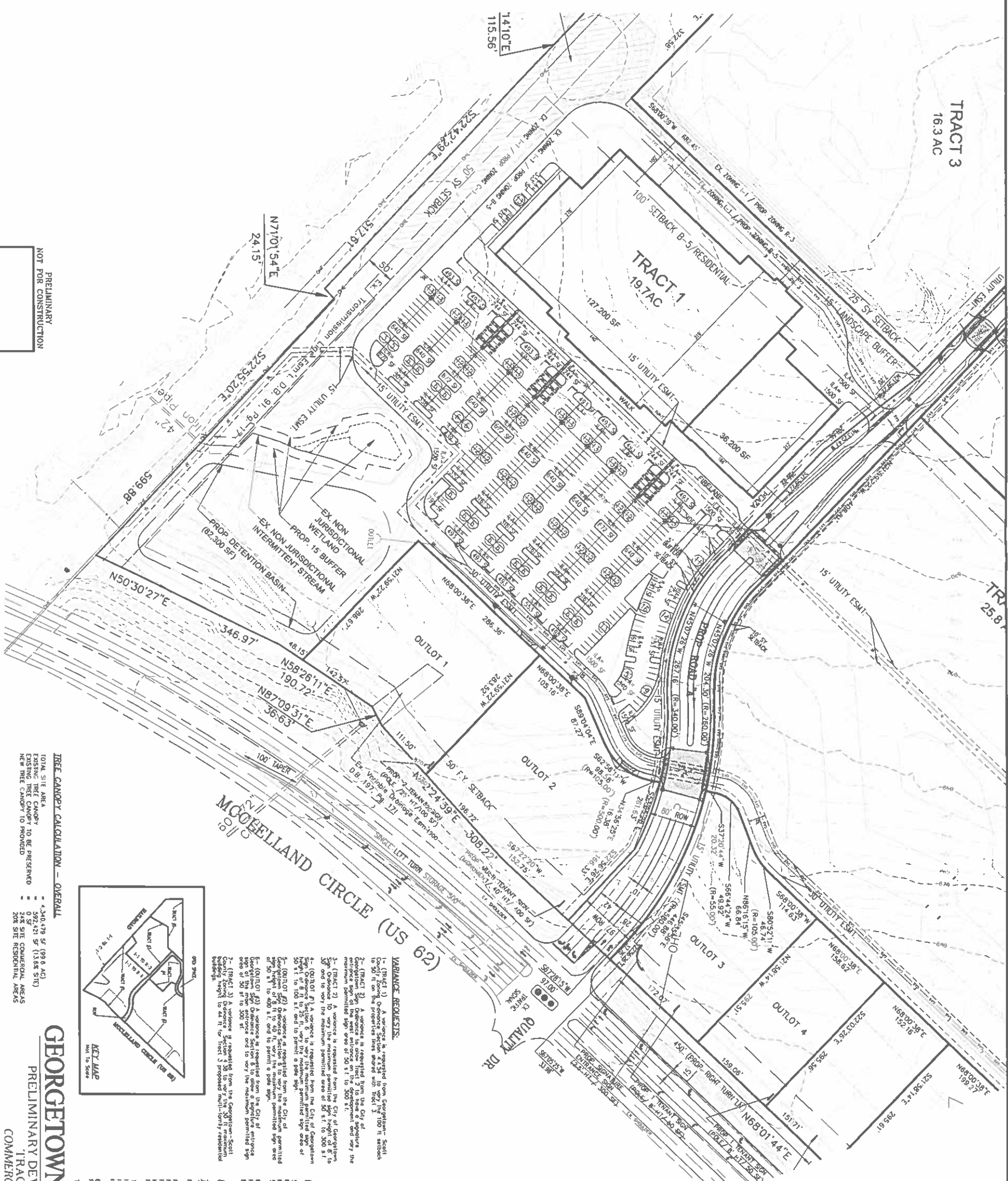
Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*. This shall include all requirements of the *Big Box Development & Regulations*.
2. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. 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 shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
7. A photometric plan shall be submitted and approved as part of the Final Development Plan. The Applicant shall direct lighting away from adjoining property and not have any off-site impact.
8. A species-specific landscape plan shall be included with the Final Development Plan indicating all trees to be preserved during construction.
9. All requirements of the Georgetown Fire Department regarding fire hydrant locations and emergency vehicle accessibility.
10. All requirements of GMWSS regarding sanitary sewer services.
11. The Applicant shall obtain approval from KYTC for the new entrance and any fill/grading in the right-of-way.
12. A sidewalk plan shall be submitted along with the Final Development Plan. Sidewalks shall provide safe pedestrian circulation to all the units and off-site parking areas, shared facilities and public streets.

TRACT 3
16.3 AC

TRACT 25.8

TRACT 1
19.7 AC



CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL

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

(date), 20____

Chairman, Georgetown-Scott County Planning Comm.

CERTIFICATION OF OWNERSHIP

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.

Date: 03/11/2024
(owner or owner)

GENERAL NOTES:

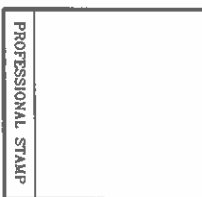
1. Parking areas and drive lanes to be a hard and level surface.
2. An encroachment permit and bond will be required for all work done in the right-of-way.
3. Construction of grading activities preventing construction of root systems of trees to be preserved.
4. No parking, material storage, or construction activities shall be permitted within the fenced area.
5. Compatible utilities shall be placed in a common trench unless otherwise required by appropriate agencies.
6. This proposed development was approved at the September 6th, Royal Spring Aquifer Committee meeting.

LEGEND

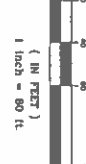
- 722 --- EXISTING CONTOUR
- 723 --- PROPOSED CONTOUR
- 724 --- EXISTING STORM SEWER
- 725 --- PROPOSED STORM SEWER
- 726 --- EXISTING SEWER AND WASTEWATER
- 727 --- PROPOSED SEWER AND WASTEWATER
- 728 --- PROPOSED SWALE
- 729 --- WATER LINES
- 730 --- GAS LINES
- 731 --- EXISTING MAIN LINES
- 732 --- PROPOSED MAIN LINES
- 733 --- EXISTING TRAILING
- 734 --- PROPOSED FIRE HYDRANT

NO.	DATE	REVISIONS	BY
1	8/23/24	PER TRC COMMENTS	BB
2	9/18/24	PER TRC COMMENTS	BB

PRELIMINARY
NOT FOR CONSTRUCTION

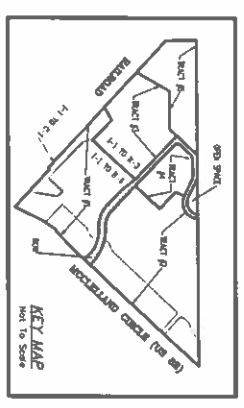


GRAPHIC SCALE



TREE CANOPY CALCULATION - OVERALL

TOTAL SITE AREA	= 4,340,479 SF (99.6 AC)
EXISTING TREE CANOPY	= 392,421 SF (13.85 AC)
NEW TREE CANOPY TO BE PRESERVED	= 0 SF
NEW TREE CANOPY TO BE PROVIDED	= 204 SITE RESIDENTIAL AREAS



GEORGETOWN COMMONS

PRELIMINARY DEVELOPMENT PLAN
TRACT 1
COMMERCIAL EAST

SHEET INDEX

1	OVERALL CONCEPT SITE PLAN
2	PRELIMINARY DEVELOPMENT PLAN (TRACT 25.8/TRACT 16.3)
3	PRELIMINARY DEVELOPMENT PLAN (TRACT 19.7)
4	PRELIMINARY DEVELOPMENT PLAN (TRACT 1)
5	OVERALL PRELIMINARY SUBDIVISION PLAN

OWNERS:
CHARLES A. BRINGARDNER, JR.
ANNE B. CAHILL & EDWARD S. BRINGARDNER
2173 PATCHER LAKE LANE
LEXINGTON, KENTUCKY 40505-2863
DEED BOOK 344, PAGE 792
TAX PARCEL NO. 168-40-013,000

SITE ADDRESS:
MCCOELLAND CIRCLE
GEORGETOWN, KY 40324

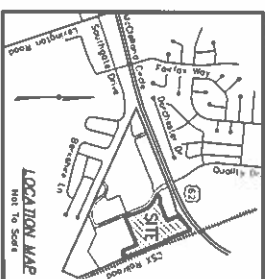
PREPARED BY:
LAND DESIGN & DEVELOPMENT, INC.
603 WASHINGTON AVENUE, SUITE 101
LOUISVILLE, KENTUCKY 40222
PHONE: (502) 262-8572
FAX: (502) 262-8579
JOB: 20009
DATE: 07/01/2024

VARIANCE REQUESTS:

1. (TRACT 1) A variance is requested from Georgetown-Scott County Zoning Ordinance Section 4.5.5 to allow a 100' front setback for the proposed structure.
2. (TRACT 2) A variance is requested from the City of Georgetown Sign Ordinance to allow height of 30' for the proposed structure.
3. (TRACT 3) A variance is requested from the City of Georgetown Sign Ordinance to allow height of 30' for the proposed structure.
4. (TRACT 4) A variance is requested from the City of Georgetown Sign Ordinance to allow height of 30' for the proposed structure.
5. (TRACT 5) A variance is requested from the City of Georgetown Sign Ordinance to allow height of 30' for the proposed structure.

PROJECT DATA OVERALL

SITE OVERALL	= 99.6 AC (4,340,479 SF)
PROPOSED ROW SPACE	= 4.2 AC (184,435 SF)
PROPOSED OTHER SPACE	= 91.4 AC (4,156,044 SF)
EXISTING ZONING	= B-5-C-1/R-3
PROPOSED ZONING	= B-5-C-1/R-3
EXISTING USE	= VACANT
PROPOSED USE	= COMMERCIAL EAST

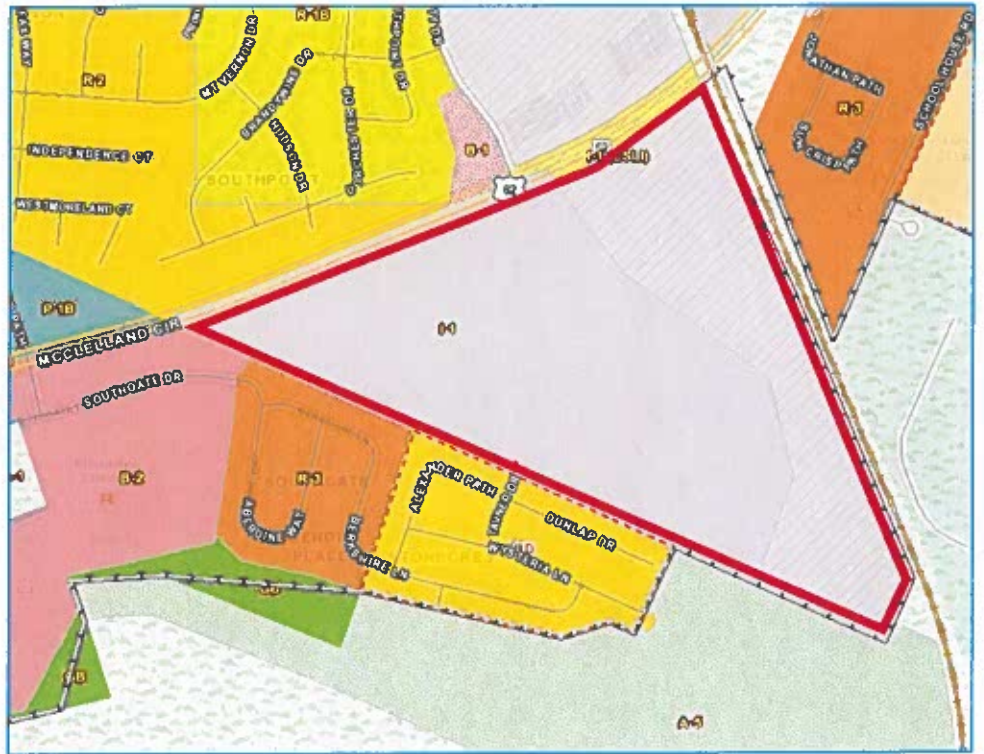


**GEORGETOWN COMMONS - COMMERCIAL WEST (TRACT 2)
PRELIMINARY DEVELOPMENT PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission
October 10, 2024**

FILE NUMBER: PDP-2024-48

PROPOSAL: Preliminary Development Plan for 110,000 SF two large-scale retailers' space (55,000 SF each), 108,500 SF attached retail tenant(s), and one 38,000 SF freestanding retail tenant on a 25.8-ac lot



LOCATION: McClelland Circle

OWNER: Charles Bringardner & Anne Graham

APPLICANT: Hogan Realty and Jon Woodall Esq., McBrayer Law

CONSULTANT: Derek Triplett, Land Design & Development Inc.

STATISTICS:

Zone (Current, at Time of Application):	I-1 [ESLI] (Environmentally Sensitive Light Industrial) I-1 (Light Industrial)
Zone (Proposed):	B-5 (General Commercial Park)
Surrounding Zone:	A-1, A-5, B-1, B-2, I-1 [ESLI], R-2 (Medium Density Residential), and R-3 (High-Density Residential)
Site Area [Area of Impact]:	99.64 ac [25.8 ac]
Proposed Development [Total]:	Two Large-Scale Retailers, Attached Retail Tenant(s), and One Freestanding Retail Tenant 110,000 SF (2 Large-Scale Retailers at 55,000 SF each), 108,500 SF (Attached Tenants), 38,000 SF (Freestanding Tenant) [256,500 SF]
Proposed VUA:	488,082 SF
Parking Required [Metric]:	545 spaces with 11 ADA [1 space per 300 SF]
Parking Proposed:	589 spaces with 24 ADA
Access:	New Public Street to McClelland Circle [US-460 Bypass] or Tavner Drive New Private Street internal roads
Variances:	1. Variances for outlot and tract signs.

BACKGROUND:

The Project Site is a I-1 and I-1 [ESLI] zoned, 99.6-acre tract located off McClelland Circle between the railway to the east and Aberdine and Stonecrest Subdivisions to the west. The Project Site is annexed into the City of Georgetown. An application to rezone the Project Site to B-5, C-1, and/or R-3 was filed at the same time as the preliminary development plan and subdivision plat for the property. Preliminary development plan approval is contingent on the rezoning of the property as the agricultural zone does not permit large-scale commercial uses. Properties along McClelland Circle are already developed with a mix of commercial, warehousing, single-family and multi-family residential properties and uses.

The proposed development ("Commercial West") is on a 25.8-acre portion of the larger property proposed to be rezoned to B-5. The Applicant intends to file preliminary development plans for the outlots which are not under consideration at this time.

SITE PLAN REVIEW

The proposal is to construct one commercial building with a section measuring 110,000 SF for a two large-scale retailer (55,000 SF each) and section measuring 108,500 SF for attached retail tenants, and one 38,000 SF freestanding retail building. The exact breakdown of how many retail tenants will occupy the attached tenant space, but the proposed area for the tenant(s) is not expected to vary from what is shown on the preliminary development plan. This building covers 22.79% of the total site (Tract #2) area. The uses proposed are permitted uses in B-5 Districts.

As a development with proposed building measuring over 50,000 SF, development for this plan is subject to the "Big Box Development and Regulations" guidelines and standards in addition to the requirements of the *Zoning Ordinance*. The *Big Box Development & Regulations* include guidelines and standards for the following items:

1. Aesthetic Character	2. Site Design & Relationship to the Surrounding Community
<ul style="list-style-type: none"> a. Fascades & Exterior Walls b. Smaller Retail Stores c. Detail Features d. Roofs e. Materials & Colors f. Entryways 	<ul style="list-style-type: none"> a. Entrances b. Parking Lot Orientation c. Back & Sides d. Outdoor Storage, Trash Collection, & Loading Areas e. Pedestrian Flows f. Central Features & Community Spaces

The proposed development and any further development of this property shall meet the requirements of the *Big Box Development & Regulations*. Important items of note include (but are not limited to) varying and high-quality exterior building design features and materials, roof line variations and the concealment of flat roofs with architectural features, distinct and well-defined entryways, installation of pedestrian walkways throughout the property, and the screening of the back and sides of buildings and storage, trash, and loading areas from rights-of-way and adjoining residential areas.

The Applicant has submitted requests for multiple sign variances on several of the tracts and outlots. As the number of users and outlots are not being considered at this time, Staff recommends denial of those requests until such time that those users submit preliminary development plans and/or the number of users are finalized.

Traffic Study

A traffic study was performed by Diane Zimmerman Traffic Engineering as part of the application for rezoning. The study was performed on June 27, 2024 looking three intersections:

- 1. Quality Drive and McClelland Circle
- 2. Windsor Path/Southgate Drive and McClelland Circle
- 3. Christian Drive and Southgate Drive

A full version of the study is available for examination in the Planning Commission office and analysis of said study is discussed in the staff report for application "ZMA-2024-35 Georgetown Commons". Staff recommends adopting the recommendations of said traffic study for this and any subsequent developments of the property.

Access & Circulation

McClelland Circle

The development plan proposes the expansion of an existing access point to McClelland Circle across from Quality Drive and the construction of a new access point 1,200 feet south and west of the existing access point. The intersection of Quality Drive and McClelland Circle already has an existing traffic light, which is proposed to be expanded to a four-way lighted intersection that would

serve as the most direct access point for the commercial users. The development shows a five-lane access point, where two lanes would be available for motorists entering the property and three lanes (one left only lane, one left and thru lane, and one right turn only lane) for those leaving the property. There appears to be sufficient queuing space for these lanes. The plan shows a left-turn lane for motorists traveling from north/east to south/west and a right turn lane with deceleration lane for motorists traveling from south/west to north/east.

The development also proposes a new access point located approximately 1,200 feet south/west of the existing access point. Any new access point onto McClelland Circle requires local approval prior to being constructed. The plan shows the construction of two improvements to McClelland Circle, a right-turn lane for those motorists traveling north/east for deceleration before turning into the property and a left-turn lane for those motorists traveling south/west. The exit lane is proposed to be a right-out only. A median is proposed at the end of the proposed left-turn entry lane to limit improper use of the turning lane and to prevent exiting motorists from making a left-turn across multiple lanes of traffic for those intending to travel south/west on McClelland Circle.

The development proposes a public road from the access point with McClelland Circle to the road stub of Tavner Drive in the Stonecrest subdivision. The proposed road is proposed to be its' widest with a 97-foot-wide right-of-way including three 14-foot-wide lanes for those traveling towards McClelland Circle and two 14-foot-wide lanes for those traveling from McClelland Circle. At its' narrowest, the road is proposed to have a 50-foot-wide right-of-way, including one 14-foot-wide lane in both directions with 4-foot-wide sidewalks on both sides. The two-lane configuration is proposed to continue to the connection is made with Tavner Drive.

Pedestrian Improvements

Per the *Big Box Development & Regulations*, 6-foot-wide pedestrian walkways should be provided on all sides of proposed lots that abut private or public rights-of-way, with exception for areas directly abutting McClelland Circle right-of-way. Furthermore, continuous internal pedestrian walkways no less than 5 feet in width should be installed from sidewalk to primary entrances to/from the buildings, as well as to connect "focal points" of pedestrian activity, such as transit stops and street crossings. These pedestrian walkways should be landscaped and kept in good repair. Walkways should be of a material different than that used for vehicles to differentiate the different users. Finally, sidewalks of no less than 5 feet in width located no closer than 6 feet to building façade should be installed along the full length of the building where customer entrances are located and any façade abutting public private areas, and those areas between façade and sidewalk be landscaped in all areas except when adjoining arcades and entryways. The walkway should connect to all off-site sidewalks via marked crosswalks to the existing sidewalks for McClelland View to maximize pedestrian efficiency and safety.

Internal Access

The third access point for the Project Site is proposed via private road connection to Stonegate Drive. The private access drive will need to meet minimum standards for design of private streets and certification including notes and signoff on the Final Development Plan. It is recommended that the pavement width match the existing Stonegate Drive sections to allow for seamless transition

from public to private maintenance. Once on the property, the development plan shows the construction of a 30-foot-wide private roadways throughout the property.

Parking

Per the *Subdivision & Development Regulations*, commercial buildings measuring greater than 100,001 SF must provide a minimum 1 space per 300 SF of gross floor area (GFA), 1 space per vehicle operated by the facility, and 1 loading space per 10,000 SF. In this instance, the minimum number of parking spaces required is 545 spaces, 11 of which being ADA accessible spaces. The Preliminary Development Plan shows 589 parking spaces, 24 of which designated for ADA use.

Landscape & Land Use Buffers

Section 6.12: Property Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 15-foot-wide buffer area for commercially zoned properties adjoining residentially zoned properties, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus planting of 6-foot-tall continuous buffer. The preliminary landscape plan meets these requirements.

Section 6.13: Vehicular Use Area Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 3 to 5-foot-wide buffer area between a vehicular use area (VUA) and either any property in any zone or an adjoining public or private street, right-of-way, access road or service road, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus a 3-foot-tall continuous buffer. In the area where the VUA perimeter and property perimeter landscaping requirements overlap along the northeast property line, the more stringent of the two regulations shall be applied which means in this area property perimeter would be required. The preliminary landscape plan meets these requirements.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape & Land Use Buffers Ordinance* requires for open VUAs of 6,000 SF area (or greater) necessitates interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area. The development plan shows the construction of 488,082 SF of VUA, which would result in at least 48,802 SF of ILA installed and 196 ILA trees. The preliminary landscape plan shows the installation of 48,701 SF of ILA and 195 ILA trees. The final landscape plan will need to address this deficit.

Section 6.2215: Minimum Canopy Requirements

As the Anchor Lot will be completely redeveloped and no existing trees will remain, 24% tree canopy will be required on the property, equivalent to 270,079 SF of canopy. The Applicant proposes the planting of 195 large trees at 750 SF per tree per the adopted *Planting Manual*. The landscaping plan shows tree plantings is equivalent to 146,250 SF of canopy, equivalent to 12.99% of the total site area. The final landscape plan will need to address this deficit.

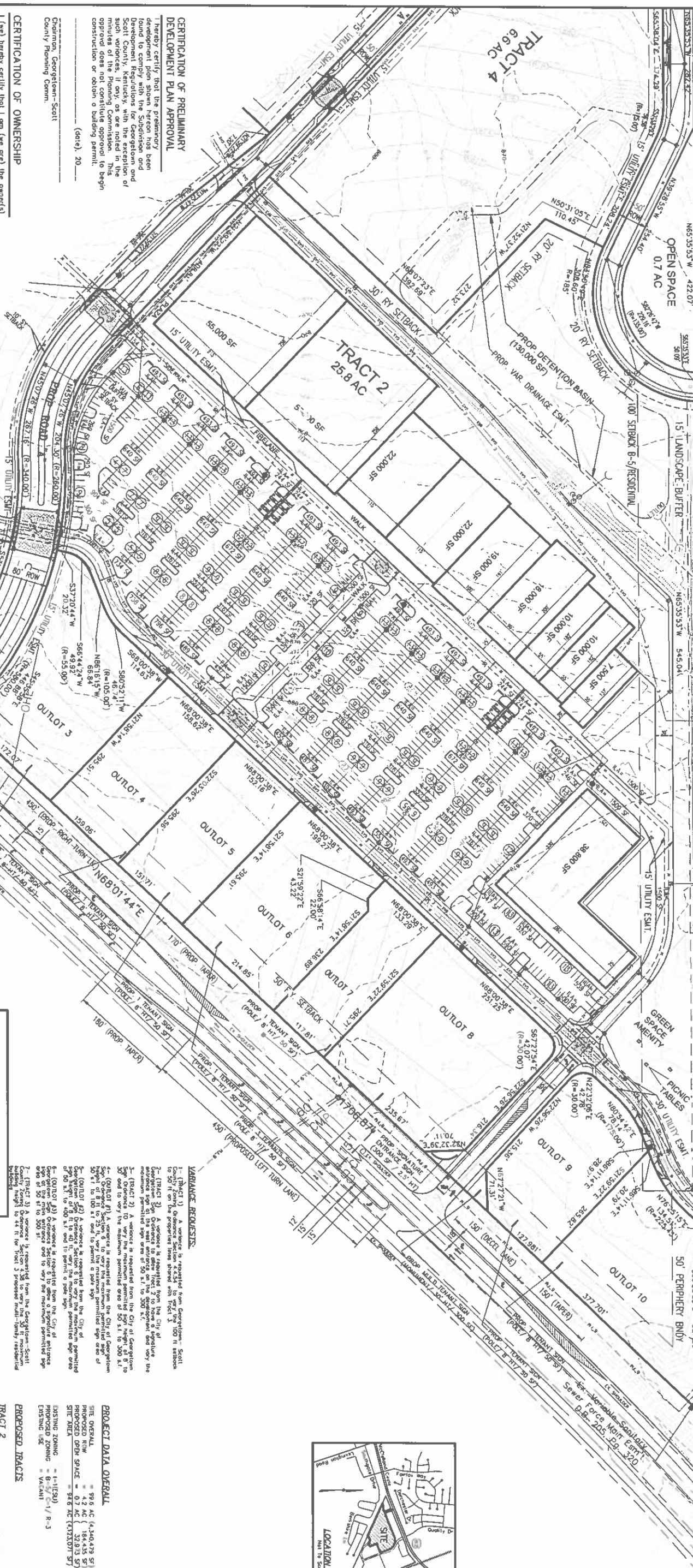
RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plat for the Georgetown Commons Commercial West with the following variances, waivers and conditions of approval:

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance and Subdivision & Development Regulations*. This shall include all requirements of the *Big Box Development & Regulations*.
2. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. 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 shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
7. A photometric plan shall be submitted and approved as part of the Final Development Plan. The Applicant shall direct lighting away from adjoining property and not have any off-site impact.
8. A species-specific landscape plan shall be included with the Final Development Plan indicating all trees to be preserved during construction.
9. All requirements of the Georgetown Fire Department regarding fire hydrant locations and emergency vehicle accessibility.
10. All requirements of GMWSS regarding sanitary sewer services.
11. The Applicant shall obtain approval from KYTC for the new entrance and any fill/grading in the right-of-way.
12. A sidewalk plan shall be submitted along with the Final Development Plan. Sidewalks shall provide safe pedestrian circulation to all the units and off-site parking areas, shared facilities and public streets.

- Lot 33
- Lot 34
- Lot 35
- Lot 36
- Lot 37
- Lot 38
- Lot 39
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- Lot 41
- Lot 42
- Lot 43
- Lot 44
- Lot 45
- Lot 46A
- Lot 47A
- Lot 48A
- Lot 49
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- Lot 46A
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- Lot 55



CERTIFICATION OF PRELIMINARY DEVELOPMENT 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 the items noted below. This approval does not constitute approval to begin construction or obtain a building permit.

(date) 20/24

Chairman, Georgetown-Scott County Planning Comm.

CERTIFICATION OF OWNERSHIP

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, drives, walks, parks, and other open spaces to public use. I (we) agree to accept the Subdivision and Development Regulations, unless otherwise noted.

W/MS 08/24 (date) 20/24

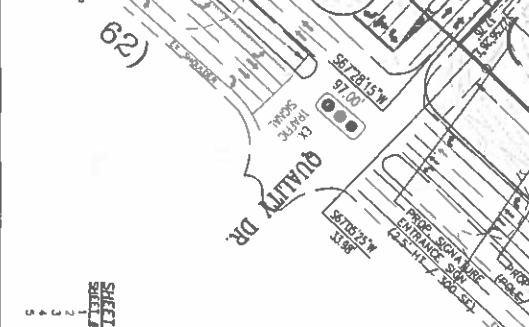
W/MS 08/24

(owner or owner)

- GENERAL NOTES:**
1. Parking areas and drive lanes to be a hard end curb surface.
 2. An encroachment permit and bond will be required for all work done in the right-of-way.
 3. Construction or grading activities preventing compaction of soil systems of trees to be preserved.
 4. Compatible utilities shall be placed in a common trench unless otherwise required by appropriate agencies.
 5. Erosion control measures to be used where possible. Any change in grades shall be depicted on final development plan.
 6. This proposed development was approved at the September 6th, Royal Spring Aulifer Committee meeting.

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	8/23/24	PER TRC COMMENTS	BB
2	9/16/24	PER TRC COMMENTS	BB

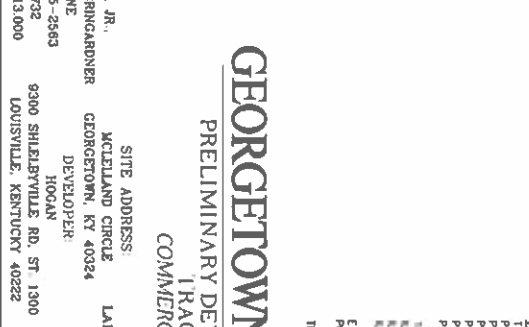


SHEET INDEX

SHEET NO.	DESCRIPTION
1	OVERALL CONCEPT SITE PLAN
2	PRELIMINARY DEVELOPMENT PLAN (TRACT 1)
3	PRELIMINARY DEVELOPMENT PLAN (TRACT 2)
4	PRELIMINARY DEVELOPMENT PLAN (TRACT 3)
5	OVERALL PRELIMINARY SUBDIVISION PLAN

TREE CANOPY CALCULATION - OVERALL

TOTAL SITE AREA	4,140,479 SF (94.8 AC)
EXISTING TREE CANOPY TO BE PRESERVED	992,421 SF (22.8 AC)
NEW TREE CANOPY TO PROVIDED	0 SF
24% SITE COMMERCIAL AREAS	993,716 SF (22.8 AC)
20% SITE RESIDENTIAL AREAS	828,705 SF (18.9 AC)



GEORGETOWN COMMONS

PRELIMINARY DEVELOPMENT PLAN

TRACT 2

COMMERCIAL WEST

PREPARED BY:
LAND DESIGN & DEVELOPMENT, INC.
503 VANDERBILT AVENUE, SUITE 101
LOUISVILLE, KENTUCKY 40202
PHONE: (502) 488-8978
FAX: (502) 488-8978
JOB: 200009
DATE: 07/01/2024
SHEET: 4 OF 5

OWNERS:
CHARLES A. BRINKARDNER, JR.
ANNE B. GRAYM & EDWARD S. BRINKARDNER
2173 PATCHEN LAKE LANE
LEXINGTON, KENTUCKY 40505-2663
DEED BOOK 344, PAGE 732
TAX PARCEL NO. 188-40-213.000

SITE ADDRESS:
MILLLAND CIRQUE
GEORGETOWN, KY 40324
DEVELOPER:
HOGAN
9200 SHILBYVILLE RD. ST. 1300
LOUISVILLE, KENTUCKY 40222

VARIANCE REQUESTS:

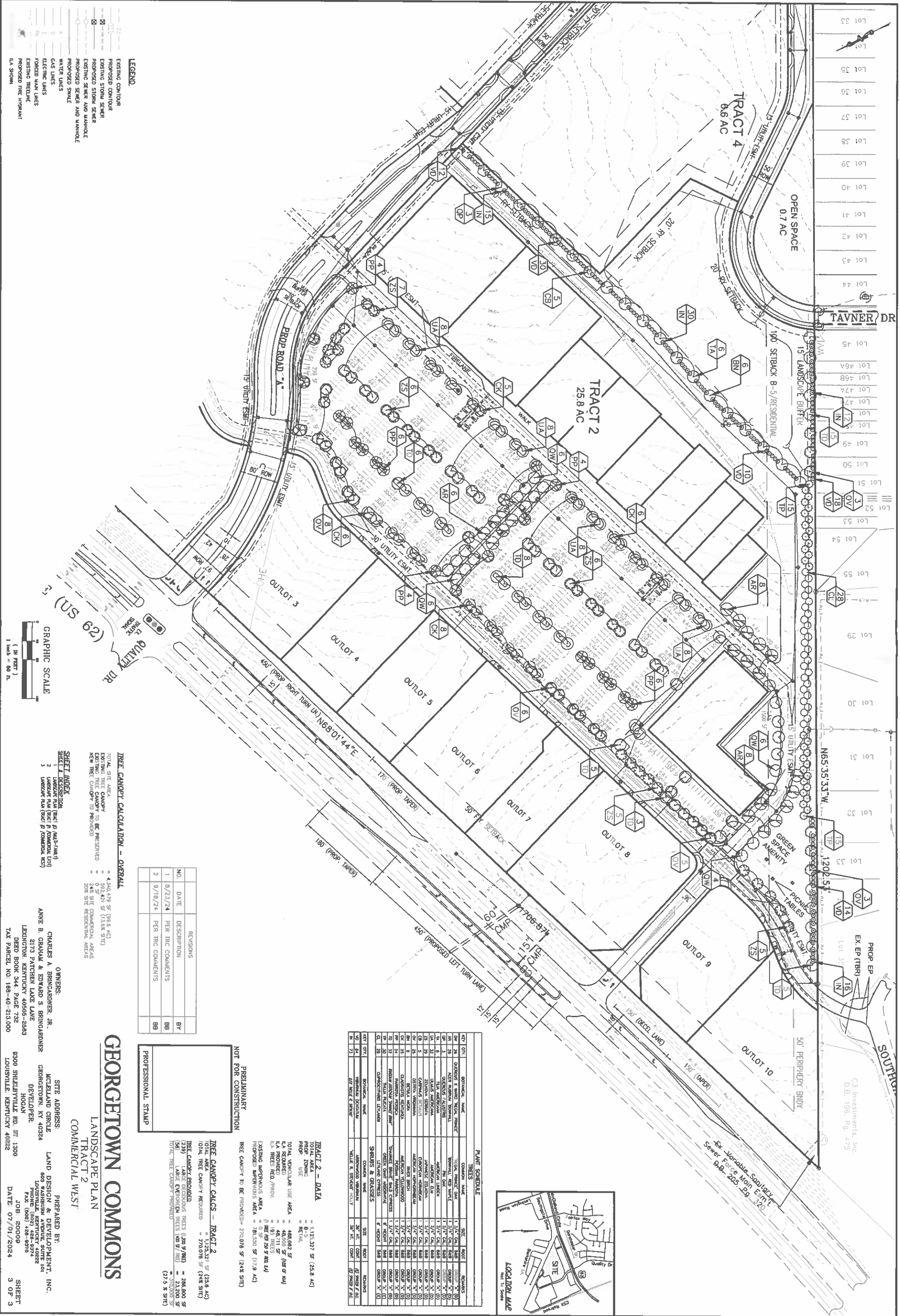
1. (TRACT 1) A variance is requested from Georgetown-Scott County zoning Ordinance Section 12.04.01 to allow a maximum height of 50 ft on the perimeter lines shown with Tract 1.
2. (TRACT 2) A variance is requested from the City of Georgetown zoning Ordinance Section 12.04.01 to allow a maximum height of 50 ft on the perimeter lines shown with Tract 2.
3. (TRACT 2) A variance is requested from the City of Georgetown zoning Ordinance Section 12.04.01 to allow a maximum height of 50 ft on the perimeter lines shown with Tract 2.
4. (TRACT 2) A variance is requested from the City of Georgetown zoning Ordinance Section 12.04.01 to allow a maximum height of 50 ft on the perimeter lines shown with Tract 2.
5. (TRACT 2) A variance is requested from the City of Georgetown zoning Ordinance Section 12.04.01 to allow a maximum height of 50 ft on the perimeter lines shown with Tract 2.
6. (TRACT 2) A variance is requested from the City of Georgetown zoning Ordinance Section 12.04.01 to allow a maximum height of 50 ft on the perimeter lines shown with Tract 2.
7. (TRACT 3) A variance is requested from the Georgetown-Scott County zoning Ordinance Section 12.04.01 to allow a maximum height of 50 ft on the perimeter lines shown with Tract 3.

PROJECT DATA OVERALL

TOTAL AREA	996 AC (4,340,479 SF)
PROPOSED OPEN SPACE	4.2 AC (184,435 SF)
PROPOSED OPEN SPACE	0.7 AC (32,813 SF)
SITE AREA	948 AC (4,140,479 SF)
EXISTING ZONING	1-1(I)RSJ
PROPOSED ZONING	8-C-1-R-3
EXISTING USE	VACANT

PROPOSED TRACTS

TRACT 1	1,123,327 SF (25.8 AC)
TRACT 2	1,123,327 SF (25.8 AC)
TRACT 3	1,123,327 SF (25.8 AC)
TRACT 4	1,123,327 SF (25.8 AC)
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TRACT 99	1,123,327 SF (25.8 AC)
TRACT 100	1,123,327 SF (25.8 AC)



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- Lot 55

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING WATER AND SANITARY
- PROPOSED WATER AND SANITARY
- PROPOSED SWALE
- WATER LINES
- GAS LINES
- ELECTRIC LINES
- FORCED MAIN LINES
- EXISTING TREETRUE
- PROPOSED FIRE HYDRANT
- LA. SIGN

TREE CANOPY CALCULATION - OVERALL

TOTAL SITE AREA	4130,429 SF (94.4 AC)
EXISTING TREE CANOPY TO BE PRESERVED	592,241 SF (13.5 AC)
NEW TREE CANOPY TO BE PROVIDED	0 SF
24% SITE COMMERCIAL AREAS	
20% SITE RESIDENTIAL AREAS	

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	8/23/24	PER TRC COMMENTS	BB
2	9/18/24	PER TRC COMMENTS	BB

PROFESSIONAL STAMP

GEORGETOWN COMMONS

LANDSCAPE PLAN

TRACT 2

COMMERCIAL WEST

PLANT SCHEDULE

KEY	SYMBOL	COMMON NAME	SIZE	NOTES	REMARKS
1	(Symbol)	DOGWOOD	1 1/2" DIA. BALL		GROUP "A" (10)
2	(Symbol)	ACER	1 1/2" DIA. BALL		GROUP "A" (10)
3	(Symbol)	HYDRANGEA	1 1/2" DIA. BALL		GROUP "A" (10)
4	(Symbol)	DOGWOOD	1 1/2" DIA. BALL		GROUP "A" (10)
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60	(Symbol)	HYDRANGEA	1 1/2" DIA. BALL		GROUP "A" (10)

TREE CANOPY CALCS - TRACT 2

TOTAL AREA	1,125,327 SF (25.8 AC)
TOTAL TREE CANOPY REQUIRED	1,125,327 SF (25.8 AC)
TOTAL TREE CANOPY PROVIDED	270,078 SF (5.9 AC)
DEFICIT	855,249 SF (19.9 AC)

TREE CANOPY PROVIDED

LA. PROVIDED	44,008 SF (1.0 AC)
LA. REQUIRED	44,111 SF (1.0 AC)
LA. PROVIDED	44,111 SF (1.0 AC)
LA. REQUIRED	44,111 SF (1.0 AC)
EXISTING SUPERVIOUS AREA	781,550 SF (17.9 AC)
PROPOSED SUPERVIOUS AREA	270,078 SF (5.9 AC)
TOTAL SUPERVIOUS AREA	1,051,628 SF (23.8 AC)



OWNERS:
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 ANNE B. GRAYM & EDWARD S. BRINGARDNER
 2173 PATCHER LANE
 LEKINGTON, KENTUCKY 40505-2643
 DEED BOOK 344, PAGE 732
 TAX PARCEL NO. 168-40-213,000

PREPARED BY:
 LAND DESIGN & DEVELOPMENT, INC.
 605 WASHINGTON AVENUE, SUITE 101
 LOUISVILLE, KENTUCKY 40202
 PHONE: (502) 488-8974
 FAX: (502) 488-8970

DATE: 07/01/2024

SHEET: 3 OF 3

GEORGETOWN COMMONS - MULTI-FAMILY (TRACT 3) PRELIMINARY DEVELOPMENT PLAT

Staff Report to the Georgetown-Scott County Planning Commission October 10, 2024

FILE NUMBER: PDP-2024-48

PROPOSAL: Preliminary Development Plan for 12 24-unit apartment buildings, totaling 288 units

LOCATION: McClelland Circle (168-40-213.000)

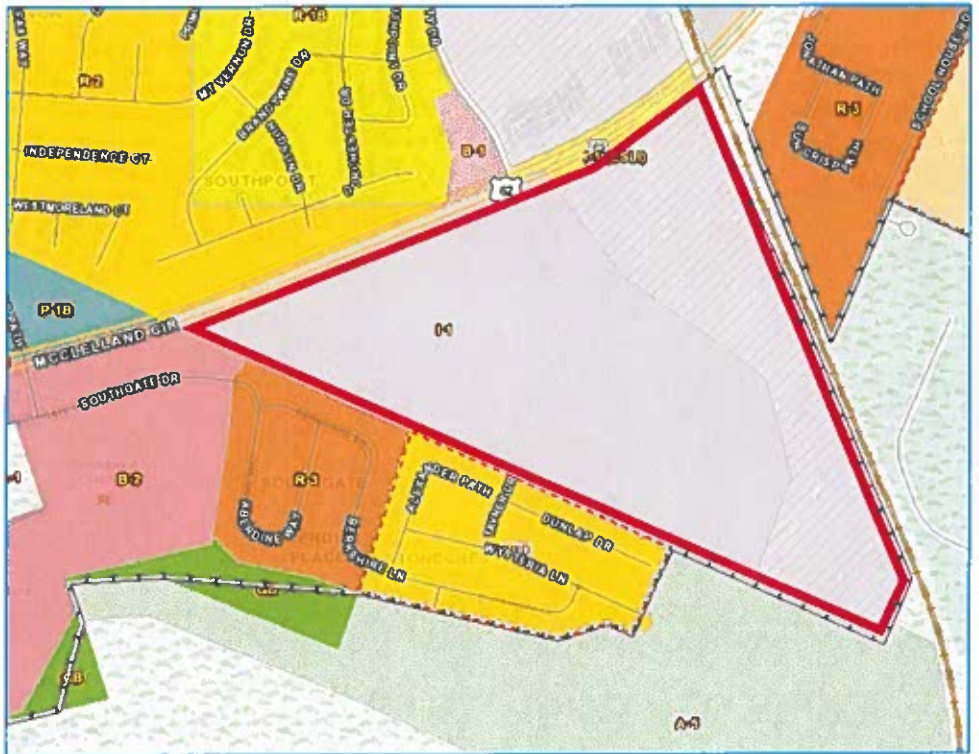
OWNER: Charles Bringardner & Anne Graham

APPLICANT: Hogan Realty and Jon Woodall Esq., McBrayer Law

CONSULTANT: Derek Triplett, Land Design & Development Inc.

STATISTICS:

Zone (Current, at Time of Application):	I-1 [ESLI] (Environmentally Sensitive Light Industrial) I-1 (Light Industrial)
Zone (Proposed):	R-3 (High-Density Residential)
Surrounding Zone:	A-1, A-5, B-1, B-2, I-1 [ESLI], R-2, and R-3
Site Area [Area of Impact]:	99.64 ac [16.3 ac]
Proposed Development [Total]:	12 24-unit Apartment Buildings with Clubhouse [131,764 SF]
Density [Max]:	9.35 DU/ac [16 DU/ac]



Parking Required:	624 spaces, 13 ADA
Parking Proposed:	624 spaces, 14 ADA
Access:	New Public Street to McClelland Circle [US-460 Bypass] or Tavner Drive New Private Street internal roads
Variances:	1. Variance to building height from 30 feet and 2 stories to 44 feet and 3 stories.

BACKGROUND:

The Project Site is a I-1 and I-1 [ESLI] zoned, 99.6-acre tract located off McClelland Circle between the railway to the east and Aberdine and Stonecrest Subdivisions to the west. The Project Site is annexed into the City of Georgetown. An application to rezone the Project Site to B-5, C-1, and/or R-3 was filed at the same time as the preliminary development plan and subdivision plat for the property. Preliminary development plan approval is contingent on the rezoning of the property as the agricultural zone does not permit large-scale commercial uses. Properties along McClelland Circle are already developed with a mix of commercial, warehousing, single-family and multi-family residential properties and uses. The proposed development ("Multi-Family Area") is on a 16.3-acre portion of the larger property that is proposed to be rezoned to R-3.

SITE PLAN REVIEW

The proposal is to construct twelve buildings with 24 units per building, or a total of 288-unit apartment complex with clubhouse. The proposed density is 9.35 DUs per acre. The lot coverage for these lots 18.5% of the total lot area, which is well beneath the 40% maximum for the zone. This building covers 15.8% of the total site (Tract #3) area. The development is within the setback requirements for the R-3 zoning district, which are as follows:

- 30-foot front yard setback
- 7.5-foot side yard setback (between similar density units),
- 25-foot side yard setback (between multi-family and duplex/single-family),
- 25-foot rear yard setback

All apartment buildings are proposed to be forty-four feet (44') in height to the peak. The R-3 zoning district has a maximum height of two (2) stories (or 30 feet total) measured from the front build line. The Applicant has requested a variance to the height requirement. Staff supports approval of the variance as the height would be similar to the height of the Amerson Apartments north of the Project Site and this similarity in design would further connect the two developments together.

Per the *Zoning Ordinance*, 1 additional foot of horizontal setback is required for each 1 additional foot of vertical building height, which the plan for the Multi-Family Area does not reflect. With the request for additional height submitted and this requirement considered, the multi-family buildings would need to be at least 39 feet from property lines.

All of the residential buildings are located on the perimeter of their property, with the clubhouse and parking located in the center. The Applicant states that this layout is typical for the intended developer. Staff recommends reconsideration of this layout to create a greater separation between

the commercial uses and residential uses by switching the locations of the parking lots and buildings. Having open space in the middle of the development intended for vehicles would result in a less pedestrian friendly environment. The location of residences in accordance with the regulations reduce the likelihood of pedestrian-vehicle conflict through the separation of users, putting the residents as the center of the community and not the vehicles. By trading locations, this increases the opportunity to create further community amenities like tree clusters, courts, and usable lawns for resident use. This is anticipated to create a greater sense of community connectivity and reduce conflicts between non-complimentary uses. Some parking may be able to remain between the buildings and the clubhouse with this recommended reconfiguration. Staff ultimately does not support a request waive the requirement for additional setbacks in exchange for additional building height.

Traffic Study

A traffic study was performed by Diane Zimmerman Traffic Engineering as part of the application for rezoning. The study was performed on June 27, 2024 looking three intersections:

1. Quality Drive and McClelland Circle
2. Windsor Path/Southgate Drive and McClelland Circle
3. Christian Drive and Southgate Drive

A full version of the study is available for examination in the Planning Commission office and analysis of said study is discussed in the staff report for application "ZMA-2024-35 Georgetown Commons". Staff recommends adopting the recommendations of said traffic study for this and any subsequent developments of the property.

Access & Circulation

The Multi-Family Area would be served by the proposed public road from the access point with McClelland Circle to the road stub of Tavner Drive in the Stonecrest subdivision. Sidewalks should be provided to and from the proposed commercial and existing residential areas for safe pedestrian use.

Parking

Per the *Subdivision & Development Regulations*, residential developments of one-bedroom units require 1.5 parking spaces per unit and two-bedroom units require 2.5 parking spaces per unit, or in this instance 624 parking spaces with 12 ADA accessible spaces. The Preliminary Development Plan shows 624 parking spaces, 14 of which designated for ADA use.

Landscape & Land Use Buffers

Section 6.12: Property Perimeter Requirements

Multiple property perimeter landscape areas are required as part of this development. The *Landscape & Land Use Buffers Ordinance* requires a 15-foot-wide buffer area for properties adjoining railroads, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus planting of 6-foot-tall continuous buffer. The preliminary landscape plan does not meet these requirements, and the final landscape plan will need to address this deficit.

Section 6.13: Vehicular Use Area Perimeter Requirements

The *Landscape & Land Use Buffers Ordinance* requires a 3 to 5-foot-wide buffer area between a vehicular use area (VUA) and either any property in any zone or an adjoining public or private street, right-of-way, access road or service road, and for those areas to be populated with 1 medium or large tree per 40 feet of linear boundary plus a 3-foot-tall continuous buffer. In the area where the VUA perimeter and property perimeter landscaping requirements overlap along the northeast property line, the more stringent of the two regulations shall be applied which means in this area property perimeter would be required. The preliminary landscape plan does not meet these requirements, and the final landscape plan will need to address this deficit.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape & Land Use Buffers Ordinance* requires for open VUAs of 6,000 SF area (or greater) necessitates interior landscaped area 10% the size of the VUA and for those areas to be populated with 1 tree per 250 square feet of interior landscaped area. The development plan shows the construction of 216,872 SF of VUA, which would result in at least 21,688 SF of ILA installed and 87 ILA trees. The preliminary landscape plan shows the installation of 24,587 SF of ILA and 87 ILA trees which satisfies this requirement. The preliminary landscape plan meets these requirements.

Section 6.2215: Minimum Canopy Requirements

As the Multi-Family Area will be completely redeveloped and no existing trees will remain, 20% tree canopy will be required on the property, equivalent to 142,622 SF of canopy. The Applicant proposes the planting of 119 large trees at 750 SF per tree per the adopted *Planting Manual*. The landscaping plan shows tree plantings is equivalent to 89,250 SF of canopy, equivalent to 12.52% of the total site area. The final landscape plan will need to address this deficit.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plat for the Georgetown Commons Multi-Family Area with the following variances, waivers and conditions of approval:

Variances & Waivers:

1. Variance to maximum building height from 30 feet and 2 stories to 44 feet and 3 stories.

Conditions of Approval:

2. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
3. Any revisions or amendments to the approved Preliminary Development Plan shall be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
4. This Preliminary Development Plan approval is valid for two years, subject to the requirements of Article 406 section A of the *Subdivision and Development Regulations*.
5. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This

includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.

6. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
7. The Final Development Plan shall comply with all stormwater management requirements according to the current Stormwater Manual including a post-construction stormwater management BMP O&M agreement.
8. A photometric plan shall be submitted and approved as part of the Final Development Plan. The Applicant shall direct lighting away from adjoining property and not have any off-site impact.
9. A species-specific landscape plan shall be included with the Final Development Plan indicating all trees to be preserved during construction.
10. All requirements of the Georgetown Fire Department regarding fire hydrant locations and emergency vehicle accessibility.
11. All requirements of GMWSS regarding sanitary sewer services.
12. The Applicant shall obtain approval from KYTC for the new entrance and any fill/grading in the right-of-way.
13. A sidewalk plan shall be submitted along with the Final Development Plan. Sidewalks shall provide safe pedestrian circulation to all the units and off-site parking areas, shared facilities and public streets.

94°35'35"E 1348.12'

PROPOSED
DETENTION
BASIN
(60,000 SF)

TRACT 5
11.5 AC

TRACT 4
6.6 AC

TRACT 3
16.3 AC

TRACT 1
19.7 AC

CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL

I hereby certify that the preliminary development plan shown hereon has been found to comply with the Subdivision and Site Plan Ordinance of Georgetown and Scott County, Kentucky, and that the construction of such project, in accordance with the minutes of the Planning Commission, this approval does not constitute approval to begin construction or obtain a building permit.

(date), 20 2024

Chairman, Georgetown-Scott County Planning Comm.

CERTIFICATION OF OWNERSHIP

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 shown hereon as the final plat/plan of the development of the property shown and described hereon, in accordance with the minutes of the Planning Commission, this approval does not constitute approval to begin construction or obtain a building permit, unless otherwise noted.

WILKS 2874 (date) 2024

Wanda Brinkardner
(owner or owner's agent)

GENERAL NOTES:

1. Parking areas and drive lanes to be a hard and durable surface.
2. An encroachment permit and bond will be required for any encroachment on public property.
3. Construction of grading activities preventing construction of root systems of trees to be preserved. The fencing shall enclose the area beneath the drip line of the tree canopy and shall remain in place. No parking, material storage, or construction activities shall be permitted in the protected area.
4. Compatible utilities shall be placed in a common trench unless otherwise required by appropriate agencies.
5. Existing grades to be used where possible. Any change in grades will be depicted on final development plan.
6. This proposed development was approved at the meeting of the Planning Commission held on September 26th, 2024 at the Regular Meeting.

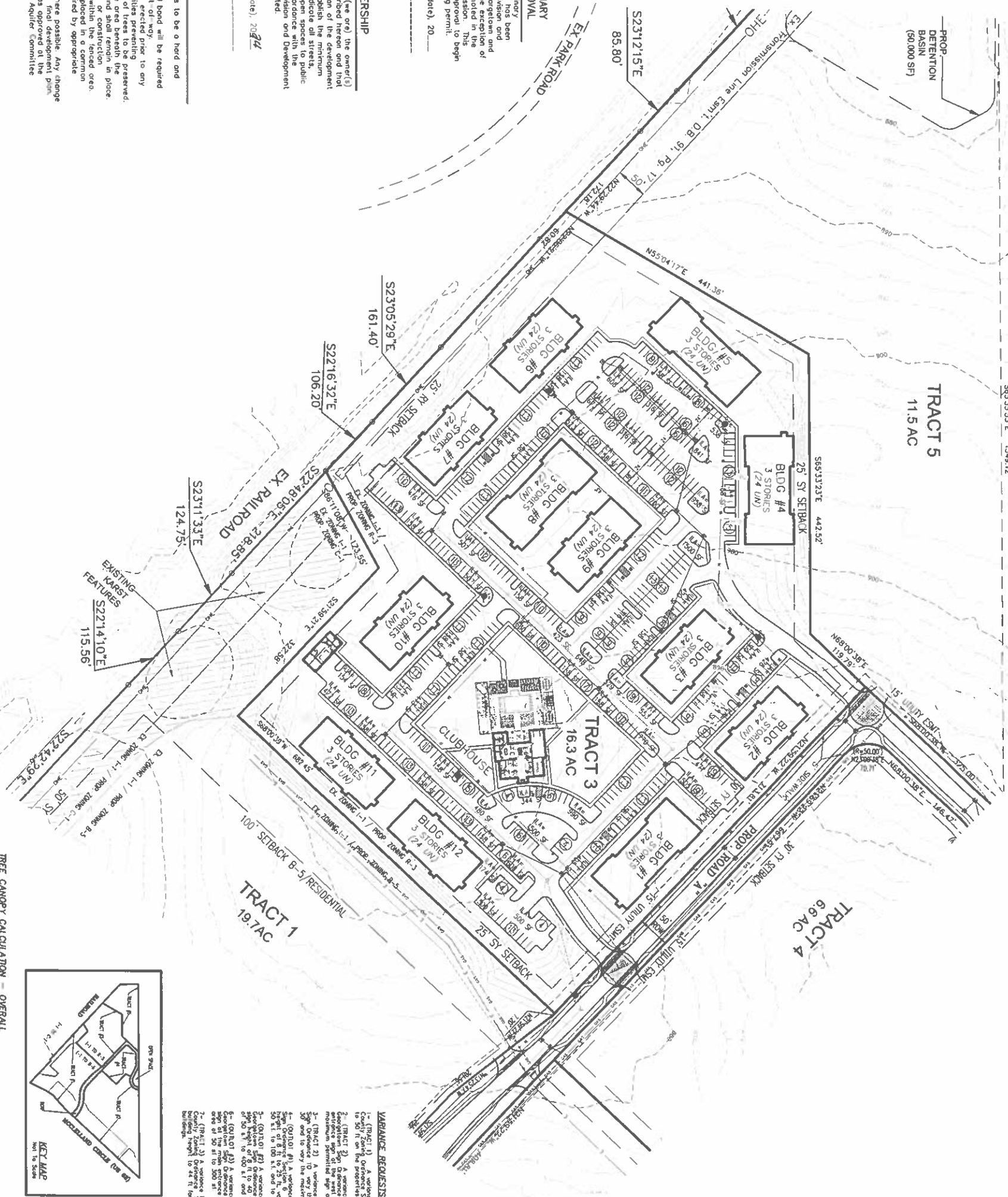
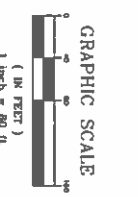
LEGEND

- 22' EXISTING CONTIGUOUS
- 22' PROPOSED CONTIGUOUS
- 22' EXISTING STORM SEWER
- 22' PROPOSED STORM SEWER
- 22' EXISTING SEWER AND MANHOLE
- 22' PROPOSED SEWER AND MANHOLE
- 22' PROPOSED SWALE
- 22' WATER LINES
- 22' GAS LINES
- 22' EXISTING TRAILING
- 22' PROPOSED TRAILING
- 22' EXISTING FIRE HIGHWAY
- 22' PROPOSED FIRE HIGHWAY

NO.	DATE	DESCRIPTION	BY
1	8/23/24	PER TRC COMMENTS	BB
2	9/18/24	PER TRC COMMENTS	BB

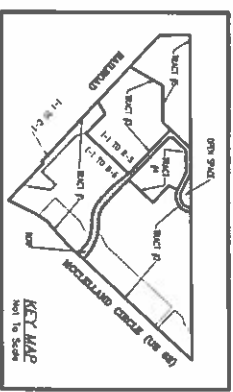
PRELIMINARY
NOT FOR CONSTRUCTION

PROFESSIONAL STAMP



TREE CANOPY CALCULATION - OVERALL

TOTAL SITE AREA	4,340,479 SF (99.6 AC)
EXISTING TREE CANOPY TO BE PRESERVED	562,421 SF (12.82 AC)
NEW TREE CANOPY TO BE PROVIDED	245 SITE COMMERCIAL AREAS
20% SITE RESIDENTIAL AREAS	



VARIANCE REQUESTS:

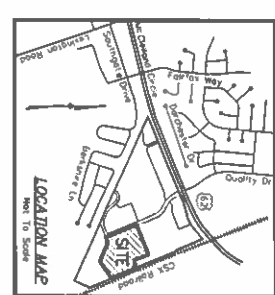
1. (TRACT 1) A variance is requested from Georgetown-Scott County Zoning Ordinance Section 4.55 to vary the maximum permitted sign area of 50 sq ft to 500 sq ft on the property shown hereon.

2. (TRACT 2) A variance is requested from the City of Georgetown Zoning Ordinance Section 4.55 to vary the maximum permitted sign area of 50 sq ft to 500 sq ft on the property shown hereon.

3. (TRACT 3) A variance is requested from the City of Georgetown Zoning Ordinance Section 4.55 to vary the maximum permitted sign area of 50 sq ft to 500 sq ft on the property shown hereon.

4. (TRACT 4) A variance is requested from the City of Georgetown Zoning Ordinance Section 4.55 to vary the maximum permitted sign area of 50 sq ft to 500 sq ft on the property shown hereon.

5. (TRACT 5) A variance is requested from the City of Georgetown Zoning Ordinance Section 4.55 to vary the maximum permitted sign area of 50 sq ft to 500 sq ft on the property shown hereon.



SHEET INDEX

1	OVERALL DEVELOPMENT PLAN
2	PRELIMINARY DEVELOPMENT PLAN (TRACT 1)
3	PRELIMINARY DEVELOPMENT PLAN (TRACT 2)
4	PRELIMINARY DEVELOPMENT PLAN (TRACT 3)
5	PRELIMINARY DEVELOPMENT PLAN (TRACT 4)
6	PRELIMINARY DEVELOPMENT PLAN (TRACT 5)

OWNERS:

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TAX PARCEL NO 168-40-213.000

SITE ADDRESS:

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GEORGETOWN, KY 40324

PREPARED BY:

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PHONE: (502) 438-5274
FAX: (502) 438-5275
HOOAN
JOB: 200009
DATE: 07/01/2024

GEORGETOWN COMMONS

PRELIMINARY DEVELOPMENT PLAN

TRACT 3

MULTI-FAMILY

PROPOSED TRACTS

TRACT	TOTAL AREA	PROPOSED ZONING	PROPOSED SIGN AREA	PROPOSED SIGN SPACE
TRACT 1	19.7 AC	R-3	1144 SF	1144 SF
TRACT 2	16.3 AC	R-3	1144 SF	1144 SF
TRACT 3	16.3 AC	R-3	1144 SF	1144 SF
TRACT 4	6.6 AC	R-3	1144 SF	1144 SF
TRACT 5	11.5 AC	R-3	1144 SF	1144 SF

